

8076

Diag. Cht. No. 78-4

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Photographic (Shoreline)

Field No. Office No. T-8076

LOCALITY

State Virginia

General locality James River

Locality Jamestown Island - Barrets Point

194 1-'42

CHIEF OF PARTY

F.L. Peacock

LIBRARY & ARCHIVES

DATE

6208

DATA RECORD

T-8076

Quadrangle (II):

Surry, Va., (15') U.S.G.S.

Project No. (II):

CS-283

Field Office:

Air Photographic Party No. 2
Baltimore, Maryland

Compilation Office:

Air Photographic Party No. 2
Baltimore, Maryland

Instructions dated (II III):

March 26, 1942

Supplemental Instructions Dated:

July 15, 1942; Sept. 30, 1942; Nov. 14, 1942

Completed survey received in office: 22 Mar. 1944

Chief of Party:

~~L. W. Swansen~~ E. B. Lewey~~Fred. L. Peacock~~

Chief of Party:

Fred. L. Peacock

Copy filed in Descriptive

~~Report No. T-~~Div. of
(VI)
Photogrammetry Office Files.

Reported to Nautical Chart Section: Mar. 1944

Reviewed: 26 Aug. 1944

Applied to chart No.

530 (print & rev.) July, 1944
Date:

Redrafting Completed: 10/49

Registered: 6 April, 1950

Published:

Compilation Scale: 1:10,000

Published Scale:

Scale Factor (III): None

Geographic Datum (III): North American 1927

Datum Plane (III): Mean ^{H. W.} Sea Level

Reference Station (III): MUD, 1938, r. 1942

Lat.: 37° 14' 31.301" 964.9m. Long.: 76° 50' 11.889" 293.0m Adjusted
~~Unadjusted~~

State Plane Coordinates (VI): Virginia State South Grid

X = 2,484,173.90

Y = 335,103.05

Military Grid Zone (VI)

PHOTOGRAPHS (III)
Unmounted

Number	Date	Time	Scale	Stage of Tide
**7476, 7477, 7479, 7480	11-25-41	10:37 A.M.	1:10,000	0.3' above M.L.W.
*7478	11-25-41	10:37 A.M.	1:10,000	0.1' above M.L.W.
*7667 to 7668, Incell-25-41		1:55 P.M.	1:10,000	0.9' above M.L.W.
*7669	11-25-41	2:04 P.M.	1:10,000	1.0' above M.L.W.
*7673 to 7674, Incell-25-41		2:04 P.M.	1:10,000	1.0' above M.L.W.
**7696 to 7697, Incell-26-41		10:00 A.M.	1:10,000	0.9' above M.L.W.
*7799 to 7801, Incell-26-41		12:25 P.M.	1:10,000	0.2' above M.L.W.

Tide from (III): Predicted Tide Tables
Reference Station: Hampton Roads, Virginia, with corrections to
Sub-Stations: *Jamestown Island and **Barrets Point, Virginia.

Mean Range: * 2.0

Spring Range: * 2.3

** 1.9

** 2.2

Camera: (Kind or source) U. S. Coast & Geodetic Survey nine lens camera (focal
length $8\frac{1}{2}$ "). All negatives are on file in the Washington Office.

Field Inspection by: Lieut. Ernest B. Lewey

date: Summer 1942

The season's Field Inspection Report has been previously
submitted.

see also Supplement
attached hereto

Field Edit by: *None*

date:

Date of Mean High-Water Line Location (III): As of photographs taken on
November 25 and 26, 1941, supplemented by the field inspection data obtained
in 1942.

Projection and Grids ruled by (III) J. O'Neill, B.R.C. date: 7-29-43

" " " checked by: Unknown

date: Unknown

Control plotted by: Ada May Hobine

date: 8-2-43

Control checked by: Donald M. Brant

date: 8-6-43

Radial Plot by: Walter E. Schmidt

date: Sept. 1943

Detailed by: Ruth M. Whitson (Shore line - rough draft)

date: 11-29-43 to
3-20-44

Reviewed in compilation office by: Harry R. Rudolph

date: Feb. & Mar. 1944

Elevations on Field Edit Sheet

checked by: *Not applicable*

date:

STATISTICS (III)

Land Area (Sq. Statute Miles): 4

Shoreline (More than 200 meters to opposite shore): $17\frac{1}{2}$ statute miles

Shoreline (Less than 200 meters to opposite shore): 20 statute miles measured along center line.

Number of Recoverable Topographic Stations established: 14

Number of Temporary Hydrographic Stations located by radial plot: 74

Leveling (to control contours) - miles: None

Roman numerals indicate whether the item is to be entered by,

(II) Field Party, (III) Compilation Party, or, (VI) the Washington Office.

When entering names of personnel on this record give the surname and initials (not initials only).

Remarks:

SUMMARY to ACCOMPANY T⁸⁰⁷⁶

T⁸⁰⁷⁶, Scale 1:^{10,000}, is one of 40 shoreline surveys in Project CS-283 along the James River, Virginia.

Project CS-283 was originally planned as a planimetric mapping project but was limited to shoreline surveys only after War Mapping Project CS-289, covering practically all the James River, was undertaken.

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Field Inspection

Field inspection data for the area of ⁸⁰⁷⁶~~T-2-2~~ are contained in the "Report on Field Inspection of Air Photographs, James River, Newport News to Hopewell, Virginia" by Ernest B. Lowey, dated October 12, 1942. Filed in Division of Photogrammetry, General Files.

26 CONTROL:

Twenty-three horizontal control stations have been shown on the Map Drawing. They consist of thirteen U. S. Coast and Geodetic Survey triangulation stations, three U. S. Geological Survey traverse stations, and seven U. S. Engineer's triangulation stations. Field Inspection Points were used to identify eleven of the triangulation stations. The triangulation and traverse stations have been shown on the Map Drawing with 3.0 mm. acid ink equilateral triangles, while the F.I.P.'S have been shown with 1.0 mm. acid ink squares except one, which was selected by the Field Inspection Sub-Party as a temporary hydrographic station, and which has been shown with a 2 $\frac{1}{2}$ mm. black acid ink circle. Black acid ink triangulation and F.I.P. symbols indicate that the position of the station or point was plotted directly on the Map Drawing from geographic coordinates, while the red acid ink symbols indicate that the position was plotted on an adjoining Map Drawing from geographic coordinates, and then transferred to Map Drawing Survey No. T-8076 by the method of matching common projection lines and pricking through.

The following fifteen horizontal control stations lie within the detail limits of the Map Drawing:

Ten (10) U. S. Coast and Geodetic Survey triangulation stations

- CHURCH POINT LIGHT, 1938, r. 1942 (Landmark)
- CYPRESS, 1870, r. 1938, r. 1942 (F.I.P. "Cyp")
- HOMINY, 1938, r. 1942 (F.I.P. "Hom")
- JAMESTOWN, 1869-70, r. 1910, r. 1938, r. 1942, (F.I.P. "Jam")
- JAMESTOWN MONUMENT, 1910, r. 1932, r. 1942, (Landmark)
- MUD, 1938, r. 1942, (F.I.P. "Tim")
- PROMINENT TREE, 1938, r. 1942, (not used)
- SWAN POINT CHANNEL, FRONT RANGE LIGHT, 1938, r. 1942 (Landmark)
- WHARF, 1938, r. 1942, (F.I.P. "Nak")
- WHITE HOUSE, SOUTH GABLE, 1938, r. 1942, (Landmark)

Five (5) U. S. Engineer's triangulation stations

- DILLARD 2, (U.S.E.), 1910, r. 1938, r. 1942, (F.I.P. "Lard")
- MILL, (U.S.E.), 1938, r. 1942, (F.I.P. "Too")
- MUSEUM, (U.S.E.), 1938, r. 1942, (not used)
- NEW CHICK, (U.S.E.), 1938, r. 1942, (F.I.P. "Hic")
- NEW PINE, (U.S.E.), 1938, r. 1942, (not used)

The following eight horizontal control stations lie just outside the detail limits of the Map Drawing:

Three (3) U. S. Coast and Geodetic Survey triangulation stations

- FERRY, 1938, r. 1942
- THORN, 1938, r. 1942, (F.I.P. "Orn")
- WILLIAMSBURG, 1932, r. 1942, (F.I.P. "Bur")

26 CONTROL (Cont'd.)

Three (3) U. S. Geological Survey traverse stations

P.T.S. No. 51, 1916, r. 1942

P.T.S. No. 52, 1916, r. 1942

T- Road north, 360' east of T-Road south, r. 1942

Two (2) U. S. Engineer's triangulation stations

GOOSE, (U.S.E.), 1938, r. 1942, (F.I.P. "Gos")

* SCOTLAND, (U.S.E.), 1938, r. 1942, (not used)

* These stations were recovered by the Field Inspection Sub-Party, but no field inspection data were submitted for their identification. Therefore, they were not used to control the radial plot.

+ "Swan"^X is spelled "Swann" in the "Light List", "Coast Pilot" on the nautical charts, and on the U. S. Geological Survey "Surry" Quadrangle, Virginia.

** This is spelled "Swan" in G.P. list for Virginia, p. 315, and is the correct spelling for its triangulation name. E.H.M.*

27 RADIAL PLOT:

The details of the Main Radial Plots for the areas of Map Drawings Surveys Nos. T-8075 to T-8079, inclusive, have been discussed in a special report, which has been previously submitted as an appendix to the Descriptive Report for Map Drawing Survey No. T-8078. *Filed in the Bureau Archives.*

28 DETAILING:

The Map Drawing has been compiled in accordance with instructions, and the features shown thereon have been detailed from unmounted nine lens photographs which were supplemented by the field inspection data. Symbolization is in accordance with the recommended topographic symbols.

The field inspection data were adequate unless otherwise mentioned in the following paragraphs. The number of photographs was adequate for office detailing. The scales of the photographs and Map Drawing were in good agreement. It was, however, necessary to detail a few areas by use of the vertical projector.

The relatively strong radially plotted positions of minor detail points, etc., have been shown on the glossy side of the Map Drawing with small single purple ink circles, while the relatively weak positions of such points have been shown with green ink circles.

The water area of the Map Drawing consists of portions of the James River, the Chickahominy River, Powhatan Creek, Grays Creek, The Thorofare, all of Back River, and many small unnamed streams. The land area immediately

28 DETAILING (Cont'd.)

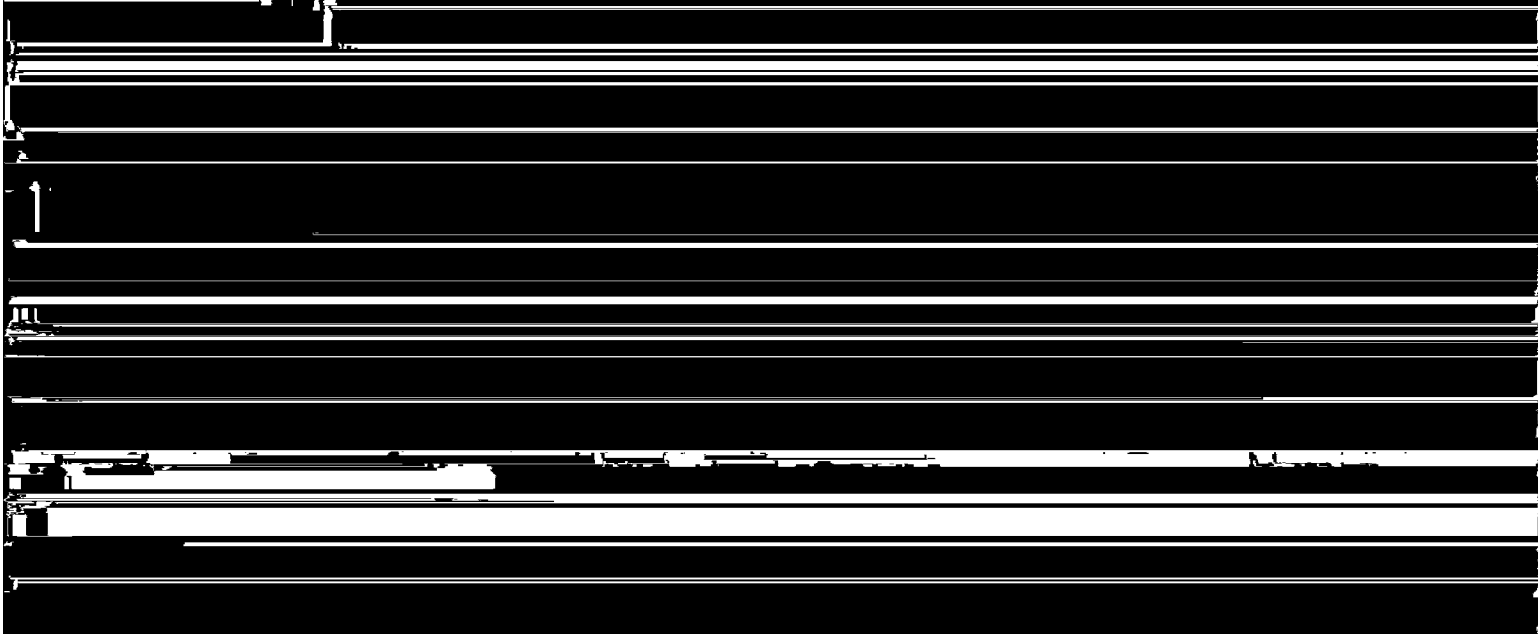
adjacent to the shore line on both sides of the James River consists of dense woods in which pine, oak, and cypress trees are the most prominent. The Mean High-Water Line on both sides of that portion of the James River as shown on the Map Drawing is, for the most part, situated on hard fast ground. However, a large marsh area borders the Mean High-Water Line on the north shore of the James River at the eastern extremity of the Map Drawing. Just inshore from the Mean High-Water Line along both shores, of the James River are wooded dirt bluffs ranging in height from 2' to 100'. The dirt bluff symbol as shown on the Map Drawing is accompanied by notes indicating the approximate heights of such features.

All buildings, except small outbuildings, wherever visible on the photographs have been shown on the Map Drawing. The positions of several buildings which have been shown on the Map Drawing in the vicinity of a "camp" located on Glass House Point, are believed to be within the limits of satisfactory accuracy, but because of dense vegetation, the size and shapes of such buildings may be incorrect.

The widths of all first and second class roads have been detailed in full. Third class roads (trails) have been shown by the conventional trail symbol.

A portion of a power line which crosses Powhatan Creek at approximately Latitude $37^{\circ} 14' 05''$ and Longitude $76^{\circ} 46' 12''$ has been detailed and shown on the Map Drawing in accordance with the field inspection data. The vertical clearance of this power line above Mean High-Water is 31 feet as shown by a note lettered on the Map Drawing. No other power line or submerged cable crossings have been shown.

The shape of a wreck, which is situated on the east shore of Grays Creek, has been detailed and shown on the Map Drawing with a full light-weight black acid ink line accompanied by a descriptive note. No data pertinent to the wreck were submitted by the Field Inspection Sub-Party except the indication that the wreck visible on the photographs was a



30 MEAN HIGH-WATER LINE:

The Mean High-Water Line firm ground has been detailed in accordance with the field inspection data, and shown on the Map Drawing with a full heavy-weight black acid ink line the center of which is considered to be the true position. The outer limits of marsh areas bordering the Mean High-Water Line have been shown with a full light-weight black acid ink line. In areas where the Field Inspection Sub-Party indicated an indefinite Mean High-Water Line or an indefinite marsh line, the black acid ink lines have been dashed. Trees growing in water along a part of the shore line pre-

- 8 -

34 LANDMARKS, FIXED AIDS TO NAVIGATION AND AERONAUTICAL AIDS:

^{v 4 Aids to Navigation} See Chart Letter 917(49) Copy enclosed.
Six landmarks lie within the detail limits of the Map Drawing. Their names as shown on the Map Drawing are accompanied by the note "landmark".

Form 567 has been submitted for the following three new landmarks which were recommended by the Field Inspection Sub-Party:

* North Gable of Barn

Jamestown Monument (same as triangulation intersection station "JAMESTOWN MONUMENT, 1910, r. 1942")

South Gable, White House (same as triangulation intersection station "WHITE HOUSE, SOUTH GABLE, 1938, r. 1942")

* Position determined by radial intersection and shown on the Map Drawing with a $2\frac{1}{2}$ mm. black acid ink circle.

^{Aid to Navigation}
The position of the charted landmark "Swann Point Shoal Channel Rear Light" has been redetermined by radial intersection, and Form 567 has been submitted. The existence of the light was verified by the Field Inspection Sub-Party.

^{Aids to Navigation}
The existence of the following two (2) charted landmarks has been verified by the Field Inspection Sub-Party, and their positions have been previously determined by triangulation by the Bureau, and therefore Form 567 has not been submitted.

^{Aids to Navigation}
Two (2) charted landmarks

Church Point Light (same as triangulation intersection station "CHURCH POINT LIGHT, 1938, r. 1942")

* Swan Point Shoal Channel Front Range Light (same as triangulation station "SWAN POINT CHANNEL FRONT RANGE LIGHT, 1938, r. 1942")

* "Swan" is spelled "Swann" in the "Light List", "Coast Pilot", on the nautical charts and on the U. S. Geological Survey "Surry" Quadrangle, Virginia.

There were no other fixed aids to navigation or aeronautical aids recommended for the area of the Map Drawing.

All forms 567 filed in Div. of Charts.

35 HYDROGRAPHIC CONTROL:

The hydrographic control shown on the Map Drawing consists of fourteen Recoverable Topographic Stations, and seventy-four temporary hydrographic stations. The positions of all the stations have been determined by the radial plot, except for one temporary hydrographic station which is also the F.I.P. "Tim", the position of which has been plotted from geographic coordinates as computed from the data furnished by the

35 HYDROGRAPHIC CONTROL: (Cont'd.)

Field Inspection Sub-Party. One of the Recoverable Topographic Stations is also a tidal bench mark and has been shown on the Map Drawing with a black acid ink cross within a $2\frac{1}{2}$ mm. black acid ink circle. The positions of all the hydrographic control stations have been shown on the dull side of the Map Drawing with $2\frac{1}{2}$ mm. black acid ink circles.

The numbers, if any, as assigned to the Recoverable Topographic Stations, by the Field Inspection Sub-Party, and the names of such stations



37 JUNCTIONS (Cont'd.)

have been made with Map Drawings, Surveys Nos. T-8075 to the north, T-8071 to the east, and T-8078 to the west.

The junction of shore line and immediate adjacent detail with Map Drawing Survey No. T-8077 to the south is in agreement except in the vicinity of a small cove situated on the east shore of Grays Creek. Map Drawing Survey No. T-8077 should be corrected in accordance with that portion of the detail as shown in red ink on Map Drawing Survey No. T-8076. E.H.

38 RECOMMENDATIONS FOR FUTURE SURVEYS:

The compilation of the Map Drawing is believed to be complete in all details of importance for charting and no additional surveys are recommended insofar as nautical charts are concerned. The probable error in the positions of minor detail points, and details of importance is believed to be within the limits of satisfactory accuracy.

39 GEOGRAPHIC NAMES: 814 ✓

A partial investigation of geographic names was made by Lieut. E. B. Lewey in 1942. The data obtained from this investigation was recorded in a copy of the "Coast Pilot" published in 1937, which was submitted to this Compilation Office. The names shown on the Map Drawing are in accordance with the field inspection data, and also in accordance with the geographic names appearing on the U. S. Geological Quadrangle "Surry" (15'), and the nautical charts covering the area of the Map Drawing. The names have been alphabetically compiled in a list (undisputed) and submitted herein. There were no disputed names.

40 BRIDGES:

Two wooden bridges have been shown on the Map Drawing. One of the bridges crosses Back River in the vicinity of Jamestown and is considered of navigational importance. The pertinent notes which accompany the detail of this bridge are in accordance with the field inspection data. The other bridge, which crosses Powhatan Creek, is of no navigational importance.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

"Surry", Virginia Quadrangle (15'), U. S. Geological Survey, edition of 1919, scale 1:62,500.

Because of the large difference in scale between the Map Drawing and

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES: (Cont'd.)

the above-mentioned quadrangle, small planimetric details could not be readily compared. However, the following differences were apparent:

* Sand Island situated in the James River due east of Swamp Point as shown on the Map Drawing does not appear on the quadrangle. ✓

* A small rocky islet situated at the entrance to Back River as shown on the Map Drawing does not appear on the quadrangle. ✓

The ruins of Dillard Wharf situated on the south side of the James River as shown on the Map Drawing does not appear on the quadrangle. ✓

A government wharf, upon which the U. S. Coast & Geodetic Survey triangulation intersection station "CHURCH POINT LIGHT", 1938, r. 1942, is situated, as shown on the Map Drawing does not appear on the quadrangle.

* A stranded wreck as shown on the Map Drawing at approximately Latitude 37° 11' 16" and Longitude 76° 48' 12" does not appear on the quadrangle. Bn 52
is near
this ob-
struction

An area in which a wreck is believed to be situated, has been outlined on the Map Drawing accompanied by a pertinent note, at approximately Latitude 37° 13' 57" and Longitude 76° 48' 48". The wreck does not appear on the quadrangle.

* Several roads appearing on the quadrangle have not been shown on the Map Drawing, because they were neither visible on any of the photographs, nor were they identified by the Field Inspection Sub-Party.

* The courses of many small streams in the marsh areas as they appear on the quadrangle are in disagreement with the courses of such streams as shown on the Map Drawing.

* Several marsh areas on the south side of the James River appearing on the quadrangle were neither visible on any of the photographs, nor were they identified by the Field Inspection Sub-Party and, therefore, have not been shown on the Map Drawing.

* Several fish traps, rows of old piling, piling groins, and fences in the water area as shown on the Map Drawing do not appear on the quadrangle. ✓

* These differences also apply to Chart No. 530. ✓

45 COMPARISON WITH NAUTICAL CHARTS:

Chart No. 530, scale 1:40,000, published September 1940, corrected to March 25, 1942. Ch 530
WAB.
7/12/44

45 COMPARISON WITH NAUTICAL CHARTS: (Cont'd.)

The following disagreements between the Map Drawing and the chart were apparent:

None of the buildings as shown on the Map Drawing appear on the chart.

Two railroads that appear on the chart have not been shown on the Map Drawing, because they were neither visible on any of the photographs nor were they identified by the Field Inspection Sub-Party.


The bouys appearing on the chart have not been shown on the Map Drawing, because they were neither visible on any of the photographs nor were they identified by the Field Inspection Sub-Party.

The position of the Mean High-Water Line appearing on the chart is in general disagreement with that as shown on the Map Drawing.

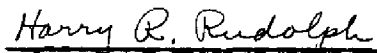
All differences indicated by an asterisk under side heading No. 44 also apply to Chart No. 530.

Ch. 530
W.A.B.
7/12/44

Respectfully Submitted:
March 18, 1944


Ruth M. Whitson,
Sr. Engineering Draftsman


Compilation and Descriptive
Report reviewed by:


Harry R. Rudolph,
Sr. Photogrammetric Aid

Supervised By:


Walter E. Schmidt
Asst. Photogrammetric Engineer

Approved & Forwarded:
March 28, 1944


Fred L. Peaseock
Chief, Air Photographic Party No. 2

JAMES RIVER, VIRGINIA
Jamestown Island - Barrets Point
PART OF PROJECT No. CS-283

List of names, numbers, and descriptions of the Recoverable Topographic Stations, and the numbers and descriptions of the temporary hydrographic stations appearing on Map Drawing Survey No. T-8076

Number of temporary hydrographic stations	74
Number of Recoverable Topographic Stations	<u>14</u>
Total Number of Stations	88

Listed By:

Ruth M. Whitson
Ruth M. Whitson

Michael G. Misulja
and
Florence M. Hammond.

Checked By:

Harry R. Rudolph
Harry R. Rudolph

No.

- 298 Blaze on Cypress Tree at Water's Edge.
- 299 "North Gable of Barn" - The station is the north gable of a barn on bluff located on the east side of Grays Creek. (New landmark - Recoverable Topographic Station).
- 300 North corner of shack on beach.
- 301 Largest of several bushes on end of sand spit. Marked by cloth.

No.

- 319 Low cypress in water, directly offshore from three (3) cypress trees on point. Blazed.
- 320 Trunk of cypress tree in water. Two live cypress trees just inshore from this one.
- 321 Blaze on outer of several cypress trees in water.
- 322 Blaze on cypress in water, on first sharp point west of triangulation station "MILL". (U.S.E.)
- 323 "Cypress, Blaze On" - The station is a blaze on a cypress in water, on point located on the south side of James River, approximately 1500 meters east of broad swamp and 760 meters west of U.S.E. triangulation station "MILL". (Recoverable Topographic Station).
- 324 Low bushy cypress in water. Umbrella-like at bottom.
- 325 Blaze on cypress in water.
- 326 Blaze on cypress in water. About 100 meters off shore.
- 335 Small bush on water-line on sand beach at inner end of ruins of Dillard Wharf.
- 336 Blaze on cypress, easterly and outermost of group of cypress in water.
- 630 Cloth on bush at east end of marsh.
- 631 Duck Blind off point of marsh on south side of Back River.
- 632 "Pine, Large, Tall, Blaze On" - The station is a blaze on a large tall pine, back of marsh in rounding bight in trees. Located on the north side of Back River, approximately 220 meters from its entrance into "The Thorofare". (Recoverable Topographic Station).
- 633 Boundary marker on easterly point, east side entrance of small stream, into south side of Back River.
- 634 Stake on point of marsh at north side entrance of small stream entering south side of Back River. Marked by cloth. (Stake is low in high grass).
- 635 Boundary marker at north side entrance of small stream into south side of Back River.
- 636 "South East Gable of Barn" - The station is the southeast gable of barn located on the north side of Back River, approximately 800 meters from its entrance into "The Thorofare". (Recoverable Topographic Station).

No.

- 637 Gable facing water, abandoned old house.
- 638 Tallest piling in group of piling on south side of Back River.
- 639 Boundary marker on north point of marsh. About 50 meters west, marsh line breaks sharply to south.
- 640 Stake on point of marsh, north side of canal and west side of river. Marked by cloth.
- 641 "Duck Blind, Framework For" - The station is a framework for duck blind located on the north side of Back River, approximately 1500 meters from its entrance into "The Thorofare". (Recoverable Topographic Station).
- 642 Stake on point of marsh on south side of entrance to small stream, into west side of Back River. Marked by cloth.
- 643 Outer end of small old landing under oak tree on water-line. (Landing in poor shape).
- 644 Blaze on cypress in water on south side of Back River and about 125 meters east of the highway bridge.
- 645 Boundary marker on rounding point of marsh about 100 meters northwest of southeast end of marsh.
- 646 "Pine, Large, Blaze On" - The station is a blaze on a large pine on marshy point located on the south side of "The Thorofare", approximately 850 meters from its entrance into Back River. (Recoverable Topographic Station).
- 655 Blaze on cypress on water-line in front of pines.
- 656 "South Gable, Remains of House" - The station is the south gable of remains of house on wharf, located on the north side of Back River, approximately 225 meters from its entrance into the James River. (Recoverable Topographic Station).
- 657 Several 2"x4"s, forming pile on point of marsh. This is the outer of two (2) similar pilings on the point.
- 658 Cloth on bush on west end of small rocky islet.
- 659 Small cypress in water, just north of concrete block bulkhead. Marked by cloth.
- 660 Double cypress in water about 100 meters offshore.
- 661 Ventilator on west gable of house on point and near bulkhead.

663 South gable of white house. This house has two (2) chimneys on ridge pole.

664 Stump in water just west of inner end of ruins of wharf.

665 "Lone Cypress, at Water's Edge" - The station is a lone cypress, at water's edge, at east end of thick group of pines. Marked by cloth. Located on the north side of James River, approximately 1230 meters south of Church Point. (Recoverable Topographic Station).

666 Triple cedar near water line in front of group of pines. Marked by cloth.

667 Small deciduous tree on rounding point. on water line and marked by piece of cloth.

668 Blaze on pine on water line to east of a slight clearing.

- No.
- 682 Blaze on small cypress at low place back of water line (outermost of several).
- 683 Low squatty cypress in water off narrow strip of marsh coming to water line.
- 684 "Cypress, Outermost and Largest, Blaze On" - The station is a blaze on the outermost and largest cypress in water, east side of entrance of stream. Located on the north side of James River, approximately 1590 meters east of triangulation station "MUD" and 4530 meters east of Barrets Point. (Recoverable Topographic Station)
- 685 Blaze on outermost cypress in water on small point.
- 686 Blaze on cypress in water on small point, off strip of marsh.
- 687 A clump of cypress trees on the water line, in a rounding bight and about 50 meters east of a large oak tree back of water line. The station is the same point as the Field Inspection point "Tim" of triangulation station "MUD".
- 688 Blaze on squatty cypress in water just west of entrance to small stream.
- 689 Blaze on top one of several small trees lying over water on rounding point, about 100 meters west of a pine tree lying in the water.
- 690 Blaze on huge pine tree on point.
- ✓ 691 "Twin Cypress, Blaze On" - The station is a blaze on twin cypress on point located on the north side of James River, approximately 1330 meters east of Barrets Point.
- 692 Blaze on easterly of two (2) cypress trees at water line on rounding point.
- 693 Blaze on small cypress, a few meters off beach and at west edge of trees along water line.
- ✓ 725 Blaze on small cypress in water. Northerly of four (4) small cypress in water, here.
- ✓ 726 Blaze on southerly of two (2) cypress trees on small sharp point.
- "Swann Point Shoal Channel Rear Range Light" - Swann Point shoal channel rear range light, white day mark with black round center on white skeleton tower, established, 1922, rebuilt 1939, located 75 meters inshore from Powhatan Creek, on Glass House Point. (Land-mark). (Recoverable Topographic Station).

"Tidal Bench Mark No. 2" (1910) Jamestown Island, James River, Virginia - Jamestown Island Tidal Bench Mark No. 2 (1910) is a small cross cut at the center of the top of the southeast post in the granite coping around the monument supporting the bronze statue of Captain John Smith. It is 111.7 feet southwest of Tidal Bench Mark No. 3 and 500 feet northwest of the wharf. (Recoverable Topographic Station).

Elevation: 12.51 ft. above Mean Low Water.

11.53 ft. above Half-Tide Level.

MAP DRAWING FOR SURVEY NO. T-8076

ADDITIONAL

WORK

1944

DATA RECORD

T- 8076

Quadrangle (II): Surry, Va. (15') U.S.G.S.

Project No. (II): C.S. 283

Field Office:

Air Photographic Party No. 2

Chief of Party: Fred. L. Peacock

Compilation Office:

Air Photographic Party No. 2

Chief of Party: Fred. L. Peacock

Instructions dated (II III):

March 26, 1942

Supplemental Instructions Dated:

July 15, 1942; Sept. 30, 1942; Nov. 14, 1942; and Nov. 24, 1942

Copy filed in Descriptive
Report No. T- (VI)

Completed survey received in office:

Reported to Nautical Chart Section:

Reviewed:

Applied to chart No.

Date:

Redrafting Completed:

Registered:

Published:

Compilation Scale: 1:10,000

Published Scale:

Scale Factor (III): None

Geographic Datum (III): North American 1927

Datum Plane (III): Mean Sea Level

Reference Station (III): MUD, 1938, r.1942

Lat.: 37° 14' 31.301" (964.9m) Long.: 76° 50' 11.889" (293.0m) ~~Unadjusted~~ Adjusted

State Plane Coordinates (VI):

X =

Y =

Military Grid Zone (VI)

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
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Same as shown in original data Form T-1

Tide from (III): Same as shown on original data Form T-1

Mean Range:

Spring Range:

Camera: (Kind or source) U. S. Coast & Geodetic Survey nine lens camera
(focal length $8\frac{1}{4}$ "). All negatives are on file in the Washington Office.

Field Inspection by: (Additional)
Lieut. Dale Sturmer

date: March 1944

Field Edit by:

date:

Date of Mean High Water Line Location (III): Same as shown on original Data Form T-1

Projection and Grids ruled by (III)

date:

" " " checked by:

date:

Control plotted by:

date:

Control checked by:

date:

Radial Plot by:

date:

Additional hydrographic stations

Detailed by: James L. Harris

date: 5/20/44 to 5/26/44

Additions

Reviewed in compilation office by: J. Edward Deal, Jr.

date: 5/29/44

Elevations on Field Edit Sheet
checked by:

date:

STATISTICS (III)

Land Area (Sq. Statute Miles);

Shoreline (More than 200 meters to opposite shore);

Shoreline (Less than 200 meters to opposite shore);

additional
Number of/Recoverable Topographic Stations established; 2

additional
Number of/Temporary Hydrographic Stations located by radial plot; 49

Leveling (to control contours) - miles;

Roman numerals indicate whether the item is to be entered by,

(II) Field Party, (III) Compilation Party, or, (VI) the Washington Office.

When entering names of personnel on this record give the surname
and initials (not initials only).

Remarks;

ADDITIONAL WORK --- 1944

In accordance with the original instructions for Project C.S. 283 and various supplemental instructions, the field inspection of the lower part of the James River did not at first include complete field inspection of tributary streams. The field inspection of the main river and the mouths of all tributary streams was first completed to Richmond. The completion of the field inspection of tributaries was then carried on from the upper river toward the lower river. The field inspection of tributary streams was completed in the spring of 1944.

In order to assure shore line and hydrographic information in advance of the needs of operating hydrographic parties working in the main river, Map Drawings for the areas of ten surveys were submitted in advance of completion with respect to tributary streams. Survey No. T-8076 is one of these ten.

The High-Water Line and marsh line (limit of navigation line) and adjacent planimetry of the portion of James River, falling within the limits of this Map Drawing and its tributaries, to the extent of navigation, in the area was originally compiled in March 1944.

Since its completion the Compilation Office has been furnished the identification of two additional recoverable topographic stations in Powhatan Creek and several additional temporary hydrographic signals in Powhatan Creek and Passmore Creek. These were identified on 1:10,000 field photographs by numbers and their descriptions were listed in two sketchbooks, Form 274 (Vol. 1 and Vol. 2) by corresponding numbers. These stations were transferred to the 1:10,000 office photographs and radially plotted on the Map Drawing.

Form 524 is being submitted for the two additional recoverable topographic stations, namely: *Filed in Div. Photogr. General Files.*

293(S) NORTHWEST GABLE HOUSE, 1944

296(S) SOUTHWEST CORNER OF BRIDGE AT HIGH-WATER LINE, 1944

The numbers and descriptions of the additional temporary hydrographic signals are:

- 270-S S.E. tip of break in grass 50 meters upstream
from fast land
- 271-S W. tip of grass island
- 272-S E tip of grass island
- 273-S S.W. tip of grass at entrance to large stream
in marsh
- 274-S S.E. tip of grass at entrance to small stream
in marsh
- 275-S N.W. tip of grass at entrance to small stream
in marsh
- 276-S N.E. tip of grass at entrance to stream in
marsh
- 277-S N.W. tip of grass at entrance to small stream
in marsh
- 278-S S.E. tip of grass at entrance to small stream
in marsh
- 279-S N.W. tip of grass at break in grass line
- 280-S N.W. tip of grass at break in shoreline
- 281-S N.E. tip of grass at small stream in marsh
- 282-S N.E. tip of grass at entrance to stream in
marsh
- 283-S E. tip of grass at Duck Blind on south side
of entrance to small stream in marsh
- 284-S S. Tip of grass at entrance to stream in marsh
- 285-S N.W. tip of grass at entrance to small stream
in marsh
- 286-S N.W. tip of grass at entrance to stream in
marsh

- 287-S N.E. tip of grass at entrance to small stream
in marsh
- 288-S N.W. tip of grass at break in grass line
- 289-S S.E. tip of grass at break in grass line
- 290-S N.W. tip of grass at entrance to stream
- 291-S S.E. tip of grass at break in grass line
- 292-S S.W. tip of grass at small stream in marsh
- 294-S S. tip of grass at small stream in marsh
- 295-S E. tip of marsh
- 297-S Lone cypress in marsh about 30 ft. tall
- 298-S Lone bushy cypress in marsh about 15 ft.
tall. Larger and bushier of two.
- 299-S Dead 30 ft. oak tree out in water surround-
ed by bushes
- 300-S Large 70 ft. bushy oak tree
- 301-S S. tip of low brush out in water
- 302-S 50 ft. cypress tree with most limbs over
water and upstream (N.side) bottom limb
is upstream and 6 ft. off water. Tree is
1 meter outside brush line and about 3
meters outside High-Water Line.
- 303-S 60 ft. cypress tree at brush and High-Water
Line. Limbs extend to waters edge. A 25 ft.
bushy cedar tree is 3 meters upstream. Tree
is really about 2 meters outside of general
trend of shore.
- 304-S S.E. tip of high grass in marsh. It is part
of the main higher grass line

- 305-S Mean High-Water Line in line with center line of woods road. Center line of the road is the part up in the woods about 30 meters from shore
- 306-S 25 ft. cedar tree leaning upstream on small point at High-Water and brush line. A twin cedar is 3 meters inshore. A large tree with curved base (down stream) is 6 meters down stream
- 307-S N.W. tip of grass at crooked ditch
- 308-S Most southerly tree of group extending out into marsh 20 ft. high. Push at base
- 321-S S.W. tip of grass at bight in shoreline
- 322-S S.E. tip of grass at small creek in shore line beginning of outside turn
- 323-S N.E. tip of grass at small stream in marsh
- 324-S S.E. tip of grass at large stream in marsh
- 325-S N.W. tip of grass at entrance to gut through narrow neck
- 326-S N.W. tip of grass at small stream in marsh
- 327-S S.E. tip of grass at small stream in marsh
- 328-S N.W. tip of grass at stream in marsh
- 329-S S.W. tip of grass at dim stream in marsh
- 330-S S.W. tip at small stream in marsh
- 331-S West tip of rounding point
- 332-S N. Tip of grass on point

Temporary hydrographic stations Nos. 269-S and 309-S on the field inspection photograph and included in the descriptions furnished by the Field Inspection Unit in

1944, were not plotted since these points were found to be identical with stations Nos. 670 and 672, selected and identified by the 1942 Field Inspection Unit. These points remain on the Map Drawing.

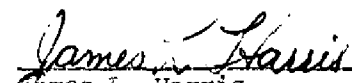
In listing these temporary hydrographic stations the letter "S" has been added to the number to differentiate this series of temporary hydrographic stations from those of the same number furnished by previous Field Inspection Units and appearing on this Survey.

An overhead cable crossing at the mouth of Powhatan Creek was added to the Survey.

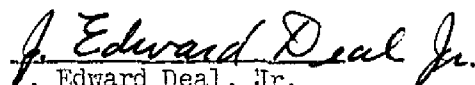
Data was furnished the Compilation Office relative to a wooden bridge over Powhatan Creek. This data has been added to the Map Drawing.

The Map Drawing is now believed to be complete in all details of importance for charting and no other surveys are necessary.

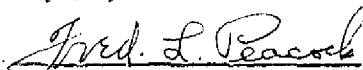
Respectfully submitted:
May 29, 1944


James I. Harris
Air Photographic Observer

Additional work reviewed
and supervised by:


J. Edward Deal, Jr.
Asst. Photogrammetric Engineer

Approved and Forwarded:
May 30, 1944


Fred. L. Peacock
Chief, Air Photographic Party No. 2

LIST OF GEOGRAPHIC NAMES

(Undisputed)

- ~~Back River~~ •
- ~~Barrets Point~~ •
- ~~Broad Swamp~~ •
- ~~Chickahominy River~~ • not enough to show name
- ~~Church Point~~ •
- ~~Dillard Wharf~~ • (RUINS)
- ~~Goose Hill~~ •
- ~~Glass House Point~~ •
- ~~Grays Creek~~ •
- ~~Ingersoll (Village)~~ •
- ~~James River~~ •
- ~~Jamestown (Village)~~ •
- ~~Jamestown Island~~ •
- ~~Lower Point~~ •
- ~~Old Earthworks~~ • Passmore Creek •
- ~~Powhatan Creek~~ •
- ~~Sandy Bay~~ •
- ~~Swann Point~~ •
- ~~The Thorofare~~ •

Sand Island (descriptive) •

- ~~Black Duck Gut~~ •
- ~~Pleasant Point~~ •
- ~~Pyling Point~~ •
- ~~Pitch and Tar Swamp~~ •
- ~~Back River Marsh~~ •
- ~~Mt. Pleasant~~ •
- ~~Haystack Gut~~ •
- ~~State No. 31~~ •

Names followed or preceded by
• are approved. 8/26/48
L. Acker

DIVISION OF PHOTOGRAMMETRY
Review Report of
Shoreline Map Manuscript T-8076

Subject numbers not used in this report have been adequately covered in other parts of the Descriptive Report.

43. Comparison with Previous Topographic Surveys:-

T-1290	(with contours)	1/20000	1873-4
T-1290a	(no contours)	1/20000	1910
T-2693	(with contours)	1/10000	1904 (Jamestown area)
T-2693a	(with contours)	1/10000	1905 " "

Several features were added to the map manuscript in the Jamestown area during review, since these features were visible on the photographs. These features are:

- Three earthworks
- Statue (field inspection note)
- Old church tower
- A small ruin
- A well at State House Ruins

A ruin on T-2693a, lying east of the highway and east of the Jamestown Monument; and an unlabeled earthwork north of Back River are not visible on the photographs. Therefore, they were not transferred from T-2693a to T-8076. The latter earthwork appears on the Surry Quadrangle and is labeled "Old Earthworks." The name "Old Earthworks" is on the map manuscript, but the earthworks themselves are not drawn.

This map manuscript supersedes ^{for nautical/charting purposes} the old surveys listed above, except for contours and some features in the Jamestown area.

44. Comparison with Topographic Quadrangles:-

U.S.G.S.	Surry	1/62500	ed 1919, rep. 1945
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The map manuscript supersedes the quadrangles in their common area, except for contours and roads.

45. Comparison with Nautical Charts:-

530	1/40000	ed. 1940	rev. Dec. 1946
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1. Heights of shore embankments as indicated on the map manuscript do not agree with contours on the chart in most cases.

2. A cable crossing Powhatan Creek is not on the chart.

3. Channels and aids on the chart are absent on the map manuscript.

4. A note was added to the manuscript: H.W. on manuscript refers to the M.H.W. datum.

46. APPLICATION TO CHARTS

Map Manuscript T-8076 was applied to chart 530 prior to review (i.e., July, 1944)

Reviewed by

Under the direction of

Lena T. Stevens
Lena T. Stevens, 26 Aug. 1948

J. V. Griffith
Chief, Review Section *J.H.M.*

APPROVED BY:

B.G. Jones 4/50
Technical Assistant to the
Chief, Div. of Photogrammetry

H. Edmonstone
Chief, Nautical Charts Branch
Division of Charts

O.S. Reading
Chief, Div. of Photogrammetry

W.M. Acaife
Chief, Coastal Survey *14p*

NAUTICAL CHARTS BRANCH

SURVEY NO. 8076

Record of Application to Charts

[illegible]

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.