

8081

1808

Form 504	
U. S. COAST AND GEODETIC SURVEY	
DEPARTMENT OF COMMERCE	
DESCRIPTIVE REPORT	
Type of Survey	Planimetric Air Photographic (Shoreline)
Field No.	Office No. T-8081
LOCALITY	
State	Virginia
General locality	Chickahominy River Chickahominy River from Diascund Creek (Beaverdam Creek) to
Locality	Dockman Swamp.
1944	
CHIEF OF PARTY	
Fred. L. Peacock	
LIBRARY & ARCHIVES	
DATE	

## DATA RECORD

T-8081

Quadrangle (II): Roano, Va. 7½ min. (U.S.G.S.) Project No. (II): GS-283

Field Office: Chief of Party:  
Air Photographic Party No. 2 Fred. L. Peacock

Compilation Office: Chief of Party:  
Baltimore Photogrammetric Office Fred. L. Peacock

Instructions dated (II III): ~~Copy filed in Descriptive~~  
March 26, 1942 - July 15, 1942, Sept. 30, ~~Report No. T- (VI)~~  
1942, Nov. 14, 1942, and Nov. 24, 1942.

Completed survey received in office: 12-15-44

Reported to Nautical Chart Section: 12-16-44

Reviewed: 20 May 46 Applied to chart No. Date:

~~Redrafting Completed:~~

Registered: 5/47 - Published:

Compilation Scale: 1:10,000 Published Scale:

Scale Factor (III): None

Geographic Datum (III): N.A. 1927 Datum Plane (III): Mean Sea Level

Reference Station (III): PALMER CREY, 1934, r. 1943

Lat.: 37° 25' 14.383" (443.4m) Long.: 76° 58' 40.642" (999.3m) Adjusted  
~~443.4 (440.3)m. 999.3 (470.0)~~ ~~Unadjusted~~

State Plane Coordinates (VI): Va. So.

X =

Y =

*Not Available*

Military Grid Zone (VI)

PHOTOGRAPHS (III)  
Eastern Standard

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
7658-7659	11-25-41	1:50 P.M.	1:10,000	0.1' above M.L.W.
7763 to 7766, incl.	11-26-41	11:50 A.M.	1:10,000	1.0' above M.L.W.
7808 to 7812, incl.	11-26-41	12:35 P.M.	1:10,000	0.65' above M.L.W.
7815 to 7818, incl.	11-26-41	12:35 P.M.	1:10,000	0.65' above M.L.W.
13008 to 13009	12-31-42	2:42 P.M.	1:20,000	0.3 above MLW
12984 to 12985	12-31-42	2:02 PM	1:20,000	0.3 above MLW

Tide from (III): Predicted Tables, Reference Station, Hampton Roads, Va.,  
with corrections for Lanexa, Va. and Windsor Shades, Va.

Mean Range: 2.3' Spring Range: 2.6'

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

Field Inspection by: Lieut. Comdr. Henry O. Fortin date: Feb. 1943

Field Edit by: date:

Date of Mean High-Water Line Location (III): Date of photographs  
supplemented by field inspection data obtained in 1943. Season's Field  
Inspection Reports previously submitted.

Projection and Grids ruled by (III) J.T. - P.J.H. date: 9-27-44  
(Washington Office)

" " " checked by: B.R.C. - J.T. date: 9-28-44  
(Washington Office)

Control plotted by: James L. Harris date: 9-30-44

Control checked by: Ruth E. Rudolph date: 10-2-44

Radial Plot by: J. E. Deal, Jr., & A. C. Rauck, Jr. date: 10-13-44

Detailed by: Raymond Glaser date: 10-14-44 to  
12-9-44

Reviewed in compilation office by: J. E. Deal, Jr. date: 12-13 to  
12-14-44.

Elevations on Field Edit Sheet  
checked by: date:

### STATISTICS (III)

Land Area (Sq. Statute Miles): This Map Drawing includes shoreline and adjacent planimetric detail, only.

Shoreline (More than 200 meters to opposite shore): 24 Statute miles.

Shoreline (Less than 200 meters to opposite shore): 33 Statute miles.

Number of Recoverable Topographic Stations established: 12

Number of Temporary Hydrographic Stations located by radial plot: 80

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:

*See:  
Report on "Field Inspection of Air Photographs, James  
River and Tributaries, Va.; Season 1943; Proj 293 - F.L. Bank,  
Chief of Party."*

26 CONTROL:

This Map Drawing includes that portion of the shoreline and adjacent planimetry of the Chickahominy River and its tributaries falling between Diascund Creek (Beaverdam Creek) and Dockman Swamp.

The following horizontal control stations fall within the limits of the Map Drawing:

U. S. Coast and Geodetic Survey Triangulation Stations of at least 3rd Order Accuracy:

CYPRESS, 1934, r. 1943  
PALMER CREY, 1934, r. 1943

U. S. Geological Survey Monumented Traverse Stations:

PTS. No. 53, 1916, r. 1943

U. S. Geological Survey Traverse Stations:  
(Established in 1916, r. 1943)

WINSOR SHADES, IN FRONT OFFICE WINDOW OF DEPOT,  
WEST-BOUND TRACK  
DIASCUND CREEK, CENTER OF RAILROAD BRIDGE 525 OVER  
WEST-BOUND TRACK

The following horizontal control stations fall just outside the limits of the Map Drawing:

U. S. Coast and Geodetic Survey Triangulation Station of at least 3rd Order Accuracy:

STEWART 1934, r. 1943

U. S. Geological Survey Monumented Traverse Station:

P.T.S. No. 54, 1916, r. 1943

U. S. Geological Survey Traverse Stations:  
(Established 1916, r. 1943)

DIASCUND ROAD CROSSING JUST EAST OF DEPOT, WEST-BOUND TRACK  
MILE POST No. 60, WEST-BOUND TRACK

In addition, two U. S. Geological Survey Traverse Stations, which fall within the limits of the Map Drawing and which had been identified by the Field Inspection Unit, could not be held during the running of the radial plot. They are:

WALKER, ROAD CROSSING AT DEPOT, WEST-BOUND TRACK, 1916, r. 1943  
ROAD CROSSING, ABOUT 850 FEET WEST OF MILEPOST 57, WEST-BOUND  
TRACK, 1916, r. 1943.

26 CONTROL: (Continued)

Both of these stations are believed to have been incorrectly identified due to man-made changes occurring since they were established. } *Considered lost*

The radially plotted position of the field identified location of each of these stations is shown on the Map Drawing with a 2.5 m.m. black acid ink circle immediately adjacent to its corresponding listed U. S. Geological Survey geographic position.

All of the above-mentioned horizontal control stations, except the two which could not be held during the running of the radial plot, have been used for the establishment of photograph centers, secondary control points, and detail points.

27 RADIAL PLOT:

The radial plot for the Map Drawing is part of the combined Radial Plot for Surveys Nos. T-8073, T-8074, T-8080, T-8081, and T-8082, Project No. CS-283, the Descriptive Report for which was submitted to the Washington Office on October 26, 1944.

28 DETAILING:

The shoreline and immediate adjacent planimetric detail of the parts of the Chickahominy River and its tributaries, shown on this Map Drawing have been detailed in accordance with the original instructions, dated March 26, 1942, and the Director's letters, dated July 15, 1942, and September 30, 1942, pertaining to Project No. CS-283.

Positions of minor detail points, temporary hydrographic stations, and recoverable topographic stations were determined by the usual radial line method.

The shoreline data furnished the Compilation Office by the Field Inspection Unit, after being verified by careful stereoscopic examination, were transferred to the office photographs. These data were then detailed on the Map Drawing.

Portions of the shoreline along the Chickahominy River and its tributaries, which could not be definitely identified by the Field Inspection Unit, were shown on the field inspection photographs by dashed red lines for Mean High-Water Line and by dashed green lines for the outer limits of marsh. The portions of these undetermined sections of shoreline, which could be accurately determined by the compiler through careful stereoscopic examination of the photographs, have been shown on the Map Drawing with the usual full, acid ink line. The portions of these undetermined sections of shoreline which could not be accurately determined by stereoscopic examination of the photographs have been shown on the Map

28 DETAILING: (Continued)

Drawing with a dashed acid ink line.

All drainage within the limits of the Map Drawing, flowing into the Chickahominy River and its tributaries, has been detailed to the extent to which they could be seen on the photographs. In many cases this was beyond the limits of field inspection. The stereoscope was used to aid in the delineation of these areas which were not field inspected. In instances where the drainage was obscured by overhanging trees or brush, and it could not be accurately determined by stereoscopic examination of the photographs, this indefinite drainage was shown on the Map Drawing with a light-weight, dashed acid ink line.

The Chickahominy River Dam and earth levee at Rock-a-Hock, Virginia, which had not been built at the time the photographs were taken, was detailed on the Map Drawing from data furnished by the Field Inspection Unit. This data consists of: (1) a green line shown on Field Photograph No. 7811 indicating the location of the dam and levee, and (2) a blue print of the "Federal Works Agency Docket No. 44-907 Chickahominy River Dam, Plan and Sections, Drawing No. 119C-3" dated November 1942.

In an attempt to verify the location of the dam and levee, it was found that the location as shown on the "Location Plan" of the above-mentioned blue print, was not in agreement with the location as indicated on Field Inspection Photograph No. 7811.

As roads were not classified by the Field Inspection unit, they were detailed according to the Compiler's interpretation of the nine lens photographs after comparison with available topographic quadrangles.

Tree areas not classified in the field were interpreted by the compiler from the nine lens photographs. These unclassified areas have been detailed and shown with conventional symbols.

All buildings immediately adjacent to the shoreline have been detailed.

The number of nine lens photographs covering the area of this Survey was sufficient to adequately compile this Map Drawing. Their scale was in fair agreement with the scale of the Map Drawing Projection. The spacing of the photographs in each flight strip provided satisfactory center chamber coverage for the area of this Map Drawing.

29 SUPPLEMENTAL DATA:

The Field Inspection Unit furnished the Compilation Office a blue print titled as follows:

29 SUPPLEMENTAL DATA: (Continued)

FEDERAL WORKS AGENCY  
DOCKET No. 44-907  
CHICKAHOMINY RIVER DAM  
PLAN AND SECTIONS

NEWSOM and ALDRICH  
ENGINEER - CONSULTANTS  
NEW YORK - WILLIAMSBURG  
Nov. 1942 Dwg. No. 119C-3

30 MEAN HIGH-WATER LINE:

The conventional full, heavy-weight and light-weight black, acid ink lines have been used to differentiate between the Mean High-Water Line and the outer limits of marsh bordering the Mean High-Water Line, respectively. The light-weight line is an indication of low wet land at Mean High-Water and is not considered to be the Mean High-Water Line.

(Also see paragraphs 3 and 4 of Section No. 28, Detailing, of this Descriptive Report).

31 LOW-WATER AND SHOAL LINES:

No Mean Low-Water Line has been shown on the Map Drawing, and none was indicated by the field inspection data, or was visible on the nine lens photographs.

Shoal lines were identified by the Field Inspection Unit and have been shown on the Map Drawing by a light-weight, dashed, black acid ink line, with the word "shoal" lettered inside the area.

32 DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

Piling areas, stake areas, duck blinds, sunken barges, foul areas, snags, and logs or trees in water were identified by the Field Inspection Unit and have been detailed accordingly. Pertinent notes are shown near each of these offshore details.

33 WHARVES AND SHORELINE STRUCTURES:

Numerous piers, wharves, catwalks, retaining walls, mooring posts, houseboats, boat sheds, and boat houses were identified by the Field Inspection Unit on the field photographs. These were detailed on the Map Drawing, accompanied by appropriate notes. Other shoreline



33 WHARVES AND SHORELINE STRUCTURES: (Continued)

structures, in areas where there was no field inspection data, were interpreted according to stereoscopic examination of the photographs and noted accordingly.

34 LANDMARKS AND AIDS TO NAVIGATION:

One object, namely: "NORTH CHIMNEY, TWO STORY UNPAINTED HOUSE" (Recoverable Topographic Station No. 151) was recommended for charting as a Landmark by the Field Inspection Unit, and is shown on the Map Drawing with a 2.5 m.m. black acid ink circle. Form No. 567 is being submitted for this recommended Landmark.

No fixed aids to navigation were indicated by the field inspection data, nor were any visible on the nine lens photographs. None are shown on Chart No. 530 in the area of this Map Drawing.

35 HYDROGRAPHIC CONTROL:

The Compilation Office was furnished the identification of eighty (80) temporary hydrographic stations and twelve (12) recoverable topographic stations. These were identified on the 1:10,000 field photographs by number and their descriptions listed in field sketch books (Form No. 274) by corresponding numbers. These stations were transferred to the office photographs, and radially plotted on the Map Drawing. These stations are shown on the Map Drawing by a 2.5 m.m. black acid ink circle with their respective numbers noted nearby.

The descriptions of the twelve (12) Recoverable Topographic Stations have been lettered directly on the Map Drawing near their corresponding numbers. Lettered in the right hand margin of the Map Drawing is a list showing the numbers and descriptions of both the eighty (80) temporary hydrographic stations and the twelve (12) Recoverable Topographic Stations.

Form No. 524 is being submitted for the twelve (12) Recoverable Topographic Stations. They are:

N. GABLE UNPAINTED TWO STORY HOUSE	1943(d)
CAGE ON POLE, N.E. CORNER BOAT SHED	"
N. CHIMNEY TWO STORY UNPAINTED HOUSE	"
LARGE BUSHY CYPRESS (45')	"
N.W. GABLE GALVANIZED BOAT HOUSE	"
N.W. CORNER OF PIER	"
E. GABLE OF LARGE UNPAINTED BOAT SHED	"
CHIMNEY ON S.E. END TWO STORY HOUSE	"
BRICK CHIMNEY, W. END UNPAINTED HOUSE	"
TALL CYPRESS TREE BETWEEN STUMPS	"
S. GABLE BOAT HOUSE	"
S. CHIMNEY WHITE HOUSE, RED ROOF	"

36 LANDING FIELDS AND AERONAUTICAL AIDS:

The Compilation Office has not been furnished any data for landing fields or aeronautical aids within the limits of the Map Drawing and none were visible on the nine lens office photographs.

37 JUNCTIONS:

To the <sup>West</sup> ~~east~~. a satisfactory junction has been made with Map



44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

Comparison was made with the United States Geological Survey, Toano, Va. 7½ minute Quadrangle, Scale 1:62,500, surveyed in 1917, edition of 1930. All common planimetric detail was in very good agreement, except for minor differences in the location of marsh line and swamp areas. This is probably due to the great difference in scale between the quadrangle and the Map Drawing, as well as to natural changes occurring since the survey was made for the quadrangle.

45 COMPARISON WITH NAUTICAL CHARTS:

A detailed visual comparison was made with the U. S. Coast and Geodetic Survey Chart No. 530, scale 1:40,000, dated September 1940, and revised March 6, 1944. The following major differences in the location of marsh line and swamp areas, between the Chart and Map Drawing, were noted:

Between latitude 37° 24.5' and 37° 25.8', and between longitude 76° 59' and 77° 00', Dockman Swamp appears as a sizeable area on the Map Drawing, but is shown considerably smaller on the Chart.

At latitude 37° 24.2', longitude 76° 56', a swamp area not shown on the Chart has been detailed on the Map Drawing.

Along the eastern shore of the Chickahominy River, from latitude 37° 23.3' to 37° 23.7' longitude 76° 55.7', the location of marsh line is in definite disagreement.

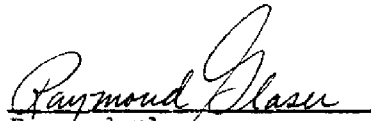
At latitude 37° 22.5, longitude 76° 53.7', a swamp area not shown on the Chart has been detailed on the Map Drawing.

Numerous piling areas, stakes, piers, catwalks, sunken barges, shoreline structures, logs and trees offshore, not shown on the Chart, have been detailed on the Map Drawing.

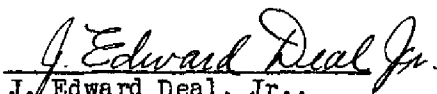
At Rock-a-Hock, the recently constructed Chickahominy River Dam is shown only on the Map Drawing. (See paragraph 7 of Section 28, Detailing.).

There were other differences noted on comparison, but these are considered of minor importance.

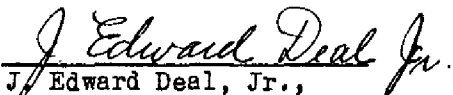
Respectfully Submitted,  
December 13, 1944

  
Raymond Glaser,  
Sr. Engineering Draftsman

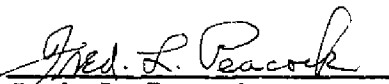
Compilation and Descriptive  
Report reviewed by:

  
J. Edward Deal, Jr.,  
Asst. Photogrammetric Engineer

Compilation of Map Drawing  
Supervised by:

  
J. Edward Deal, Jr.,  
Asst. Photogrammetric Engineer

Approved and Forwarded:  
December 15, 1944

  
Fred. L. Peacock  
Chief of Party, C. & G. Survey  
Officer-in-Charge,  
Baltimore Photogrammetric Office

GEOGRAPHIC NAMES

(Undisputed)

- Barrows Creek
- Binns Bar
- Chesapeake and Ohio Railroad
- Chickahominy River
- Craves Landing
- Cypress Bank Landing
- Diascund Bridge
- Dockman Swamp
- Fish Hole Landing
- Johnson Creek
- Lacey Creek
- Lanexa
- Matahunk Neck
- Osborn Wharf
- Rock-a-Hock
- Walker
- Wilcox Neck
- Windsor Shades
- Turner Neck

Names preceded by .  
are approved. L. Hecht  
5/14/47



GEOGRAPHIC NAMES

(Disputed)

• Chickahominy River Dam

Rock-a-Hock Dam

• Diascund Creek (follow nautical  
chart usage  
pending action by  
U.S. B. & N.)

Beaverdam Creek

Names preceded by -  
are approved.

L. Heck

5/13/47

Division of Photogrammetry

Review Report

Shoreline Survey T-8081

15. Bridges.

The data shown on the manuscript for the Diascund Highway Bridge were taken from the U. S. Engineers "List of Bridges". The data on the Railroad Bridge downstream were obtained by the field inspection party.

26. Control.

The 1874 system of triangulation stations was not searched for by the field inspection party. These stations were marked by a nail in a cedar stake.

28. Detailing.

The 1:20,000 scale photographs 12984, 12985, 13008, and 13009 taken in December 1942 became available after this manuscript had been compiled. Although they contained no field inspection data, they were very useful during review in correcting the shoreline and bringing it up-to-date. All additions and corrections made during review have been shown in red.

30. Mean High Water Line.

Some of the shoreline was shown with a dash line

with a because it was considered in doubt by the

34. Landmarks and Aids to Navigation.

Nautical Charts has no record of the recommendation for charting on Form 567 of the landmark "North Chimney, Two Story Unpainted House". The position as given on the 524 card is Lat.  $37^{\circ}22'$  1410.2 m (439.5 m), Long.  $76^{\circ}56'$  1166.6 m (309.6 m)

Form 567 has been submitted to Nautical Charts (June 1946).

40. Comparison with Previous Topographic Surveys.

T-1337a & b (1873-5), 1:20,000, and T-2729 (1906), 1:20,000, are completely superseded except for contours and detail further inshore than that shown on this survey.

41. Use of Present Survey.

It is proposed that the shoreline of this survey be used as supplemental data in the compilation of quadrangle T-8334.

45. Comparison with Nautical Charts.

T-8081 has not been applied to chart 530 prior to review.


Note:

T-8081 has been reproduced and printed from the original manuscript without redrafting.

Reviewed by:

Reviewed under direction of:

  
\_\_\_\_\_  
Jack L. Rihn  
Photogrammetrist 5/20/46

  
\_\_\_\_\_  
S. V. Griffith  
Chief, Review Section



APPROVED BY:

*C. J. Green 5/47*  
Technical Assistant to the  
Chief, Div. of Photogrammetry

*[Signature]*  
~~K.T. Adams~~  
Chief, Nautical Chart Branch  
Division of Charts

*K.T. Adams*  
Chief, Div. of Photogrammetry

*C. J. Green*  
Chief, Div. of Coastal Surveys

## NAUTICAL CHARTS BRANCH

SURVEY NO. 8081

## 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.