

8083

Diag. Cht. No. 7804

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Air Photographic (Shoreline)

Field No. T-8083 Office No.

LOCALITY

State Virginia

General locality James River

Locality Queens Creek and Vicinity

1941-43

CHIEF OF PARTY

E.B. Lewey, H.O. Forbin and F.L. Peacock

LIBRARY & ARCHIVES

DATE

DATA RECORD

T-8083
(Shoreline)

Quadrangle (II):

Charles City, 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, Sept. 30,

and November 14, 1942.

Completed survey received in office: 1 February 1944

Chief of Party:

L. W. Swanson & E. B. Lewey
Fred. L. Peacock H. O. Fortin

Chief of Party:

Fred. L. Peacock *Div. of Photogrammetry*
Copy filed in Descriptive
Report No. 1 (VI)

Reported to Nautical Chart Section: Feb, 1944

Reviewed: 8 May 1946 JLR Applied to chart No. 530

Date: 7/14/44

Redrafting Completed:

Registered: 15 Feb 50

Published:

Compilation Scale: 1:10,000

Published Scale:

Scale Factor (III): None

Geographic Datum (III): N. A. 1927 ✓

Datum Plane (III): Mean ~~Sea-Level~~ ^{High Water}

Reference Station (III): CHARLES, 1932, r.1942

Lat.: $37^{\circ} 20' 21.087''$ (650.1m.) Long.: $77^{\circ} 03' 21.665''$ (533.3m.) Adjusted ✓
~~(1199.6m.)~~ ~~(913.7m.)~~ Unadjusted

State Plane Coordinates (VI): Virginia South Zone

X = 2,419,780.16 feet

Y = 369,423.86 feet

Military Grid Zone (VI) —

PHOTOGRAPHS (III)
(UNMOUNTED)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
7534	11/25/41	11:22 a.m.	1:10,000	.7' above M. L. W.
7544 to 7547 Incl.	11/25/41	11:34 a.m.	1:10,000	.6' above M. L. W.
7645 to 7647 Incl.	11/25/41	1:33 p.m.	1:10,000	.1' above M. L. W.
13016 - 13011	12/31/42	2:43 P.M.	1:20,000	0.3' above M L W
13025	12/31/42	3:14 P.M.	1:20,000	0.3' above M L W

Tide from (III): Tide tables, Atlantic Ocean, reference station Hampton Roads, Virginia, Sub-station Windmill Point
Mean Range: 2.4' Spring Range: 2.8'

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: Lieut. E. B. Lewey & Lieut. Comdr. date: Summer, 1942
Henry O. Fortin Season, 1943

Field Edit by: None date:

Date of Mean High-Water Line Location (III):

November 25, 1941

Dec. 31, 1942

Projection and Grids ruled by (III)	B.R.C., J.T.B.	date: October 6, 1943
" " " checked by:	B.R.C.	date: October 7, 1943
Control plotted by:	Walter E. Schmidt	date: October 22, 1943
Control checked by:	Ada May Hobine	date: October 23, 1943
Radial Plot by:	Walter E. Schmidt	date: November, 1943
Detailed by:	Mary R. Moore (Shore line and immediate adjacent culture, rough draft)	date: December 24, 1943 to January 27, 1944
Reviewed in compilation office by:	Harry R. Rudolph	date: January, 1944
Elevations on Field Edit Sheet checked by:	*Not applicable	date:

STATISTICS (III)

Land Area (Sq. Statute Miles); One

Shoreline (More than 200 meters to opposite shore); 4.5 Statute Miles

Shoreline (Less than 200 meters to opposite shore); 6.75 Statute Miles
(Measured along the center line of the streams)

Number of Recoverable Topographic Stations established; 4

Number of Temporary Hydrographic Stations located by radial plot; 41

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 T-⁸⁰⁸³

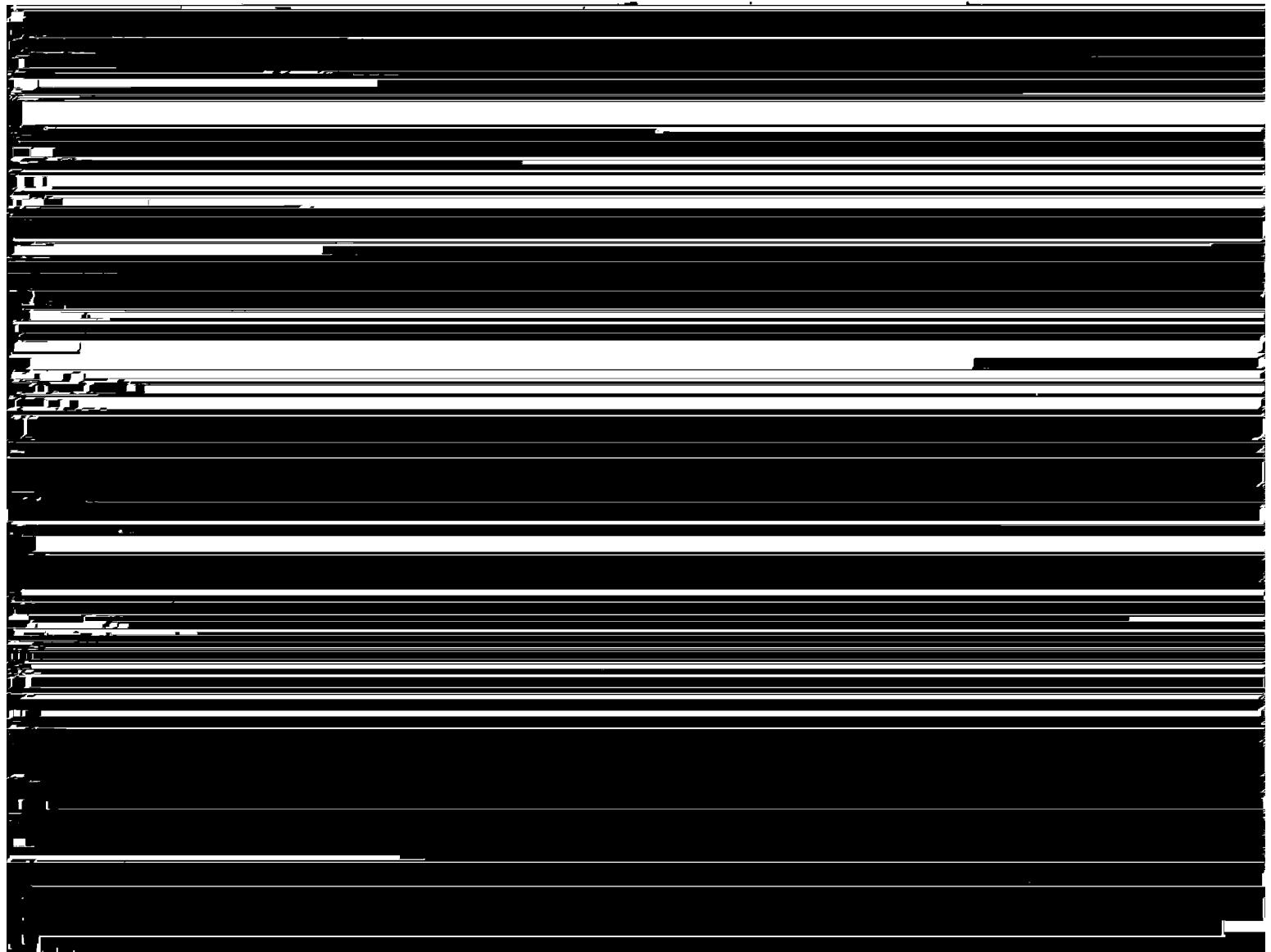
T-⁸⁰⁸³, Scale 1:^{10,000}, is one of 40 shoreline surveys in Project CS-283 along the James River, Virginia.

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.

Topographic Quadrangle, T-⁸³²² (Project CS-289) completely covers T-⁸⁰⁸³. The former was compiled in 1944 from 1:20,000 scale photographs taken in 1942, in contrast with T-⁸⁰⁸³, compiled in 1942-3 from 1:10,000 scale photographs taken in 1941.

Field Inspection

Field inspection data for the area of ~~7000~~⁸⁰⁸³ 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: See Review

Refer to Appendix B of this report for the details of the horizontal control within the area of Map Drawing, Survey No. T-8083.

27 RADIAL PLOT:

Refer to Appendixes A and B of this report for a discussion of the radial plot for the area of Map Drawing, Survey No. T-8083.

28 DETAILING:

The planimetric features appearing on Map Drawing, Survey No. T-8083 have been detailed in accordance with the field inspection data and shown with the conventional topographic symbols unless otherwise mentioned in this report. The positions of minor detail points which have been determined by radial intersection have been indicated with small purple or green ink circles on the glossy side of the Map Drawing, depending on whether such positions were considered relatively strong or weak respectively.

The main bodies of water shown on the Map Drawing are portions of James River and Courthouse Creek. In addition to these, several small creeks have also been shown the names of which appear on a list of geographic names submitted herein. The shore line of the James River is bordered for the most part with dirt bluffs which are wooded. There are a few intermediate stretches of shore line which are low and sandy. In general, the shores of Courthouse Creek consist of low, wet land interrupted by a few bluffs.

Since it was possible to letter all descriptive notes pertaining to detail, hydrographic control etc. on the Map Drawing, no overlay sheet was necessary.

A list of abbreviations accompanied by explanatory notes has been shown on the Map Drawing to prevent the misinterpretation of the abbreviations used.

The area was well covered by photography, and the number of photographs was sufficient for office detailing. The scales of the photographs and the Map Drawing were in good agreement and the use of the vertical projector was unnecessary. The field inspection data were adequate.

All buildings, roads, fences etc., which were visible on the photographs, and which were immediately adjacent to the shore line, have been shown on the Map Drawing.

File with
Special Reports
for
C 5-283
Div. Photogr.
General Files

30 MEAN HIGH-WATER LINE:

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 not considered to be the Mean High-Water Line, but is only an indication of the outer limits of low, wet land visible on the photographs, which were taken at approximately the time of low-water. A dashed black acid ink line indicates portions of the shore line not clearly visible on any of the photographs because of vegetation growing out into the water.

31 LOW-WATER AND SHOAL LINES:

The only shoal area shown is along Courthouse Creek. It can be identified by the note "Mud shoal" which has been lettered on the Map Drawing.

Grass-in-water areas which were visible on the photographs, have been shown on the Map Drawing with the conventional symbol.

32 DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

Two groups of moored ships, one of which is approximately 148 meters southwest of Buckland Wharf, and the other approximately 255 meters southeast of Wilcox Wharf have been outlined with a dashed light-weight black acid ink line. These moored ships are noted as decommissioned vessels in the "U. S. Coast Pilot, Atlantic Ocean, Section C 1937". The notation was verified by Lieut. E. B. Lewey in 1942.

The detail of a sunken barge and the remains of a boat at approximately Latitude $37^{\circ} 19' 30''$ and Longitude $77^{\circ} 05' 20''$ could not be shown as they were not visible on the photographs. A descriptive note on the Map Drawing and an arrow indicates the approximate location as determined by the Field Inspection Party.

33 WHARVES AND SHORE LINE STRUCTURES:

All wharves, piers, ruins of piers, fallen trees, cribbing, piling and fences have been shown on the Map Drawing with accompanying descriptive notes.

34 LANDMARKS, AIDS TO NAVIGATION AND AERONAUTICAL AIDS:

Three (3) new landmarks are within the detail limits of the Map Drawing and can be identified by the note "landmark". They are triangulation stations, the geographic positions of which are listed on Form No. 28B and therefore no Forms No. 567 have been submitted. They are as follows:

34 LANDMARKS, AIDS TO NAVIGATION AND AERONAUTICAL AIDS: (cont'd)

ELEVATED WATER TANK NO. 2, 1938, r.1942
HOUSE ON BLUFF, SOUTH GABLE, 1938, r.1942
(actually SOUTH GABLE OF WHITE BARN)
TWO STORY WHITE HOUSE ON BLUFF, CHIMNEY, 1938, r.1942

} all three ^{now} ~~cheated~~
} See chart # 530.

There were no aeronautical aids or fixed aids to navigation recommended for the area of Map Drawing, Survey No. T-8083.

35 HYDROGRAPHIC CONTROL:

The positions of the temporary hydrographic stations and of the Recoverable Topographic Stations have been shown on the dull side of the Map Drawing with $2\frac{1}{2}$ mm. black acid ink circles. On the glossy side, relatively strong positions of these stations have been shown with small single purple ink circles, while relatively weak positions have been shown with small green ink circles. The numbers and descriptions of the temporary hydrographic stations, and the numbers, names and descriptions of the Recoverable Topographic Stations have been lettered on the Map Drawing. The Recoverable Topographic Stations can be identified by the note "Recoverable Topographic Station" which has also been lettered on the Map Drawing.

The temporary hydrographic station No. 469 as selected by the Field Inspection Party of 1942 has not been shown on the Map Drawing, because of its proximity to the temporary hydrographic station No. 503 as selected by the Field Inspection Party of 1943. The position of the latter station has been determined by radial intersection and shown on the Map Drawing.

The temporary hydrographic station No. 467 as selected by the 1942 Field Inspection Party and the temporary hydrographic station No. 493 as selected by the 1943 Field Inspection Party are identical, the only difference being a slight variation in the two descriptions. The description as furnished by the 1943 Field Inspection Party has been lettered on the Map Drawing.

Form No. 524 has been submitted for the following four (4) Recoverable Topographic Stations

Filed in the Div. of Photogrammetry General Files.

- No. 506 East Gable of boat shed
- No. 501 Chimney on east end of unpainted shack
- No. 582 Pine Tree, blaze on
- No. 465 Triple cypress, blaze on

37 JUNCTIONS:

Junctions with Map Drawings, Surveys Nos. T-8084 to the south and T-8087 to the west are in excellent agreement.

37 JUNCTIONS: (cont'd)

No junctions could be made to the north with Map Drawing, Survey No. T-8082 or to the east with Map Drawing, Survey No. T-8080, because the compilation for these Map Drawings has not as yet been started. These junctions will be made at a later date. *Junctions accomplished.*

38 RECOMMENDATIONS FOR FUTURE SURVEYS:

The shore line, rough draft, Map Drawing, Survey No. T-8083 is believed to be complete in all details for charting, and no other surveys are deemed necessary.

The error in the relative positions of minor detail points and details of importance shown on the Map Drawing is believed to be less than 1.0 millimeter.

39 GEOGRAPHIC NAMES: *414✓*

A partial investigation of geographic names was made for the area of this Map Drawing by the 1942 Field Inspection Party, which was submitted to the Compilation Office in the form of notes in a copy of the U. S. Coast Pilot and on the field inspection photographs.

The geographic names shown on the Map Drawing are in accordance with the field inspection data, except in areas not included in the investigation. In such areas, the names shown have been taken from the best known sources available for use by this Compilation Office.

The disputed and undisputed names have been alphabetically compiled in two lists and are submitted herein.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

Charles City, Virginia Quadrangle (15') U. S. Geological Survey, 1918 edition, reprinted 1930, scale 1:62,500.

Due to scale difference, small planimetric detail could not be readily compared. However, the following differences were apparent:

The smaller creeks and the upper reaches of the larger creeks appearing on the Quadrangle were not detailed on the Map Drawing because the threads of the creeks were not visible on the photographs due to dense vegetation.

*A pier, boat shed, group of buildings and a road in the area of Gunns Run shown on the Map Drawing do not appear on the Quadrangle.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES: (cont'd)

*A house and water tank in the immediate vicinity of Wilcox Wharf as shown on the Map Drawing do not appear on the Quadrangle.

The ruins of a wharf near the mouth of Buckland Creek as shown on the Map Drawing does not appear on the Quadrangle.

Buckland Wharf is now in ruins.

*Wilcox Wharf is now in ruins.

*Two groups of moored ships offshore from Buckland and Wilcox Wharves are shown on the Map Drawing, but do not appear on the Quadrangle.

Marsh areas shown on the Map Drawing at Bucklers Point, Gunns Run and Courthouse Creek are more extensive than those appearing on the Quadrangle.

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

45 COMPARISON WITH NAUTICAL CHARTS:

Chart No. 530, published at Washington, D. C., September 1940, corrected to March 25, 1942, scale 1:40,000.

Due to scale difference, small planimetric detail could not be readily compared. The following differences, however, were noted:

Several buildings and roads as shown on the Map Drawing do not appear on the Chart.

Many of the differences between the Chart and the Map Drawing are the same as those noted for the Charles City Quadrangle. These are discussed in Paragraph No. 44 and have been indicated with asterisks.

W. A. B.

7/14/44

Respectfully submitted,
January 29, 1944

Mary R. Moore
Mary R. Moore
Photogrammetric Aid

Compilation and Descriptive
Report Reviewed by:

Harry R. Rudolph
Harry R. Rudolph
Sr. Photogrammetric Aid

Supervised by:

Walter E. Schmidt
Walter E. Schmidt
Asst. Photogrammetric Eng.

Approved & Forwarded:
February 1, 1944

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

LIST OF GEOGRAPHIC NAMES

Undisputed

- Buckland Creek
- Buckland Wharf (ruins) ✓
- Bucklers Point (off limits) ✓
- Gunns Run ✓
- James River *
- Mapisco Creek
- Olds Point ✓
- Tyler Creek
- Courthouse Creek } tributaries
• Parish Hill Creek } of Queens Cr.

Disputed

- Courthouse Creek
- Willcox Wharf ✓
- Queens Creek* (1943 US&GN decision)
- Willcox Wharf *

* = US&GN decision.

Names preceded by *
are approved. 8-16-49
L. Heck

T-8083
Review Report

Hitherto, the Report on Control and Radial Plots of T-8083 to T-8087 incl., was bound with the Descriptive Report of this sheet and referred to as Appendices A and B. It is now filed with the Special Reports for Project CS-283 *in the files of the Division of Photogrammetry*

26. Control.-The horizontal control stations that fall within the limits of this survey are:

House, 1910
Wilcox 2, 1932
Charles, 1932
Elevated Water Tank No. 1, 1938
Elevated Water Tank No. 2, 1938
House on Bluff, South Gable, 1938
Two story White House on Bluff,
Chimney, 1938
J. C. M. (U.S.E.), 1938
Prim. Trav. Sta. No. 54, 1916 (U.S.G.S.)
Ruthville, center of crossroads, 1916
(U.S.G.S.)

28. Detailing.-The 1:20,000 scale photographs Nos. 13010, 13011 and 13025 taken in December 1942 became available after this manuscript was compiled. Although they contained no field inspection data, they were very useful during review in correcting and bringing up to date the shoreline detail.

30. Mean High-Water Line.-Some of the shoreline was shown with a dash line either because it was considered indefinite by the field inspector and compiler or because it was obscured by overhanging trees. By using the newer 1:20,000 scale photographs and giving the 1:10,000 scale photos a thorough examination under the stereoscope, it was possible to determine the high-water line or to define a definite limit of vegetation. The shoreline was then corrected and shown with a solid line.

32. Details offshore from the High Water Line.-Some cypress trees growing in the water offshore have been added during review.

40. Comparisons with Previous Topographic Surveys.-T-1391b (1875) 1:20,000 is superseded by T-8083 for nautical charting purposes, except for contours and detail in the interior.

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-8322.

Refer to items 44 & 45 of Descrip for comparisons.

Reviewed by:

Jack Riley

Jack Riley
8-May-1946

T-8083
Page 2

GRJ

Reviewed by:

APPROVED:

A. V. Griffith
Chief, Review Section, E.D.M.

H. Edmonson
Chief, Nautical Chart Branch

NAUTICAL CHARTS BRANCH

SURVEY NO. 8083

Record of Application to Charts

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.

M.2168.1