

# 8090

Diag. Cht. No. 78-4

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

## DESCRIPTIVE REPORT

Type of Survey Air Photographic (Shoreline)

Field No. \_\_\_\_\_ Office No. T-8090

### LOCALITY

State Virginia

General locality James River

Locality Eppes Island - Farrar Island

1941-'43

CHIEF OF PARTY

F.L. Peacock

LIBRARY & ARCHIVES

DATE April 18, 1950

B-1870-1 (1)

# 8090

## DATA RECORD

Form T-1

T-3090

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

## Field Office:

Air Photographic Party No. 2

Chief of Party: ~~Fred. L. Peacock~~ Harry O. Fortin

## Compilation Office:

Baltimore Photogrammetric Office

Chief of Party: Fred. L. Peacock

## Instructions dated (II III):

March 26, 1942 - July 15, 1942 - Sept. 30, 1942  
Nov. 14, 1942, and Nov. 24, 1942Div. of Photogrammetry  
Office Files  
Copy filed in Descriptive  
~~Report No. T-~~ (VI)

Completed survey received in office: 10-7-44

Reported to Nautical Chart Section: Oct. 44

Reviewed: 12-16-48 Applied to chart No. 531 Date: 2-4-47

Redrafting Completed: ~~12/6/48~~ 1-13-50

Registered: 4-5-50

Published:

Compilation Scale: 1:10,000

Published Scale:

Scale Factor (III): None

Geographic Datum (III): N.A. 1927

Datum Plane (III): MHW  
~~Mean Sea Level~~

Reference Station (III): BERM, 1942

Lat.: 37° 19' 52.956"  
1632.5(217.2) m.Long.: 77° 16' 43.432"  
1069.3 (407.8) m.Adjusted  
Unadjusted

State Plane Coordinates (VI): Virginia, South Zone

X = 2,355,075.96

Y = 365,665.07

Military Grid Zone (VI)



PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
7626 to 7631, Incl.	11/25/41	1:20 P.M.	1:10,000	0.2' above M.L.W.
7638 to 7642, Incl.	11/25/41	1:20 P.M.	1:10,000	0.2' above M.L.W.
7551 to 7556, "	11/25/41	1:33 P.M.	1:10,000	0.2' above M.L.W.
7521 to 7524, "	11/25/41	11:12 A.M.	1:10,000	1.4' above M.L.W.

Tide from (III): Predicted Tables, Reference Station, Washington, D. C., with corrections for Shirley, Va.

Mean Range: 2.8'

Spring Range: 3.3'

Camera: (Kind or source) U.S.C. & G.S. nine lens camera (focal length -  $8\frac{1}{4}$ " )

All negatives are on file in the Washington Office.

Field Inspection by: Lieut. Commander Henry O. Fortin date: Winter 1942 - 1943

Field Edit by: None

date:

Date of Mean High-Water Line Location (III): Date of photographs supplemented by field inspection data obtained in 1942-1943. Season's Field Inspection Reports previously submitted.

Projection and Grids ruled by (III) B.R.C. J.T.B. date: May 4, 1944

(Washington Office)

" " " checked by: B.R.C. (Washington Office) date: May 4, 1944

Control plotted by: J. E. Sunderland, A. C. Rauck, Jr. date: 5-12-44, Aug. 7-14, 1944

Control checked by: W. E. Schmidt, J. E. Deal, Jr. date: 5-12-44, Aug. 7-14, 1944

Radial Plot by: J. E. Deal, Jr., A. C. Rauck, Jr. date: Aug. 7, 1944 to Aug. 14 1944

Detailed by: J. L. Harris date: Aug. 17 to 9/21/44.

Reviewed in compilation office by: Henry P. Eichert date: 9/25/44 to 10/2/44.

Elevations on Field Edit Sheet

checked by: None

date:





## Field Inspection

Field inspection data for the area of T~~8090~~<sup>8090</sup> are contained in the "Report on Field Inspection of Air Photographs, James River and Tributaries, Virginia" by Henry O. Fortin, dated April 20, 1943.  
Filed in Division of Photogrammetry, General Files

This Map Drawing includes that portion of the shoreline and adjacent planimetric detail of the James River and its tributaries from City Point to approximately  $1\frac{1}{2}$  miles north of Turkey Island Cutoff; from the mouth of Curles Swamp Creek to Jones Neck Cutoff; James River (Old Channel) in the vicinity of Farrar Island; and the Appomattox River in the vicinity of Cobbs Island.

26 CONTROL:

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

United States Coast and Geodetic Survey Second Order Triangulation Stations:

- OCHRE, 1932, r. 1943
- TURKEY, 1932
- PALMER ECC. 1932, 1942, r. 1943
- PALMER (OLD STATION), 1910, 1932, r. 1942, 1943
- PACK 2, 1942, r. 1943 (F.I.P. "PAC")
- ISLAND R. M. NO. 1, 1910, 1938, r. 1943
- BERM, 1942, r. 1943
- J. E. A. (U.S.E.), 1942, r. 1942, 1943
- J. E. C. (U.S.E.), 1942, r. 1943
- WILLIAMS, 1942, 1943 (F.I.P. "WILL")
- J. E. K. (U.S.E.), 1942, r. 1943
- WOOD, 1943, r. 1943 (F.I.P. "WOO")

United States Coast and Geodetic Survey Intersection Triangulation Stations:

- HOPEWELL, N. & W. R.R. DEPOT; S.E. END, CHY. 1942, r. 1943
- HOPEWELL, CITY POINT, OLD WINDMILL TOP, 1942, r. 1943
- CITY POINT LIGHT, 1938, r. 1942, 1943
- APPOMATTOX RIVER LIGHT, ~~1938~~, 1942, r. 1943
- EPPES ISLAND, LARGE WH. HO., CHY. ON CENTER, 1942, r. 1943\*
- HOPEWELL, YELLOW HOUSE, N.E. CHY., 1942, r. 1943
- BERMUDA HUNDRED LIGHT, 1938, r. 1942
- TURKEY ISLAND CUT LIGHT No. 1, 1942, r. 1943
- SOUTH FERRY SLIP, 1938, r. 1942\*
- TURKEY ISLAND CUT LIGHT No. 2, 1942, r. 1942
- NORTH FERRY SLIP, 1938, r. 1942\*
- SILO, WHITE WITH RED TOP, 1942-43, r. 1943
- JAMES RIVER LIGHT No. 127, 1942-43, r. 1943\*



26 CONTROL: (Cont'd.)

United States Coast and Geodetic Survey Intersection Triangulation  
Stations: (Cont'd.)

- TURKEY ISLAND CUT LIGHT No. 3, 1942, r. 1943\*
- TURKEY ISLAND CUT LIGHT No. 4, 1942, r. 1943\*
- WATER TANK, WHITE WITH RED TOP, 1942, r. 1943
- SILO, (TURKEY ISLAND), 1942-43, r. 1943
- JAMES RIVER LIGHT No. 129, 1942-43, r. 1943\*
- JONES NECK LOWER LIGHT, 1942-43, r. 1943\*\*\*\* *Lost* -

\* No check position.

\*\*\*\* The Field Inspection Unit furnished the Compilation Office the identification of triangulation station JONES NECK LOWER LIGHT, pricked direct on field photograph No. 7629.

This is an intersection triangulation station and was established under Project No. HT-226, James River, during the winter of 1942-1943. From an examination of the description published in Supplement 327, James River, Claremont to Richmond to Gordonville, it is believed that the station established at that time was located on the end of a wharf. The identification furnished by the Field Inspection unit is just off the end of a wharf. *Station lost. See Review Report*

The radially plotted position of the Field Inspection Unit's identified location of the station is 34.6 meters northeast of the listed geographic position.

Form No. 524 is being submitted, showing the radially plotted position for this station. *Form 524 destroyed.*

United States Geological Survey Monumented Stations: (All established in 1937, r. 1942-1943).

- RICHMOND B.M. No. 46, 1932
- TT-15T (also 970-941)
- TT-7T (also 567)

United States Geological Survey Temporary Traverse Stations: (All established in 1937, r. 1942-1943) *Deleted. See Review Report*

975-A	959+
956-A	946+
558+	976+
933-A	224+
240-A	207-A
231-A	136-A



26 CONTROL: (Cont'd.)

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

United States Coast and Geodetic Survey Second Order Triangulation Stations:

DUTCH, 1932  
STONEMAN, 1943, r. 1943  
MEADOW, 1932, r. 1943  
CURL, 1943  
BREM, 1942, r. 1943  
HAXALL, 1942, r. 1943

United States Coast and Geodetic Survey Intersection Triangulation Stations:

WOODEN TOWER, 1942, r. 1943  
SMALL BLACK STACK, 1942, r. 1943  
CHY. WH. HOUSE, RED ROOF, 1942, r. 1943  
DUTCH GAP LIGHT, 1942, r. 1943  
VARINA WATER TANK, 1942, r. 1943  
JONES NECK CUT LIGHT No. 4, 1942, r. 1943  
JONES NECK CUT LIGHT No. 3, 1942, r. 1943  
WHITE CHIMNEY (N.E. CHY. WHITE HOUSE), 1942, r. 1943  
HOPEWELL SOLVAY-PROCESS CO. TOP OF HIGHEST PART OF ELEVATOR, 1942, r. 1943  
HOPEWELL SOLVAY PROCESS CO. JAMES RIVER LT. No. 111, 1942, r. 1943  
INTAKE, CHLORINE TOWER CUPOLA, 1942, r. 1943  
HOPEWELL, HUMMEL ROSS CO., HIGHEST OF 2 STACKS, 1932, r. 1943  
LOWER OF 2 STACKS, 1932, r. 1942, 1943  
BAILEY CREEK LIGHT, 1938, r. 1942, 1943

United States Geological Survey Monumented Stations (All established in 1937, r. 1942-1943)

RICHMOND B.M. No. 50  
RICHMOND B.M. No. 39  
TT-2T  
TT-4T (also 247-540)

United States Geological Survey Temporary Traverse Stations: (All established in 1937, r. 1942-1943) See Review Report. Item 26 "Control"

MALVERN HILL P.O. 800 FEET N. INTERSECTION OF ROAD  
MALVERN HILL P.O.  $\frac{1}{2}$  MILE S.E. T-ROAD INTERSECTION  
283-A  
244-A



26 CONTROL: (Cont'd.)

United States Geological Survey Temporary Traverse Stations: (Cont'd.)

245+	601-A
547+	985+
554	1006+
545	991+
593-A	992-A-1000-A
597	144-A

All of the horizontal control stations mentioned, except those otherwise noted, were used for the establishment of photograph centers, secondary control points, and detail points.

27 RADIAL PLOT:

The Radial Plot for this Map Drawing is part of the combined Radial Plot for Surveys Nos. T-8089, T-8090, T-8091, T-8094, T-8095, and T-8096, the Descriptive Report for which was submitted to the Washington Office on September 1, 1944. Filed in *Div. of Photogrammetry - General Files*

28 DETAILING:

The shoreline and immediate adjacent planimetric detail of the part of the James River and its tributaries shown on this Map Drawing has 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. Filed in *Div. of Photogrammetry - Office Files*.

Areas, such as portions of Turkey Island, Curles Neck, Eppes Island, Farrar Island, and Cobbs Island, have been fully detailed on this Map Drawing. As these areas contained large marsh and swamp lands, and in some instances waterways or canals, it was deemed advisable to detail all planimetry falling within them.

The stereoscope was used to verify the shoreline field inspection data furnished the Compilation Office by the Field Inspection Unit. These data were transferred to the office photographs and then detailed on the Map Drawing. In general, the field inspection data were satisfactory.

All drainage within the limits of this Map Drawing, flowing into the James River and its tributaries has been detailed. Portions of Curles Creek, Eppes Creek, and an unnamed creek on Turkey Island, which had not been identified by the Field Inspection Unit beyond the limits of small boat navigation, and all other drainage not identified by the Field Inspection Unit has been delineated from stereoscopic examination and is shown on the



28 DETAILING: (Cont'd.)

Map Drawing with a light weight, full, acid ink line. In instances where the drainage was obscured by overhanging trees or brush, and it could not be definitely determined by stereoscopic examination of the photographs, a light weight, dashed, acid ink line was used.

Roads not classified by the Field Inspection Unit were classified and shown according to the compiler's interpretation from 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.

Buildings or groups of buildings which were believed to be located at a sufficient elevation so as to be visible from the navigable waters, have also been detailed.

Near the head waters of Ashton Creek, a pond, namely Ruffins Pond, which is believed to be formed by a dam, has been detailed on the Map Drawing. This pond was not identified in the field as it is located beyond the limits of work of the Field Inspection Unit.

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

A list of abbreviations used on this Map Drawing, accompanied by explanatory notes, has been shown in the right hand margin.

29 SUPPLEMENTAL DATA:

No supplemental data was furnished the Compilation Office for use in detailing this Map Drawing.

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.



30 MEAN HIGH-WATER LINE: (Cont'd.)

In several instances, the Field Inspection Unit identified the Mean High-Water Line on the field photographs with a dashed or broken red ink line.

Letter filed under Proj. 283, Div. Photogr. Office Files.  
According to a letter from Lieutenant Commander Henry O. Fortin, dated February 11, 1943, this dashed or broken line indicates that the field inspector could not interpret the shoreline correctly due to shadows, overhang of trees, bluffs, or poor photographs; sometimes a combination of all four.

Where these doubtful portions of the Mean High-Water Line were indicated on the field photographs, a careful stereoscopic examination was made and the resulting interpretation, supplemented by the Field Inspector's interpretation was then detailed on the Map Drawing with a full, heavy-weight line.

31 LOW-WATER AND SHOAL LINES:

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

Several mud areas, identified by the Field Inspection Unit, are outlined on the Map Drawing with a light-weight, dotted, black acid ink line with the word "Mud" lettered inside.

Other areas, not clearly identified by the Field Inspection Unit, but shown on the field photographs with a broken green ink line, were delineated as "<sup>Shallow</sup>Shoal" areas from examination of the nine lens photographs. Their offshore limits are shown on the Map Drawing with a dashed, light-weight, acid ink line, and the word "<sup>Shallow</sup>Shoal" is lettered inside the area.

32 DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

Piling areas, logs, or trees in the water, wreckage, dolphins, sand and gravel bars, an iron gate across a stream entrance, abandoned barges aground, and wrecks 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, jetties, catwalks, ferry slips, fences, piling and stakes were identified, by the Field Inspection Unit, on the field photographs.



33 WHARVES AND SHORELINE STRUCTURES: (Cont'd.)

These are detailed on the Map Drawing, accompanied by appropriate notes. No other shoreline structures were visible on the office photographs.

34 LANDMARKS AND AIDS TO NAVIGATION:

No objects were recommended for charting as "Landmarks" by the Field Inspection Unit.

The Field Inspection Unit furnished the Compilation Office the identified locations of the following fixed aids to navigation:

JONES NECK CUT No. 1, FL. W. 5 sec. James River Lt 143 } Chart Letter  
JONES NECK CUT No. 2, FL. R. 5 sec. James River Lt 144 } 678 (44)  
Sunken ~~SHARP~~ ISLAND CHANNEL, FL. R. 5 sec. } Filed in Div. of Charts

These fixed aids to navigation were radially plotted and their positions were found to be in good agreement with their respective positions as shown on U. S. C. & G. S. Chart No. 531.

Form No. 567 is being submitted for the radially plotted positions of these fixed aids to navigation. Filed in Div. of Charts

Also falling within the limits of this Map Drawing are the following fixed aids to navigation which are also triangulation stations. These are shown on the Map Drawing with the triangulation symbol. They are:

JAMES RIVER 129, FL. W. 5 sec. James River Lt 137 }  
JAMES RIVER 127, FL. W. 5 sec. James River Lt 135 } Chart Letter  
TURKEY ISLAND CUT 4, FL. R. 5 sec. James River Lt 132 } 275 (46)  
TURKEY ISLAND CUT 3, FL. W. 5 sec. James River Lt 133 }  
TURKEY ISLAND CUT 2, FL. R. 5 sec. James River Lt 130 }  
TURKEY ISLAND CUT 1, FL. W. 5 sec. James River Lt 129 }  
BERMUDA HUNDRED WHARF, FL. W. 5 sec. James River Lt 127 }  
APPOMATTOX RIVER, FL. W. 5 sec. } Form 567 filed by reviewer.  
CITY POINT, FL. G. 5 sec. }

Another fixed aid to navigation which is also a triangulation station and which falls within the limits of this Map Drawing is:

JONES NECK LOWER LIGHT, FL. W. 5 sec. James River Lt 139  
See chart letter 275 (46) for new position

Reference to this triangulation station has already been made in Paragraph 26 "Control".

Form No. 567 is being submitted for the radially plotted position of this fixed aid to navigation.



34 LANDMARKS AND AIDS TO NAVIGATION: (Cont'd.)

Another fixed aid to navigation falling within the limits of this Map Drawing and shown on U. S. C. & G. S. Chart No. 531, is:

MOUNT BLANCO, FL. W. 5 sec., James River Lt 139 - See Chart Letter 275(46) for position

which was not identified by the Field Inspection Unit nor could it be seen on the nine lens photographs. Its approximate position, accompanied by an explanatory note, has been shown on this Map Drawing. Approx position deleted.

35 HYDROGRAPHIC CONTROL:

The Compilation Office was furnished the identification of fifty-nine (59) temporary hydrographic stations, and nine (9) Recoverable Topographic Stations. These were identified on the 1:10,000 field photographs by numbers, 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. The numbers and descriptions of these stations have been noted near the station to which they refer, directly on the Map Drawing.

Form No. 524 is being submitted for the nine (9) Recoverable Topographic Stations. They are:

~~N.E. GABLE OF BOATSHED WITH METAL ROOF, 1943~~  
~~JONES NECK CUT LIGHT No. 1 Jones River Light 143, 1943~~  
~~N.W. GABLE UNPAINTED BARN, RED ROOF, 1943~~  
~~JONES NECK CUT LIGHT No. 2 Jones River Light, 144, 1943~~  
~~DECIDUOUS TREE ON POINT, 1943~~  
~~W. GABLE OF UNPAINTED TENANT HOUSE, 1943~~  
~~S. GABLE OF UNPAINTED BARN, GALV. ROOF, 1943~~  
~~S.W. GABLE OF WHITE BARN, GALV. ROOF, 1943~~  
~~SUNKEN ISLAND CHANNEL LIGHT, 1943~~

Form No. 524 is also being submitted for the radially plotted position of JONES NECK LOWER LIGHT. See Review Report

All forms 524 filed in Div. of Photogrammetry General Files.

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 this Map Drawing, and none were visible on the nine lens photographs.

37 JUNCTIONS:

To the north - The junction with Map Drawing for Survey No. T-8089 is in satisfactory agreement.



37 JUNCTIONS: (Cont'd.)

To the east - The junction with Map Drawing for Survey No. T-8087 is in satisfactory agreement.

To the south - The junction with Map Drawing for Survey No. T-8091 is in satisfactory agreement.

To the west - The junction with Map Drawing for Survey No. T-8095 is in satisfactory agreement.

38 GEOGRAPHIC NAMES: Approved list filed in the Geographic Names Section. See list attached.

As instructed, no geographic name investigation was furnished the Compilation Office by the Field Inspection Unit. The geographic names shown on this Map Drawing were taken from the following available sources, namely:

United States Coast and Geodetic Survey Chart No. 531, dated March 6, 1944.

United States Geological Survey, Hopewell, Va., 7½ minute Quadrangle, surveyed in 1940.

United States Coast Pilot, Atlantic Coast, Section C, Sandy Hook to Cape Henry.

A list of the undisputed geographic names and a list of the disputed geographic names are attached to this Descriptive Report. In instances where disputed names occurred between the U. S. C. & G. S. Chart and the U. S. C. S. Quadrangle, the preference was given to the U. S. C. & G. S. Chart.

39 HORIZONTAL ACCURACY:

The probable error in the relative positions of detail points, the Mean High-Water Line, and well-defined objects, is believed to be within the limits of satisfactory accuracy.

40 RECOMMENDATIONS FOR FUTURE SURVEYS:

This rough draft, shoreline Survey for the Map Drawing of Survey No. T-8090, is believed to be complete in all details for charting and no other surveys are deemed necessary.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

Comparison was made with the U. S. Geological Survey, Hopewell, Va.,

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

7½ minute Quadrangle, Scale 1:31,680, surveyed in 1940, edition of 1943.  
All shoreline detail and immediate adjacent planimetry are in good agreement.

45 COMPARISON WITH NAUTICAL CHARTS:

By means of the vertical projector, a detailed comparison was made  
with U. S. Coast and Geodetic Survey Chart No. 573, scale of 1:20,000.



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

One wreck just east of Eppes Island, latitude  $37^{\circ} 19.5'$  longitude  $77^{\circ} 16.1'$  has been shown on the Map Drawing. This wreck does not appear on the chart.

Numerous stakes and piling areas, logs and trees offshore, sand and gravel bars, not shown on the chart, have been detailed on this Map Drawing.

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



Respectfully Submitted,  
October 2, 1944

James L. Harris  
James L. Harris,  
Air Photographic Observer

Compilation and Descriptive  
Report reviewed by:

Henry P. Eichert  
Henry P. Eichert,  
Jr. Photogrammetric Engineer

Compilation of Map Drawing,  
Supervised By:

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

Approved and Forwarded,  
October 6, 1944

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





## NONFLOATING AIDS OR LANDMARKS FOR CHARTS

**STRIKE OUT ONE**

Baltimore, Maryland

I recommend that the following objects which have ~~(have not)~~ been inspected from seaward to determine their value as landmarks be charted on ~~(deleted from)~~ the charts indicated.

The positions given have been checked after listing by

[illegible]

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

~~TO BE CHARTED~~  
~~TO BE DEDUCTED~~

**STRIKE OUT ONE**

## NONFLOATING AIDS OR LANDMARKS FOR CHARTS

Boston, Mass.

May 8

$$\begin{array}{r} 19 \\ 97 \overline{) 61} \end{array}$$

I recommend that the following objects which have ~~(been inspected)~~ been inspected from seaward to determine their value as landmarks be charted on ~~(the chart)~~ the charts indicated.

The positions given have been checked after listing by

**G. L. Anderson**  
*Chief of Party.*

*Chief of Party.*

[illegible]



Descriptions of Photo-Hydro Stations  
T-2690

- 528 North gable of gray warehouse with red roof.
- 522 Derrick on end of barge aground.
- 535 Tip of patch of grass taller than surrounding grass.
- 536 Prominent tip of grass.
- 537 Tip of grass at end of island
- 544 End of jetty, second north of bight.
- 545 North tip of detached grass patch
- 546 Tip of grass on southwest side of entrance to break in marsh.
- 547 Tip of grass on west side of entrance to break.
- 549 Tip of grass on west side of entrance to break in marsh.
- 550 Tip of grass on north side of entrance to break in marsh.
- 550s Duck blind north of east end of marsh in center of river.
- 555s Cloth tied to small tree in water on rounding point and about 25 meters west of a "posted" sign nailed to a tree.
- 556s Blaze on outer double prominent cypress in water.
- 557s Blaze on tree on point.
- 558s Center of wheel house of wreck tied up to dolphins
- 653 Tip of grass patch with duck blind.
- 657 Tip of grass on east side of entrance to stream.
- 658 Tip of mud bank
- 659 Tip of grass and mud point
- 660 Tip of mud bank on southeast side of entrance to break in marsh
- 661 Southwest end of duck blind
- 663 Stern of abandoned boat near beach
- 664 North corner of duck blind in tufting
- 665 High part of gravel bar, 55 meters offshore
- 666 Dolphin on southwest corner of old pier

- 669 West end of south side of old slip
- 685 Tip of tall grass patch
- 686 Tip of tall grass patch
- 688 Tip of tall grass patch
- 689 North gable, one story tenant house with galvanized roof.
- 690 Southwest gable of tall part of two story, small, white house with dark roof.
- 702 Tip of grass on sand point
- 703 Tall pile on southwest corner of old pier
- 704 Large boulder on south side of fence at grass line.
- 706 Southwest corner of pier
- 707 Tip of mud bank on southwest side of entrance to stream.
- 708 Deciduous tree in edge of water. Tallest in group by 5'.
- 709 Center of small brush patch, most southerly of three patches.
- 711 Six foot stub on point branches on top.
- 719 Tip of tall grass on southwest side of break in grass, broken tree 15 meters southwest
- 720 Tip of mud bank at end of small island
- 721 North bank of stream at edge of brush
- 722 Point where mud meets honey suckle
- 723 Tip of narrow bank
- 724 Duck blind (Pricked in office)
- 725 East tip of grass, small marsh island (Pricked in office)
- 729 North gable of unpainted barn with dark roof
- 731 Pile at southeast corner of remains of pier. Only pile left
- 732 End of abandoned catwalk
- 733 End of abandoned catwalk
- 734 End of abandoned catwalk



736 Center of small patch of grass. South of larger patch

737 End of jetty

782 Tip of brush, bight to north

783 Small tuft of grass, 1/4 meters in diameter

784 West gable, one story house with dark roof

736 Tip of grass on point

787 Most easterly tuft of grass next to channel





T 8090

GEOGRAPHIC NAMES

(Disputed)

U.S.G. & G.S. Chart

U.S.G.S. Quadrangle

302 Jones Neck Cutoff

Meadowville Channel

(pending decision  
by U.S.B. G.H.)  
not yet decided  
4-6-50 L.H.

Division of Photogrammetry  
Review Report of  
Shoreline Map Manuscript T-8090

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

26. Control-.All unmarked U.S.G.S. temporary traverse stations were removed from the map manuscript.

Jones Neck lower light, 1942, has been moved. A new position was obtained by a hydrographic party in 1946 and has been submitted in Chart Letter 275 (46). The old position has been removed from the map manuscript and the Form 524 card destroyed.

The names of most of the lights along the Jones



T-8090

44. Comparison with Existing Surveys.-

USGS Hopewell Quadrangle	1:31,680	1943
T-392	1:5,000	1857
T-429	1:10,000	1853
T-430	1:10,000	1853
T-431	1:10,000	1853
T-1391	1:20,000	1875
T-1438	1:10,000	1877
T-1439	1:10,000	1877
T-2105	1:10,000	1892
H-3219	1:20,000	1910
H-3226	1:10,000	1911
H-3227	1:10,000	1911

Common features on all previous surveys are superseded by the map manuscript in common areas for nautical charting purposes.

45. Comparison with Nautical Charts.-

Chart No. 531	1:20,000	1947
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The chart shows several landmarks that were recommended by the hydrographic party in Chart Letter 275 (46). The field inspector for T-8090 had not recommended any landmarks.

51. Application to nautical Charts.-The map manuscript has been applied to the nautical chart.

Reviewed by:Under direction of

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