

# 11239

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Diag. Cht. Nos. 78-4 and 1221-2.

Form 504

U. S. DEPARTMENT OF COMMERCE  
COAST AND GEODETIC SURVEY

## DESCRIPTIVE REPORT

Type of Survey PlanimetricField No. Ph-119 Office No. T-11239

### LOCALITY

State VirginiaGeneral locality Chesapeake BayLocality Painter1953-55

### CHIEF OF PARTY

E.H.Kirsch, Chief of Field PartyJ.C.Sammons, Chief of Field Party~~E.H.Kirsch, Balto. District Officer~~

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DATE September 1961

USCOMM-OC 5087

# 11239

# DATA RECORD

T- 11239

Project No. (II) ~~Ph-119~~ **Ph-119**

Quadrangle Name (IV):

Field Office (II): **Exmore, Virginia**

**J. C. Sammons**  
Chief of Party: **E. H. Kirsch**

Photogrammetric Office (III):

Officer-in-Charge: **E. H. Kirsch**

Instructions dated (II) (III): **2 July 1953**  
**15 Feb. 1956**

Copy filed in Division of  
Photogrammetry (IV)

Method of Compilation (III): **Graphic**

Manuscript Scale (III): **1:10,000**

Stereoscopic Plotting Instrument Scale (III):

Scale Factor (III): **1.000**

Date received in Washington Office (IV): **1-24-57** Date reported to Nautical Chart Branch (IV):

Applied to Chart No.

Date:

Date registered (IV): **7/21/61**

Publication Scale (IV):

Publication date (IV):

Geographic Datum (III): **N.A. 1927**

Vertical Datum (III): **MEW**

Mean sea level except as follows:  
Elevations shown as (25) refer to mean high water  
Elevations shown as (5) refer to sounding datum  
i.e., mean low water or mean lower low water

Reference Station (III): **MASON, 1942**

Lat.: **37° 36' 38.574" (1189.2m)** Long.: **75° 52' 16.237" (398.2m)**

Adjusted  
~~Unadjusted~~

Plane Coordinates (IV):

State: **Virginia**

Zone: **South**

Y=

X=

Roman numerals indicate whether the item is to be entered by (II) Field Party, (III) Photogrammetric Office, or (IV) Washington Office.

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

(Not Applicable)

Areas contoured by various personnel  
(Show name within area)  
(II) (III)

DATA RECORD

Field Inspection by (II): **Richard L. McGlinchey**  
**Carto. Sur. Aid**

Date: **October 1953**

Planetable contouring by (II):

Date:

Completion Surveys by (II):

Date:

Mean High Water Location (III) (State date and method of location): **1955, date of photography**

Projection and Grids ruled by (IV): **Austin Riley**

Date: **1/29/54**

Projection and Grids checked by (IV): **Austin Riley**

Date: **2/2/54**

Control plotted by (III): **J. J. Schleupner**

Date: **3/14/55**

Control checked by (III): **J. Steinberg**

Date: **3/14/55**

Radial Plot ~~to be checked~~

Date: **4/17/56**

~~to be checked~~ by (III): **E. L. Williams**

Planimetry

Date:

Stereoscopic Instrument compilation (III):

Contours

Date:

Manuscript delineated by (III): **J. Honick**

Date: **6/7/56**

Photogrammetric Office Review by (III): **R. Glaser**

Date: **6/21/56**

Elevations on Manuscript  
checked by (II) (III):

Date:

④

Camera (kind or source) (III): **USC&GS nine-lens & Single lens camera "W"**

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
40482 and 40483	5/30/53	1254	1:10,000	1.4' above MLW
40526 and 40528	"	1344	"	1.3' " "
40529	"	1345	"	1.1' " "
40588 and 40589	"	1440	"	1.0' " "
42584	11/26/53	1249	"	4.4' " "
55-W-4350 & 4351	3/10/55	1415	"	1.2' " "
55-W-4424	3/10/55	1454	"	0.7' " "
55-W-4425 to 4427	3/10/55	1454	"	0.9' " "

Tide (III)  
From Predicted tables

Reference Station: **Hampton Roads, Va.**  
Subordinate Station: **Pungoteague Creek**  
Subordinate Station:

Ratio of Ranges	Mean Range	Spring Range
	2.5	3.0
0.7	1.7	2.0

Washington Office Review by (IV): **S.G. Blankenbaker**

Date: **June, 1961**

Final Drafting by (IV): **Baltimore Office**

Date: **1957**

Drafting verified for reproduction by (IV): **S.G. Blankenbaker**

Date: **June, 1961**

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): **28**

Shoreline (More than 200 meters to opposite shore) (III): **3.6 mi.**

Shoreline (Less than 200 meters to opposite shore) (III): **3.8 mi.**

Control Leveling - Miles (II):

Number of Triangulation Stations searched for (II): **2**

Recovered: **2**

Identified: **2**

Number of BMs searched for (II): **2**

Recovered: **2**

Identified: **2**

Number of Recoverable Photo Stations established (III): **2**

Number of Temporary Photo Hydro Stations established (III):

Number of Recoverable topographic stations searched for: **2** Recovered: **2**

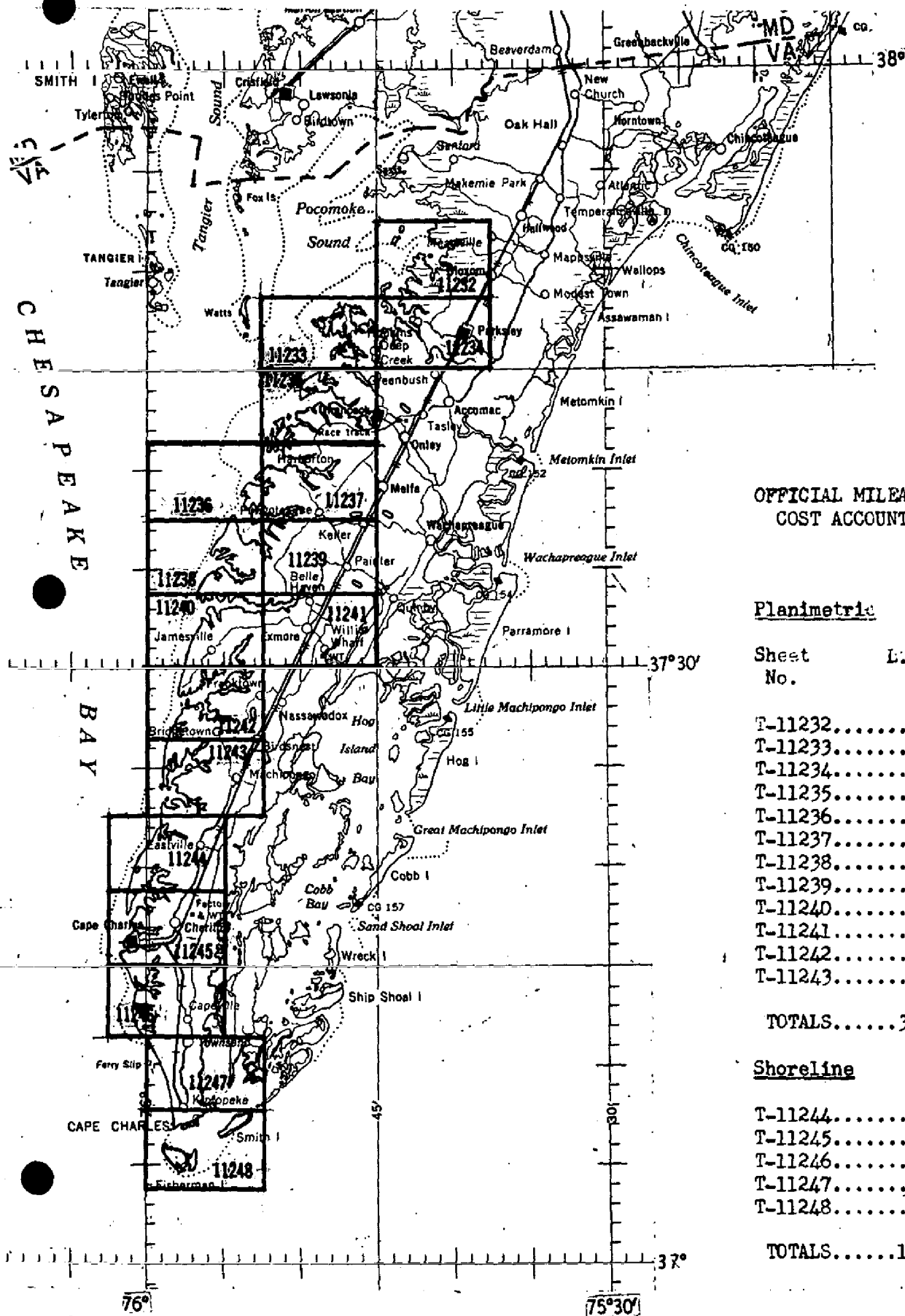
Remarks:



# PLANIMETRIC and SHORELINE MAPPING PROJECT PH-119

## CAPE CHARLES TO POCOMOKE SOUND, VIRGINIA

(5)



### OFFICIAL MILEAGE FOR COST ACCOUNTS

#### Planimetric

Sheet No.	L.M.S.	Sq. Miles
T-11232.....	32.....	18
T-11233.....	30.....	7
T-11234.....	20.....	26
T-11235.....	38.....	17
T-11236.....	8.....	2
T-11237.....	21.....	25
T-11238.....	25.....	9
T-11239.....	4.....	27
T-11240.....	27.....	15
T-11241.....	27.....	26
T-11242.....	39.....	19
T-11243.....	32.....	22
TOTALS.....	303.....	213

#### Shoreline

T-11244.....	20.....	8
T-11245.....	30.....	5
T-11246.....	27.....	5
T-11247.....	37.....	10
T-11248.....	16.....	4
TOTALS.....	130.....	32

SUMMARY TO ACCOMPANY DESCRIPTIVE REPORT

T-11239 is one of seventeen 1:10,000 scale maps in Project PH-119. The project covers the eastern shore of the Chesapeake Bay in Virginia from Bessley Bay (Lat. 37° 52' 45") southerly to Cape Charles (Lat. 37° 03' 45").

The project is subdivided into two sections. Section "A" comprised of planimetric surveys T-11232 to T-11243 covers the northern part of the project. Section "B" is comprised of shoreline surveys T-11244 through T-11248.

The principal purpose of the project was to provide shoreline and control for hydrographic surveys. In addition, contour revisions were required in section "A" for the purpose of revising Bureau War Mapping Quadrangles produced for the War Department (1943). In checking contours during field inspection no changes were found over the entire area that warranted changing the original contours.

Field work was accomplished in 1953. Radial plotting and graphic compilation were accomplished in the Baltimore Office. Nine-lens photographs taken in 1953 were used in radial plotting. The nine-lens photographs and single-lens photographs taken in 1955 were used in compilation.

Maps T-11232 through T-11237 were field edited in 1956. The remainder of the maps in the project will be registered as correct to the date of field inspection (1953).

A crenarflex positive of advance manuscript T-11239 was furnished the hydrographic survey party prior to sounding. Items registered under T-11239 will include a Descriptive Report and a positive impression on crenar of the scribed copy of the manuscript.

FIELD INSPECTION REPORT  
Quadrangles 11235, 11237, 11238 and 11239

PROJECT 6119

The field work for these quadrangles was done in compliance with the Director's instructions, Project 6119, dated 2 July 1953. All phases of field work listed below were accomplished by Richard L. McGlinchey, Cartographic Survey Aid.

Recovery and Identification of Horizontal Control;	July 1953.
Location of FIXED AIDS TO NAVIGATION:	July 1953.
Shoreline Inspections:	Sept. 1953.
Establishment of additional control for Hydrography:	Oct. 1953.
Civil Boundary and Geographic Name Investigation:	Oct. 1953.
Field Inspection:	Oct. 1953.

2. AREAL FIELD INSPECTION

These quadrangles lie in Accomack County, approximately five miles south of Accomac, the county seat. The high land area is generally divided equally between cultivated farmland and trees. A very adequate system of primary and secondary roads services the entire area. One major highway - U.S. 13 - runs northeast - southwest across the easternmost two quadrangles. The Pennsylvania Railroad maintains a double track railroad which parallels the highway on the east.

The Chesapeake Bay covers the western side of this area. Leading east from the Bay are four large creeks, forming a very irregular coast line for the western side of these quadrangles. Large areas of marsh land generally lie eastward from the Bay shore.

Only two incorporated towns are included: Painter, population 300, and Keller, population 400. Other small communities are Harborton, Craddockville and Pungoteague.

Truck farming is the major industry. Principal crops are potatoes, beans, tomatoes, soybeans and cabbage. Usually two crops a season are harvested. Some commercial fishing is done, mostly crabbing. Also, lumbering to some extent, pine being the only timber worthy of lumber operations.

The quality of the photographs is satisfactory. No difficulty should be encountered in interpretation of tones by the compiler. With the exception of conditions as outlined in paragraph 6, the field inspection is believed to be complete.

3. HORIZONTAL CONTROL

(a) No additional control was established other than stated in paragraph 9.

(b) No datum adjustments were made by this party.



(c) One U.S.E. station was recovered at the south entrance to Mandua Creek (quad. 11236). The order of accuracy is not known. One U.S.G.S. traverse station - TT STA. No. 23 - was recovered in the vicinity of Melfa (11237).

(d) Not applicable.

(e) All control was searched for and reported on Form 526. Lost or destroyed stations include:

- FLAGPOLE, 1914, 11237
- HARBURTON, 1932, 11237
- BUTCH 2, 1914, 11236
- HER, 1898, 11237
- NAN, 1914, 11236
- SANDY POINT 2, 1898, 11238

NAN, 1914 Reference Mark was recovered.

(f) Of station HARBURTON, 1932, only Reference Mark No. 2 could be found. This monument, although appearing firm and upright was badly scarred and chipped by heavy machinery and the disk was cut in half. Visiting this station weeks later, the disk was gone and the monument in a shaky condition. This monument was identified.

#### 4. VERTICAL CONTROL

No vertical control was searched for, other than the Tidal Bench Marks listed below. All were recovered in good condition.

- Bench Mark Mason
- Bench Mark Mason, R. M. 1
- Bench Mark A, 86, 1935
- Bench Mark 5, 1948
- Bench Mark 6, 1948

No vertical control was established.

#### 5. CONTOURS AND DRAINAGE

Project instructions required contour revision only to the 1942 survey. No area was found within these quadrangles where any topographic change would affect those contours. The very few new roads, borrow pits or areas of erosion, all fall between or under the 20 foot contour interval.

#### 6. WOODLAND COVER

With the absence of planetable contouring, defining swamp limits accurately without excessive field work presents a problem. Since the photographs were taken when all foliage was on the trees, the tone difference between trees and swamp is not too well defined. In all cases where long fingers of perennial drains lead inland from the larger creeks on the west, they are bordered on both sides by some swamp. No large areas of swamp could be found.

The areas of swamp outlined on the photographs are the result of visual inspection at road crossings and other easily accessible areas. They should be considered approximate and subject to change, if such limits conflict with the contours adjacent to these drains. It is believed that a more thorough investigation of swamp limits should be made by the field editor after the contours and drains have been applied.

#### 7. SHORELINE & ALONGSHORE FEATURES

With the exception of a few marsh islands in the northwest corner of 11237, all the shoreline along the Bay is fast land with a sand beach. This beach is subject to extensive erosion. The high water line was sufficiently established on the photographs by measurements from visible features, planetable traverses and visual inspection. No attempt was made to outline the low water line.

Numerous docks, piers, landings and duck blinds are included in the inshore waters of the four major creeks. All features are labeled on the field photographs.

#### 8. OFFSHORE FEATURES

A sand shoal area generally parallels the Bay Shore up to one-half mile offshore. This area is bare at low tide in many places. Numerous offshore duck blinds were identified on the photographs.

#### 9. LANDMARKS AND AIDS

- (a) No landmarks for nautical charts are recommended.
- (b) No interior landmarks were recommended for charting.
- (c) No aeronautical aids were recommended for charting.

(d) Thirteen fixed aids to navigation were recommended for charts - four lights and nine daybeacons. Form 567 is submitted. These aids were located by theodolite cuts from photo points, topo stations and triangulation stations when available. At least three or more cuts were taken to each aid.

NANDUA CREEK CHANNEL LT. 1, located offshore in 11236, is a three pile structure. In order that a more accurate position of this light could be determined, a base line was established southward along the beach from NAN, 1914, R. M., and "Point 'A'" established. Using PUNGOTEAGUE CREEK BEACON, 1911 as an azimuth, six direct and reverse pointings were taken to the light and the base accurately measured. The light could not be occupied without some construction. Pt. 'A' is not described and is not marked. A sketch of this operation is included in this report. Two cuts from Photo Points were also taken to this light. The position was not computed by this field party.

It is noted that the numbering of Daybeacons 12 and 14 in Pungoteague Creek as shown on chart 1223, does not correspond to the numbers posted on the beacons.

#### 10. BOUNDARIES, MONUMENTS AND LINES

A check was made of all existing civil boundaries for changes since the 1942 survey. The towns of Keller and Painter were incorporated in 1950. A legal description of these corporate limits is given on pages 13 and 15 of this report. To supplement this, a tracing was made of the official maps of these towns and is submitted.

No boundary monuments could be recovered in Keller. However, most of the lines follow natural features and the compiler should have no difficulty in plotting. For PAINTER, Boundary Monu. No. 1 was identified by the Photo. Point Method. Boundary Monuments 2 and 3 were recovered in poor condition and located by planetable. Two other corner markers were recovered. The entire limits of this town are outlined on Photograph 40482.

There are no county boundaries within these quadrangles.

The Commissioner's District Lists between LEE and PUNCOOTEAGE falls in 11237. There has been no change in this line since the 1942 Survey. No attempt was made to outline this line on the field photographs.

#### 11. OTHER CONTROL

All previously established topographic stations were searched for and reported on Form 524. Of these, 18 are reported lost or destroyed. Thirteen were recovered and re-identified. In addition, 10 new topographic stations which are described and marked, were established.

They are:	AMOS, 1953	11236
	DART, 1953	11238
	FORT, 1953	11237
	CHUM, 1953	11238
	WEST AZ. MARK, (1942), 1953	11238
	PAINTER AZ. MARK (1942), 1953	11239
	MASON AZ. MARK (1942), 1953	11239
	RAY (1948, 1953	11238
	NC-1 (USE)(1948), 1953	11236
	TM-5-(1948), 1953	11238

RAY and NC-1-USE, were established in 1948. As no descriptions were available for these stations, new descriptions and positions were obtained by this party.

Eleven photo-hydro stations were established to assist the hydrographer. These stations are prominent natural or cultural features, inspected and visible from offshore. They were pricked direct on the photographs, given a four letter word title and a short description. They are:

<u>NAME</u>	<u>SHEET</u>	<u>PHOTOGRAPH</u>
DOLL, 1953	11237	40524
AVON, 1953	11237	40524
ERIC, 1953	11237	40586
FACE, 1953	11237	40586
CORN, 1953	11236	40332
CALM, 1953	11237	40587
BARN, 1953	11238	40330
GABE, 1953	11238	40330
ABBY, 1953	11238	40330
MATE, 1953	11239	40589
SACK, 1953	11237	40587

No Forms 524 or M-2226-12 were submitted for these stations.

## 12. OTHER INTERIOR FEATURES

A seven-thousand foot concrete landing strip called "Virginia Flight Strip No. 1", exists in the eastern portion of sheet 11237. This runway is in good condition and in constant use.

Roads were classified in accordance with paragraph 5441 of the Topographic Manual and letter from Chief, Division of Photogrammetry dated 16 July 1953. All primary and secondary roads in Accomack County have established route numbers. No attempt was made during field inspection to classify these route numbers on the photographs. A map of Accomack County, showing these route numbers is submitted.

All buildings in rural areas to be mapped are labeled on the photographs to assist the draftsman. Buildings within the small communities are to be considered class one - unless otherwise noted.

Several cables were located over navigable streams. These are delineated on the photographs and the vertical clearance given from M.H.W. These cables represent local electric and telephone lines servicing the nearby homes, and not cross-country transmission lines.

## 13. GEOGRAPHIC NAMES

An extensive check was made on geographic names in this area, using the Corps of Engineers quadrangle sheets, JAMESVILLE, EXMORE, PUNGOTEAGUE and U.S.G.S. sheet NANDUA CREEK, as a base. These names proved in excellent agreement with local usage and are all recommended for mapping with the exception of those listed below:

Delete "Keller School". The building has been abandoned as a school and is used for other purposes. In Savageville, 11237, "Caskin Chapel", has been moved to a new location, (see photograph 40486). All churches, schools and other public buildings are labeled on the photographs; together with their geographic name, if it is significant.

The name "Cedar View Wharf", 11239, should be retained even though the actual wharf is gone. The area is still referred to by that name.

Delete "Cashville School". The building has been abandoned as a school.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

Two plots showing the corporate limits of Keller and Painter are submitted with these quadrangles.

One sketch, letter-size, showing procedure in locating NANDUA CREEK CHANNEL LT. 1, is submitted with this report.

One map of Accomack County, outlining route numbers of primary and secondary roads is submitted.

A Coast Pilot report will be submitted for quadrangle 11232 thru 11243 (Section A, Project Ph-119), at the completion of the project.

Submitted: 5 November 1953

Richard L. McGlinchey  
Carto. Survey Aid

Approved and Forwarded

*E. H. Kirsch*

E. H. Kirsch,  
Capt. C&GS  
Baltimore District Officer

PETITION FOR INCORPORATION OF TOWN OF KELLER, VIRGINIA  
IN THE CIRCUIT COURT OF ACCOMACK COUNTY, VIRGINIA.

PETITION

That the area to be included within the limits of the said town of Keller prayed to be incorporated is Two Hundred and Seventeen and Eighty-four Hundredths Acres (217.84 A.), and that the metes and bounds of the said town of Keller prayed to be incorporated are as follows:

Beginning at the intersection of a ditch passing through the lands of D. L. Mears and the southeastern side of the right of way of the Pennsylvania Railroad Company, said point of intersection being designated on the hereinafter referred to plat of survey as "ditch", and running thence north sixty-two (62) degrees twelve (12) minutes west for a distance of sixty-six (66) feet, in a straight line across the right of way of said Pennsylvania Railroad Company, to the southeastern side of U. S. Route 13, as shown on said hereinafter referred to plat of survey, and thence running along the southeastern side of said U. S. Route 13 north twenty-seven (27) degrees forty-eight (48) minutes east for a distance of seventeen hundred eighty-two and six tenths (1782.6) feet; and thence running in a straight line across said U. S. Route 13 north sixty-two (62) degrees twelve (12) minutes west for a distance of fifty (50) feet, as shown on said hereinafter referred to plat of survey; thence running south eighty-five (85) degrees fifty-six (56) minutes west, for a distance of nineteen hundred ninety-four and four tenths (1994.4) feet, said last referred to line being along the southern side of a road, which separates the Adams land on the south, and the Colie Phillips, A. B. Nicolls and Adams lands on the north, and thence running across the State Highway, leading from said town of Keller to Hollies Church, as shown on said hereinafter referred to plat, south eighty-five (85) degrees twenty-five (25) minutes west for a distance of four hundred eighteen and five tenths (418.5) feet to a pine tree shown on said hereinafter referred to plat of survey, this line being between the land of Otho Sturgis and others on the south, and the land of Mrs. Anne E. McMath on the north; and thence running south eighty-five (85) degrees thirty-nine (39) minutes west for a distance of eleven hundred ten and seven tenths (1110.70) feet, to an axle shown on said hereinafter referred to plat of survey, this line being between the land of G. Thomas Stockley on the south, and that of Mrs. Anne E. McMath on the north; and thence running south one (1) degree thirty-nine (39) minutes east, for a distance of eleven hundred thirteen (1113) feet, to a pipe in a ditch shown on said hereinafter referred to plat of survey, this line being between the land of G. Thomas Stockley on the east, and that of Mrs. Anne E. McMath on the west; and thence following said ditch south thirty-nine (39) degrees thirty-eight (38) minutes east, for a distance of four hundred forty-two and four tenths (442.4) feet, the center of the ditch being the line, said ditch being on the lands of said G. Thomas Stockley, and running south eighteen (18) degrees forty-two (42) minutes west for a distance of three hundred seventy-seven and one tenth (377.1) feet to a pipe on the northern side of the State Highway between the town of Keller and the village of Pungoteague, said last mentioned line being



bounded on the east, by the A. S. Burton land, and on the west, by the lands of G. Thomas Stockley; thence going in a straight line across said Main State Highway south two (2) degrees three hundredths (.03) minutes east, for a distance of thirty (30) feet; thence along the southern side of said State Highway between the town of Keller and the village of Pungoteague north eighty-seven (87) degrees fifty-seven (57) minutes east, for a distance of five hundred eighty-four and one tenth (584.1) feet; thence running south eighty-four (84) degrees forty-one (41) minutes east, for a distance of one hundred and seventy-four and six tenths (174.6) feet, the last referred to two lines being bounded on the south, by the land of Mrs. John B. Mears, and on the north by said State Highway, between the town of Keller and the village of Pungoteague; thence running south two (2) degrees nineteen (19) minutes east, for a distance of eight hundred eighty-six and eight tenths (886.8) feet; thence running south ten (10) degrees thirty-three (33) minutes east, for a distance of one thousand, five and five tenths (1005.5) feet to a certain ditch shown on said herein-after referred to plat of survey, the last two referred to lines being through the land of Mrs. John B. Mears; thence running along said ditch north seventy-one (71) degrees thirty-eight (38) minutes east, for a distance of two hundred eighty-eight and eight tenths (288.8) feet, to the northwestern side of U. S. Route 13, the center of the ditch being the line, and said last referred to line being between the land of Mrs. John B. Mears on the north, and that of J. Brooks Mapp on the south, thence across said U. S. Route 13 south sixty-two (62) degrees twelve (12) minutes east, for a distance of seventy (70) feet; thence along the southeastern side of said U. S. Route 13 north twenty-seven (27) degrees forty-eight (48) minutes east, for a distance of seventy-two (72) feet; thence south seventy-seven (77) degrees forty-eight (48) minutes west, for a distance of twenty-six and one tenth (26.1) feet; thence along the southeastern side of said U. S. Route 13, to a branch north twenty-seven (27) degrees forty-eight (48) minutes east, for a distance of six hundred and ten (610) feet, the last two referred to lines being between U. S. Route 13 and the right of way of the Pennsylvania Railroad Company; thence following the center of said branch, across the right of way of the Pennsylvania Railroad Company south eighty-five (85) minutes fifty-nine (59) minutes east, for a distance of two hundred ninety-seven and eight tenths (297.8) feet, the center of said branch being the line, which branch is between the land of Ballard Brothers on the north, and the land of Mrs. John B. Mears on the south; thence north twenty-seven (27) degrees forty-eight (48) minutes east, for a distance of five hundred (500) feet; thence south sixty-nine (69) degrees twenty-six (26) minutes east, for a distance of seven hundred seventy-four and nine tenths (774.9) feet, to a ditch, said last referred to lines passing through the lands of Ballard Brothers; thence along said ditch north thirty-two (32) degrees seventeen (17) minutes east for a distance of eight hundred fifteen and five tenths (815.5) feet to the southwestern side of the State Highway between the towns of Keller and Wachapreague, said ditch passing through the lands of Ballard Brothers and the center of same being the line; thence along the southwestern side of said last referred to State Highway south

seventy-one (71) degrees fifty-two (52) minutes east, for a distance of two hundred sixty-three (263) feet, said last referred to line being between said State Highway on the northeastern side, and the lands of Ballard Brothers on the southwestern side; thence across said State Highway between the towns of Wachepreague and Keller, and through the Doremus lands north five (5) degrees nineteen (19) minutes east, for a distance of eight hundred sixty-five and four tenths (865.4) feet to a corner stake; thence through the lands of D. L. Mears north eighty-five (85) degrees fifty-eight (58) minutes west, for a distance of one thousand, forty-one and one tenth (1041.1) feet, back to the point of beginning.

The metes and bounds hereinabove set out are fully delineated on a plat marked "exhibit A, to be filed with the Court upon presentation of this petition.

THE METES AND BOUNDS OF THE CORPORATE LIMITS OF THE TOWN OF PAINTER, VA.

Beginning at Route 13 U. S. Highway and the tracks of the Pennsylvania Railroad at a grade crossing entering a street between the property of W. S. Elmore on the left and Margaret Turner Avery on the right, thence in a straight line on the south side of this street to Highway 608; thence across Highway 608 to the east side; thence following the east side of said Highway in a northward direction to a ditch, hedge row, and a C. & P. Telephone Co.'s pole 7; thence across the property of the heirs of Mary Susan LeCato in a northwardly direction to the Eastern line of William Davis' property which is located on the north side of Highway 182 running from Painter to Mappsburg; thence in a northwardly direction across the property of J. S. Bott, B. F. Eichelberger and C. T. Elmore to a marked oak tree and iron stob located on the northern side of Dan Hayes' property; thence in a westwardly direction to the Northern tenant house on the property of the A. T. Hickman Lumber Co., Inc., said line running through the woodland of C. T. Elmore, Allen Smith and the A. T. Hickman Lumber Co., Inc.; thence on and across the tracks of the Pennsylvania Railroad and U. S. Highway 13 to a ditch on the property of the heirs of V. E. Watson, Sr.; thence following said ditch through the property of the heirs of the said V. E. Watson, Sr. to Highway 619, said highway being the route from Painter to Pungoteague; thence following said Highway 619 on the east side to a point where Highway 620 intersects Highway 619, said Highway 620 being the route from Painter to the Middlesex-Pungoteague highway; thence on the north side of Highway 620 to a ditch which runs in a southward direction, said ditch eventually divides the property of J. H. Duer, Sr. and the property of John T. Sturgis, Sr., thence following said ditch on across Highway 1204, said highway being the route from Painter to Middlesex; thence following said ditch 200 yards South of Highway 1204 at this point leaving said ditch and following an eastward direction across the property of J. L. Turner to the south side of J. L. Turner's tenant house and barn; thence eastwardly to U. S. Highway 13 and the tracks of the Pennsylvania Railroad and the aforesaid grade crossing, to the point of beginning.

PHOTOGRAMMETRIC PLOT REPORT  
Project 6119  
Surveys - T-11238 thru T-11244.

21. AREA COVERED

This radial plot covers the area of planimetric surveys T-11238 thru T-11242 and shoreline surveys ~~T-11243~~ and T-11244.

The geographic area encompassed by these surveys extends from Nandua Creek on the eastern shore of the Chesapeake Bay to Savage Neck just to the north of the town of Cape Charles, Virginia.

22. METHOD - RADIAL PLOT

Map Manuscripts:

Vinylite sheets with polyconic projections in black and Virginia South state grids in red at a scale of 1:10,000 were furnished by the Washington office.

All control stations and substitute stations were plotted using beam compass and meter bar.

Base sheets were prepared in this office.

A sketch showing the layout of surveys and distribution of control and photograph centers is attached to this report.

Photographs:

All photographs used in this plot were nine-lens unmounted photographs at a scale of 1:10,000.

The fifty-one (51) photographs used in the plot numbered as follows:

40320 and 40321  
40323 thru 40333  
40478 thru 40484  
40525 and 40526  
40528 thru 40539  
40554 thru 40559  
40587 thru 40593  
42581 thru 42585

Templets:

Vinylite templets were prepared from all photographs using a master templet to correct for errors due to paper distortion and chamber displacements.

Closure and Adjustment to Control:

The radial plot was constructed on vinylite base sheets to which all identified control had been transferred from the manuscripts by matching common grid lines.

Closure and Adjustment to Control: (cont'd)

In addition, pass points and photograph centers located on Surveys T-11236 and T-11237 in a previous plot adjoining this radial plot on the north were transferred to the base sheets.

Pass points and photograph centers which were located on the southern half of survey T-11244 by a radial plot for surveys T-11245, and T-11246 adjoining this plot on the south were also transferred to the base sheets.

The templates for photographs numbered 40332, 40333, 40587, 40525, 40526 and 40484, the centers of which had been established in a previous plot, were relaid in their original positions.

The flights 40587 thru 40593 and 40554 thru 40559 were laid. With these flights, it was possible to bridge between the pass points established in the previous radial plots and to hold all control. The flights to the east and the flight to the west were then added. No difficulty was encountered in laying a satisfactory plot except near MATTA 2, 1911 where photograph 40322 was tilted to such an extent that that template could not be used in the plot.

Transfer of points:

The map manuscripts were placed over the finished plot, oriented, and the positions of all pass points and photograph centers pricked on the manuscript.

23. ADEQUACY OF CONTROL

There was adequate control for a satisfactory radial plot.

The position for Sub. Pt. TONGUE 3, 1942 could not be held in the plot as originally computed. A check of the published geographic positions (Acc. No. G-5462, page 488) indicated an error had been made in the published azimuth to the Azimuth Mark. The position for the Sub. Pt. was recomputed using the corrected azimuth and the Sub. Pt., then held in the plot. The error in the published geographic positions was taken up orally with the Washington office who then supplied this office with a revised copy of page 488, ACC. No. G-5462 dated 1/5/54. This revision still lists the azimuth to the Azimuth Mark as  $140^{\circ} 13' 42.2''$ ; however, the azimuth which proved to be correct in the radial plot has been added to the list as the azimuth to Azimuth Mark (1953). Nothing in the original description or in the recovery note indicates that a new azimuth mark was established for TONGUE 3, 1942. The control station identification card (Form M-2226-12) for Sub. Pt. TONGUE 3, 1942 likewise indicates that the azimuth mark is still the one established in 1942.

It is quite possible that the error for the azimuth listed in the geographic positions to AZIMUTH MARK is a mathematical error.

24. SUPPLEMENTAL DATA

Not applicable.

25. PHOTOGRAPHY

The photographic coverage and definition of the photographs used in this plot were good.

Photographs 40325, 40326, 40327 and 40332 were tilted, but usable in the plot.

Photograph 40333 was badly tilted; however, its position had been established in a previous plot. The photograph had little effect on the present radial plot.

Photograph 40322 was extremely tilted and could not be used in this plot at all. There was sufficient photographic coverage in the area to result in a satisfactory plot.

Photograph 40527 was not used in the plot because photographs 40526 and 40528 had sufficient overlap without photograph 40527.

Respectfully submitted  
17 April 1956

*E. L. Williams*  
E. L. Williams  
Carto. (Photo.)

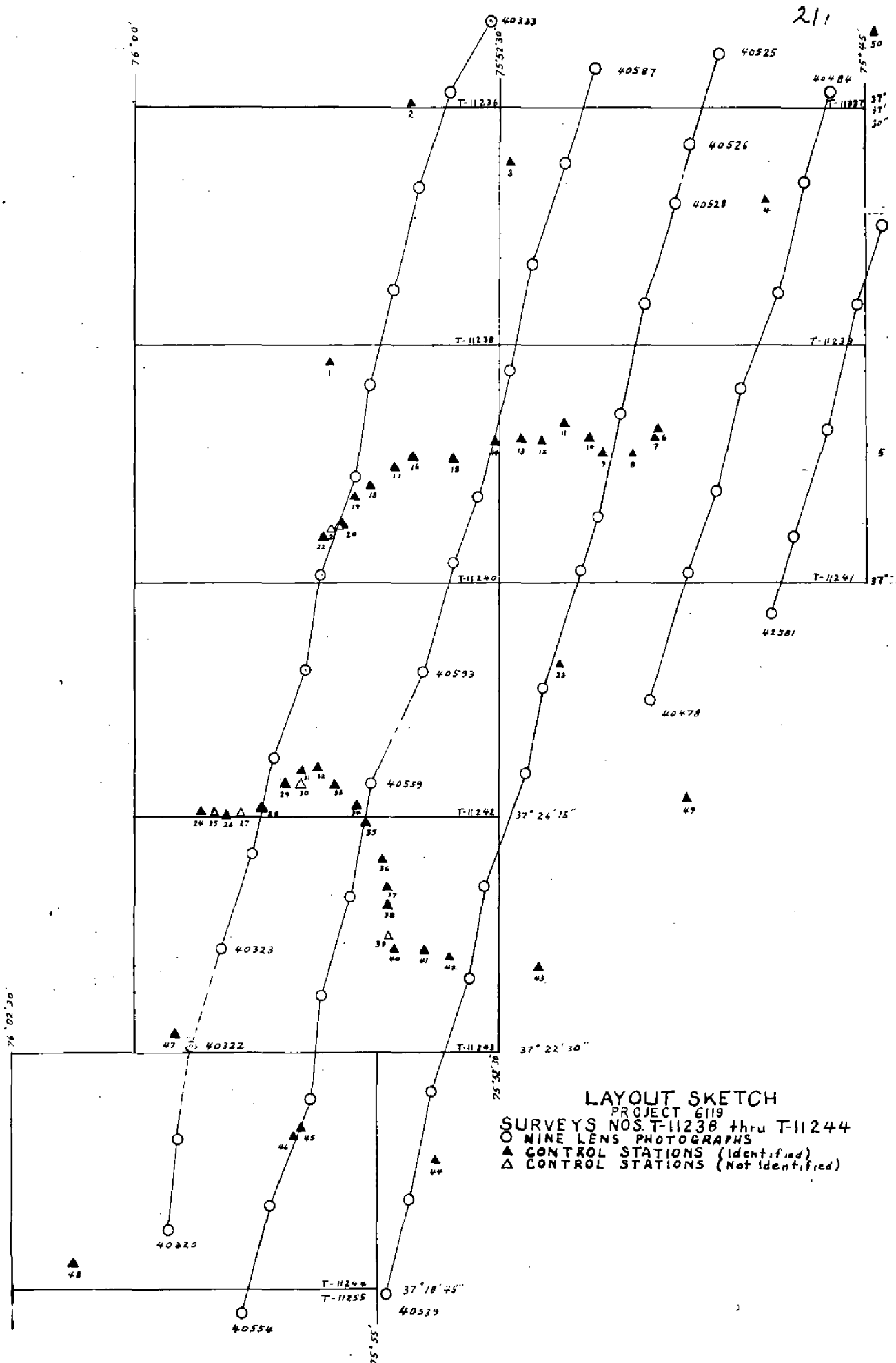
## LIST OF CONTROL

NO.	NAME OF STATION	IDENTIFICATION
-1	WEST, 1942	Sub. Pt.
2	NAN, 1944, RM	" "
3	MASON, 1942	" "
4	PAINTER, 1942	" "
5	AYER 3, 1933	" "
6	EXMORE TANK, 1953	Direct
7	EXMORE, 1942	Sub. Pt.
8	CONTROL POINT NO. 1	Direct
9	TE-22, 1953 (CONTROL PT. NO. 2)	"
10	CONTROL POINT NO. 3	"
11	CONTROL POINT NO. 4	"
12	CHURCH, 1953	Sub. Pt. (Control Pt. No. 5)
13	CONTROL POINT NO. 6	Direct
14	WARDTOWN, 1953	Sub. Pt. (Control Pt. No. 7)
15	CONTROL POINT NO. 8	Direct
16	CONTROL POINT NO. 9	"
17	CONCORD, 1953	Sub. Pt. (Control Pt. No. 10)
18	WEBB, 1953	" " (Control Pt. No. 11)
19	CONTROL POINT NO. 12, 1953	Direct
19	BELFRY, 1953	None
19	TE-08, 1953	"
20	CONTROL POINT NO. 13, 1953	Direct
20	TE-05, 1953	None
21	TE-03, 1953	"
22	TURNER, 1942	Sub. Pt.
23	NASSAWADOX, 1932	" "
24	TONGUE 3, 1942	" "
25	TT-22, 1953	None
26	CONTROL POINT NO. 13, 1953	Direct
27	TT-20, 1953	None
28	CONTROL POINT NO. 12, 1953	Direct
29	CONTROL POINT NO. 11, 1953	"
30	TT-18, 1953	None
31	WESOTT, 1953	Sub. Pt. (Control Pt. No. 10)
32	COLONNA, 1953	Sub. Pt. (Control Pt. No. 9)
33	TT-16, 1953	None
33	CONTROL POINT NO. 8, 1953	Direct
34	CONTROL POINT NO. 7, 1953	"
35	CONTROL POINT NO. 6, 1953	"
36	CONTROL POINT NO. 5, 1953	"



## LIST OF CONTROL (cont'd)

No.	NAME OF STATION	Identification
36	TT-09, 1953	None
37	JOHNSON, 1953	Sub. Pt. (Control Pt. No. 4)
38	CEDAR, 1953	Sub. Pt. (Control Pt. No. 3)
39	TT-05, 1953	None
40	CONTROL POINT NO. 2	Direct
41	TT-02, 1953	None
41	CONTROL POINT NO. 1	Direct
42	TANKARD, 1942	Sub. Pt.
43	WEST POINT 2, 1910	Direct
44	SCOTT 2, 1910	Sub. Pt.
45	EASTVILLE MUNICIPAL WATER TANK, 1942	Direct
46	EASTVILLE, 1932	Sub. Pt.
47	MATTA, 1898	None
47	MATTA 2, 1911	Sub. Pt.
48	ROSE, 1898-1932	Sub. Pt.
49	FOWLING 2, 1910	Sub. Pt.
50	MELFA, 1942	" "





COMPILATION REPORT  
T-11239

31. DELINEATION

This manuscript was compiled by graphic methods. 1955 ratioed single-lens photographs were used to delineate the western half of this manuscript. The 1953 field inspection photographs were used as a guide for interpretation.

32. CONTROL

Refer to Photogrammetric Plot Report.

33. SUPPLEMENTAL DATA

A.M.S. Exmore, Va., quadrangle was used for geographic names.

Tracings of the official maps of Keller and Painter were used for boundaries of these towns.

Virginia highway map, Accomack County, was used for primary highway numbers.

34. CONTOURS AND DRAINAGE

Contours: Inapplicable.

Drainage: Field inspection of perennial drainage was not complete. The Exmore quad shows an extensive pattern of intermittent streams, some of which should not be mapped under present standards. Many ditches were not delineated due to inability to connect them to drainage. Several drains were shown as "unsurveyed" in wooded areas where the stream was not visible.

The delineation of the swamp areas is based on the appearance of the tree cover on the single lens photographs, where such coverage exists. Verification by field edit is considered necessary. Refer to paragraph 6 of the field report.

35. SHORELINE AND ALONGSHORE DETAILS

Shallow areas were delineated from office interpretation of the photographs.

Narrow fringes of marsh along the shoreline that were too small to symbolize were omitted.

36. OFFSHORE DETAILS

No comment.

37. LANDMARKS AND AIDS

Form 567 is being submitted for two (2) aids to navigation.

Radial cuts from photographs were used in combination with theodolite directions to locate the two daybeacons on this manuscript.

38. CONTROL FOR FUTURE SURVEYS

Forms 524 are being submitted for four (4) recoverable topographic stations. A list of these stations is included in par. 49.

One photo-hydro station appears on this manuscript. See par. 49.

39. JUNCTIONS

Junctions are in agreement with T-11237 to the north, T-11241 to the south and T-11238 to the west. There is no contemporary survey to the east.

40. HORIZONTAL AND VERTICAL ACCURACY

No comment.

41 - 45

Inapplicable.

46. COMPARISON WITH EXISTING MAPS

Comparison has been made with A.M.S. Exmore, Va. quadrangle, scale 1:25,000, edition of 1947, which was based on Bureau survey T-8172 (1942) scale 1:20,000; also survey T-8013 (1949) scale 1:10,000.


47. COMPARISON WITH NAUTICAL CHARTS

This manuscript has been compared with chart 1223, scale 1:80,000 published 1943, corrected to 8/20/54.

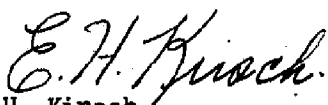
Items to be applied to Nautical Charts immediately: None.

Items to be carried forward: None.

Respectfully submitted  
8 June 1956

  
Jack Honick  
Carto. Photo. Aid

Approved and Forwarded

  
E. H. Kirsch  
Capt., C&GS  
Baltimore District Officer



T-11239

49. NOTES FOR THE HYDROGRAPHER

Four recoverable topographic stations are shown on this manuscript, and are listed as follows:

PAINTER AZ MK (1942) 1953  
MASON AZ Mk (1942) 1953  
SPIRE, 1953  
TAN (1942) 1953

One photo-hydro station MATE is shown on this manuscript.

# PHOTOGRAMMETRIC OFFICE REVIEW

T-11239

1. Projection and grids ☒ 2. Title ☒ 3. Manuscript numbers ☒ 4. Manuscript size ☒

## CONTROL STATIONS

5a. Classification label ☒

5. Horizontal control stations of third-order or higher accuracy ☒ 6. Recoverable horizontal stations of less than third-order accuracy (topographic stations) ☒ 7. Photo hydro stations ☒ 8. Bench marks ☒  
9. Plotting of <sup>Theod. cuts</sup> ~~extent lines~~ ☒ 10. Photogrammetric plot report ☒ 11. Detail points ☒

## ALONGSHORE AREAS

(Nautical Chart Data)

12. Shoreline ☒ 13. Low water line ☒ 14. Rocks, shoals, etc. ☒ 15. Bridges ☒ 16. Aids to navigation ☒ 17. Landmarks ☒ 18. Other alongshore physical features ☒ 19. Other along-shore cultural features ☒

## PHYSICAL FEATURES

20. Water features ☒ 21. Natural ground cover ☒ 22. Planetable contours ☒ 23. Stereoscopic instrument contours ☒ 24. Contours in general ☒ 25. Spot elevations ☒ 26. Other physical features ☒

## CULTURAL FEATURES

27. Roads ☒ 28. Buildings ☒ 29. Railroads ☒ 30. Other cultural features ☒

## BOUNDARIES

31. Boundary lines ☒ 32. Public land lines ☒

## MISCELLANEOUS

33. Geographic names ☒ 34. Junctions ☒ 35. Legibility of the manuscript ☒ 36. Discrepancy overlay ☒ 37. Descriptive Report ☒ 38. Field inspection photographs ☒ 39. Forms ☒

40. R. J. Glasser  
Reviewer

Supervisor, Review Section or Unit

41. Remarks (see attached sheet)

## FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT

42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

Compiler

Supervisor

43. Remarks:

(28)

REVIEW REPORT  
PLANIMETRIC SURVEY T-11239  
June 1961

61. General Statement

This map was not field edited. A thorough field investigation would be necessary to ensure the completeness and accuracy of perennial drainage and swamp areas shown on the map. Inadequacies and possible inaccuracies in field inspection and compilation of these features are discussed under side headings No. 6 (Field Inspection Report) and No. 34 (Compilation Report) of this Descriptive Report. Project requirements for contour revisions (Exmore, Quadrangle - based on Bureau Survey T-8172 of 1942) are discussed in the Summary of this Descriptive Report. The contours on the Exmore quadrangle are in disagreement with swamps delineated on T-11239 in some areas. In addition there are many differences between the surveys in the delineation of drainage.

A horizontal accuracy check was made in 1961 of mapped details of a part of each of four maps (T-11236; T-11237; T-11238; T-11239) of this project. The test area was Nandua Creek and vicinity. Map details common to the subject project manuscripts and T-8013 (1949) were used as check points by the field party. The 1949 survey was a special graphic compilation accomplished for the purpose of providing shoreline of Nandua Creek for contemporary Hydrographic Survey No. 7680 (1949). Graphic Control Survey No. T-7106 (1949) provided most of the control for the radial plot for T-8013.

The four maps in project PH-119 meet Bureau accuracy requirements, ~~for the project, but~~ T-8013 does not meet the requirements. Test survey data is included in the Project Completion Report (PH-119).

62. Comparison with Registered Topographic Surveys

307	1:20,000	1850
2654	1:20,000	1903-04
8013	1:10,000	1949
8172	1:20,000	1943

With the exception of deficiencies and possible discrepancies (discussed in preceeding side heading) this survey supersedes the prior Bureau surveys for nautical charting purposes in common areas.

- 2 -

63. Comparison with Maps of Other Agencies

Exmore, Va.	AMS	1:25,000	1943
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The quadrangle and this planimetric survey are in good agreement overall in horizontal position of common details (Refer to preceeding side headings concerning exceptions - swamp areas and perennial drainage).

64. Comparison with Contemporary Hydrographic Surveys

H-8447	1:10,000	1958
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Hydrographic survey shoreline was transferred from a blue line print of Advance Manuscript T-11239 in the common area. No changes were made in T-11239 shoreline during hydrography. No changes affecting the hydrographic survey were made during the final review of T-11239.

H-7680	1:10,000	1949
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Refer to side heading 61. of this report.

65. Comparison with Nautical Charts

There are no important differences between this survey and the chart.

66. Adequacy of Results and Future Surveys

With the exceptions mentioned previously in this report this map meets the National Standards of Map Accuracy and Bureau requirements.

67. Junction

Wachapreague, Va.	1:24,000	1955
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The junction of T-11239 and the quadrangle is satisfactory. Some minor drainage delineated to the limits of the quadrangle could not be interpreted from photographs for delineation on T-11239.

- 3 -

68. Topographic Station

There is a difference of 61 meters in Latitude and 97 meters in Longitude between the positions established in 1942 and 1953 for topographic station Tan. The 1953<sup>position</sup> is thought to be correct. The position should be verified during any future field work.

Reviewed by:

*S. G. Blankenbaker*  
S. G. Blankenbaker

Approved by:

*L. C. Lande*  
Chief, Review and Drafting Sec.  
Photogrammetry Division

*J. E. Waugh*  
Chief, Nautical Charts  
Division *10/5/61*

*L. F. Woodcock*  
Asst. Chief, Photogrammetry Division

*J. Bowie*  
Chief, Operations Division

GEOGRAPHIC NAME LIST

Ames Ridge

Boggs Gut  
BostonCedar View  
Coal Kiln  
Coal Kiln Branch  
Coal Kiln Crossing  
Craddockville  
\*Curratuck Creek

Fairview Neck

Hells Island

Keller

Mappsburg  
McLean Gut  
Middlesex  
Mt. Zion\*Nandua  
Nandua Creek

Occohannock Creek

Painter  
Pennsylvania R.R.  
Pennyville

Red Hill

Shields  
Shields Creek

Taylor Creek

\* B.G.N. Decision

  
GEOGRAPHIC NAMES SECTION  
20 SEPTEMBER 1960



# NONFLOATING AIDS OR ~~LANDMARKS~~ FOR CHARTS

TO BE CHARTED  
VO/BE/DEL/AT/ED

**STRIKE OUT ONE**

**Baltimore, Maryland**

7 June 1956

I recommend that the following objects which have ~~(been)~~ 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

E. H.irsch

Chief of Party.

[illegible]

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. *I.e.*, under each column heading should be given.

\* TABULATE SECONDS AND METERS



## NAUTICAL CHARTS BRANCH

SURVEY NO. T-11239

### 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.