

T-11703

T-11703

Form 504	
U. S. DEPARTMENT OF COMMERCE	
COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
Type of Survey	Shoreline
Field No. Ph-5907	Office No. T-11703
CLASS II & III	
LOCALITY	
State	VIRGINIA
General locality	Cape Charles
Locality	Smith Island
19 59 - 62	
CHIEF OF PARTY	
George F. Wirth, Photo Party 723	
W. E. Randall, Baltimore District Officer	
Alfred C. Holmes, Director, AMC	
LIBRARY & ARCHIVES	
DATE	1 JUL 1975

DESCRIPTIVE REPORT - DATA RECORD

T - 11703

Project No. (II): Ph-5907

Quadrangle Name (IV): Smith Island

Field Office (II): Keller, Virginia

Chief of Party: George F. Wirth

Photogrammetric Office (III): Baltimore, Maryland

Officer-in-Charge: William E. Randall

Instructions dated (II) (III): 10/20/59
Ltr. from Ass't, Director: 4/26/60

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):

Date reported to Nautical Chart Branch (IV):

Applied to Chart No.

Date:

Date registered (IV):

Publication Scale (IV):

Publication date (IV):

Geographic Datum (III): N.A. 1927

Vertical Datum (III):

~~MEAN SEA LEVEL~~ MEAN HIGH WATER: MHW
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): NORTH SHACK EAST GABLE, 1934

Lat.: 37° 10' 41.401" (1276.3 m) Long.: 75° 51' 21.040" (519.0 m)

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.

DESCRIPTIVE REPORT - DATA RECORD

Field Inspection by (II): G. F. Wirth
R. S. Tibbetts
P. C. Specht

Date: January 1960 thru
April 1960

Planetable contouring by (II):

Date:

Completion Surveys by (II):

Date:

Mean High Water Location (III) (State date and method of location): April - May 1960 field inspection,
on October 1959 photographs.

Projection and Grids ruled by (IV): R. A. C.

Date: 12/28/60

Projection and Grids checked by (IV): J.D.C.

Date: 1/3/61

Control plotted by (III): J. C. Richter

Date: 1/17/61

Control checked by (III): F. J. Tarcza

Date: 1/17/61

Radial Plot of Stereoscopic
Control extension by (III): H. R. Rudolph

Date: 2/27/61

Stereoscopic Instrument compilation (III):
Planimetry
Contours

Date:

Date:

Manuscript delineated by (III): J. Y. Council

Date: June 1961

Photogrammetric Office Review by (III): J. C. Richter

Date: Sept. 1961

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

Date:

DESCRIPTIVE REPORT - DATA RECORD

3

Camera (kind or source) (III): USC&GS nine-lens camera.

Number	Date	PHOTOGRAPHS (III)		Scale	Stage of Tide
		Time (EST)			
60408 thru 60410	10/13/59	9:43		1:10,000	1.0' above MLW
60551	"	11:27		"	0.2' " "

Tide (III) (From Predicted Tables)

Reference Station: Sandy Hook
Subordinate Station: Smith Island Coast Guard Station
Subordinate Station:

Ratio of Ranges	Mean Range	Spring Range
	3.5	4.2

Washington Office Review by (IV):

Date:

Final Drafting by (IV):

Date:

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): 4.5

Shoreline (More than 200 meters to opposite shore) (III): 24 mi.

Shoreline (Less than 200 meters to opposite shore) (III): 28 mi.

Control Leveling - Miles (II):

Number of Triangulation Stations searched for (II): 11

Recovered: 10

Identified: 6

Number of BMs searched for (II): 0

Recovered: 0

Identified:

Number of Recoverable Photo Stations established (III): *

Number of Temporary Photo Hydro Stations established (III):

Remarks:

*Four previously established stations searched for and none recovered.
(4 Forms 524 submitted)

T-11703

COMPILATION RECORD	COMPLETION DATE	REMARKS
Compilation complete	Sept. 1961	Superseded
Revised from April 1962 single lens photos	July 1962	Superseded
Final review	Dec. 1973	

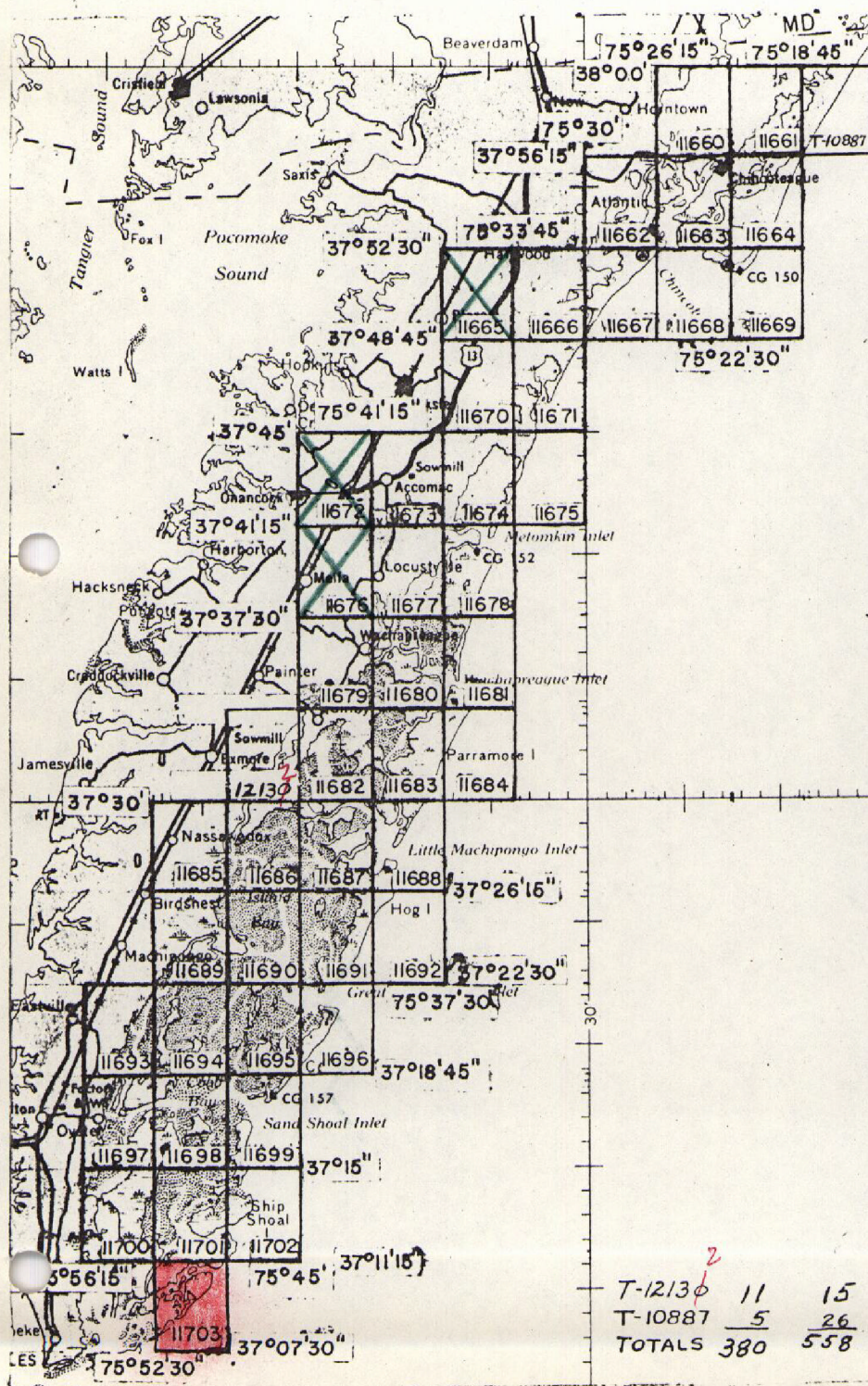
PH-5907

5

CAPE CHARLES TO ASSATEAGUE, VA

Planimetric Mapping Scale 1:10,000

OFFICIAL MILEAGE
FOR COST ACCOUNTS



Sheet No.	Area Sq. Mi.	Lin. Mi. Shoreline
11660	6	10
11661	6	15
11662	13	19
11663	7	23
11664	8	16
11665	17	0
11666	16	8
11667	7	8
11668	1	1
11669	1	4
11670	16	1
11671	8	15
11672	17	0
11673	16	5
11674	8	16
11675	1	4
11676	16	0
11677	13	10
11678	8	16
11679	16	8
11680	11	32
11681	4	10
11682	8	15
11683	11	15
11684	2	3
11685	16	4
11686	4	15
11687	6	20
11688	6	15
11689	13	11
11690	4	11
11691	4	16
11692	2	3
11693	11	11
11694	6	16
11695	4	19
11696	4	9
11697	11	20
11698	6	16
11699	4	13
11700	8	16
11701	8	14
11702	4	11
11703	6	23

T-12130 11 15
T-10887 5 26
TOTALS 380 558

3-22-62

SUMMARY TO ACCOMPANY
DESCRIPTIVE REPORT T-11703

This 1:10,000 scale shoreline manuscript is one of 43 maps that comprise Project PH-5907, Cape Charles to Assateague, Virginia. The project diagram on page 5 indicates the location of this map in the project.

Field inspection before compilation was done in January through April 1960.

Compilation was done graphically, using 9-lens photographs taken in October 1959. Control was based on a radial plot using the 9-lens photography. Compilation was revised in July 1962, using ratio prints of single lens photography taken in April 1962, after the March 1962 hurricane. Revision was from office interpretation of the photos without the benefit of field inspection. There were few changes, except shoreline along the Atlantic Ocean, which was radically changed by the hurricane.

No field edit of this map was accomplished.

Final review was done at the Atlantic Marine Center in December, 1973.

The compilation manuscript was a vinylite sheet 3 minutes 45 seconds in latitude by 3 minutes 45 seconds in longitude.

A cronaflex copy of the final reviewed manuscript and a negative have been forwarded for record and registry.

Field Inspection Report

PH-5907

Eastern Shore of Virginia

2. Areal Field Inspection

This report covers the southern seven maps in Northampton County, sheets 11697 thru 11703.

Most of the area is salt marsh which covers at high water. There are many deep channels through the marshes, but most of these channels are choked at the ocean or where they enter large bays. The ocean beach is lined with various sized sand dunes.

The photography was satisfactory.

A shack under construction on Black Rock Channel, at Goodwin Island, should be investigated by the field edit party.

The hydro party should investigate a charted wreck on Wreck Island. See section 8 of this report for details.

3. Horizontal Control

Stations not recovered, which were control requirements:

Magothy Bay, Channel Light No. 6

Smith
Smith 2
Smith Hydrographic
Smith's Island North 2
Mink
Mink 2
Ship Shoal 3
Wreck 3
Sand Shoal Inlet, the Spit Beacon
Sand Shoal Inlet, Running Channel Black Beacon
Cobb 3

None of these stations could be found. Many stations bordering the ocean were lost due to erosion. The shacks were destroyed by fire or hurricanes.

All the stations on the sheets that had not been previously reported as lost were reported on Form 526 at this time.

Reported As Lost On Form 526:

Magothy Bay Channel Light No 6, 1954
Smith Hydrographic, 1929
New Inlet, East Gable, East Shack, 1934
House on Flats, Center, 1934
Wreck No 3, 1933
Spit Light, Sand Shoal Channel Red Beacon, 1933
Sand Shoal Channel, Black Beacon (Fl W)
Running Channel, 1933
Shack On Piles, Northeast Gable, 1934

All C&GS control in the area was searched for.

4. Vertical Control

The recovery of tidal Bench Marks was required for the Project.

Bench Marks recovered:

BM 1 (U.S.E.) (Oyster)
BM Morgan 2 (Oyster)
BM R-86 (Oyster)
BM 2, 1934 (Cobb Island Coast Guard)

Bench Marks reported lost:

BM 1, 1943 (Cobb Island C.G.)
BM 3, 1934 (Cobb Island C.G.)

5. Contours and Drainage

No contours were required.

Drainage is in the form of small streams and ditches. Drainage was delineated and swampy areas outlined. All drainage was examined under the stereoscope and little difficulty should be encountered in picking it out.

6. Woodland Cover

Tree areas and orchards were identified and labeled on the photos. Most of the woodland cover consists of slash pine and various hard woods, often intermixed.

7. Shoreline and Alongshore Features

Most of the area is salt marsh which is covered at high water. Fast ground is indicated by the presence of trees, sand dunes, or clumps of small bushes which show as a light gray grainy texture on the photos (see notes on photos). The MHWL has been delineated on the

photos.

The apparent MHWL is usually found at the edge of the marsh grass. The marsh grass shows as a darker gray even texture on the photos, as compared with the mud banks, which show lighter gray with a wrinkled texture. The apparent MHWL has been delineated where it is not self evident. The apparent MHWL along the west side of Mockhorn Island on sheet 11700 was extremely hard to delineate due to poor contrast on the photos. It was noted on the 9 lens photos by walking the shoreline.

The outer chain of islands is covered with sand dunes, which wash and drift back over the marsh. In some areas the sand has washed back and exposed the old marsh on the ocean side. The dunes are covered with sparse tough grass, and small bushes.

The outer islands are changing rapidly. A comparison with 1942 maps shows that Wreck Island has had about $\frac{1}{2}$ mile of its southern end eroded away while the northern end has built up. Build up has also taken place on Smith Island; and Bungalow Inlet has shifted northeastward.

Signs marking shore ends of submarine cables have been identified and labeled.

All other features have been noted on the photos.

8. Offshore Features

The low water line has been delineated on the photos where possible. Much of the area is very flat, and the low water line does not show very well.

Many oyster shell piles are scattered throughout the shallow bays, and alongside the channels. They present a definite hazard to small boats attempting to cross them. The piles show as small white areas on the photos, and have been labeled.

No trace of the wreck charted at lat. $37^{\circ}17.0'$ long. $75^{\circ}47.5'$ could be found. This is right near the beach so it could have been washed away or buried. The hydro party should investigate this item.

9. Landmarks and Aids

Landmarks and aids for nautical and aeronautical charts were investigated and reported on Form 567. The black and white prints of the color photography were field edited and labeled. Fixed aids which did not show up on the photos were located by ground survey methods from photo points and triangulation stations.

10. Boundaries, Monuments, and Lines

There are no boundaries, monuments or lines to be mapped in the area.

11. Other Control

All previously marked Topographic stations that could be of value to hydrography were searched for and reported on form 524.

The following were recovered:

SUN 1942 CUT 1942

The following were reported lost or destroyed:

BAT 1942
BIT 1942
BUN 1942
Cobb Island Coast Guard Sta Tidal BM 1 (1942)
FOX 1942
INK 1942
KIT 1942
LAP (1942)
LOT 1942
NAP 1942
POT 1942
PUN 1942
REC 1942

The following monumented topographic stations were established:

BM R 86 (1960)
COBB BM 2, 1934 (1960)

To meet the minimum spacing requirements of a recoverable station every 2 miles, stations should have been established at about lat. $37^{\circ}15.8'$, long. $75^{\circ}47.9'$ (Wreck Island) and Lat. $37^{\circ}15.8'$, Long. $75^{\circ}51.6'$ (New Marsh).

Due to lack of time a Topographic station was not established in these areas. It is not felt necessary to revisit the area to establish these

stations, since many stations (such as Cobb Island Coast Guard Station, Cape Charles Lighthouse) are clearly visible from up to 10 miles.

Photo points 001, 003 thru 009 were used to locate topographic stations and fixed aids.

12. Other Interior Features

Roads used only for access to fields have been labeled "FS", for Farm Service.

There were no bridges or cable clearances required in the area.

All other features were noted on the photos.

13. Geographic Names

Local inquiry disclosed no discrepancies of geographic names in the area.

14. Special Reports and Supplemental Data

Coast Pilot Report - The following changes should be made in "U.S.C.P. 3-Atlantic Coast- Sandy Hook to Cape Henry-Sixth(1953) Edition":

Page 214 - line 43 should read;

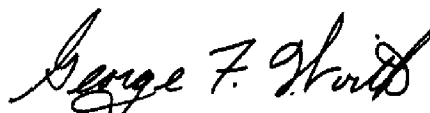
A newly dredged channel, with a controlling depth of 3 feet in April 1959, leads from Chesapeake Bay across the southeasterly tip of Cape Charles in to deep water in Magothy Bay. The entrance to this inlet from the Chesapeake Bay is now choked with sand. Surf breaks over the entrance in rough weather along a north-south line through Light "34". Magothy is a village on the west side.....

Page 215 - lines 4-5-6 should be deleted

A power cable overclearance of 19 feet.

A Coast Pilot Report was also submitted under separate cover 7 June 1960. — G.F.W.

Respectfully Submitted
7 June 1960



George F. Wirth, Chief of Party

PHOTOGRAMMETRIC PLOT REPORT
Project Ph-5907
Surveys Nos. T-11697 thru T-11703

21. AREA COVERED

This radial plot covers the total area of surveys Nos. T-11700 through T-11703 and the central and southern portions of surveys Nos. T-11697 through T-11699. These are planimetric surveys along the Atlantic Coast from Cape Charles northward to Sand Shoal Inlet, and extending westward to just west of Magothy Bay.

22. METHOD-RADIAL PLOT

Map Manuscripts:

Vinylite sheets with polyconic projections in black and Virginia State Grid, South Zone in red were furnished by the Washington Office.

The positions of all horizontal control stations and substitute points were plotted on the manuscripts with the Coordinatograph.

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

Photographs:

Thirty (30) nine-lens photographs taken in October 1959 at a scale of 1:10,000 were used in the plot, numbered as follows:

60402 through 60410

60445 through 60560

60586 through 60590

Templets:

Vinylite templets were made for each ^{photograph} ~~templet~~ using the master templet to correct for chamber displacement.

Closure and Adjustment to Control:

The manuscripts for the plot were joined together by matching common grid lines.

The plot was laid directly on the map manuscripts.

The templets for 60555 and 60556 were laid first since they contained the most control. The rest of the flight, 60554 through 60560, was then laid followed by the flight 60586 through 60590. The other two flights were then laid and with very few minor adjustments to the templets a satisfactory plot was constructed. While laying the templets for 60405, 60406, and 60407 it was noted that one control station, SHIP SHOAL ISLAND WHITE PYRAMID NO. 6 1959, which had not been identified by the field party could be office identified. This point was pricked and the station held in the

plot. CHERITON WEBSTER CANNING CO. STACK 1939 and CHERITON WEBSTER CANNING CO. TANK 1939 were also identified in this office and held in the plot. Only one identified control station, SAND SHOAL INLET MIKES SAND BEACON 1933, was not held in the plot.

Transfer of Points:

The positions of all passpoints, photograph centers and radially plotted positions of control were pricked on the top templets and drilled through the templets and map manuscripts.

23. ADEQUACY OF CONTROL

The density and distribution of control was adequate. The field identification of control was good.

One identified control station could not be held in the plot.

SAND SHOAL INLET MIKES SAND BEACON 1933 - The radially plotted position falls approximately 7.8 mm SE of its grid position. This beacon has been identified on nine-lens photograph No. 60546 as SAND SHOAL INLET BLACK BEACON 1934. However, on single lens photograph 59-W-9804 the same image has been identified as an Aid to Navigation, SAND SHOAL INLET MIKES SAND LIGHT. There is no coordinate or geographic position available to this office for SAND SHOAL INLET BLACK BEACON 1934, and also there is no description for SAND SHOAL INLET MIKES SAND BEACON 1933. However, on page 20 of cahier 376 the description for SAND SHOAL INLET BLACK BEACON 1933 recovered 1934 states, "This beacon carried away in storm of August 1933 and since rebuilt. It was relocated by this party in 1934". Since no other beacon appears on the photographs, it is believed that MIKES SAND BEACON 1933 no longer exists and that the radially plotted position is the position of SAND SHOAL INLET BLACK BEACON 1934.

MAGOTHY CHANNEL DAYBEACON NO. 3 1934, had been plotted on the margin of survey T-11700. This station should be considered lost as the only Aid in this vicinity is Ship Shoal Channel to Fisherman's Inlet Light 20 as identified by the field party and also as shown on chart 1222.

The radially plotted positions of two (2) shacks that were identified as Landmarks fell so close to the positions of 1959 control that the radially plotted position of the Landmarks have not been shown. They are as follows:

SHACK (East Gable) Ht. 21 (23) - Approximately 0.1 mm east of

OLD HOUSE CREEK HOUSE NO. 1 1959.

SHACK (NW Gable) - too close to measure to RED DRUM DRAIN
SHACK NO. 3 1959

24. SUPPLEMENTAL DATA

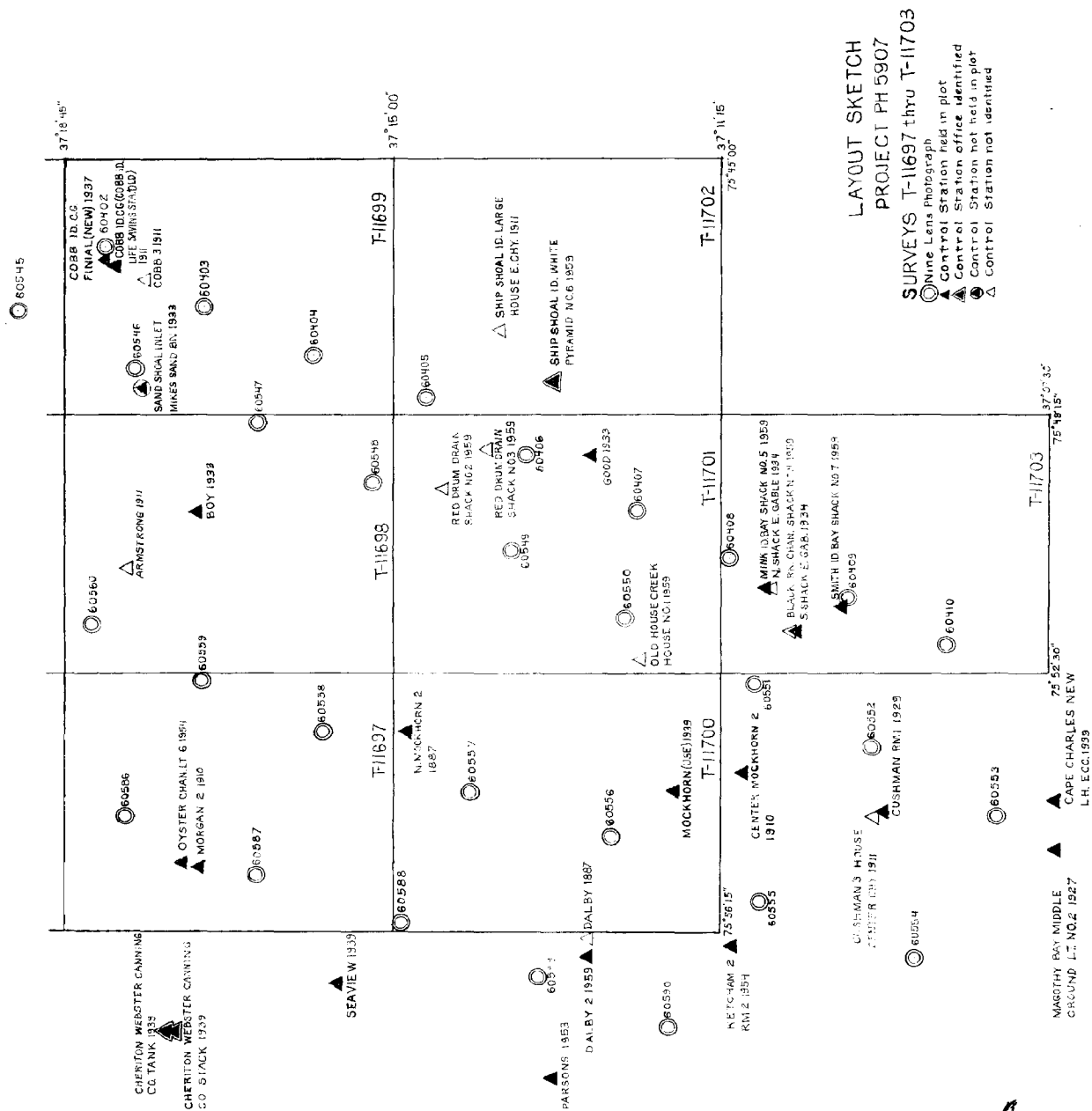
None used.

25. PHOTOGRAPHY

Adequate.

Respectfully submitted
27 February 1961

H. R. Rudolph
H. R. Rudolph
Carto. (Photo.)



U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
DESCRIPTIVE REPORT
CONTROL RECORD

MAP T. 11703

PROJECT NO. Ph-5907

SCALE OF MAP 1:10,000

SCALE FACTOR 1.000

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y -COORDINATE LONGITUDE OR x -COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
SOUTH SHACK EAST GABLE 1934	VA S p. 196	N.A. 1927	316, 447.86 2,767,707.22				
NORTH CHACK EAST GABLE 1934	"	"	318, 374.32 2,770,254.10				
CAPE CHARLES NEW LIGHTHOUSE ECCENTRIC 1939	p. 75	"	297,798.56 2,755,952.53				
Sub. Pt. A	Comp.	"	297,964.32 2,755,891.91				
Sub. Pt. B	"	"	297,630.75 2,756,039.92				
MAGOTHY BAY, MIDDLE GROUND LIGHT NO. 2, 1954	p. 258	"	297,173.73 2,752,757.17				
CUSHMAN RM 1 1929	Comp.	"	310,821.82 2,754,868.66				
CUSHMAN'S HOUSE CENTER CHIMNEY 1911	p. 197	"	311,882 2,754,653				
MINK ISLAND BAY SHACK NO. 5, 1959	ACC NO. G-11995 p. 15	"	37 10 41.550 75 51 21.072				
BLACK ROCK CHANNEL SHACK NO. 4, 1959	"	"	37 10 23.134 75 51 53.212				18
SMITH ISLAND BAY SHACK NO. 7, 1959	"	"	37 09 54.478 75 51 37.122				1

1 FT. = 3048006 METER COMPUTED BY: F.A.S.	DATE: 1/11/61	CHECKED BY: J. C. R. F. J. Tarcza	DATE: 1/13/61 1/16/61	COMM-DC-57843
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SCALE FACTOR 1.000

1 FY = 3048006 METER COMPUTED BY: V.P. Cackowski	DATE: 9/17/62	CHECKED BY: R.D. Parvls	DATE: 9/17/62
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COMPILATION REPORT

Ph-5907

T-11703

31. DELINEATION

This manuscript was delineated by graphic method.

32. CONTROL

The identification, density, and placment of horizontal control was adequate.

33. SUPPLEMENTAL DATA

Final names sheet prepared on a copy of A.M.S. quadrangle Ship Shoal Inlet, Va.

34. CONTOURS AND DRAINAGE

Contours: Not applicable.

Drainage: All marshland.

35. SHORELINE AND ALONGSHORE DETAIL

The shoreline inspection was adequate. Part of the low water line was furnished by field inspection. The balance of the LWL was determined by office inspection.

36. OFFSHORE DETAILS

Refer to item 8 of the field inspection report.

37. LANDMARKS AND AIDS

Form 567 for one landmark was submitted on March 27, 1961.

38. CONTROL FOR FUTURE SURVEYS

None.

39. JUNCTIONS

To the north, T-11701 is in agreement.
To the east, all water area.
To the south, all water area.

An attempt has been made to make junction with T-11247, Ph-119, to the west. Delineation was compiled an inch over the limit at Smith Island, due to the changes in the shoreline during the time between the two surveys.

40. HORIZONTAL AND VERTICAL ACCURACY

No comment.

41. through 45. Inapplicable.

46. COMPARISON WITH EXISTING MAPS

This manuscript has been compared with A.M.S., Ship Shoal Inlet, Virginia quadrangle, scale 1:25,000, 1949.

47. COMPARISON WITH NAUTICAL CHART

This manuscript has been compared with Chart 1222, scale 1:80,000, 16th edition, November 23, 1959, corrected to June 20, 1960.

Items to be applied to nautical charts immediately: None.

Items to be carried forward: None.

Respectfully submitted

Judson Y. Councill

Judson Y. Councill
Carto. Photo. Aid

Approved and forwarded

William E. Randall

William E. Randall
CDR, C&GS
Baltimore District Officer

June 22, 1972

GEOGRAPHIC NAMES

FINAL NAME SHEET

PH-5907 (Virginia)

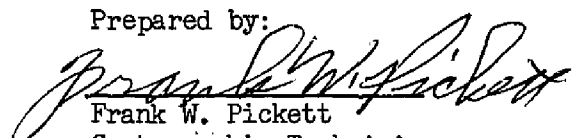
T-11703

Atlantic Ocean
Big Creek Marsh
Black Rock Channel
Bungalow Inlet
Little Inlet
Main Ship Shoal Channel
Mink Island
Mink Island Bay
Myrtle Beach
Myrtle Inlet
Mud Hole Creek
Mud Hole Inlet
Pudding Creek
~~Shell~~ Shell Creek
Smith Island
Smith Island Bay
Smith Island Beach

Approved:


A. Joseph Wraight
Chief Geographer

Prepared by:


Frank W. Pickett
Cartographic Technician

PHOTOGRAMMETRIC OFFICE REVIEW

T- 11703

1. Projection and grids JCR 2. Title JCR 3. Manuscript numbers JCR 4. Manuscript size JCR4a. Classification label JCR

CONTROL STATIONS

5. Horizontal control stations of third-order or higher accuracy JCR 6. Recoverable horizontal stations of less than third-order accuracy (topographic stations) JCR 7. Photo hydro stations — 8. Bench marks — 9. Plotting of sextant fixes — 10. Photogrammetric plot report JCR 11. Detail points JCR

ALONGSHORE AREAS

(Nautical Chart Data)

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

PHYSICAL FEATURES

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

CULTURAL FEATURES

27. Roads — 28. Buildings JCR 29. Railroads — 30. Other cultural features —

BOUNDARIES

31. Boundary lines — 32. Public land lines —

MISCELLANEOUS

33. Geographic names JCR 34. Junctions JCR 35. Legibility of the manuscript JCR 36. Discrepancy overlay — 37. Descriptive Report JCR 38. Field inspection photographs JCR 39. Forms JCR40. John C. Richter
ReviewerJoseph Steinberg
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:

U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEYTO BE CHARTED
~~NO REVISIONS~~
~~NO REVISIONS~~
~~NO REVISIONS~~

STRIKE OUT TWO

~~NO REVISIONS~~ LANDMARKS FOR CHARTS

Baltimore, Maryland

27 March 1961

I recommend that the following objects which have ~~(444/444)~~ been inspected from seaward to determine their value as landmarks be charted on ~~(444/444)~~ the charts indicated.

The positions given have been checked after listing by F. J. Tarozza

William E. Randall Chief of Party

STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION						METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	CHARTS AFFECTED		
				LATITUDE *		LONGITUDE *		DATUM	HARBOR CHART			INSHORE CHART	OFFSHORE CHART	
				D. M. METERS	"	D. M. METERS	"							D. P. METERS
VIRGINIA	SHACK	South Shack East Gable 1934 ht. 22' (22')		37 10	23.064	75 51	53.163	N.A.	11703	4/13/60	X	1222		

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. Revisions shall show both the old and new positions. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

* TABULATE SECONDS AND METERS

REVIEW REPORT T-11703

SHORELINE

December 19, 1973

61. GENERAL STATEMENT:

See summary on page 6 of this Descriptive Report.

An ozalid comparison print, showing differences noted in Par. 62, is bound with the original of this report.

The map sources for Par. 62 and 63 were compared with each other. There is no difference between the two maps; the AMS Quadrangle is a copy of T-8180.

62. COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS:

A comparison was made with T-8180, 1:20,000 scale, dated 1943. Significant differences were shown in blue on the comparison print.

T-11703 supersedes previous topographic surveys for nautical chart construction purposes.

63. COMPARISON WITH MAPS OF OTHER AGENCIES:

A comparison was made with AMS SHEET 5858 III NE, SHIP SHOAL INLET, VA., 1:25,000 scale dated 1943. Since the quadrangle is a copy of T-8180, differences were the same and were shown on the comparison print with the same blue line.

64. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS:

No contemporary hydrographic surveys were available for comparison.

65. COMPARISON WITH NAUTICAL CHARTS:

A comparison was made with Chart 1222, 1:80,000 scale, 36th edition, dated June 30, 1973. No significant differences were noted.

66. ADEQUACY OF RESULTS AND FUTURE SURVEYS:

This map complies with project instruction and meets the requirements for National Standards of Map Accuracy.

Reviewed by:

Charles H. Bishop

Charles H. Bishop
Cartographer

Approved and Forwarded:

Jeffrey G. Carlen

Jeffrey G. Carlen, CDR, NOAA
Chief, Coastal Mapping Division, AMC

Approved:

Alfred C. Holmes

Alfred C. Holmes, RADM, NOAA
Director, Atlantic Marine Center

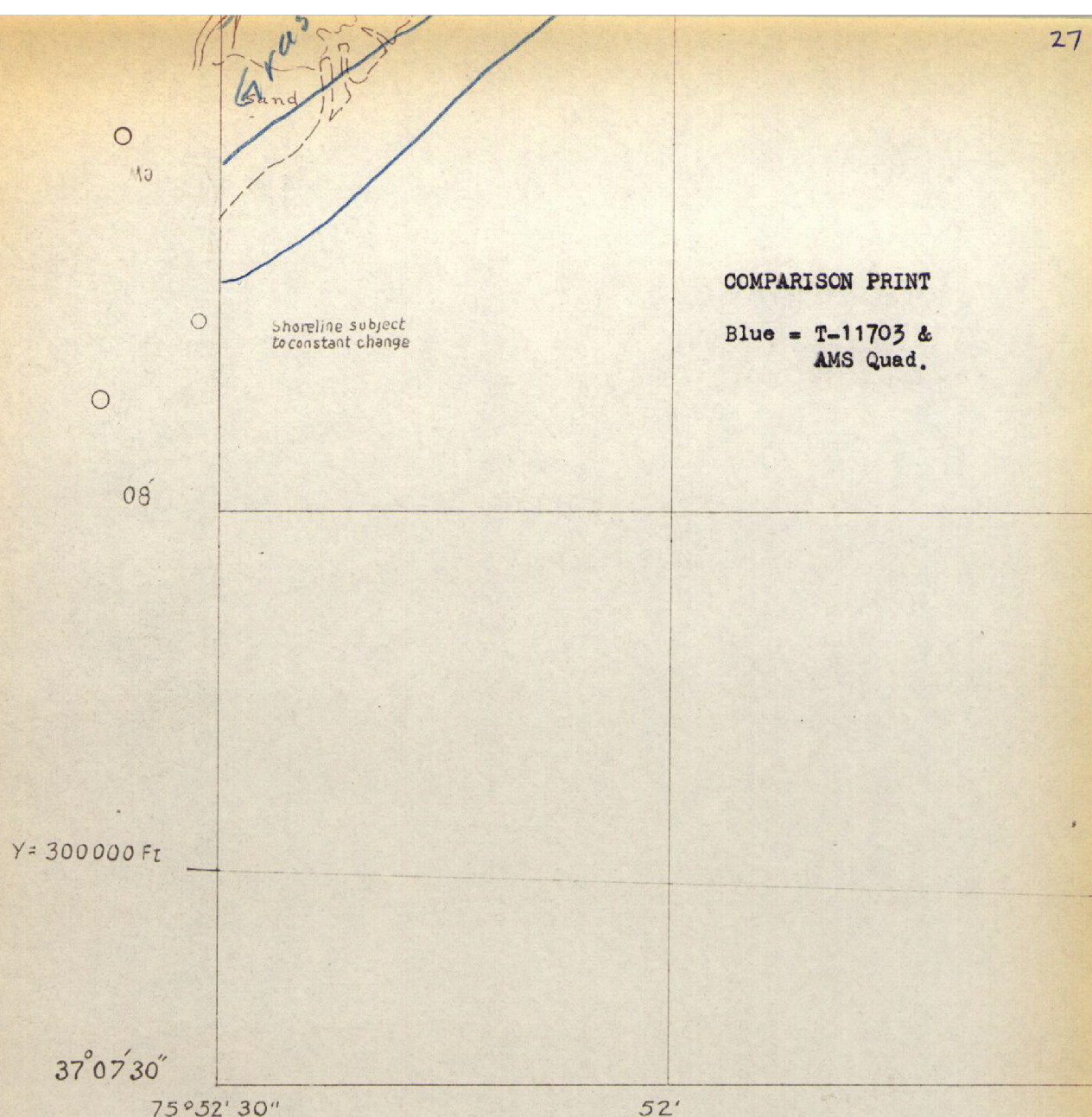
Approved:

W. K. Rayson

Chief, Photogrammetric Branch

James C. Carter

Chief, Coastal Mapping Division



Class II Map, except Atlantic Ocean shoreline, which is Class III

This map is based on aerotriangulation that meets the requirements for National Standards of Map Accuracy and a pre-compilation field inspection of the mapping photography. It is subject to correction by field edit and final review. Landmarks and aids to navigation were investigated during field inspection.

T-11703
1:10,000

X=2770000 Ft



COMPARISON PRINT

Blue = T-11703 &
AMS Quad.

NOTE:

"The photogrammetric location and delineation of features offshore from the mean high-water line on this survey may not be complete or final. The contemporary reviewed hydrographic survey of the area where available, should be consulted for the final delineation."

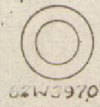
T-11703
1:10,000



SURVEY No T-11247 PH 119

09'30"

Y=310000 Ft



37°09'

Y=305000 Ft

08'30"

COMPARISON PRINT

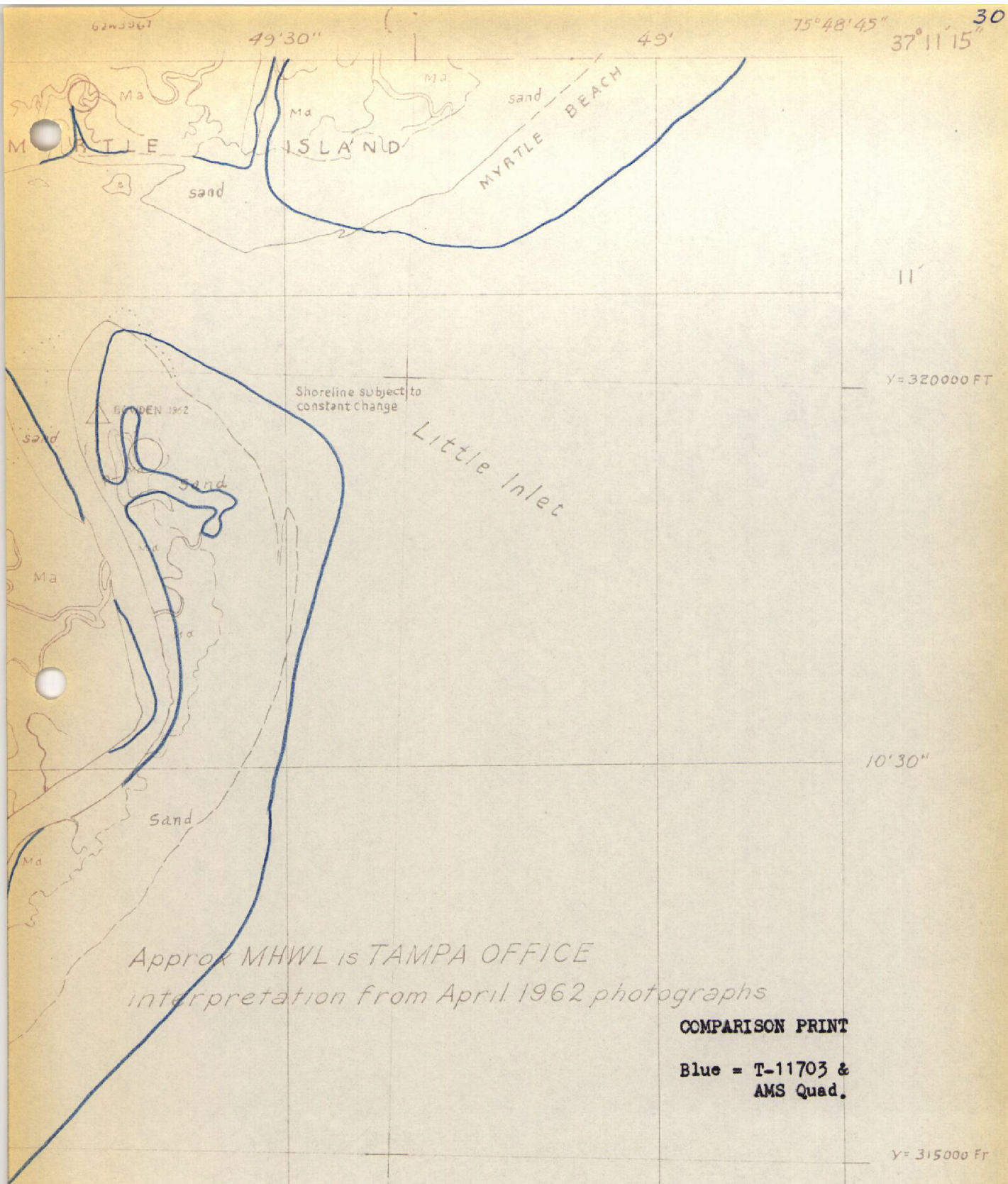
Blue = T-11703 & AMS QUAD.



T-11703

1:10,000

75° 52'



*Approx MHWL is TAMPA OFFICE
interpretation from April 1962 photographs*

COMPARISON PRINT

Blue = T-11703 &
AMS Quad.

Y= 315000 Ft

10'

T-11703
1:10,000

115° 75° 52' 30" 75° 52' 51' 30" 32

Main
Ship
Channel

COMPARISON PRINT

Blue = T-11703 &
AMS Quad.

B I G

C R E E K

M A R S H

ROCK

BLACK

Channel

62W-1012

37° 10' 30"

SMITH ISLAND BAY
SHACK NO7 1959

T-11703
1:10,000

42W3969

