

7075a & b

Graphic Control

Diag'd. on Diag. Ch. No. 78-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Graphic Control
CO-48-E
Field No. CO-48-EF Office No. T-7075a & b

LOCALITY

State Virginia
General locality James River
Locality Claremont to Sturgeon Pt.

194 8

CHIEF OF PARTY

Ector B. Latham

LIBRARY & ARCHIVES

DATE Feb. 25, 1949

B-1870-1 (1)

7075a & b

Graphic Control

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

CO-48-E
Field No. CO-48-F
T-7075
REGISTER NO. ~~T-7076~~

REG. NO. T-7075 a & b
Graphic Controls

State VIRGINIA

General locality JAMES RIVER

Locality CLAREMONT TO STURGEON PT.

Scale 1:10,000 Date of survey T-7075 9&10 Aug.
T-7076 21&22 Aug., 1948

Vessel Cowie

Chief of party Ector B. Latham

Surveyed by " " "

Inked by " " "

Heights in feet above none to ground to tops of trees

Contour, Approximate contour, Form line interval none feet

Instructions dated Mar. 12, 1948

Remarks: _____

NOTES FOR DESCRIPTIVE REPORT.
GRAPHIC CONTROL SHEETS, C)-48-E; CO-48-F.
Scale 1/10000. T-7075 a & b (1948)
Control for Hydrographic Sheet Co 1448.

AUTHORITY:

Amended Instructions, Project C.S. 255, dated 12 March, 1948.

CHRONOLOGY:

9 and 10 August, CO-48-E ; 21 and 22 August, CO-48-F.

General:

Graphic control method necessary because insufficient triangulation stations for control of Hydrography and acct. of elapsed time since field inspection and air photo compilation.

The graphic control sheet aided very considerably in the recovery of Triangulation Station SLOOP USE, and in the attempted recovery of Station SLOOP 1910, which was also a tidal bench mark.

DESCRIPTION OF COAST:

No features exist that can not be readily recognized from the Air Photo Compilation.

CHARACTER OF CONTROL:

Triangulation established at various times and co-ordinated by the party of H. E. Finnegan in 1938.

LANDMARKS:

(See Form 567 -1.) (attached)

Landmarks listed are located on the Chart, but there appears to have been no strictly first class determination of their position.

PILOT HOUSE OF WRECK.- This landmark appears to be other than "Mast and Yard of Wreck" shown on the air photo compilation. Mast and Yard appear to have been on a wreck, of which only some part of hull remains. (charted as stranded wreck)

STEM OF WRECK.- The stem of this wreck is approximately 20 feet above MHW, and it is considered that the symbol on the chart should be other than that of a sunken wreck. (changed on chart 530 to stranded wreck)

LANDMARKS TO BE DELETED.

"Ferry" The ferry has been discontinued.

"Tank" Not visible from seaward.

"South Chimney of Several" Not visible from seaward.

"Barn, N.E. Gable" There are two barns in the immediate vicinity, from some points in the river one or the other barn is obscured by trees, while at other points both barns are visible. It is considered that charting of one landmark is likely to cause confusion..

CLOSING ERRORS AND ADJUSTMENTS:

Work done was by graphic triangulation, with rod readings only for location of signals close by plane table set ups.

T-7075a CO-48-E No "triangles of error" or other conditions indicating adjustments of any considerable amount were experienced. Signal MAS, located by two cuts, had a sextant cut plotted to it as a guard against a gross error.

T-7075b

CO-48-F. Gross errors were apparent after first day's work, and were found to have been committed near Triangulation Station BACHEKOR POINT LIGHT. Subject set up was re occupied, and other cuts laid off "Buck is passed" to a large, apparently active wasp nest close to the plane table at first set up; the second set up was somewhat (almost comfortable) removed from the nest. Table was set up near signal Eck, and some resection lines drawn. It was later found that the hulk was free to swing in azimuth, being aground forward, and floating aft. Resection lines drawn there were disregarded in locating signals but contribute to a ragged appearance of the sheet. Only one cut was obtained on the plane table to Signal BUT and only two cuts to signal Ape. Some slight adjustment was made at Ape to obtain consistence with sextant angles observed in the location of signal BUT. Signal But was also close to a wasp nest.

AUXILIARY METHODS, ETC.

Stations inside the bight forming the entrance to Upper Chippokes Creek were located by sextant angles plotted on the Graphic Control Sheet and are shown thereon in blue ink. Shore line there is heavily wooded, and high water line overhung by trees. Outside high water line there is soupy mud, unsuited for setting up the plane table. Appearance of the intersections indicate that these signals are located with satisfactory accuracy.

Respectfully submitted:

Ector B. Latham

Ector B. Latham,
Chief of Party.

11/15/49

This graphic control survey has been compared with contemporary hydrographic survey H-7610(1948). No further review by the Hydrographic Surveys Section is necessary at the present time.

J. A. Dinmore

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED
TO BE DELETED

STRIKE OUT ONE

Exfoli, Va.

9 September, 1948. 19.

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 Charles A. Schoene.

Graphic Control Positions of Charted Landmarks.

Peter D. Latham

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. Information under each column heading should be given.

