

Original

8294

Diag. on Diag. Ch. No. 78-3

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Air Photographic Topographic

Field No. _____ Office No. T-8294

LOCALITY

State Virginia

General locality Nansemond and Isle of Wight Counties

Locality Nansemond River and Chuckatuck

1944

CHIEF OF PARTY

F. J. Gallen and
Fred. L. Peacock

LIBRARY & ARCHIVES

DATE August 5, 1946

8-1870-1 (1)++

8294

DATA RECORD

Form T-1

T- 8294

Quadrangle (II): 7½ minute

Project No. (II): C.S. 289 A

Field Office: Suffolk, Va.

Chief of Party: F. L. Gallen

Compilation Office: Baltimore, Md.

Chief of Party: Fred. L. Peacock

Instructions dated (II III):

Mar. 13, Oct. 20, and Nov. 25, 1943

Jan. 18, 1944

Copy filed in Descriptive
Report No. 1- (VI)

Completed survey received in office: 5/16/44

Reported to Nautical Chart Section: 5/17/44

Reviewed: 6/14/44

Applied to chart No.

Date:

Redrafting Completed: 8/27/44

Registered: 6/46

Published: 1944

Compilation Scale: 1:20,000

Published Scale: 1:25,000

Scale Factor (III): None

Geographic Datum (III): N. A. 1927

Datum Plane (III): Mean Sea Level

Reference Station (III): STOCKLEY, 1934

Lat.: 36° 48' 56.636" (1745.8m) Long.: 76° 33' 48.471" (1201.4m) Adjusted
~~Unadjusted~~

State Plane Coordinates (VI):

None

I =

I =

Military Grid Zone (VI)

Harbor Defense Grid
and Military grid zone B

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
12696 - 12699 Inc.	11/28/42	2:24 P.M.E.S.T.	1:20,000	3.0' above M.L.W.
12701 - 12706 Inc.	11/28/42	2:34 P.M.E.S.T.	1:20,000	2.9' above M. L.W.
12899 - 12901 Inc.	12/31/42	10:55 A.M.E.S.T.	1:20,000	0.3' above M.L.W.

Tide from (III): Predicted tables, Reference Station, Hampton Roads, Va.
with corrections for Hollidays Pt.(bridge), Nansemond River, Va.
Mean Range: 3.2' **Spring Range:** 3.8'

Camera: (Kind or source) U.S. Coast and Geodetic Survey nine lens camera
(focal length 8 $\frac{1}{4}$ ")

Field Inspection by: K.B. Roche, W.E. Clark, **date:** Nov. - Dec. 1943
L. Levin and G. Bowker
Contouring by: W.E.Clark, L. Levin and G. Bowker **Nov. - Dec. 1943**
Field Edit by: **date:**

Date of Mean High-Water Line Location (III): Same as date of nine lens photographs

Projection and Grids ruled by (III) B.R.C. - J.T.B. **date:** 2/22/44

" " " **checked by:** B.R.C. - L.V.E. **date:** 2/23/44

Control plotted by: M. Trautman **date:** 3/3/44

Control checked by: J. Steinberg **date:** 3/11/44

Radial Plot by: J. Edward Deal, Jr. & Joseph Steinberg **date:** 4/22 to 4/25/44

Detailed by: M. K. Olthouse and K. B. Roche **date:** 4/27/44 to 5/15/44

Reviewed in compilation office by: H. P. Richert **date:** 5/13 to 5/15/44

Elevations on Field Edit Sheet
checked by: *H. R. Brooks.* **date:** 6-13-44

STATISTICS (III)

Land Area (Sq. Statute Miles); 50

Shoreline (More than 200 meters to opposite shore); 15 Statute Miles .

Shoreline (Less than 200 meters to opposite shore); 13 Statute Miles

Number of Recoverable Topographic Stations established; 18
(8 of which are bench marks)

Number of Temporary Hydrographic Stations located by radial plot;

Leveling (to control contours) - miles;

Roman numerals indicate whether the item is to be entered by,

(II) Field Party, (III) Compilation Party, or, (VI) the Washington Office.

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

Remarks;

General Procedure in the Production of Topographic Quadrangles for the War Department

This quadrangle, together with similar adjoining maps produced under Project C.S.289 A1 was prepared by the Coast and Geodetic Survey for the War Department under "General Specifications for War Department Mapping Program" issued about December 1941, in which is incorporated the "Standard of Accuracy for a National Map Production Program" issued by the Bureau of the Budget under date of June 10, 1941.

The general procedure in the production of this and the adjoining quadrangles was:

FIELD SURVEYS

Aerial photography with the Coast and Geodetic Survey nine-lens camera, with airplane and flight crew furnished by the U. S. Coast Guard. The photographs were taken to the scale of 1:20,000.

Ground inspection of the photographs for identification of control points, and classification and clarification of planimetric details on the photographs.

Contouring by planetable directly on the photographs. Supplementary vertical control was established by means of an extensive subordinate level net, furnishing unmarked elevations at road intersections, drive-ways, and numerous other points identifiable on the photographs.

COMPILATION OF MANUSCRIPT

Compilation on the map manuscripts by radial plot methods (celluloid hand templates) of all planimetry and contours. These manuscripts were drawn on the scale of 1:20,000 on celluloid sheets on which polyconic projections had been ruled with the Projection Ruling Machine in the Washington Office. Compilation was accomplished in the Baltimore Tampa Photogrammetric Office.

FIELD EDIT

Comparison of a copy of the manuscript with the ground. This included inspection for completeness and accuracy as well as the location by planetable methods of additional details, checking of nautical and aeronautical aids to navigation, etc.

Accuracy Tests - Application of systematic horizontal and vertical accuracy tests to check the maps for conformity with the specifications. These tests consisted of comparison of the map position and elevation of selected random points with the true position and elevation as independently determined by standard survey methods.

PROCESSING IN THE WASHINGTON OFFICE

Review - Examination of the manuscript for accuracy and completeness of compilation and compliance with specifications, correcting where necessary; addition of military and state grids and other special features; and verification of the general adequacy of the manuscript as a basis for the production of a finished map.

Drafting and Reproduction - Preparation of smooth color separation drawings on 1:20,000 scale on metal-mounted "blue-line" copies of the manuscript. From these drawings, negatives and printing plates were prepared for reproduction of the finished map on the scale of 1:31,680 or 1:25,000.

FIELD INSPECTION REPORT
QUADRANGLE T-8294
PROJECT 84-41 (South)
F.L. Gallen Chief of Party

1. The area covered by this quadrangle lies in Henric and Isle of Wight counties, Virginia, the county line cutting across the northwest corner of the quadrangle and most of of the area being in the first named county. The area is about half wooded and half cleared and farming is the chief occupation with lumbering a secondary industry. Peanuts are the chief crop and many hogs are raised, this section of the state being the home of the "Smithfield Ham".

Chuckatuck and Drivers, population several hundred, are the largest settlements and in addition there are scattered settlements of smaller size. The population is predominately colored.

The Henric River, a tidal stream within this quadrangle, flows north through the center of the quadrangle. Numerous small streams flow into this river, the Bottom Branch, a tidal stream in its reaches, being the largest of these. Lake Prince is an artificial lake produced by damming Exchange Creek and water is pumped to the city of Norfolk from this lake.

There is a small bluff along the Henric River and the land rises gradually inland to a maximum elevation of about 24 feet at the Dismal Swamp east of the river and about 30 feet in northwest corner of the quadrangle west of the river. The stream valleys are quite pronounced and most of the contours are near the streams while the intervening land is relatively flat. Pine trees predominate on the higher land and deciduous trees in the valleys and low places.

A good highway system traverses the area, U.S. Highway No. 460, a four lane highway, and State Highway No. 32 being the principal roads. The main side roads are well maintained and the sandy nature of the soil makes most roads traversable at all times. Four railroads cut across the southeastern part of the quadrangle.

2. The field inspection is thought to be complete on all items.

Lake Prince is an artificial lake and the water elevation varies. The spillway elevation is 27 feet while the present water level is about 20 feet, and local information states that the same water level has been maintained for the past three years. The elevation of the top of the white strip appearing on the photographs is 26 feet and can be used as the perimeter of the reservoir for mapping purposes.

3. The photographs are typical for this area. In wooded areas the dark and gray shades are pine and deciduous trees respectively. Hills brush is usually indicated by a solid gray color.

4. See Report for quadrangle T-8295.

5. See Report for quadrangle T-8295.

6. Contouring was done in the manner described in part 6, descriptive report for quadrangle T-8295.

Because of the low water conditions existing, it would have been possible to show a twenty foot contour around Lake Prince at approximately the shores edge. However this would not be a correct contour - because the normal water stage of the reservoir will reach an elevation of twenty seven feet.

7. See Report for quadrangle T-8295.

8. See Report for quadrangle T-8295.

9. See Report for quadrangle T-8295.

10. See Report for quadrangle T-8295.

11. See Report for quadrangle T-8295.

12. See Report for quadrangle T-8295.

13. The Naval Auxiliary Air Station, Monogram, Virginia, is located on the east side of the Rappahannock River. The boundary line of this field is shown on the photographs. The area inside of the boundary was not field inspected and as yet the Naval Authorities at Norfolk have not informed this party which cultural features are to be delineated on the map. The compilation office will be informed as soon as the information is received. A map of the Air Station is enclosed.

The Tower for radio station WFL is located near the south boundary of the quadrangle. An I & T card has been submitted for this station and it should be listed as an aeronautical aid.

14. See Report for quadrangle T-8295.

15. See Report for quadrangle T-8295.

16. See Report for quadrangle T-8295.
17. The Manselond - Isle of Nigh county line crosses the northwest corner of the quadrangle. The recovery party picked a tree which local information indicates is on the boundary line. North of this quadrangle, in T-8305 the same party picked the center line of the highway opposite a historical plaque denoting the county line. West of this quadrangle the U.S.G.S. determined a geographic position for a county line, monument by traverse in 1917. This monument could not be found in 1945. The position of the monument is Lat. 36-50-03.1, Long. 76-38-27.4 and the position can be used to help delineate the boundary on the map manuscript.
18. See Report for quadrangle T-8295.

submitted by,

W.E. Clark per J.R.G.

W.E. Clark
Sr. photo. aid

approved and forwarded

F.L. Gallen

F.L. Gallen
Chief of Party

T= 8294

Shoreline inspection by K.B. Roche, Nov-Dec, 1943.
Contours and field inspection - as indicated in diagram
Nov-Dec 1943.

William E. Clark

Gordon Bowker

Louis Levin

W. E. Clark

Gordon Bowker

26 CONTROL:

The horizontal control for the area within the detail limits of this Map Manuscript consists of thirteen U.S. and Geodetic Survey triangulation stations and two U.S. Engineers triangulation stations.

They are:

EAST, 1934
GLEBE, 1934
KINGS, 1934
NBP (U.S.E.), 1932, r.1934
NAN (U.S.E.), 1934
NENITA, 1934
NEY, 1934
PINNER, 1934
SHACKLEY, 1934
SLEEPY, 1934
SLEEPY HOLE TANK, 1932
STOCKLEY, 1934
TROT (R.H.#1), 1934
WATER, 1934
WILROY, 1934

Nine U. S. Coast and Geodetic Survey triangulation stations and two U. S. Geological Survey traverse stations, fall just outside the detail limits of this Map Manuscript. They are:

BRADFORD, 1934
BRADFORD HOUSE CUPOLA, 1934
EVERETT, 1944
MAYO, 1934
MANZELOND RIVER BRIDGE EAST TOWER, 1934
NIXS CLUBHOUSE, 1934
PIPE, 1934
PTS. No. 5, 1918c (U.S.G.S.)
SHADE, 1918
SUFFOLK, 1918, r.1934
TT 28 T (U.S.G.S.), 1938

The Field Party established field inspection points at well defined points of detail near five horizontal

26 CONTROL: (Continued)

control stations within the limits of the Map Manuscript, and near four horizontal control stations, just outside the limits of the Map Manuscript.

27 RADIAL PLOT:

The radial plot for this Map Manuscript is part of Main Radial Plot No. 5 of Project C.S. 289, the descriptive report for which will be included in the descriptive report of Map Manuscript for Survey No. T-8293, which will be submitted in the near future.

28 DETAILING:

The field inspection data furnished the Compilation Office for this Map Manuscript were, in general, satisfactory. All drainage and limits of marsh areas were verified by stereoscopic examination of the office photographs. All buildings shown were detailed in accordance with the field inspection data. Wooded areas have been shown with a green acid ink line and classified in accordance with instructions received from the Washington Office. All bridge classifications noted on the Map Manuscript have been taken from the field inspection data. According to the field report, some additional classification of bridges is to be made during the field edit.

The Compilation Office was furnished a blueprint, "Naval Air Center Hampton Roads", scale 1" equals 200', to assist in detailing this air field. However, the area within the boundaries of the air field has been left blank on the Map Manuscript, as directed by the Naval Authorities at Norfolk. See copy of letter attached to descriptive report of Map Manuscript for Survey No. T-8299.

29 SUPPLEMENTAL DATA:

The following previous surveys, portions or all of which, fall within the area of this Map Manuscript, were

29 SUPPLEMENTAL DATA: (Continued)

made by the U. S. Coast and Geodetic Survey:

Survey No.	Date	Scale
T-1353	1874	1:10,000
T-1598	1874	1:10,000
T-1352a & 1352c	1874-1909	1:10,000
H-3037	1909	1:10,000
H-3037a	1909	1:10,000
H-3039	1909	1:10,000
T-6421a	1934	1:10,000
T-6421b	1934	1:10,000
T-6422a	1934	1:10,000

None of the above mentioned previous surveys were available to the Compilation Office.

In addition, the plan of the air field mentioned in Paragraph 28 was furnished the Compilation Office by the Field Party.

30 MEAN HIGH-WATER LINE:

The High-Water Line shown on this Map Manuscript was detailed in accordance with stereoscopic examination of the office photographs with the aid of field inspection data. The stage of tide of all photographs covering the area of this Map Manuscript was computed and found to be just below Mean High-Water for the two flights of photographs covering the central and eastern portions of this area. The stage of tide of the flight of photographs covering the western portion of this area was found to be just above Mean Low-Water.

31 LOW-WATER AND SHOAL LINES:

No approximate Low-Water or shoal lines have been shown on this Map Manuscript as none were visible on the photographs.

32 DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

No offshore details have been shown on this Map Manuscript. None are visible on the photographs and none are shown within the limits of this Map Manuscript on Chart 529.

33 WHARVES AND SHORELINE STRUCTURES:

All wharves, piers, and other shoreline structures have been detailed in accordance with the field inspection data, and shown with the conventional symbols.

34 LANDMARKS AND AIDS TO NAVIGATION:

The Field Party furnished the Compilation Office sextant cut locations for 3 fixed aids to navigation. These were plotted on the Map Manuscript and good intersections were obtained on the following two, namely:

SLEEPY HOLE POINT	Fl. W. 5 sec.
FERGUSONS WHARF	Fl. R. 5 sec.

A comparison was made between these sextant cut location positions, as shown on the Map Manuscript and the charted position, as shown on Chart No. 529. It was found that SLEEPY HOLE POINT did not agree with the charted position.

The Field Party furnished a sextant cut location for the other aid to navigation, namely FERRY POINT WHARF, Fl. R. 5 sec. The Compilation Office was able to use only two of the sextant angles included in this sextant cut location. The geographic position of station NAH, the point at which this sextant angle was taken, was not available to the Compilation Office. Also it was not identified on any photograph so that it might be radially plotted. The location obtained from these two sextant angle cuts did not agree with the charted position.

The Compilation Office is submitting Form 567 for

34 LANDMARKS AND AIDS TO NAVIGATION:

the new positions of the two fixed aids to navigation mentioned above which did not agree with their charted positions. However, it is recommended that a third cut be taken to FERRY POINT WHARF, Fl. R. 5 sec., so that the position shown on the Map Manuscript may be verified. See Chart Letter 917 (49) Copy enclosed.

*See
Chart 149-47
immediately this file.*

35 HYDROGRAPHIC CONTROL

Form 524 is being submitted for 18 recoverable topographic stations. Eleven of these are believed to be suitable for partial hydrographic control, as long as they remain in position, namely:

FERRY POINT WHARF, Fl. R. 5 sec.
SLEEPY HOLE POINT, Fl. W. 5 sec.
LIN, 1943
PIER, 1943
FER, 1943
BAS, 1943
SUFFOLK FIRE TOWER, 1943
ULPE RADIO TOWER, 1943
NEG, 1943
SEA, 1943
B.M. 1, 1934 (Hollidays Pt.)

In addition, the fixed aid to navigation FERGUSON'S WHARF Fl. R. 5 sec., is available. Form 524 is not being submitted for this station, as the location shown on the Map Manuscript verifies the charted position and the light is also triangulation station GLEBE SHCAL BEACON, 1934. The remaining seven stations which are also bench marks, are believed to be situated too far inland to be of any use as hydrographic control.

36 LANDING FIELDS AND AERONAUTICAL AIDS:

One landing field, namely: Monogram Bombing Field, falls within the limits of this Map Manuscript. As instructed in a letter received from the Headquarters

36 LANDING FIELDS AND AERONAUTICAL AIDS: (Continued)

Fifth Naval District on March 30, 1944, the boundaries only have been shown. One aeronautical aid was recommended by the Field Party, namely: 'LPL', RADIO TOWER, 1943. This station has been radially plotted and Form 567 is being submitted.

37 DISCREPANCY OVERLAY:

A discrepancy overlay has been made to accompany this Map Manuscript. Notes that may prove of value during the field edit have been shown on this overlay. Also shown are the approximate limits of the portion of Dismal Swamp falling within the limits of this Map Manuscript, and the limits of a pipeline area. A set of general notes is included to aid in the interpretation of the symbols shown on the Map Manuscript.

38 GEOGRAPHIC NAMES:

The results of a geographic names investigation have been furnished the Compilation Office on a copy of the U. S. Geological Survey, Smithfield, Va. 15 minute quadrangle. Alphabetical lists of the disputed, recommended, and undisputed names are attached to this descriptive report. Only the undisputed names have been shown on the Map Manuscript. LA

39 HORIZONTAL ACCURACY:

The horizontal accuracy of this Map Manuscript is believed to be within the limits set forth for well defined and less well defined points of detail for War Mapping Map Manuscripts.

40 RECOMMENDATIONS FOR FUTURE SURVEYS:

The planimetry as shown on this Map Manuscript is believed to be complete, except as noted herein. It is subject to field edit for corrections, additions, and deletions.

41 JUNCTIONS:

The following satisfactory junctions have been made:

To the North with Map Manuscript for Survey No. T-8305
To the East with Map Manuscript for Survey No. T-8295

The Map Manuscript for Survey No. T-8293 to the West has had very little work completed on it as yet. However, all minor detail points established along the junction have been transferred from the Map Manuscript for Survey No. T-8294 to the incomplete Map Manuscript. Junction of planimetric detail will be made at a later time.

There is no contemporary survey to the South available for junction purposes.

42 REMARKS:

The description of the area of this Map Manuscript as made in the field report, is adequate.

43 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

Due to scale difference only a visual comparison could conveniently be made, with the U. S. Geological Survey Smithfield, Va. 15 minute quadrangle. Many man made changes are evident. Common planimetric detail is in general fair agreement.

45 COMPARISON WITH NAUTICAL CHARTS:

Comparison was made with Chart No. 529, reissued March 6, 1944. All common detail was in good agreement, except that the marsh line (limits of navigation) around Glebe Point has extended about 30 meters beyond that shown on the Chart.

Respectfully submitted:
May 20, 1944.

Kerwin B. Roche
Kerwin B. Roche
Sr. Photogrammetric Aid

and

Mary K. Olthouse
Mary K. Olthouse
Photogrammetric Aid

Map Manuscript, Discrepancy
Overlay and Descriptive Report
Reviewed by:

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

Compilation of Map Manuscript
Supervised by:

Joseph Steinberg
Joseph Steinberg
Asst. Photogrammetric Engineer

and
J. Edward Deal, Jr.
J. Edward Deal, Jr.
Asst. Photographic Engineer

Approved and Forwarded:
May 23, 1944

Fred. L. Peacock
Fred. L. Peacock
Commander C. & G. Survey
Officer-in-Charge
Baltimore Photogrammetric Office.

GEOGRAPHIC NAMES

Undisputed

✓ Abreham Point
 ✓ Atlantic Coast Line
 ✓ Barleytown
 ✓ Beamon
 ✓ Beamon Pond
 ✓ Brewer Creek
 ✓ Briars Pocoson
 ✓ Brick Kiln Landing
 ✓ Brock Point
 ✓ Campbell Creek
 ✓ Cartwright Wharf
 ✓ Cedar Creek
 ✓ Christian Home Church
 ✓ Chuckatuck
 ✓ Chuckatuck Creek
 ✓ Chuckatuck Road
 ✓ Conan Creek
 ✓ Crittenden Road
 ✓ Cross Swamp
 ✓ Dismal Swamp
 ✓ Dumpling Island
 ✓ Elephant Fork
 ✓ Everett Bridge
 ✓ Everett Bridge Road
 ✓ Exchange Creek
 ✓ Ferry Point
 ✓ Ferry Point Wharf
 ✓ Glebe Point
 ✓ Godwins Wharf
 ✓ Western Branch
 ✓ Hollidays Point
 ✓ Isle of Wight Co.
 ✓ James Swamp
 ✓ Kings Fork
 ✓ Kings Highway
 ✓ Kings Highway Toll Bridge
 ✓ Lint Creek

✓ Lint Landing
 ✓ Mintonville Point
 ✓ Monogram Bombing Field
 ✓ Muskrat Bluff
 ✓ Nansemond
 ✓ Nansemond Co.
 ✓ Nansemond River
 ✓ Newmans Point
 ✓ Norfleets Millpond
 ✓ Oakland
 ✓ Olds Cove
 ✓ Oyster House Creek
 ✓ Pembroke Creek
 ✓ Faxton Point
 ✓ Phillips Landing
 ✓ Pitchkill Creek
 ✓ Reids Ferry
 ✓ Sack Point
 ✓ Sandy Bottom
 ✓ Seaboard Air Line (R.R.)
 ✓ Shackley Island
 ✓ Sleepy Hole
 ✓ Southern (R.R.)
 ✓ Star Creek
 ✓ St. Johns Church
 ✓ Stockley Landing
 ✓ Thompsons Landing
 ✓ Virginian (R.R.)
 ✓ Wilkerson Landing
 ✓ Wills Cove
 ✓ Wills Island
 ✓ Wilroy
 ✓ Wilroy Cove
 ✓ Wilroy Landing
 ✓ Wilroy Swamp
 ✓ Windsor Road
 ✓ Western Branch

Millmans Neck

Burnetts Mill cr. (Vst B)

Smithfield Road

GEOGRAPHIC NAMES

Recommended

Air Line Road
/Bennett's Corner
/Daileys Store
/Drivers
Godwins Mill Pond
/Old Suffolk Road
Pierces Store
Trotman Wharf
Wiles Corner

Disputed

~~New~~ Suffolk Road
Warrington Store
Dalys Store
Driver
Chuckatuck Mill Pond
Suffolk Road
Bentons Store
Cartwright Wharf
Red Top

FIELD EDIT REPORT
TO ACCOMPANY
QUADRANGLE T-8294
PROJECT CS-289 A-1 (South)
F. L. Gallen Chief of Party

5. VERTICAL CONTROL: The designation and elevations of all bench marks have been checked and verified by the field edit party.
- All fly-level elevations are to be checked by the Washington Office. *See data record*
6. CONTOURING: The incomplete contouring at approximately latitude $36^{\circ} 52.5'$ and longitude $76^{\circ} 32.5'$ was completed by the field edit party and inked on the ozalid print.
11. LANDMARKS AND AIDS TO NAVIGATION: The field edit party has verified the position of FERRY POINT WHARF, FL. R. 5 sec., as shown on the map manuscript. Form 567 was submitted by the compilation office.
14. ROAD CLASSIFICATION: All roads have been classified and shown in accordance with instructions from the War Department, dated July 23, 1942.
15. BRIDGES: All bridges have been classified in accordance with instructions from the Army War College, dated January 12, 1942.
16. BUILDINGS: Buildings added by the field edit party have been classified.
17. BOUNDARY MONUMENTS AND LINES: Voting districts have been shown in violet ink. There are four voting districts within the limits of this sheet, and has been marked on the ozalid print.
18. GEOGRAPHIC NAMES: The name Packetts Wharf, has been transferred to this quadrangle from T-8305 and is now located at approximately latitude $36^{\circ} 53'$ and longitude $76^{\circ} 34.5'$. There is no wharf remaining. *✓ ?*
46. METHODS: This quadrangle was field edited on an ozalid print and the results of the field edit were transferred to a duplicate ozalid print in the office. Discrepancies not covered by a suitable symbol were noted by a sentence and arrow to the point in question.

All symbols used are standard topographic symbols except that a green X was used for deletions. The following color scheme was used:

Deletions Green
Additions, classifications, names, notes
and elevations Black
Political sub-divisions Violet
Notes on discrepancy overlay have been checked off in
red ink.

47. ADEQUACY OF COMPILATION: The compiled detail on this sheet was adequate with few additions, classifications or deletions necessary.
48. ACCURACY TESTS: One Horizontal Accuracy Test was run in this quadrangle and will be sealed in the Washington Office.

One test was made to determine the accuracy of the contours in this quadrangle. A planetable traverse was run on a photograph used for fly-leveling in an area of maximum relief in the quadrangle, and spot elevations and short segments of contours were placed on the photograph. The contours from the contour photograph were tested by placing a tracing of the regular contours over the test traverse.

The test traverse was run by Louis Levin on level photograph No. 12703 and tested the work of W. E. Clark on the contour photograph of the same number. The results of the test were unsatisfactory and Louis Levin recontoured an area until a satisfactory junction was made with the work of W. E. Clark. Later tests on the work of W. E. Clark indicated that his work is of satisfactory accuracy.

It is believed that the contours as shown in this quadrangle comply with the national standard map accuracy requirements.

49. The junctions with T-8295 on the east and T-8305 on the north have been checked. The junction with T-8293 on the west will be checked when the latter quadrangle is field edited. There is no contemporary survey on the south.

11 test points in this quadrangle run on Horiz. Acc. Test. All are within the allowable error. B.

Submitted by:

Elliott Gillerman
Elliott Gillerman
Jr. Topo. Engr.
by *DRF*

Approved and forwarded by:

F. L. Gallen
F. L. Gallen
Chief of Party
by DRF

Statement to accompany Horizontal Accuracy Traverse No. 1

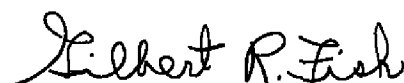
A spur traverse was run from triangulation station HOLLOWAY, 1932, to U. S. G. S. Primary Traverse Station No. 1, 1918, C. The distances were double taped and the angles were measured a second time several months after the first observations.

The U. S. G. S. position of the traverse station is based on a traverse between the same two stations, run by the U.S.G.S. in 1935.


The results of the two traverses are given below:

	<u>Latitude</u>	<u>Longitude</u>
U.S.C. & G.S. Position	56-56+437.6	76-35+260.7
U.S.G.S. Position	56-56+457.5	76-35+258.8
	+ 0.1 m	+ 1.9 m

Submitted by


Gilbert R. Fish
Lieut. Comdr., U.S.C. & G.S.

Approved and forwarded by


E. L. Gallen
Chief of Party

HORIZONTAL ACCURACY TEST
PROJECT CS 289 A-1 (South) TRAVERSE LINE NO. 1
QUADRANGLES T-8294 & T-8305

This test consists of a traverse between triangulation stations STOCKLEY, 1934 and HOLLOWAY, 1932, with a tie to U.S.G.S. Primary Traverse Station No. 1, 1918C. The traverse is 8.5 and 1.2 statute miles long and the closing error is 1.9 meter or 1 part in 13000. The closing error was adjusted through the traverse. 20 test points were computed. In the tabulation the geodetic position from the traverse computations is referred to as T. No. and the scaled position from the map manuscript is referred to as M. No. The "direction of displacement" refers to the direction of the scaled position from the geodetic position.

Test Points Nos. 1 to 11 are in Quadrangle T-8294 and points Nos. 12 to 20 are in Quadrangle T-8305.

TABULATION OF TEST POINTS					Direction
Description of point	Test Point Number	Latitude	Longitude	Displacement in mm.	of displacement.
T-road Int.	T-1	36-48+1784.6	76-34+137.5		
	M-1	$\begin{array}{r} 89.23 \\ 89.45 \\ +.22 \\ \hline 6.81 \end{array}$	$\begin{array}{r} 6.88 \\ 6.90 \\ +.02 \\ \hline 53.57 \\ 53.75 \\ +.18 \\ \hline 67.45 \\ 67.58 \\ +.10 \\ \hline 6.44 \end{array}$	.22	
T-road Int.	T-2	36-49+136.1	76-34+1071.3		
	M-2	$\begin{array}{r} 6.81 \\ 6.75 \\ +.06 \\ \hline 49.43 \\ 49.60 \\ +.17 \\ \hline 90.26 \\ 90.25 \\ +.01 \\ \hline 41.85 \\ 41.95 \\ +.10 \\ \hline 82.59 \\ 82.40 \\ +.19 \\ \hline 10.51 \\ 10.35 \\ \hline 33.17 \end{array}$	$\begin{array}{r} 53.57 \\ 53.75 \\ +.18 \\ \hline 67.45 \\ 67.58 \\ +.10 \\ \hline 6.44 \\ 6.75 \\ +.31 \\ \hline 19.27 \\ 19.25 \\ \hline 32.79 \\ 32.55 \\ \hline 28.37 \\ 28.10 \\ \hline 7.05 \end{array}$	.17	
T-road Int.	T-3	36-49+955.6	76-34+1549.0		
	M-3	$\begin{array}{r} 49.43 \\ 49.60 \\ +.17 \\ \hline 90.26 \\ 90.25 \\ +.01 \\ \hline 41.85 \\ 41.95 \\ +.10 \\ \hline 82.59 \\ 82.40 \\ +.19 \\ \hline 10.51 \\ 10.35 \\ \hline 33.17 \end{array}$	$\begin{array}{r} 67.45 \\ 67.58 \\ +.10 \\ \hline 6.44 \\ 6.75 \\ +.31 \\ \hline 19.27 \\ 19.25 \\ \hline 32.79 \\ 32.55 \\ \hline 28.37 \\ 28.10 \\ \hline 7.05 \end{array}$	.20	
T-road Int.	T-4	36-49+1205.2	76-35+128.8		
	M-4	$\begin{array}{r} 90.26 \\ 90.25 \\ +.01 \\ \hline 41.85 \\ 41.95 \\ +.10 \\ \hline 82.59 \\ 82.40 \\ +.19 \\ \hline 10.51 \\ 10.35 \\ \hline 33.17 \end{array}$	$\begin{array}{r} 6.44 \\ 6.75 \\ +.31 \\ \hline 19.27 \\ 19.25 \\ \hline 32.79 \\ 32.55 \\ \hline 28.37 \\ 28.10 \\ \hline 7.05 \end{array}$	.31	
Center of house	T-5	36-50+836.9	76-35+385.3		
	M-5	$\begin{array}{r} 41.85 \\ 41.95 \\ +.10 \\ \hline 82.59 \\ 82.40 \\ +.19 \\ \hline 10.51 \\ 10.35 \\ \hline 33.17 \end{array}$	$\begin{array}{r} 19.27 \\ 19.25 \\ \hline 32.79 \\ 32.55 \\ \hline 28.37 \\ 28.10 \\ \hline 7.05 \end{array}$	.20	
T-road Int.	T-6	36-50+1651.8	76-35+655.7		
	M-6	$\begin{array}{r} 82.59 \\ 82.40 \\ +.19 \\ \hline 10.51 \\ 10.35 \\ \hline 33.17 \end{array}$	$\begin{array}{r} 32.79 \\ 32.55 \\ \hline 28.37 \\ 28.10 \\ \hline 7.05 \end{array}$	.24	.31
T-road Int.	T-7	36-51+210.1	76-35+567.3		
	M-7	$\begin{array}{r} 10.51 \\ 10.35 \\ \hline 33.17 \end{array}$	$\begin{array}{r} 28.37 \\ 28.10 \\ \hline 7.05 \end{array}$		
T-road Int.	T-8	36-51+665.5	76-35+141.0		
	M-8	33.17	7.05		Not identified
Y-road Int. (N leg of Y)	T-9	36-51+1291.1	76-34+1258.3		
	M-9	$\begin{array}{r} 64.56 \\ 64.65 \\ +.09 \\ \hline \end{array}$	$\begin{array}{r} 62.92 \\ 63.15 \\ +.23 \\ \hline \end{array}$	.25	

Description of point	Test Point Number	Latitude	Longitude	Displacement in mm.	Direction of displacement.
T-road Int.	T-10 M-10	36-52+10.0 $\begin{array}{r} .50 \\ .50 \\ 0.0 \end{array}$	76-34+1475.1 $\begin{array}{r} 73.66 \\ 73.85 \\ 74.19 \end{array}$	.19	
T-road Int.	T-11 M-11	36-52+777.6 $\begin{array}{r} 38.88 \\ 39.12 \\ 40.00 \end{array}$	76-34+1434.0 $\begin{array}{r} 71.70 \\ 71.95 \\ 72.25 \end{array}$	.33	
T-road Int.	T-12 M-12	36-52+1527.5 $\begin{array}{r} 76.38 \\ 76.6 \\ 77.0 \end{array}$	76-34+1401.9 $\begin{array}{r} 70.125 \\ 70.55 \\ 71.0 \end{array}$	.49mm	
Center of house	T-13 M-13	36-53+429.0 $\begin{array}{r} 21.45 \\ 22.22 \end{array}$	73-34+1442.2 $\begin{array}{r} 72.11 \\ 72.5 \end{array}$	Not identified	
Center of house	T-14 M-14	36-53+1224.0 $\begin{array}{r} 61.20 \\ 62.0 \end{array}$	70-34+1269.1 $\begin{array}{r} 63.46 \\ 64.0 \end{array}$	Not identified	
Center of road	T-15 M-15	36-54+266.9 $\begin{array}{r} 13.35 \\ 13.75 \end{array}$ (One direction only)	76-34+1073.0 $\begin{array}{r} 53.65 \\ 54.0 \end{array}$	Not identified	
T-road Int.	T-16 M-16	36-54+1034.6 $\begin{array}{r} 51.73 \\ 51.75 \\ 52.0 \end{array}$	76-54+800.1 $\begin{array}{r} 40.01 \\ 40.0 \\ 40.0 \end{array}$	.02	
T-road Int.	T-17 M-17	36-55+271.4 $\begin{array}{r} 13.52 \\ 13.65 \\ 13.8 \end{array}$	76-54+1156.0 $\begin{array}{r} 57.95 \\ 58.10 \\ 58.25 \end{array}$	.17	
T-road Int.	T-18 M-18	36-55+491.7 $\begin{array}{r} 24.59 \\ 24.75 \\ 25.0 \end{array}$	76-54+1203.7 $\begin{array}{r} 63.19 \\ 63.28 \\ 63.4 \end{array}$	.16	
T-road Int. (Private road)	T-19 M-19	36-55+1713.1 $\begin{array}{r} 85.66 \\ 85.75 \\ 86.0 \end{array}$	76-55+51.1+0.01 $\begin{array}{r} 2.96 \\ 2.95 \\ 3.0 \end{array}$	.09	
Y-road Int. (S end of Y)	T-20 M-20	36-56+447.2 $\begin{array}{r} 22.36 \\ 22.65 \\ 23.0 \end{array}$ + .29	76-55+295.9 $\begin{array}{r} 14.70 \\ 14.50 \\ 14.30 \end{array}$ - .20	.21	

Submitted by

B. R. Fish
B. R. Fish

Lieut. Comdr., U.S.C. & G.S.

Approved and forwarded by

F. L. Gallen

F. L. Gallen
Chief of Party

GEOGRAPHIC NAMES

Survey No. T-8294

CHUCKATUCK quadrangle

1	Name on Survey	A	B	C	D	E	F	G	H	K	
	Virginia	✓									1
	Nansemond County	✓									2
	Isle of Wight County	✓									3
	Nansemond River	✓	3 (two places)								4
	Seaboard Air Line Ry	✓									5
	Virginian Railway	✓									6
	Atlantic Coast Line Ry.	✓									7
	Southern Ry	✓									8
	U.S. 460	✓									9
	U.S. 58	✓									10
											11
	State No. 32, 192, 337 (?)	✓									12
	Districts of Cypress, Sleepy Hole, Chuckatuck in Nansemond Co.	✓									13
	District of Newport in Isle of Wight County.	✓									14
											15
	Dismal Swamp	✓									16
	New Suffolk Road	✓	(No. 58: see note above)								17
	Nansemond	✓									18
	Bacon Pond	✓									19
	Canaan Church	✓									20
	Canaan Cemetery	✓									21
	Rosenwald School	✓									22
	Burnetts Mill Creek	✓	(not Brewer Creek)								23
	Muskrat Bluff	✓									24
	Elephant Fork	✓									25
	Elephant Fork Negro School										26
	Friendship Methodist Church										27

Remarks.

Decisions

1		USCB
2		
3		
4		369764
5		Railway Guide
6		"
7		"
8		"
9		Road Maps
10		"
11		"
12		"
13		
14		
15		
16		367764
17	Pending with USCB	"
18		367765
19		"
20		"
21		"
22		"
23		USCB
24		"
25		"
26		"
27		"

GEOGRAPHIC NAMES

Survey No. T-8294

2	Name on Survey	On Chart	On previous survey	On U. S. quadrangle	From local	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List	
		No.	No.	Maps	information					
	Healing Chapel	✓								1
	Chuckatuck Road	✓	(part of No. 32)							2
	Conan Creek	✓								3
	Files Corner	✓								4
	Pitchkill Creek	✓								5
	Thompson Landing	✓								6
	Lint Landing	✓								7
	Lint Creek	✓								8
	Wilroy	✓								9
	Holiness Church of God	✓								10
	Abraham Point	✓								11
	Brook Point	✓								12
	Western Branch	✓								13
	Cock Point	✓								14
	Hintonville Point	✓								15
	Beamon	✓								16
	Wilroy Swamp	✓								17
	Dumpling Island	✓								18
	Wilroy Cove	✓								19
	Oyster House Creek	✓								20
	Star Creek	✓								21
	Wilroy Landing	✓								22
	Monogram Bombing Field	✓								23
	Trotman Wharf	✓								24
	Old Suffolk Road	✓								25
	Baileytown	✓								26
	Cross Swamp	✓								27

T-8294

2

Remarks.

Decisions

1		367765
2		"
3		"
4		"
5		"
6		"
7		"
8		"
9		"
10		"
11		"
12		"
13		"
14		"
15		"
16		"
17		368765
18		"
19		"
20		"
21		"
22		"
23		"
24		"
25	Pending with USGB	368764
26		368765
27		"
M 234		

GEOGRAPHIC NAMES

Survey No. T-8294

3	Name on Survey	A	B	C	D	E	F	G	H	K	
	Tabernacle Church	✓									1
	Berea Christian Church	✓									2
	Drivers	✓									3
	Beech Grove Methodist Church	✓									4
	Harmony Lodge Hall	✓									5
	Darden Odom Memorial Gymnasium	✓									6
	Dr. Jarnette School	✓									7
	Pierces Store	✓									8
	Bennett Corner, Glebe Point	✓									9
	Shackley Island	✓									10
	Janes Swamp	✓									11
	Cartwright Wharf	✓									12
	Sleepy Hole (settlement)	✓									13
	Sleepy Hole Point	✓									14
	Little Zion Church	✓									15
	Kings Highway	✓									16
	Kings Highway Toll Bridge	✓									17
	Wills Cove	✓									18
	Wills Island	✓									19
	Olds Cove	✓									20
	Newmans Point	✓									21
	Wilkerson Landing	✓									22
	Sandy Bottom (settlement)	✓									23
	Campbell Creek	✓									24
	Daileys Store	✓									25
	Crittenden Road (No. 192)	✓									26
	Briars Pocoson	✓									27

Remarks.

Decisions

1		368765: all names on this section sheet
2		
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M 234		

GEOGRAPHIC NAMES

Survey No. T-8294

GEOGRAPHIC NAMES		Survey No. T-8294											
Name on Survey		A	B	C	D	E	F	G	H	K			
		On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List				
Diamond Grove Baptist Church	✓	✓									1		
Sandy Bottom School	✓	✓									2		
St. Johns Church	✓	✓									3		
Paxton Point	✓	✓									4		
Phillips Landing	✓	✓									5		
Ferry Point wharf	✓	✓									6		
Ferry Point	✓	✓									7		
Pembroke Creek	✓	✓									8		
Hollidays Point	✓	✓									9		
Gowins wharf	✓	✓									10		
Cedar Creek	✓	✓									11		
Fergusons Wharf Light	✓	✓									12		
Stocklev Landing	✓	✓									13		
Brick Kiln Landing	✓	✓									14		
Reids ferry	✓	(settlement or locality)									15		
Northleets Millpond	✓	✓									16		
Kings Fork	✓	✓									17		
Kings Fork School	✓	✓									18		
Windsor road	✓	✓									19		
Little Mount Church	✓	✓									20		
Exchange Creek	✓	✓									21		
Lake Prince	✓	✓									22		
Milners Neck	✓	✓									23		
Everett	✓	(settlement: not Everett Bridge)									24		
Everett Bridge Road	✓	✓									25		
Christian Home Church	✓	✓									26		
Smithfield Road	✓	(part of No. 32)									27		

M 234

T-8294

4

Remarks.

Decisions

1		368765
2		"
3		"
4		"
5		"
6		"
7		"
8		"
9		" USCB
10		"
11		"
12		"
13		"
14		"
15		"
16		"
17		367766
18		"
19		"
20		"
21		368766
22		"
23		"
24		"
25		"
26		"
27		368765

GEOGRAPHIC NAMES

Survey No.

T-8294

GEOGRAPHIC NAMES											
Survey No.											
7-8294											
Name on Survey		A	B	C	D	E	F	G	H	K	
5											
	Chuckatuck Creek	✓									1
	Chuckatuck	✓									2
	Chuckatuck High School	✓									3
	Godwins Millpond	✓									4
	Oakland	✓									5
	Oakland Grade School	✓									6
	Sanctity Church	✓									7
											8
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											26
											27

Names underlined in red approved
by W. H. Eck on 6/16/44

M 234

Names underlined in red approved
by W. H. Eck on 6/16/44

T-8294

5

Remarks.

Decisions

1		368765	USOB
2		"	"
3		"	
4		"	
5		"	
6		"	
7		"	
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RECORDS

Between January, 1942 and July, 1944, this Bureau completed 323 quadrangles. These maps have been published, or are in the process of being published on scales of 1:31,680 or 1:25,000. This series of quadrangles includes a land area of approximately 15,000 square miles. Incident to this work, a considerable volume of survey records and data has accumulated which will be filed for future reference. This material is filed as follows:

Registered and Filed in the Vault

Cloth-mounted copy of the published quadrangle.

published quadrangle at 1:20,000 scale
Black and white cloth-mounted copy of the map manuscript. This copy is filed to preserve original survey detail shown on the manuscript at 1:20,000 scale which may not have been shown on the published sheet. For ~~political boundaries~~, woodland, ~~marsh~~, and ~~swamp limits~~, refer to the published quadrangle for the finally adopted ~~positions~~. outlines.

Descriptive Report.

Division.
Filed in the Photogrammetric Section ~~Surveys Branch~~

Field inspection photographs.

Contoured photographs (on which planetable contouring work was performed.)

Field edit sheet.

Descriptions of recoverable topographic stations (Form 524), filed in Reviewing Unit Section.

Supplementary traverse and level records.

Field notes, computations, lists of positions, and tabulations of results of horizontal and vertical accuracy tests.

Reproduction proof.

Correction sheet (copy of quadrangle showing in red changes to be made when next printed.)

Check lists of work performed on each sheet in the Washington Office during review, drafting, edit, and reproduction.

Original celluloid manuscript.

Copies of specifications and all instructions
to field parties and field offices.

Filed in Reproduction Branch

Glass negatives of the color separation drawings.

Filed in the Library

~~Special report on field work by Commander K. T.
Adams, 1944.~~

Special report on office work by B. G. Jones, 1944.

Season's report on field work by Commander F. L.
Gallen, 1944.

Season's report on field work by Commander R. L.
Schoppe, 1944.

Delivered to the Army Map Service in accordance
with the contract

Film negatives and film positives of the color
separation drawings.

All color separation drawings.

~~Original celluloid manuscript.~~

A correction sheet consisting of a copy of the
first edition of the quadrangle with notes in red
indicating changes desirable at the next printing.

DIVISION OF CHARTS

SURVEYS BRANCH

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-8294

CHUCKATUCK QUADRANGLE

This quadrangle manuscript has been examined for completeness, accuracy, and conformity with the specifications. It is adequate for smooth drafting, reproduction and publication. Revisions found to be necessary in this office are discussed on the next page.

Horizontal and Vertical Accuracy

A horizontal accuracy test was run in this quadrangle and found to be satisfactory. See the files in the Division of Photogrammetry.

A vertical accuracy test was run in this quadrangle and found to be satisfactory. See Item 48 in the Field Edit Report enclosed in this Descriptive Report.

Previous Surveys

This manuscript has been compared with the following previous topographic surveys of this Bureau and other agencies. This map is satisfactory to supersede the previous surveys over the common area.

There are no previous topographic surveys in this area.

Comparison with Nautical Charts Nos. 529

The manuscript has not been applied to the charts at the date of this review. The following comments are pertinent to the compilation and correction of nautical charts:

The details of T-8294 are complete and adequate for chart correction.

The following revisions of the map manuscript were found to be necessary and were accomplished as a part of this review:

Only changes of a minor nature were necessary during the review of this map manuscript.

Reviewed June 14, 1944 By Harold R. Brooks
under direction of D. H. Benson (per D.M.)

Inspected by B. G. Jones B.G. Jones 6/46

Examined and approved:

K.T. Adams
Chief, ~~Surveys Branch~~
Division of Photogrammetry

~~Chief, Topography Section~~

Robert W. Knox
Chief, Div. of Charts
Nautical Chart Branch

Raymond P. Egan
Chief, Div. of Coastal
Surveys

