

Original

8297

2628

Form 504
U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE
DESCRIPTIVE REPORT
Type of Survey <u>Air Photographic Topographic</u>
Field No. _____ Office No. <u>T-8297</u>
LOCALITY
State <u>Virginia</u>
Princess Anne County
General locality <u>Norfolk County</u>
Locality <u>Eastern Branch Elizabeth River</u>
194 <u>4</u>
CHIEF OF PARTY
<u>Fred. L. Peacock</u>
LIBRARY & ARCHIVES
DATE _____

Diag. 78. 3

DATA RECORD

Form T-1

T-8297

Quadrangle (II): 7½ minute

Project No. (II): CS 289

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. T- (VI)

Completed survey received in office: 5/9/44

Reported to Nautical Chart Section: 5/10/44

Reviewed: ~~6/46~~ 5/44 Applied to chart No.

Date:

Redrafting Completed: 6/19/44

Registered: 6/46

Published: 6/45

Compilation Scale: 1:20,000

Published Scale: 1:25,000

Scale Factor (III): None

Geographic Datum (III): North American, 1927

Datum Plane (III): Mean Sea Level

Reference Station (III): DOW, 1913, r.1932, r.1943

Lat.: 36° 49' 49.096" (1513.4m) Long.: 76° 12' 58.344" (1445.8m) Adjusted
~~Unadjusted~~

State Plane Coordinates (VI):

Va. South Zone
(Harbor Defense shown instead of State Eng.)

X = 2,668,364.68

Y = 189,022.06 Va. South Zone

Military Grid Zone (VI) Zone A

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
12563 to 12566 Inc.	11/28/42	11:33 A.M. to 11:38 A.M.	1:20,000	2.1 ft. above M.L.W.
12570 to 12578 Inc.	11/28/42	11:46 A.M. to 12:00 Noon.	1:20,000	2.3 ft. above M.L.W.

Tide from (III); Predicted tables, Reference Station Hampton Roads (Naval Base) Va., with time corrections for Norfolk, Elizabeth River, Va.

Mean Range: 2.8'

Spring Range: 3.4'

Camera: (Kind or source) U.S. Coast & Geodetic Survey nine lens camera
(8 1/2" focal length)

Field Inspection by: W.W. Doeringsfeld, E.E. Nugent, and
H.M. Eldridge date: Jan. 1944

Contouring by: Donald G. Flipppo & Glen B. Woolley Jan. 1944

Field Edit by: date:

Date of Mean High-Water Line Location (III): November 28, 1942

Projection and Grids ruled by (III) J.T.B. - P.J.H. date: 2/21/44

" " " checked by: B.R.C. - L.V.E. 3rd. date: 2/22/44

Control plotted by: J. Steinberg date: 2/25/44

Control checked by: H. Trautman date: 2/28/44

Radial Plot by: J. Edward Deal, Jr. & J. Steinberg date: 3/3 to 3/8/44

Detailed by: A. L. Goncharsky date: 3/11 to 5/8/44

Reviewed in compilation office by: Wm. H. Van Loon date: 3/9 to 3/11/44

Elevations on Field Edit Sheet
checked by: M.V. Parker date:

STATISTICS (III)

Land Area (Sq. Statute Miles): 60

Shoreline (More than 200 meters to opposite shore): 7.5 Statute Miles

Shoreline (Less than 200 meters to opposite shore): 11 Statute Miles

Number of Recoverable Topographic Stations established: 11
(10 of which are bench marks)

Number of Temporary Hydrographic Stations located by radial plot: None

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, 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-8297
Project OS-289
F.L. Gallen, Chief of Party

1. This quadrangle is divided between Norfolk and Princess Anne Counties, Virginia. The City of Norfolk lies a short distance to the northwest of the quadrangle and influences the culture in the northern part of the quadrangle which is more densely settled than the remainder of the quadrangle, the southern part being sparsely settled. There are several settlements in the area.

The land is flat and much of it is poorly drained, especially in the south part of the quadrangle. The better drained land is cleared and farmed. Large areas are either timbered with pine or deciduous trees or are covered with sage and scattered brush. The elevation varies from sea level to several feet above the twenty foot contour.

The quadrangle is mostly drained by the Eastern Branch of the Elizabeth River, a tidal stream, and its tributaries. A Norfolk County Reservoir lies in the southeast portion of the quadrangle and the drainage from this section is southeast to North Landing River. The northeast portion of the quadrangle drains to Lynnhaven Bay.

The quadrangle has a well maintained road system most of which are surfaced roads. U.S. Highway No. 13, a 4 lane road, is the best highway in the quadrangle but U.S. Highway No. 58, a 3 lane highway, carries a larger share of the traffic. There are several railroads in the quadrangle.

2. The field inspection is thought to be complete. See Report for T-8299.

Broad Creek Village and the area west of Broad Creek has been developed in the past two or three years. Many of the buildings are of light structure and will probably not last longer than ten or fifteen years.

3. 1 to 12 See Report for T-8299.
13. There are no landing fields in the quadrangle.
14. 14 to 16 See the Report for T-8299.
17. Boundary monuments have been picked and the boundary line drawn on the photographs for the Norfolk-Princess Anne County Boundary.
18. See the Report for T-8299.

19. The quadrangle joins a survey by the War Department on the south. The contours did not make a satisfactory junction, and they were continued for some distance south of the project in an attempt to make a junction. The junction to the east with quadrangle T-8298, to the west with quadrangle T-8296, and to the north with quadrangle T-8302 are all on overlapping photographs. The junctions have been checked in the field and should be found correct.

Submitted by

Donald G. Flippo per JH.

Donald G. Flippo
Senior Photogrammetric Aid

Approved and Forwarded

F.L. Gallen

F.L. Gallen
Chief of Party



Contouring By
E.E. Nugent

Contouring By
D.G. Flippo

Contouring By
G.B. Woolley

8297

MAIN RADIAL PLOT No. 1 OF PROJECT C.S. 289 -A

This Main Radial Plot includes the Surveys for Map Manuscripts Nos. T-8297, T-8298, T-8299, T-8300, T-8301, and T-8302.

PREPARATION OF PHOTOGRAPHS:

28 nine lens unmounted 1:20,000 photographs covered the area of this Main Radial Plot and are listed in flights as follows:

Nos. 12553 to 12558, Incl.
12559 to 12562, Incl.
12563 to 12567, Incl.
12568 to 12574, Incl.
12575 to 12580, Incl.

These photographs were prepared for radial plot purposes in the same manner as that described in the Descriptive Report for 1:20,000 Main Radial Plots for Section 3 (Part) and Section 4 of War Mapping Project No. C.S. 303, which was forwarded to the Washington Office November 3, 1943.

CONTROL:

Sufficient horizontal control was recovered by the Field Inspection Party to adequately control the orientation of the 1:20,000 photographs.

The Field Inspection Party furnished the compilation office the "ACCURACY OF IDENTIFICATION REPORT, CLASSIFICATION OF HORIZONTAL CONTROL FOR THE AREA OF MAIN RADIAL PLOT No. 1, C.S. 289 (SOUTH)" which is attached to this Descriptive Report.

TEMPLETS:

All of the unmounted 1:20,000 photographs were tested and found to contain paper distortion.

Acetate templets were made of the photographs in a manner suggested in the instruction received by the Compilation Office from the Washington Office on July 6, 1943, entitled: "Instructions for Use of Master Templet for Paper Shrinkage Correction to Nine Lens Photographs". This method is described in detail in the above mentioned Descriptive Report for Project C.S. 303.

PREPARATION OF QUADRANGLE DETAIL SHEETS:

Six $7\frac{1}{2}$ minute quadrangle detail sheets, ruled with polyconic projections

and state grids, were furnished the Compilation Office by the Washington Office.

The Quadrangle Detail Sheets were ordered from the Washington Office after a partial scale plot, using some of the flights of nine lens photographs used in this Main Radial Plot, had been run, and a scale of 1:20,000 established as satisfactory.

All horizontal control stations recovered for this Main Radial Plot by the Field Inspection Party were plotted on the six Quadrangle Detail Sheets.

Five of the six Quadrangle Detail Sheets were matched along their common meridians and parallels and joined together with transparent cellulose tape. All of the horizontal control falling in the area of Survey No. T-8300 was transferred to the eastern margin of Survey No. T-8301. Therefore, it was not necessary to include the Quadrangle Detail Sheet for Survey No. T-8300 in the Main Radial Plot.

PLOT:

The five joined Quadrangle Detail Sheets were laid on the large radial plot table preparatory to running a radial plot by the usual Acetate Templet Method.

Six templets of photographs which were adequately controlled, and having some common horizontal control, were selected to run a trial radial plot. Each individual templet could not be held 100% to its respective horizontal control. An attempt was then made to average the holding of the horizontal control falling in the area of these six templets. Intersections could not be obtained on secondary control points by this method. It was noticed that all of the respective horizontal control of each templet could be held except that horizontal control falling in Chamber No. 5. Due to the urgency of the completion of this Main Radial Plot, the Compilation Office did not investigate this condition any farther and completed the radial plot in the following manner.

Each templet was oriented very carefully under the Quadrangle Detail Sheet, holding to its respective horizontal control as much as possible. The center was then pricked and radials drawn directly on the Quadrangle Detail Sheets through all the secondary control points falling in the chambers which held to the horizontal control and those chambers not containing horizontal control. After this was accomplished, the templet was then rotated to hold the horizontal control in the chamber or chambers which did not hold originally. Radials were then drawn through the secondary control points in these chambers. As was noted above, it was usually necessary to rotate the templet to the horizontal control in Chamber No. 5, but occasionally an adjoining chamber to Chamber No. 5 had to be rotated. It was found that at least four or more photographs

could be held to each horizontal control station before rotating the templet. Good intersections were obtained on all secondary control points and it is believed that a satisfactory radial plot has been accomplished.

REMARKS:

It should be mentioned that when running the radial plots for Project C.S. 288, the templates were adjusted for paper distortion as described in this radial plot. These templates in Project C.S. 288 could be held very satisfactorily to the control without rotating. The same care in all operations in this Main Radial Plot was taken and most of the same personnel was used. It cannot be understood by this Compilation Office why the same methods that proved satisfactory in Project C.S. 288 could not be adhered to for this Main Radial Plot.

A separate report has been made to the Washington Office of two horizontal control stations which could not be held during the running of this Main Radial Plot No. 1, namely:

WTAR TOWER No. 3, 1937
COAST GUARD STATION No. 163, FLAGPOLE, 1922.


Respectfully submitted:
March 9, 1944


Joseph Steinberg
Asst. Photogrammetric Engineer

and


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

Approved & Forwarded:


Fred. L. Peacock
Officer-in-Charge
Baltimore Compilation Office

ACCURACY OF IDENTIFICATION REPORT
CLASSIFICATION OF MORIMONTAL
CONTROL FOR THE AREA OF
MAIN RADIAL FLOP NO. 1
CS - 229(SOUTH)

SHEET T-8297

POSITIVELY IDENTIFIED STATIONS:

CRANK, 1913
DOW, 1913
FLORISS, 1931; 1932
CLARK ROCK, 1932 (water tank)
NORFOLK WEST BASE, 1931; 1932
PATE, 1932
TULPINE, 1934
WATER WORKS CHIMNEY, 1932
WATER-RADIO TOWER #3, 1937
U.S.G.S. Traverse stations:
P.T.S. No. 6, 1917 Elev. 16
P.T.S. No. 7, (Powerhouse)

DOUBTFULLY IDENTIFIED STATIONS:

*(F.I.P.) PLEASANT, 1934

STATIONS NOT IDENTIFIED:

Stations recovered but not needed for control:

BROAD, 1913
WATER TOWER NO. 1, 1937
WATER TOWER NO. 2, 1937

Stations searched for but not found:

BARTON, 1913
LEE, 1913
LOCK, 1912
MILLER, 1913

Stations not searched for:

The control stations not listed above, occurring within the limits of this sheet, have not been searched for at the time of this report. A systematic search will be made for all stations not listed above, during the course of later field work.

*(F.I.P.) - Field Inspection Point established for this station.

The identification data for PUNGO Reference
Mark No.1, 1931, listed as a "Positively
Identified Station" under Sheet T-8298, will
be furnished by the Field Party within a short
while.

SHEET T-8298

POSITIVELY IDENTIFIED STATIONS:

NORFOLK EAST BELL, 1931; 1932
NORTH LANDING, 1931
PUNGO Reference Mark No. 1, 1931
U.S.G.S. Traverse stations:
Prim. Trav. Sta. No. 8, 1917 (Princess
Anne)

DOUBTFULLY IDENTIFIED STATIONS:

none

STATIONS NOT IDENTIFIED:

PUNGO, 1931 - Station Mark destroyed; R.L.#1 identified.
U.S.G.S. Traverse stations:
Prim. Trav. Sta. No. 7, 1917 (Land Station)-
not found.
Prim. Trav. Sta. No. 8, 1917 (Seatack) -
not found.

SHEET T-8299

POSITIVELY IDENTIFIED STATIONS:

CAVALLER HOTEL CUPOLA, 1929
CROATAN, 1934
GUN, 1934
SENDERIDGE, 1934
VIRGINIA BEACH EAST RADIO MAST, RED LIGHT ON TOP, 1932(n.d.)
VIRGINIA BEACH WATER TANK, 1909

DOUBTFULLY IDENTIFIED STATIONS:

COAST GUARD STATION NO. 163, FLAGPOLE, 1922 (n.d.)

STATIONS NOT IDENTIFIED:

Stations recovered but not needed for control:

COAST GUARD STATION NO. 163, CUPOLA, 1922 (n.d.)
Land Reference Mark No. 1, 1922 (Station Mark not
recovered)
VIRGINIA BEACH RADIO COMPLEX STATION, 1921
VIRGINIA BEACH COAST GUARD FLAGPOLE, 1913, (probably
same as) COAST GUARD STATION NO. 163,
FLAGPOLE, 1922 (n.d.)
VIRGINIA BEACH EAST RADIO MAST, RED LIGHT ON TOP, 1932(n.d.)
U.S.G.S. Traverse station:
Prim. Trav. Sta. No. 9, 1917

SHEET T-8299 - continued

STATIONS NOT IDENTIFIED: - continued

Stations that have been destroyed:

VIRGINIA BEACH, COAST GUARD, LIFE SAVING STATION, 1913
VIRGINIA BEACH, WIRELESS TOWER (old), 1922

Stations searched for but not found:

ARMY RAISED TOWER AT COAST GUARD STATION NO. 163, 1922
(n.d.)
FRANK, 1922
FRANK A, 1922 (n.d.)
GAIL, 1922
HORN LCC., 1922 (n.d.)
HOLLIS, 1922
LARK, 1922 (R.M. No. 1 recovered but not identified).
MECK, 1922 (n.d.)
VIRGINIA, 1922
VIRGINIA SUPPLEMENTAL, 1922 (n.d.)
WRECK, 1922

SHEET T-8301

POSITIVELY IDENTIFIED STATIONS:

CAPE HENRY AIRFIELD BUREAU LIGHT, 1939
CAPE HENRY LIGHTHOUSE, 1887
HYGELA INN, 1929
VAN, 1941

DOUBTFULLY IDENTIFIED STATIONS:

FORT STORY, 1932

STATIONS NOT IDENTIFIED:

Stations recovered but not needed for control:

DOUBT, Reference Mark, 1922 (Station mark not found)
U.S.G.S. Traverse Station:
Prim. Trav. Sta. No. 3, 1917

Stations searched for but not found:

BAYVILLE CHIMNEY, 1913 (n.d.)
DOUBT, 1922 (Reference Mark recovered but not identified)
GOLD, 1922
U.S.G.S. Traverse Stations:
Prim. Trav. Sta. No. 2, 1917
Prim. Trav. Sta. No. 5, 1917

Stations not yet searched for at the time of this report:

CAPE HENRY LIGHTHOUSE "old", 1869

POSITIVELY IDENTIFIED STATIONS:

BLACK, 1929
BRIDGE, 1929
GARALT, 1912
LION, 1929
LITTLE CREEK, 1929
MUD, 1929
RADIO TRANSMITTING TOWER, 1941 (n.d.)
U.S.G.S. Traverse station:
Prim. Trav. Sta. No. 1, 1917

DOUBTFULLY IDENTIFIED STATIONS:

none

STATIONS NOT IDENTIFIED:

Stations recovered but not needed for control:

BEAR, 1929
COON, 1929
DOG, 1929
FOX, 1929
JEFFY, 1929

Stations that have been destroyed:

MAST, 1929
PEN, 1929
WOOD, 1929
MAST, 1929

Stations searched for but not found:

AIRPLANE LANDING TRIAL COURSE, EAST BLACON, 1920 (n.d.)
CRAB, 1929
DUKE, 1929
LITTLE CREEK, PA. R.R. YARDS, NORTH FLOODLIGHT, 1929
SAND, 1929
VIRGINIA STATE CONTROL SURVEY STATION NO. 2601, 1935 (n.d.)
VIRGINIA STATE CONTROL SURVEY STATION NO. 2628, 1935 (n.d.)

Stations not searched for at the time of this report:

FLOOD, 1929
KNOLL, 1929
LITTLE CREEK COAST GUARD TOWER, 1941 (n.d.)

Approved and forwarded:

F. L. Gallen
F. L. Gallen
Chief of Party

Submitted by:

E. J. Maxwell
E. J. Maxwell
Ensign, C. & G.S.

POST-OFFICE ADDRESS: 601-611 Gorsuch Avenue, Baltimore-18, Maryland

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

April 26, 1944

Lieutenant Commander Oliver S. Reading
U. S. Coast and Geodetic Survey
Washington 25, D. C.

Dear Commander Reading:

With further reference to my letter of April 8th, we have received the reprints of nine lens photographs Nos. 12585 and 12628 (8) and have drawn the horizontal control radials thereon and have tested same with our radial plot.

This test showed rather conclusively that had the original photographs been as well printed with the transforming printer as the reprints, we would have had little of the difficulty we experienced in running our radial plots in this area. It also indicated that we did finally come out with a radial plot of satisfactory accuracy.

I am leaving it to your discretion as to whether this matter should be mentioned to Commander Adams. The slow-up in completing our radial plots was considerable.

Sincerely yours,

Fred. L. Peacock
Fred. L. Peacock
Commander, C. & G. Survey

*These prints were made ^{on aerial} after
since the transformer had been
reworked. The two photographs
were the ones with which they
had much difficulty on the original
plot. Hope it doesn't happen again
F.L.P.*



26 CONTROL:

The horizontal control plotted on the Map Manuscript was recovered and identified on the nine lens field inspection photographs, by the Field Inspection Party.

The following seven (7) horizontal control stations lie within the detail limits of the Map Manuscript:

CREEK, 1913, r.1932
DOW, 1913, r.1932
NORFOLK WEST BASE, 1931, r.1932
GLEN ROCK, 1932 (WATER TANK)
WATERWORKS CHIMNEY, 1932 ✓
P.T.S. No. 7, (POWERHOUSE) U.S.G.S. ✓
P.T.S. No. 6, 1917 (U.S.G.S.) ✓

The following four (4) horizontal control stations fall just outside the detail limits of the Map Manuscript:

BLACK STACK, 1929
BLACK, 1929
CAROLINA, 1932
P.T.S. No. 1, 1917 (U.S.G.S.)

All of the above horizontal control stations were used to establish photograph centers, secondary control points and detail points.

27 RADIAL PLOT:

~~The radial plot for this Map Manuscript is part of the Main Radial Plot No. 1 of Project C.S. 289, for which the descriptive report was submitted to the Washington Office, on March 9, 1944.~~

28 DETAILING:

The field inspection data submitted to the Compilation Office was satisfactory. Wherever possible this data was transferred to the office photographs, and the Map Manuscript was detailed from the office photographs.

28 DETAILING: (Continued)

Numerous buildings and a few roads shown on the field inspection photographs, and not visible on the office photographs, have been detailed on the Map Manuscript directly from the field inspection photographs. Some buildings and roads not shown on the field inspection photographs and not visible on the office photographs, have been detailed from plans submitted by the Field Inspection Party.

Railroad plans furnished by the Field Inspection Party were used as guides to the detailing of the railroads on the Map Manuscript.

The High-Water Line was delineated on the office photographs with the aid of the field inspection data.

29 SUPPLEMENTAL DATA:

The Compilation Office was furnished the following plans; as an aid to the detailing of this Map Manuscript:

Pennsylvania Railroad, St. Julian Yard -
Blueprint Scale 1" equals 200'
Estabrook Park - Blueprint - Scale 1" equals 100'
Liberty Park - Photostat - Scale 1" equals 75'
Broad Creek Village - Printed Reduction
Map of Norfolk & Vicinity - Scale 3.3" equals 1 mile
Virginian Railway Co. Right of Way and Track Map -
Scale 1" equals 400'
Norfolk Southern Railroad, Right of Way and Track
Map - Scale 1" equals 100'

The following previous surveys were made by the U. S. Coast & Geodetic Survey but were not available to the Compilation Office:

Survey No.	Date	Scale
T-1387b	1873	1:20,000
T-1462a	1876-1905	1:20,000
T-1462b	1877-1905	1:20,000
T-2699	1905	1:20,000
T-1659	1884-1905	1:20,000

29 SUPPLEMENTAL DATA: (Continued)

Survey No.	Date	Scale
T-3397	1913	1:5,000
T-3396	1913	1:5,000
T-4491	1929-30	1:10,000

30 MEAN HIGH-WATER LINE:

The stage of tide of all the photographs used to detail this Map Manuscript was computed and found to be just below Mean High-Water.

32 DETAILS OFFSHORE FROM MEAN HIGH-WATER:

Two wrecks, above High-Water in Eastern Branch, Elizabeth River, shown on the nautical charts, are visible on the photographs and have been shown on the Map Manuscript. (One wreck above High-Water, and one submerged wreck shown on the nautical charts, are not visible on the photographs and have been noted on the discrepancy overlay.)

33 WHARVES AND SHORELINE STRUCTURES:

It is believed that all piers, wharves and other shoreline structures indicated by field inspection data and those not indicated by field inspection data but visible on the photographs, have been detailed and labeled.

34 LANDMARKS AND AIDS TO NAVIGATION:

See Paragraph 3 of the field report accompanying this survey and Paragraph 11 of the field inspection report for Survey No. T-8299.

35 HYDROGRAPHIC CONTROL:

Eleven (11) recoverable topographic stations were established by radial intersections. Ten (10) of these stations are bench marks.

The following five (5) recoverable topographic stations may have limited value as partial hydrographic control, as long as they remain in position:

35 HYDROGRAPHIC CONTROL: (Continued)

W T A R TOWER No. 3
B. M. TIDEWATER JUNCTION
B. M. C-288
B. M. "17" U.S.G.S. 1918
B. M. GLEN ROCK STATION

The following six (6) bench marks are too far inland to be of any value for hydrographic control:

B. M. L - 287
B. M. M - 287
B. M. N - 287
B. M. P - 287
B. M. B - 288
B. M. U.S.G.S. 11

Form 524 has been submitted for each of the eleven (11) recoverable topographic stations.

In the field report for T-8299, Paragraph 12, to which the field report for this survey No. T-8297 refers, it is stated: "Hydrographic and topographic stations were established along the shore where needed so as to have control about every statute mile".

The Compilation Office has not been furnished the above data for this Map Manuscript.

36 LANDING FIELDS AND AERONAUTICAL AIDS:

Paragraph 13 of the field inspection report states, "There are no landing fields in the quadrangle." An abandoned private airport has been indicated on the field inspection photographs and has been shown on this Map Manuscript. *The landing field shown on the photographs is South of T-8297 and has not been shown on the Map Manuscript. M.V.P.*

No recommendations have been made to the Compilation Office for any aeronautical aids within the limits of this Map Manuscript.

37 DISCREPANCY OVERLAY:

A discrepancy overlay has been prepared to accompany this Map Manuscript. On it are notes calling the attention of the Field Edit Party to detail that should be investigated. A set of general notes has been included to aid in the interpretation of the symbols shown on the Map Manuscript.

38 GEOGRAPHIC NAMES:

The results of a geographic name investigation have been furnished the Compilation Office on a copy of the U. S. Geological Survey, Cape Henry, Va. Quadrangle. All undisputed names have been shown on the Map Manuscript. A list of undisputed, disputed, and recommended names is attached to this descriptive report.

39 HORIZONTAL ACCURACY:

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

40 RECOMMENDATIONS FOR FUTURE SURVEYS:

The planimetry, as presented on this Map Manuscript, is believed to be complete. It is subject to corrections, additions, or deletions by the Field Edit Party.

41 JUNCTIONS:

Complete and satisfactory junctions have been made with the three following surveys:

To the North with Map Manuscript for Survey No. T-8302
To the East with Map Manuscript for Survey No. T-8298
To the West with Map Manuscript for Survey No. T-8296

To the South there is no contemporary survey available to the Compilation Office for junction purposes.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

Because of scale difference only a visual comparison could conveniently be made with the U. S. Geological Survey, Cape Henry, Va. Quadrangle. Common planimetric features seemed to be in good agreement.

45 COMPARISON WITH NAUTICAL CHARTS:

Comparison was made with nautical chart No. 1222, published May 1937 and revised to April 19, 1942, and nautical chart No. 1227, published October 1937, and

45 COMPARISON WITH NAUTICAL CHARTS: (Continued)

revised to March 6, 1944. The scale of both charts is 1:80,000. Because of the great difference in scales only a visual comparison could conveniently be made. Common topographic features appear to be in fair agreement.

* Comparison was made with Nautical Chart No. 452, published December 1938, and revised to March 6, 1944, scale 1:20,000. The following differences were apparent:

Several roads shown on the chart in Elizabeth Park, Ventosa, are not visible on the photographs, and have not been shown.

Three wrecks above Mean High-Water, and one submerged wreck, are shown in Eastern Branch, Elizabeth River, on the chart. Only two of the wrecks above High-Water could be identified on the photographs. The two wrecks not visible on the photographs have been noted on the discrepancy overlay.

Several small piers not shown on the chart but which are visible on the photographs, have been shown on the Map Manuscript.

All other planimetry common to both was found to be in good agreement.

in the Eastern Branch of the Elizabeth River

* A comparison with chart 452^A shows that the chart has a definite shift to the west of from 0 mm to 1 1/2 mm from the plotted and photographically checked position of T8297. This should be noted and changed at the printing of the next chart.

M.V.P.

5/30/44

* Statement in red appears to be in error.

Chart 452 is in good agreement with T8297.

W.A. Bradley Nautical Charts 9/25/44

Respectfully submitted:
May 10, 1944

Abraham L. Goncharsky
Abraham L. Goncharsky
Senior Engineering Draftsman

Map Manuscript, Discrepancy
Overlay and Descriptive Report
Reviewed by:

Wm. H. Van Loon
Wm. H. Van Loon
Principal Photogrammetric
Engineering Aid

Compilation of Map Manuscript
Supervised by:

Joseph Steinberg
Joseph Steinberg
Asst. Photogrammetric Engineer

and

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

Approved and Forwarded:
May 12, 1944

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

FIELD EDIT REPORT
TO ACCOMPANY
QUADRANGLE T-8297
F.L. Gallen Chief of Party

5. **VERTICAL CONTROL:** The designation and elevation of each bench mark appearing on the map manuscript has been checked and verified, two bench marks: D-288 and U.S.G.S. 18, that did not appear on the map manuscript, have been spotted on an ozalid print by the field edit party.
14. **ROAD CLASSIFICATION:** Unclassified roads appearing on the map manuscript, except those within the boundaries of the City of Norfolk have been classified in accordance with instructions for road classification.
15. **BRIDGES:** All bridges in the area have been classified in accordance with instructions for bridge classification. The highway bridge across Broad Creek, in the vicinity of Ingleside, was not classified since it has been condemned, and is not safe for any vehicles.
16. **BUILDINGS AND STRUCTURES:** All buildings added by the field edit party, except dwellings, have been classified.
17. **BOUNDARY MONUMENTS AND LINES:** All of the area of Princess Anne County, within the limits of this sheet, is included in the Kempsville voting district. In the area of Norfolk County, within the limits of this sheet, there are three voting districts, namely: Tanners Creek, Washington, and the City of Norfolk. The boundary between Tanners Creek and Washington districts has been marked on an ozalid print of the map manuscript. The county boundary between Norfolk and Princess Anne counties and the Norfolk City limits were verified by the field edit party as they are shown on the map manuscript. The boundary around City of Norfolk Property, in the vicinity of Landsdale, has been completed by the field edit party.
32. **DETAILS OFFSHORE FROM MEAN HIGH WATER:** The field edit party investigated the two wrecks in the Eastern Branch of the Elizabeth River, that were not visible on the photographs (re: item No. 32 of the descriptive report for this quadrangle). The wreck on the northern side of the river is still in position and notes concerning it have been made on the discrepancy overlay. No wreck is in the position indicated for the one on the southern side of the river. The position of a wreck on the marsh line, in this same vicinity, has been indicated on an ozalid print of the map manuscript, and the field edit party believes it to be the same wreck as the one charted but believes that it has been washed inshore. *The new position of the wreck has been shown on the M.S.S. as indicated on the Field Edit Sheet.*

M.V.P.

46. METHODS: The field edit was accomplished by visual inspection in the field. All notes were made on an ozalid print of the map manuscript and were transferred to a duplicate ozalid print. The various field edit notes have been inked on the ozalid print, using the following color scheme:

Deletions Green
Additions, classifications,
Names and Notes Black
Political subdivisions Violet

47. ADEQUACY OF COMPILATION: The detail as compiled on this sheet, was complete and adequate with few additions or deletions necessary.

48. ACCURACY TESTS: 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 or the location of horizontal control, and spot elevations and short sections of contours were placed on the photograph. The contours were checked by placing a tracing of the contours from the contour photograph over the accuracy traverse.

The test was run by W.W. Doeringsfeld, Jr., on photograph No. 12573 and checked the work of D.G. Flippo. The results of the test were satisfactory and indicated that the contours in this quadrangle comply with the national standard map accuracy requirements.

The horizontal accuracy test in this quadrangle will be sealed by the Washington Office.

There was also an Accuracy Test run by W.W. Doeringsfeld, Jr. on Photo 12575. Most of this falls on T8296 but a small portion of it is on T8297 and affects the junction between the 2 sheets. Slight changes were made in the contours on Submitted by:
both sheets as suggested by the test
and T8297 now meets the Vertical
Requirements for National Map
Accuracy - M.V.P.

E. L. Maxwell
E.L. Maxwell
Jr. H & G Engr.
U.S.C. & G.S.

Approved and forwarded by

F.L. Gallen

F.L. Gallen
Chief of Party

*Horizontal Accuracy Test No. 3 (T8296, T8297, T8298)
is found with descriptive report T8296.*

1.5
1.5
HORIZONTAL ACCURACY TEST
PROJECT CS-289 A-1 TRAVEL LINE NO. 4
QUADRANGLES NOS. T-8297, T-8302, & T-8303

This test consists of a traverse between triangulation stations LAM, 1945 and MORRIS CITY MATTHEWS CHILNEY, 1932. The traverse is 6.7 statute miles long and the closing error is 1.40 meter or 1 part in 7700. The closing error was adjusted through the traverse. 15 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 L. No. The "direction of displacement" refers to the direction of the scaled position from the geodetic position.

Test points Nos. 1 to 4 are in quadrangle No. T-8303, Nos. 5 to 14 are in quadrangle No. T-8302, and No. 15 is in T-8297.

TABULATION OF TEST POINTS

Description of point	Test Point Number	Latitude	Longitude	Displacement in mm.	Direction of displacement.
T-road Int.	T-1 L-1	36-55+142.2 <u>7.1</u> 25.5 <u>0.5</u>	76-16+500.8 25.4 <u>25.25</u> 1.5	16	
T-road Int.	T-2 L-2	36-55+2.0 <u>0.15</u> 0.15	76-16+72.9 3.6 <u>3.55</u> 0.5	16	
T-road Int.	T-3 L-3	36-55+71.7 <u>0.6</u> 0.6	76-15+805.3 40.3 <u>40.3</u>	4	
T-road Int.	T-4 L-4	36-54+1765.8 <u>89.2</u> 89.2 <u>0.1</u>	76-13+382.6 19.6 <u>19.85</u> 0.25	25	
Y-road Int.	T-5 L-5	36-54+1426.8 <u>71.3</u> 71.3 <u>0.1</u>	76-14+1299.7 64.9 <u>65.1</u> 0.2	0.2	
T-road Int.	T-6 L-6	36-54+749.8 <u>37.5</u> 37.5 <u>0.1</u>	76-14+983.4 49.2 <u>49.4</u> 0.2	0.2	
T-road Int.	T-7 L-7	36-54+250.2 <u>12.5</u> 12.5 <u>0.2</u>	76-14+862.2 43.1 <u>43.3</u> 0.2	0.2	
T-road Int.	T-8 L-8	36-53+1299.1 <u>65.0</u> 65.0 <u>0.2</u>	76-14+309.7 30.5 <u>30.6</u> 0.2	0.2	
Center of road and street railway	T-9 L-9	36-53+718.2 36.0 <u>35.8</u> 0.2	76-14+495.7 24.8 <u>24.8</u> 0.0	0.2	

Description of point	Test Point Number	Latitude	Longitude	Displacement in mm.	Direction of displacement.
T-road Int.	T-10	33-52+1784.7	73-14+94.6		
	M-10	89.2 <u>88.7</u> 0.5	4.7 <u>4.6</u> 0.1		0.5
T-road Int.	T-11	36-52+1049.8	73-13+1432.8		
	M-11	52.5 <u>52.5</u> 0.00	74.1 <u>74.1</u> 0.00		0.0
T-road Int.	T-12	36-52+467.1	73-13+1402.3		
	M-12	23.4	70.1		
X-road Int.	T-13	36-52+121.5	73-13+1179.8		
	M-13	6.1 <u>6.1</u> 0.00	59.0 <u>59.1</u> 0.1		0.1
X-road Int.	T-14	33-52+943.1	73-12+1371.9		
	M-14	47.3 <u>47.3</u> 0.00	68.6 <u>68.8</u> 0.2		0.2
Center of road	T-15	33-52+370.0	73-12+325.3		
	M-15	33.50 <u>34.0</u> 0.5	31.27 <u>32.1</u> 0.8		.9

Submitted by

G. R. Fish

G. R. Fish

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

Approved and forwarded by

F. L. Gallen

F. L. Gallen
Chief of Party

GEOGRAPHIC NAMES.

Undisputed

- | | |
|----------------------------------|----------------------------|
| ✓ Absolom Road | ✓ Mosley Creek |
| ✓ Awson Road | ✓ New Road |
| ✓ Bonneys Corner | ✓ Newtown Creek |
| ✓ Broad Creek | ✓ Newton Park |
| ✓ Broad Creek (town) | ✓ Newton Road |
| ✓ Broad Creek Village | ✓ Norfolk City Home |
| ✓ Centerville Turnpike | ✓ Norfolk City Water Works |
| ✓ Chinese Corner | ✓ Norfolk County |
| ✓ Cobbs | ✓ Norfolk Highlands |
| ✓ Coleman Place | ✓ Norfolk Southern R.R. |
| ✓ Eastern Branch Elizabeth River | ✓ Norfolk Southern R.R. |
| ✓ Easton Place | (Currituck Branch) |
| ✓ Elbow Road | ✓ Norfolk Southern R.R. |
| ✓ Elizabeth Park | (Electric) |
| ✓ Euclid | ✓ North Landing River |
| ✓ Euclid Place | ✓ Oaklet |
| ✓ Ford Park | ✓ Old Donation Church |
| ✓ Foxhall | ✓ Overbrook |
| ✓ Glen Rock | ✓ Powells Crossroads |
| ✓ Greenwich | ✓ Princess Anne County |
| ✓ Gum Swamp | ✓ Providence Road |
| ✓ Halstead | ✓ Raby Road |
| ✓ Haygood Church | ✓ Riverside Park |
| ✓ Herberts | ✓ Salem |
| ✓ Holland Swamp Road | ✓ Salem Road |
| ✓ Hollywood | ✓ Smiths Corner |
| ✓ Indian River | ✓ Sunny Brook |
| ✓ Indian River Park | ✓ Thalia Creek |
| ✓ Ingleside | ✓ Thalia Siding |
| ✓ Kempsville | ✓ Thomas Corner |
| ✓ Kings Creek | ✓ Thrasher Road |
| ✓ Lake Taylor | ✓ Thurston Branch |
| ✓ Lake Wright | ✓ Tidewater Junction |
| ✓ Landsdale | ✓ Tippetton Place |
| ✓ Little Creek Road | ✓ Ventosa |
| ✓ Main Drainage Canal | ✓ Virginian R.R. |
| ✓ Mill Dam Creek | ✓ Whitehurst Landing |
| | ✓ Witch Duck Road |

GEOGRAPHIC NAMES

Recommended

✓Davis Corner
✓Indian River Road
✓Norfolk County Reservoir

Disputed

Fleming Crossroads
Indian Province Road
Stumpy Lake

GEOGRAPHIC NAMES

Survey No. T-8297
 KEMPSVILLE quadrangle

1	Name on Survey	A	B	C	D	E	F	G	H	K.
✓	Virginia	✓								1
✓	Princess Anne County	✓								2
✓	Norfolk County	✓								3
✓	City of Norfolk	✓								4
✓	Norfolk Southern R.R. (2 lines)									5
✓	Norfolk Southern R.R. (Currituck Branch)									6
✓	Pennsylvania R.R.									7
✓	Virginian Railway									8
✓	Tanners Creek District (Norfolk Co.)									9
✓	Washington District		"							10
✓	Kempsville District (Pr. Anne Co.)									11
✓	U.S. No. 58, 160/Va. 13									12
✓	Va. 165, 166, 266									13
										14
✓	North Landing River									15
✓	Gum Swamp									16
✓	Norfolk County Reservoir									17
✓	Elbow Road									18
✓	Bethel School									19
✓	Bethel Church (Col.)									20
✓	Salem									21
✓	Salem Road									22
✓	New Road									23
✓	Bonneys Corner									24
✓	Centerville Turnpike									25
✓	Main Drainage Canal									26
✓	Thrasher Road									27

Remarks

Decisions

1		USGB
2		
3		
4		USGB
5		Railway Guide
6		"
7		"
8		"
9		
10		
11		
12	Note that on the Field Edit Sheet the main highway mentioned in report as U.S. No. 13 is changed to U.S. 460/ State No. 13---same conflict on T-3802	Road Maps:
13		"
14		
15		365760
16		367761
17		"
18		"
19		"
20		"
21		"
22		"
23		"
24		"
25		"
26		367762
27		"

GEOGRAPHIC NAMES

Survey No. T-8297

GEOGRAPHIC NAMES											
Survey No. T-8297											
		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		
2	Name on Survey	A	B	C	D	E	F	G	H	K	
	Greenbrier Farms	✓									1
	Greenbrier Church	✓									2
	Providence Road	✓									3
	Indian River Park	✓	Settlement								4
	Indian River Mission	✓									5
	Indian River	✓									6
	Newton Park	✓									7
	Ford Park	✓									8
	Norfolk Highlands	✓									9
	Oaklet	✓									10
	Indian River Road	✓									11
	Herberts	✓									12
	Kings Creek	✓									13
	Newtown Creek	✓									14
	Glen Rock	✓									15
	Mill Dam Creek	✓									16
	Ventosa	✓									17
	Elizabeth Park	✓									18
	Broad Creek	✓	(stream)								19
	Ingleside	✓									20
	Ingleside Church	✓									21
	Ingleside School	✓									22
	Tiperton Place	✓									23
	Tidewater Junction	✓									24
	Moseley Creek	✓									25
	Riverside Park	✓	(Edit Sheet apparently calls this Liberty Park)								26
	Eastern Branch Elizabeth River	✓									27

T-8297

2

Remarks.

Decisions

1		367762
2		"
3		368762
4		"
5		"
6		"
7		"
8		"
9		"
10		367762
11		368762
12		368761
13		368762
14		"
15		"
16		"
17		"
18		"
19		"
20		"
21		"
22		"
23		"
24		"
25		"
26		"
27		"

GEOGRAPHIC NAMES

Survey No. T-8297

3	Name on Survey	A	B	C	D	E	F	G	H	K	
✓	Broad Creek Village	✓									1
✓	Coleman Place	✓									2
✓	Coleman Place School	✓									3
✓	Overbrook	✓									4
✓	Foxhall	✓									5
+	Little Creek Road	✓				not shown Hb					6
✓	Halstead	✓									7
+	Lendsdale					"	"				8
	Ferebee Halstead Memorial Church					"	"				9
✓	Lake Wright	✓	✓								10
✓	Norfolk City Waterworks		✓								11
✓	Norfolk City Home		✓								12
✓	Raby Road		✓								13
✓	Broad Creek	✓		(village)							14
✓	Thomas Corner	✓									15
✓	Hollywood	✓									16
✓	Lake Taylor	✓									17
✓	Awson Road	✓									18
✓	Davis Corner	✓									19
✓	Newtown Road	✓									20
✓	Greenwich	✓									21
✓	Easton Place	✓									22
✓	St. Johns Church	✓									23
✓	St. Johns School	✓									24
✓	Whitehurst Landing	✓									25
✓	Cobbs	✓									26
✓	Kempsville	✓									27

Remarks.

Decisions

1		368762
2		"
3		"
4		"
5		"
6		"
7		"
8		"
9		"
10		368761
11		368762
12		"
13		"
14		"
15		368761
16		"
17		"
18		"
19	Pending with USGB	"
20		"
21		"
22		"
23		"
24		"
25		"
26		"
27		"
M 234		

GEOGRAPHIC NAMES

Survey No. T-8297

4	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					
✓	Union Kempsville School	✓								1
✓	Union Kempsville Church	✓								2
✓	Powells Crossroads	✓								3
✓	Smiths Corner	✓								4
✓	Holland Swamp Road	✓								5
✓	Thalia Creek	✓								6
✓	Thalia Siding	✓								7
✓	Euclid	✓								8
✓	Witch Duck Road	✓								9
✓	Chinese Corner	✓								10
✓	Princess Anne Training School (Col.)	✓								11
✓	Euclid Place	✓								12
✓	Sunny Brook	✓								13
✓	Thurston Branch	✓								14
✓	Absolom Road	✓								15
✓	Old Donation Church	✓								16
✓	Haygood Memorial Church	✓								17
										18
										19
										20
										21
										22
										23
										24
										25
										26
										27

Names underlined in red approved
by L. A. H. on 6/3/44

T-8297

4

Remarks.

Decisions

1		368761
2		"
3		"
4		"
5		367760
6		368761
7		"
8		" USGB
9		"
10		"
11		"
12		"
13		"
14		"
15		"
16		"
17	See Field Edit Sheet	"
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		

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- 8297

KEMPSVILLE 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.

T-1587	1:20,000	1873
T-1462 a	1:20,000	1876-1905
T-1462b	1:20,000	1877-1905
T-1659	1:20,000	1884-1905
T-5597	1:5,000	1915

Comparison with Nautical Charts Nos. 452

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:

T-8297 ^{had been} was partially applied to chart number 452 at the time of review.

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 May 30, 1944 By M. Virginia Parker
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. King
Chief, Div. of Charts
Nautical Chart Branch
Raymond L. Egan
Chief, Div. of Coastal
Surveys

NAUTICAL CHARTS BRANCH

SURVEY NO. T-8297 (1942-44)
Review 1944

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.