

Original

8304

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-8304

LOCALITY

State Virginia

General locality James River

Locality Newport News

194 4

CHIEF OF PARTY
F. L. Gallen and
Fred. L. Peacock

LIBRARY & ARCHIVES

DATE _____

B-1870-1 (1)++

8304

DATA RECORD

T- 8304

Quadrangle (II): 7½ minute

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

Field Office: Suffolk, Va.

Chief of Party: F. L. Gallen

Compilation Office: Balto., Md. Chief of Party: Fred. L. Peacock

Instructions dated (II III):

Mar. 13, Oct. 20, and Nov. 25, 1943
Jan. 18, 1944Copy filed in Descriptive
Report No. T- (VI)

Completed survey received in office: 5/5/44

Reported to Nautical Chart Section: 5/6/44

Reviewed: 5/27/44

Applied to chart No.

Date:

Redrafting Completed: 6/29/44

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): BARREL, 1941

Lat.: 36° 54' 51.749" (1595.2m) Long.: 76° 28' 50.703" (1255.1m) Adjusted
~~Standard~~State Plane Coordinates (VI): Virginia, South Zone
Not available

X =

Y =

Military Grid Zone (VI) "A"

also shown is thousand yard special harbor defense grid, Norfolk Area

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
12693 to 12696 Inc.	11/28/42	3:20 P.M.	1:20,000	1.6 ft. above M.L.W.
12639 to 12642 Inc.	"	1:55 P.M.	"	2.2 ft. above M.L.W.
12628 to 12632 Inc.	"	1:47 P.M.	"	2.3 ft. above M.L.W.

Tide from (III): Predicted tables, Reference Station, Hampton Roads, Va.
with corrections for Newport News, Va.

Mean Range: 2.6 ft. Spring Range: 3.1 ft.

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

Field Inspection by: J. N. Henningsen date: 1943
K. B. Roche, Marvin C. Jenkins

Contouring by: G. Bowker, Louis Levin and Morris W. Burr Jan. 1944

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) J.T.B. - P.J.H. date: 2/23/44

" " " checked by: B.R.C. date: 2/23/44

Control plotted by: Ruth Rudolph date: 3/6/44

Control checked by: M. Walworth date: 3/11/44

Radial Plot by: Joseph Steinberg & J. Edward Deal, Jr. date: 3/22 to 3/27/44

Detailed by: Harold Brooks and E. Whittemore date: 3/29 to 5/4/44

Reviewed in compilation office by: Harold Brooks date: 5/1 to 5/4/44

Elevations on Field Edit Sheet
checked by: date:

STATISTICS (III)

Land Area (Sq. Statute Miles): 16

Shoreline (More than 200 meters to opposite shore): 26 statute miles

Shoreline (Less than 200 meters to opposite shore): 8 statute miles

Number of Recoverable Topographic Stations established: 15
(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 A, 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 templets) 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.

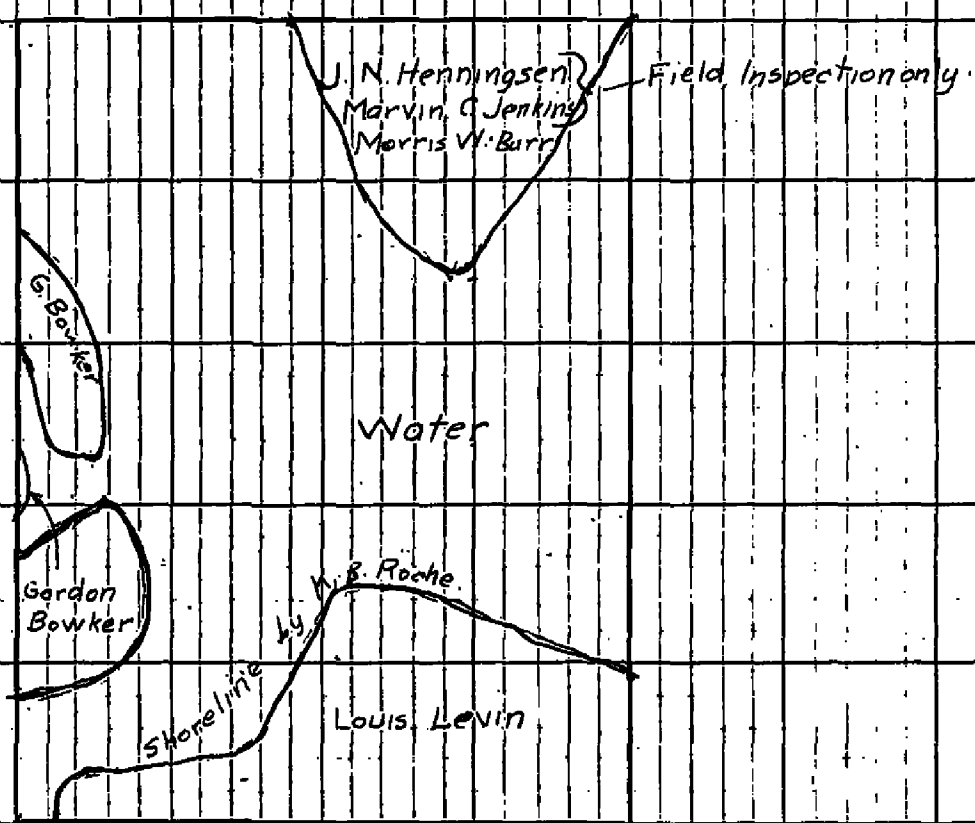
PROCESSING IN THE WASHINGTON OFFICE

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.

T- 8304

Contours as shown below - Dec. 1943 to Jan., 1944.



FIELD INSPECTION REPORT
QUADRANGLE T-8304
PROJECT 289 (NORTH)
F.L. Gallen Chief of Party

1. The land area in this quadrangle lies on either side of Hampton Roads which is situated in about the center of the quadrangle. The land area north of Hampton Roads is low and flat with few topographic features, and is the point of a peninsula formed by the junction of the James River and Chesapeake Bay. The city of Newport News covers the entire area and there is only a small amount of undeveloped residential section. There are two main highways serving the area. U.S. Highway No. 60 and No. 168 run in a northwesterly direction toward Richmond, Virginia. A new four-lane highway, which is to serve as a direct line toward the towns of Hampton and Phoebus is being completed. The Chesapeake and Ohio railroad serves the city and has its terminal switching yards in the City of Newport News. The Newport News Shipbuilding and Drydock Company covers a large portion of the coast line in the upper central portion of the quadrangle, while the Hampton Roads Port of Embarkment installations and leases occupy the water front and certain areas in Newport News in the vicinity of the railroad yards. A coaling station and ferry slips for service between Newport News and Norfolk occupy the extreme southern tip of the peninsula. A radio station and towers approximately seventy-five feet high are about $\frac{1}{4}$ mile northeast along the shore, and near the ferry. About $\frac{1}{8}$ mile northeast of the tip of the peninsula and along the shore is a small airport which seems to have been used for a pre-war flying school. It is now abandoned.

The area south of Hampton Roads consists mainly of farmland and a few small wooded areas, there is one railroad line leading to the Nansemond Ordnance Depot situated along the southern bank of the James River. There are a few good roads leading into the area but the main highways lie to the south. This area drains in three directions, eastward into the Western Branch of the Elizabeth River, northward into the James River, and westward into the Nansemond River. There are small bluffs along the James and Nansemond River.

The area west of the Hampton Roads consists of marsh land with very little farmland and includes the village of Crittenden and Eclipse. U.S. Highway No. 17 runs through this area and in this vicinity is part of the James River Bridge System having a toll bridge across the Nansemond River.

2. The field inspection for this area is thought to be complete. In the area north of Hampton Roads the congested areas are marked and designated. The new highway and overpasses, built since the photograph was taken are shown. The following detailed layout maps are being submitted:
 - A. City of Newport News -- shows street layout and boundaries.
 - B. Chesapeake and Ohio railroad property shows layout of tracks and switches. Points were pricked on the layout and transferred to the photographs for the area to be cut in by the compilation office. These points will enable the compiler to delineate the track system.
 - C. Hampton Roads Port of Embarkation -- shows all property and leases of the Hampton Roads Port of Embarkation installation or military reservation. This map was secured from the Office of the Post Engineer. No effort was made to designate these properties on the photographs as they are on the whole probably temporary and to a large extent only for the duration of the war. The map is very easy to follow and it is left up to the discretion of the compilation office to show the portions thought advisable for a quadrangle compiled on this scale. Any information shown on maps of the HRFB that is of value to the compilation of our quadrangles may be used at will, by order of the Post Engineer. No information shown on this map is restricted.

The shoreline and drainage was inspected and inked by Marvin C. Jenkins and Joe N. Henningsen in January, 1944. The political boundary lines are correct as shown on the photographs. Public buildings were designated on the photographs by Marvin C. Jenkins and Morris W. Burr. A list of these buildings is attached to the photograph that the field inspection was accomplished on. A map of the Nansemond Ordnance Depot is also being forwarded.
3. The photographs for the area north of Hampton Roads are in accordance with photographs showing congested or residential sections. The congested areas show up well as to individual buildings and street systems. Individual buildings are readily identified as to shape and location. Public buildings were located in this manner. The shore line is sharp and clear cut, with shoal areas showing in a lighter tone than the deep water. The deep shipping channels show up in a dark color, which contrasts them from the shallow water. The photographs for the remainder of the quadrangle are typical of the area and no special information need be given.
4. A separate ACCURACY OF IDENTIFICATION REPORT has been submitted for the southern portion of the quadrangle. Horizontal control stations for the remainder of the area were recovered on Project 283.
5. See report for T-8295.
6. Contouring was carried on by a planetable party using standard Coast and Geodetic Survey equipment. The first operation was to establish a line of magnetic declination on the sheet. This was accomplished by orienting along a long straight stretch of road near the center of the photograph. The declination was penciled on the photograph and used in succeeding planetable set-ups, when it was not possible to locate the position by other methods. Contouring

6. Continued -

was done directly on the photographs. Contours were greatly affected in this area by other than natural topographic features, and do not necessarily follow the original topographic pattern. Drainage was located by the stereoscope and checked in the field by stadia shots.

- 7 to 13 See report for quadrangle T-8295. In the area north of Hampton Roads all shore line detail was previously inspected on Project 283.
14. See report for quadrangle T-8295. In the Newport News area all public thotofares are within the city limits and were not classified and are to be taken from the street layout which is forwarded.
- 15 to 16 See report for quadrangle T-8295.
17. The boundary lines for the area north of Hampton Roads have been shown correctly on the photographs. Existing maps are now sources of information for county boundaries in the area south of the James River due to the original records having been destroyed by fire. The Nansemond-Morfolk county line has been indicated on photograph 12640 where it crosses a road. To the north it follows the stream and to the south it is as shown on the 15 minute U.S.G.S. quadrangle. The Nansemond-Isle of Wight county line is as shown on the U.S.G.S. quadrangle sheet.
18. See Report for quadrangle T-8295.

Submitted by:

Louis Levin pen H.L.

Louis Levin
Sr. Photo. Aid

Approved and forwarded:

F. L. Gallen

F. L. Gallen
Chief of Party

26 CONTROL:

The following horizontal control stations, which fall within the limits of this Map Manuscript, were recovered and identified on the 1:10,000 field photographs by the Field Inspection Party responsible for the identification of horizontal control for Project C.S. 283. They were transferred to the 1:20,000 photographs from these 1:10,000 field photographs at the Compilation Office. They are:

FISHING 2, 1938
COOPER V.F.C., 1941
J.A.C. (U.S.E.), 1934
RAG, 1934
BARREL, 1941
CHUCKATUCK CR. BN., 1934
ADAM, 1934
NANSEMOND RIVER L.H., 1940, r.1941
DIXON, 1934
OWENS, 1934
FISH HO. OFF NANSEMOND R. (North gable), 1940, r.1941
NEWPORT NEWS W.G.H. RADIO TOWER, 1940
BUXTON HOSPITAL CUPOLA, 1919, r.1931
DARLING WATCH HO. CHY., 1919
SLATE COLORED HO. (gable), 1906, r.1919, r.1942
YELLOW HO. ROUND CUPOLA, 1906, r.1919, r.1942
NEWPORT NEWS MIDDLE GROUND L.H., 1903, r.1932
TANK NO. 4, 1932
TANK C. & O. ELEVATOR, 1932
BRICK CHY. NEAR ELEVATOR, 1919
CONE-SHAPED STAEK, 1941
NEWPORT NEWS LOWER OF 2 TANKS, 1919, r.1942
NEWPORT NEWS HIGHER OF 2 TANKS, 1919, r.1942
BRICK STACK NEAR WARWICK HOTEL, 1932
NEWPORT NEWS, COURTHOUSE SQ. TOWER, 1906, r.1919, r.1942
NEWPORT NEWS, CHURCH SPIRE, 1913, r.1932
RED TANK, 1932
SHIPYARD CHY., 1919, r.1932
NEWPORT NEWS FOUNDRY LARGE BR. CHY., 1906, r.1919, r.1942
ORANGE TANK, 1941
NEWPORT NEWS S. BASE, 1927, r.1932

In addition, the Field Inspection Party for War Mapping Project C.S. 289 recovered and identified on the 1:20,000 field photographs the following horizontal control stations:

26 CONTROL: (Continued)

BRADFORD HO. CUPOLA, 1934
BRADFORD, 1934
CRANE, 1940
FISH HO. OFF HOFFLER CR. N. GABLE, 1940, r.1941
MOND, 1932
MAYO, 1934
N.A.B. (U.S.E.), 1932, r.1934
NANSEMOND RIVER BRIDGE, EAST TOWER, 1934
PTS 2 1918 C (U.S.G.S.)

Wherever necessary the Field Inspection Party established field inspection points at well defined points of detail near many of the above horizontal control stations. This enabled a more satisfactory use of these horizontal control stations at the Compilation Office.

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

27 RADIAL PLOT:

The radial plot for this Map Manuscript is part of the Main Radial Plot No. 2 of Project C.S. 289, which includes Surveys Nos. T-8295, T-8296, T-8303 and T-8304.

The following 1:20,000 photographs were used in the radial plot:

Nos. 12575 to 12583 Inc.
12628 (11)
12629 to 12633 Inc.
12635 to 12643 Inc.
12693 to 12699 Inc.

Sufficient horizontal control was available to adequately control the orientation of the 1:20,000 photographs. Some of this control was recovered and identified by the Field Inspection Party responsible for horizontal control in Project C.S. 283 and the remainder was recovered and identified by the Field Inspection Party responsible for horizontal control for War Mapping Project C.S. 289. The Field Inspection Party responsible for the recovery and identification of horizontal control for Project C.S. 289 furnished the Compilation Office the "Accuracy of Identification Report Classification of Horizontal Control for the Area of Surveys Nos. T-8293, T-8294, T-8295, T-8296, T-8303, T-8304, and T-8305," which is attached to this descriptive report. The Compilation Office furnished the Field Inspection Party and the Washington

27 RADIAL PLOT: (Continued)

Office a list of horizontal control stations which the Compilation Office was able to transfer from the 1:10,000 field inspection photographs of Project C.S. 283 to the 1:20,000 photographs of Project C.S. 289, and for which it would not be necessary for the Field Inspection Party to make any recovery.

All operations in this radial plot were accomplished in the same manner as those described in the descriptive report for Main Radial Plot No. 1 of Project C.S. 289, which was submitted to the Washington Office on March 9, 1944.

A separate report has been made to the Washington Office of all horizontal control stations which could not be held during the running of this Main Radial Plot No. 2.

It is believed that a satisfactory radial plot has been accomplished.

28 DETAILING:

The field inspection data furnished the Compilation Office for this Map Manuscript was very satisfactory. All drainage and limits of marsh areas were verified by stereoscopic examination of the office photographs. Buildings were detailed in accordance with field inspection data. Some roads were not classified and have been noted for classification on the discrepancy overlay.

The high-water line was detailed from stereoscopic examination of the photographs with the aid of field inspection data.

The Compilation Office was furnished the following plans to aid in detailing this Map Manuscript. They are:

Blueprint	Post Map & Boundary Survey for Nansemond Ordnance Depot, Va. Scale 1" equals 300' (See letter attached to the descriptive report)
Black & White Print	Map of Newport News, Scale 1" equals 800'
Blueprint	Map of Newport News, Va., Scale 1" equals 400'
Blueprint	Right of Way and Track Map. Ches. & Ohio R.R., Scale 1" equals 200'

28 DETAILING: (Continued)

Blueprint	Right of Way and Track Map. Ches. & Ohio R.R., Scale 1" equals 100'
Blueprint	Newport News Terminal, Scale 1" equals 100'
Whiteprint	Hampton Rhodes (Roads), Port of Embarkation, Scale 1" equals 300'

A list of the names of public buildings in Newport News which are shown on field inspection photograph No. 12641, has been typed and is attached directly to the Map Manuscript.

29 SUPPLEMENTAL DATA:

The following previous surveys, portions, or all of which fall within the area of this Map Manuscript, were made by the U. S. Coast & Geodetic Survey. They are:

T-501	1853	1:20,000
T-1008	1865	1:20,000
T-505	1851	1:20,000
T-497	1853	1:20,000
T-1265	1871-72	1:20,000
T-1353	1874	1:1200
T-2632	1903-1907	1:20,000
T-1897	1883	1:10,000
H-3045	1910	1:20,000
H-3039	1909	1:10,000
H-3788	1915	1:10,000
T-3761	1918-19	1:10,000
T-4607	1931	1:10,000
T-6422b	1934	1:10,000
T-6422a	1934	1:10,000
T-8055	1941-42	1:10,000

Of the above previous surveys only T-8055 was available to the Compilation Office.

In addition, all the plans and maps mentioned in Paragraph 28 were furnished the Compilation Office by the Field Inspection Party.

30 MEAN HIGH-WATER LINE:

The stage of tide of all the photographs used in the process of detailing this Map Manuscript was computed and found to be just

30 MEAN HIGH-WATER LINE: (Continued)

below Mean High-Water.

31 LOW-WATER AND SHOAL LINES:

The approximate low-water and shoal lines were detailed from examination of the office photographs with the aid of field inspection data.

32 DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

A damaged pier (not in use) is shown in the James River off Pig Point. A wreck, and an area which contains a protruding anchor, are shown just east of Hoffler Cr. off the south shore of the James River.

33 WHARVES AND SHORELINE STRUCTURES:

All wharves, piers and other shoreline structures indicated by field inspection data and those not indicated by field inspection data, but appearing on the nine lens photographs, have been detailed.

A note shown directly on the Map Manuscript explains in detail a pier shown at the Port of Embarkation, Hampton Rhodes (Roads).

A pier at Nansemond Ordnance Depot shown crossed out on a plan of the area, has been shown on the Map Manuscript and marked for possible deletion on the discrepancy overlay.

34 LANDMARKS AND AIDS TO NAVIGATION:

See Chart Letter 917 (49) Copy enclosed

From examination of the nautical charts, falling in the area of this Map Manuscript, it is evident that many fixed aids to navigation are existing. However, the Compilation Office was not furnished any locations for these aids. Numerous notes are to be found on the discrepancy overlay calling to the attention of the Field Edit Party the location of these fixed aids as shown on the nautical charts.

35 HYDROGRAPHIC CONTROL:

15 recoverable topographic stations, for which Form 524

35 HYDROGRAPHIC CONTROL: (Continued)

is being submitted, were established by radial intersections. The following 7 are considered of excellent value for partial control for any future hydrographic survey, as long as they remain in position:

V.C.F. (name unknown)	PIL, 1943
BAR, 1943	ORD, 1943
RED, 1943	ZA-1, 1943
	ZA-4, 1943

The following 6 have limited value as partial control for any future hydrographic survey, as long as they remain in position:

Tidal B.M. #32	Tidal B.M. #2	B.M.U.-262 ⁸
B.M. T-7	B.M. #1	
B.M. K-27		

The remaining 2 recoverable topographic stations, which are also bench marks, are considered too far inland to be of any value for control for future hydrographic surveys,

B.M. - J-27
B.M. T-282

36 LANDING FIELDS AND AERONAUTICAL AIDS:

There are no landing fields within the limits of this Map Manuscript. The Compilation Office was not furnished any data on Aeronautical Aids.

37 DISCREPANCY OVERLAY:

A discrepancy overlay has been prepared to accompany this Map Manuscript. On it are such notes as are deemed likely to be of assistance during the field edit. 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 name investigation have been furnished the Compilation Office on the U. S. Geological Survey

38 GEOGRAPHIC NAMES: (Continued)

Newport News, 15 minute quadrangle. Only the undisputed names have been shown on the Map Manuscript. A list of undisputed, disputed and recommended names is attached to this descriptive report. ~~XX~~

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 RECOMMENDATION FOR FUTURE SURVEYS:

The planimetry as presented on this Map Manuscript is believed to be complete, but is subject to field edit for corrections, additions and deletions.

42 JUNCTIONS:

The following satisfactory junctions have been made:

To the North with Map Manuscript for Survey No. T-8313
To the West with Map Manuscript for Survey No. T-8305
To the South with Map Manuscript for Survey No. T-8295
To the East with Map Manuscript for Survey No. T-8303

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

Comparison was made with Planimetric Survey No. T-8055. All common detail is in excellent agreement except the pier mentioned in Paragraph 33.

A visual comparison was made with U. S. Geological Survey, Newport News, Virginia quadrangle. About one-half the swamp area at the northern end of the Nansemond River Bridge is now cultivated land. Common detail was in general fair agreement. The detail shown on the quadrangle at the Nansemond Ordnance Depot has been omitted, in accordance with telephone instructions from the Washington Office.

45 COMPARISON WITH NAUTICAL CHARTS:

Comparison with nautical charts 400, scale 1:20,000, and 529, scale 1:40,000 was made and common topographic features

45 COMPARISON WITH NAUTICAL CHARTS: (Continued)

seem to be in general fair agreement.

A low-water sand area at the south shore of the James River, east of Hoffler Creek, is not visible on the 1:20,000 photographs. See Paragraphs 33 and 34 of this descriptive report.

Respectfully submitted
May 3, 1944

Edwin Whittmore, Jr.
Edwin Whittmore, Jr.
Air Photo Observer

and

Harold R. Brooks
Harold R. Brooks
Sr. Engineering Aid

Map Manuscript, Discrepancy
Overlay and Descriptive Report
Reviewed by:

Harold R. Brooks
Harold R. Brooks
Sr. 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 5, 1944

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

FIELD EDIT REPORT
TO ACCOMPANY
QUADRANGLE T-8304
PROJECT CS-289A-1
F.L. Gallen Chief of Party

5. The designation and elevation of each bench mark has been checked. Fly-level elevations are to be checked by the Washington Office.
11. The fixed aids to navigation indicated by the Compilation Office on the discrepancy overlay were checked in the field. New positions are being furnished for all aids where no checked positions are available.
17. The Warwick-Elizabeth City County boundary does not run through the city of Newport News for in the State of Virginia incorporated cities have a separate political entity.

The county boundaries appearing on the map manuscript in violet ink were transferred from State Highway maps at a scale of one mile to the inch.

46. The field edit was accomplished by visual inspection in the field making all corrections directly on a copy of the map manuscript. All bridges have been classified according to instructions. The various field edit notes have been inked on the ozalid copy of the compilation according to the following color scheme:

Additions Black
Deletions Green
Drainage Blue
Contours Brown
Political districts Violet
Notes on the discrepancy overlay have been
checked off in red ink.

47. The compilation is believed to be complete and accurate except for a few minor changes noted on the manuscript by the field edit party.
48. No vertical accuracy test was run in this quadrangle due to the small amount of land area in the quadrangle. The twenty foot contour is the only contour appearing in the quadrangle. Vertical accuracy tests were run in quadrangle T-8295 to the south, T-8305 to the west, and T-8313 to the north.

*Horizontal Accuracy Test Traverse Line No. 2 (T-8295 to T-8305)
is found with description report T-8295*

There is no horizontal accuracy test in this quadrangle but there are traverses in the quadrangles on each side of this quadrangle.

The test points will be sealed by the Washington Office.

There is an horizontal accuracy test, filed in Special Reports File of Review Section.

49. The junction with T-8313 has been checked. The other junctions will be checked at the time the junction sheets are field edited.

Test shows 5 points all under 0.5 mm

Submitted by:

K. F. Phelps per Jh. 9.

K. F. Phelps
Sr. Photo. Aid

Approved and forwarded by:

F. L. Gallen

F. L. Gallen
Chief of Party

PUBLIC BUILDINGS OF NEWPORT NEWS AND VICINITY

8304

1. Grace Methodist Church
2. Calvary Baptist Church
3. Stonewall Jackson School
4. Telephone Building
5. Church (No name available)
6. Rodef Sholon Cong. Church
7. Newport News High School H S
8. J. W. Daniel School
9. 1st. Presbyterian Church
10. Fire Station No. 1
11. Police Station
12. C. & O. Freight Station
13. City Hall
14. Greyhound Bus Depot
15. Armory
16. U. S. Customs Building
17. Trinity Lutheran Church
18. Gospel Hall
19. Public Library
20. Y.W.C.A.
21. First Christian Church
22. 1st. Baptist Church
23. Health Department
24. Federal Recreation Bldg.
25. Radio Station WGH
26. Norfolk Ferry Company
27. Church of God
28. 1st. Baptist Ch. (Negro)
29. The Gospel Tabernacle
30. 1st. Baptist Jefferson Pk.
31. Thomas Jefferson School
32. Baptist Tabernacle Church
33. Synagogue
34. Brother Brown's Baptist Church
35. Masonic Hall
36. St. Paul's M. E. Church
37. 2nd. Baptist Church
38. Zion Baptist Church
39. House of Prayer Church
40. Wesley Grove Christian Ch.
41. 18th St. School
42. Mt. Maria Church
43. Huntington School
44. Macedonia Church
45. Carver Memorial Presbyterian Church
46. Episcopalian Church
47. Newport News Primary School (White)
48. Orcutt Avenue Baptist Church
49. Huntington High School
50. Shipyard Community Center
51. Abyssinnia Baptist Church
52. Calvary Christian Church
53. Antioch Baptist Church
54. Friends Church
55. Church of Christ
56. 1st. Congregational Christian Church
57. Grace Episcopalian Church
58. Bankhead McGruder School
59. 2nd. Presbyterian Church
60. Chestnut Avenue M. E. Church
61. Trinity Baptist Church
62. St. James M. E. Church
63. Christian Union Church
64. Church of God
65. 2nd. Baptist Church
66. Booker T. Washington School
67. 1st. Baptist Church
68. Fire Department (Sub-Station)
69. Pentecostal Holiness Church
70. Buxton Clinic
71. Fire Department
72. First Baptist Church
73. Mt. Meriah Baptist Church
74. Ivy Memorial Baptist Church
75. School (No name)
76. Commissioner of Motor Vehicles
77. Wythe Presbyterian Church
78. Church of Christ
79. School
80. Fire Department
81. George Washington School

GEOGRAPHIC NAMES

Undisputed

✓ Barrel Point
✓ Batten Bay
✓ Bennett Creek
✓ Blink Horn Creek
✓ Boat Harbor
✓ Camp Stuart
✓ Candy Island
✓ Cedar Point
✓ Chuckatuck Creek
✓ Craney Island Road
✓ Crittenden
✓ Crittenden Road
✓ East Island
✓ Eclipse
✓ Fishing Point
✓ Hampton Flats
✓ Hampton Roads
✓ Hoeffler Creek

✓ Huntersville
✓ James River
✓ James River Bridge
✓ Knotts Neck
✓ Knotts Neck Road
✓ Lee Landing
✓ Middle Ground
✓ Nansemond River
✓ Nansemond River Toll Bridge
✓ Newport News
✓ Newport News Bar
✓ Pig Point
✓ Pikes Point
✓ Salters Creek
✓ Ragged Island
✓ Ragged Island Creek
✓ Ship Yard
✓ Town Point
✓ Twin Pines

✓ Streater Cr.

GEOGRAPHIC NAMES

Disputed

Cooper Creek
North Creek
Pig Point Ordnance Depot

Recommended

Coopers Creek
Knotts Creek
Nansemond Ordnance Depot

ADDRESS ALL COMMUNICATIONS TO "THE COMMANDING OFFICER"

IN REPLYING REFER TO FILE

~~XXXX~~

NAN 600/946-4

AND DATE OF THIS LETTER

WAR DEPARTMENT
NANSEMOND ORDNANCE DEPOT
PORTSMOUTH, VIRGINIA

Schroeder/je

4 February 1944

Quad. No. 8304

Department of Commerce,
U. S. Coast and Geodetic Survey,
P. O. Box 627,
Suffolk, Virginia

Gentlemen:

Reference is made to your letter of 28 December 1943 in which you requested us to furnish a map of this area indicating thereon all installations that we desire to have shown on the completed map.

This matter was taken up with Washington and they advised that such buildings and magazines that were shown on geodetic survey maps issued on or used prior to 7 December 1941 may be placed on the completed map.

There is inclosed a post map and boundry survey for this Depot, revision of 1 November 1941. However, it appears that additional buildings have been indicated on this map since the date of revision, and these have been marked with an "X" and should not be shown on your map.

C. B. Thummel
C. B. THUMMEL,
Colonel, Ord. Dept.,
Commanding.

1 Incl.
Map

For VICTORY



BUY
U. S. WAR
SAVINGS
BONDS
AND
STAMPS

ACCURACY OF IDENTIFICATION REPORT
CLASSIFICATION OF HORIZONTAL
CONTROL FOR THE AREA OF
MAIN RADIAL PLOT NO. 2
CS - 289(SOUTH)

SHEET T-8293 (adjacent to the area of this main radial plot.)

POSITIVELY IDENTIFIED STATIONS:

U.S.G.S. Traverse Stations:

*(F.I.P.) Prim. Trav. Sta. 4, 1918

(F.I.P.) Prim. Trav. Sta. 5, 1918

DOUBTFULLY IDENTIFIED STATIONS:

none

STATIONS NOT IDENTIFIED:

Other stations in this quadrangle are too far removed from the area of this radial plot, to be of value in controlling the radial plot.

SHEET T-8294

POSITIVELY IDENTIFIED STATIONS:

(F.I.P.) GLEBE, 1934

KINGS, 1934

(F.I.P.) KAN (USC), 1934

(F.I.P.) NEW, 1934

(F.I.P.) ODOM, 1934

PIPE, 1934

(F.I.P.) SHACKLEY, 1934

SLEEPY HOLE TANK, 1932

(F.I.P.) STOCKLEY, 1934

WATER, 1934

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

DOUBTFULLY IDENTIFIED STATIONS:

LAST, 1934
LOR (USE), 1932
LITA, 1934
LITON, 1934
LIDE, 1918
(F.I.P.) SLAPPY, 1934
SUFFOLK, 1918
TROT R.M. No. 1, 1934 (station mark not found)
WILROY, 1934

STATIONS NOT IDENTIFIED:

Stations recovered but not needed for control:

TRILL, 1934
BURNHILLS, 1934
BYNUM, 1934
FORT, 1934
GLEBE SHOAL BEACON, 1934
GODWIN, 1934
GREGORY, 1934
LOBO, 1934
NAI (USE), 1934
LAU (USE), 1934
LAKE AND RIVER LIGHT, 1940
OBICI, 1934
OLIVER, 1934
PHILLIPS, 1934
REID, 1934
ROUND, 1934
SACK, 1934
SUFFOLK & (Prim. Trav. Sta. No. 5), 1918; same as
U.S.G.S. 5P Prim. Trav. Sta., 1918.
VETERANS MONUMENT, 1936

Stations that have been destroyed:

THOMPSON, 1934

Stations searched for but not found:

CHURCH, 1918
DUMP, 1934
MARSH, 1934
TROT, 1934 (Station mark not found; R.M. No. 1
recovered and identified.)
5P ACC., 1936

Stations not searched for:

none

POSITIVELY IDENTIFIED STATIONS:

(F.I.P.) AIGREN, 1918
(F.I.P.) LASSITLER, 1932
(F.I.P.) SURLAY, 1918
 WAR (U.S.E.D.), 1929
 WEY (U.S.E.D.), 1929
(F.I.P.) WEH (U.S.E.D.), 1929
 U.S.G.S. Traverse Stations:
 (F.I.P.) PT 13, 1918; RESET 1939. (This station
 reset by Virginia Highway Engineers in
 1939; position probably lost.)
 (F.I.P.) TT 28 T, 1938

DOUBTFULLY IDENTIFIED STATIONS:

none

STATIONS NOT IDENTIFIED:

Stations recovered but not needed for control:

WAT (U.S.E.D.), 1929
WEB (U.S.E.D.), 1929

Stations that have been destroyed:

SUNRAY ECC., 1932
WEG (U.S.E.D.), 1929
U.S.G.S. Traverse Stations:
 TT 26 T, 1938
 TT 27 T, 1938. These stations were re-
 set in 1939 and the position lost.

Stations searched for but not found:

WAS (U.S.E.D.), 1929
WAV (U.S.E.D.), 1929
WAW (U.S.E.D.), 1929
WAX (U.S.E.D.), 1929
WAZ (U.S.E.D.), 1929
WEC (U.S.E.D.), 1929
WED (U.S.E.D.), 1929
WEF (U.S.E.D.), 1929
WEJ (U.S.E.D.), 1929
WEK (U.S.E.D.), 1929

Stations not searched for:

none.

POSITIVELY IDENTIFIED STATIONS:

BAUGH, 1913
BRIDGE, 1912
CAROLINE, 1932
CATHOLIC, 1932
CGRM, 1912
DEEP CREEK, 1932
HIGH STAGE, 1916 - (recovery of this station is doubtful.)
HOSPITAL, 1913
JUL, 1912
POWER, 1913
WICK OGD (water tank), 1932
WILIT, 1913 - (recovery of this station is doubtful.)
WEST NORFOLK TANK, 1932
WOOD, 1918

DOUBTFULLY IDENTIFIED STATIONS:

WINDMILL, 1929

STATIONS NOT IDENTIFIED:

Stations recovered but not needed for control:

BAR, 1912
PARADISE (ULM), 1913
JUG, 1912

Stations that have been destroyed:

PORTSMOUTH TANK, 1932
TAK, 1912
BALL, 1912

Stations searched for but not found:

LEE, 1912
HILL, 1912
PAUL, 1912
RAIL, 1929
WENT, 1929
WAK (ULM), 1929
WAL (ULM), 1929

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. The stations in the

Sheet T-8296 - continued

northern part of the sheet fall within the area in which no systematic search for all stations was required (see references under "STATIONS NOT IDENTIFIED": Sheet 8303 of this report). A systematic search will be made for the stations in the southern part of the sheet during the course of later field work.

Sheet T-8303

POSITIVELY IDENTIFIED STATIONS:

BABE, 1919
BLACK STACK, 1929
GREENLAND LAKE, 1932
CHIN, 1929
GRACEY ISLAND LIGHTHOUSE, 1915 (Rebuilt 1934)
DOK, 1943
PORT WOOL ACC^(?), 1939
LAKA, 1943
MOORE ACC^(?), 1943
TANK, U.S. SHIPPING BOARD, 1919
WALL, 1929
WILL, 1943
SCLOOL, 1943

DOUBTFULLY IDENTIFIED STATIONS:

L.A.D. (J.L.), 1932

STATIONS NOT IDENTIFIED:

Stations that have been destroyed:

BARCON OIL OIL DOCK, 1932
LID, 1929

Stations searched for but not found:

DUMPING GROUND BARCON NO. 3, 1919
YELLOW CHIMNEY NO. 1, 1929
YELLOW CHIMNEY NO. 2, 1929

Stations not searched for:

No systematic search for all control stations was required for the area of this sheet (re: item no. 8 of The Director's instructions dated October 20, 1943). The recovery of control, within the limits of this sheet, was restricted to the finding and identification (on the photographs), of enough stations so disposed that the density of control is approximately double the minimum density of horizontal control, set down by the Director's instructions dated July 10, 1943.

POSITIVELY IDENTIFIED STATIONS:

(F.I.P.) BRADFORD, 1934
(F.I.P.) CRANE, 1940
FISH HOUSE OFF ROFFLER CREEK, NORTH CABLE, 1940
MOND, 1932
(F.I.P.) NAB (USE), 1929
MANSLAND RIVER BRIDGE, EAST TOWER, 1934
U.S.G.S. Traverse Stations:
Prim. Trav. Sta. No. 2, 1918

DOUBTFULLY IDENTIFIED STATIONS:

BRADFORD HOUSE CUPOLA, 1934

STATIONS NOT IDENTIFIED:

Stations recovered but not needed for control:

CRANEY ISLAND WEST BASE, 1869
MAYO, 1934
MILLS WATCH HOUSE, 1919 (station is a chimney on
same house as the north cable
of station FISH HOUSE OFF ROFFLER
CREEK, NORTH CABLE, 1940).
MANSLAND ORDNANCE DEPOT PIER LIGHT, 1940

Stations that have been destroyed:

TRUSSCROOK LIGHT, 1853
MELBOURNE SMALL BEACON, 1934

Stations searched for but not found:

EASTERLY OF FOUR IRON STACKS, 1919 (n.d.)
NORTHEASTLY OF FOUR IRON STACKS, 1919 (n.d.)
OLDS, 1934
PIG, 1909

Stations not searched for:

The control stations not listed above, that fall within the limits of this sheet were searched for during the course of field work on Project CS-283 (re: item no. 7 of The Director's instructions dated October 20, 1943.) Enough of the stations recovered on Project CS-283 were identified on the 1:10000 scale photographs of that project, and were transmittable to the 1:20000 photographs of this project, for control in this radial plot.

Sheet T-8305

POSITIVELY IDENTIFIED STATIONS:

MIK'S CLUBHOUSE, 1934

DOUBTFULLY IDENTIFIED STATIONS:

U.S.G.S. Traverse Station:

Prim. Trav. Sta. No. 1, 1913 C

STATIONS NOT IDENTIFIED:

Stations recovered but not needed for control:

BUG, 1934
CHARLIE, 1934
EUGENE, 1934
JOHNSON, 1934
LAG (USA), 1934

Stations not searched for:

The control stations not listed above, that fall within the limits of this sheet, were searched for during the course of field work on Project CS-283 (re: item no. 7 of The Director's instructions dated October 20, 1943). Enough of the stations recovered on Project CS-283 were identified on the 1:10000 scale photographs of that project, and were transferrable to the 1:20000 scale photographs of this project, for control in this radial plot.

Submitted by

Eugene L. Maxwell

Eugene L. Maxwell
Ensign, C. & G. Survey

Approved and Forwarded

F. L. Gallen

F. L. Gallen
Chief of Party

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

TO BE CHARTED } STRIKE OUT ONE
TO BE DELETED }

Suffolk, Virginia

May 17, 1944

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.

See Ch. Letters 397-44
in Naut. Chts. Sect 190-44

F. L. Gallen Chief of Party.

GENERAL LOCALITY	NAME AND DESCRIPTION	POSITION						METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
		LATITUDE		LONGITUDE		DATUM							
		0	1	D. M. METERS	0		1						
	Chuckatuck Creek Lt. 6	36	56	138	76	29	693	NA*27	plane-table May '44	X			529
	Red Light, Newport News	36	57	1540	76	25	529	NA*27	Air Photo. Com-pilation May '44	X	X		400, 529 1222
	Red Light, Newport News	36	57	1809	76	25	1254	NA*27	Air Photo. Com-pilation May '44	X	X		400, 529 1222
	Red Light, Newport News	36	57	1825	76	25	1274	NA*27	Air Photo. Com-pilation May '44	X	X	X	400, 529 1222
All four lights are shown on manuscript T-8304. Will be shown on published map as less than 3rd order control station.													
March 1944 Chart Letter 190-1944 places Newport News Point Pier Lt. on end of catwalk not where shown above													
Superseded by Chart Letter 917(49)													

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." 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.

T-8304

1

Remarks

Decisions

1		USGB Vietnam
2		369763
3		369764 USGB
4		"
5		
6		
7		
8		
9		
10		
11		Railway Guide
12		"
13		Road Maps
14		"
15		"
16		"
17		
18		
19		
20		
21		
22		
23		
24		368763
25		"
26		368764 USGB
27		"

GEOGRAPHIC NAMES

Survey No. T-8304

NEWPORT NEWS quadrangle

1	Name on Survey	A	B	C	D	E	F	G	H	K	
✓	Virginia										1
✓	Hampton Roads	✓									2
✓	James River	✓									3
✓	Mansemond River	✓									4
✓	Norfolk County	✓									5
✓	Mansemond County	✓									6
✓	Isle of Wight County	✓									7
✓	Warwick County	✓									8
✓	Elizabeth City County	✓									9
✓	Newport News (independent city)	✓									10
✓	Chesapeake and Ohio Railway	✓									11
✓	Atlantic Coast Line R.R.	✓									12
✓	U.S. No. 17	✓									13
✓	State No. 192	✓									14
✓	U.S. 60										15
	(leading out of Newport News)										
✓	State No. 168	✓	"		"						16
✓	Eastern Branch District	✓									17
	(Norfolk Co.)										
✓	Sleepy Hole District	✓									18
	(Mansemond Co.)										
✓	Chuckatuck District	✓									19
	"										
✓	Newport District	✓									20
	(Isle of Wight Co.)										
✓	Newport District	✓									21
	(Warwick Co.)										
✓	Kythe District	✓									22
	(Elizabeth City Co.)										
											23
✓	Craney Island Road	✓									24
✓	Twin Pines	✓									25
✓	Hoffler Creek	✓									26
✓	Huntersville	✓									27

Remarks

	Remarks	Decisions
1	Pending with USGB: recent survey states that North Creek is not known locally)	368764
2		"
3		"
4		"
5	Marked on name sheet	"
6		"
7		"
8		"
9		369764
10		369765
11		369764
12		"
13		"
14		"
15		" USGB
16		"
17		"
18		"
19		"
20	Pending with USGB	"
21		"
22		"
23		"
24		"
25		"
26		"
27		" USGB.

GEOGRAPHIC NAMES

Survey No. T-8304

2	Name on Survey	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	
		A	B	C	D	E	F	G	H	K
	<u>Knotts Creek</u>	✓								1
	<u>Knotts Neck</u>	✓								2
	<u>Knotts Neck Road</u>	X								3
	<u>Bennett Creek</u>	✓								4
	<u>West Creek</u>	✓								5
	<u>Town Point</u>	✓								6
	<u>Nansemond River Toll Bridge</u>	✓								7
	<u>Lee Landing</u>	✓								8
	<u>Cedar Point</u>	✓								9
	<u>Crittenden</u>	✓								10
	<u>Crittenden Road</u>	✓								11
	<u>Blinkhorn Creek</u>	✓								12
	<u>Barrell Point</u>	✓								13
	<u>Eclipse</u>	✓								14
	<u>Pike Point</u>	✓								15
	<u>Chuckatuck Creek</u>	✓								16
	<u>Batten Bay</u>	✓								17
	<u>Ragged Island Creek</u>	✓								18
	<u>Gandy Island</u>	✓								19
	<u>Ragged Island</u>	✓								20
	<u>Cooper Creek</u>	✓								21
	<u>East Island</u>	✓								22
	<u>Fishing Point</u>	✓								23
	<u>Nansemond River Light</u> ^{house}									24
	<u>James River Bridge</u>	✓								25
	<u>Pig Point</u>	✓								26
	<u>Nansemond Ordnance Depot</u>	✓			(if it is named)					27
	<u>Streeter Creek</u>	✓								28

T-8304

3
Decisions

Remarks

1		369764
2		"
3		"
4		"
5		369763
6		"
7		"
8		"
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		

GEOGRAPHIC NAMES

Survey No. T-8304

3	Name on Survey	A	B	C	D	E	F	G	H	K	
	<u>Small Boat Harbor</u>										1
	(apply to inner part, as on chart 529)										
	<u>Newport News Point</u>	✓									2
	<u>Newport News Bar</u>	not shown									3
	<u>Camp Stuart</u>	✓									4
	<u>Salter's Creek</u>	✓									5
	<u>Hampton Flats</u>	not shown									6
	<u>Newport News Middle Ground Light</u>	✓									7
	<u>Deaf and Blind</u>	✓									8
	<u>Virginia School for Blind</u>	✓									9
											10
											11
											12
											13
											14
											15
											16
											17
											18
											19
											20
											21
											22
											23
											24
											25
											26
											27

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

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-8304

NEWPORT NEWS 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.

The nearest vertical accuracy tests were run in quadrangles T-8295 to the south, T-8305 to the west, and T-8313 to the north.

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-501	1:20,000	1853
T-505	1:20,000	1851
T-1008	1:10,000	1865
T-1265	1:20,000	1871-72
T-1353	1:10,000	1874
T-2632	1:20,000	1903-07
T-6422a		
T-6422b	1:10,000	1934

Comparison with Nautical Charts Nos. 400, 452, 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-8304 are complete and adequate for chart correction.

T-8304 has been partially applied to chart 452.

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 27 May 44 By Jack Rihn
under direction of D. H. Benson

Inspected by B. G. Jones B.G. Jones 6/18

Examined and approved:

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

Chief, Topography Section

Robert W. Kuy
Chief, Div. of Charts
Nautical Chart Branch
Raymond P. Egan
Chief, Div. of Coastal
Surveys

T-8304

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED
~~TO BE DELETED~~

STRIKE OUT ONE

Washington Office

Nov. 8

19 49

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

The positions given have been checked after listing by G. Theurer

Chart Letter 917 (49)

S. V Griffith

Chief of Party.

STATE	Virginia - James River			POSITION						METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	CHARTS AFFECTED		
	CHARTING NAME	DESCRIPTION	SIGNAL NAME	LATITUDE		LONGITUDE		DATUM	HARBOR CHART			INSHORE CHART	OFFSHORE CHART	
				°	'	°	'							D. M. METERS
T-8054	✓	Fish House (N. Gable)		36	54	831.7	76 24	892.0	NA 1927	Triang. GP 423	1940	400		
	✓	Tank (Elev)		36	54	536.0	76 26	106.4	"	Triang. GP 41	1932	400		
		Tank (Elev)		36	54	547.1	76 26	160.7 106.7	"	Photo 8054	1943	400		
		SE Gable		36	55	90.1	76 29	34.2	"	Photo 8054	1944	529		
	✓	Fish House (N. Gable)		36	56	241.1	76 25	814.9	"	Triang. GP 423	1940	400		
T-8055	✓	Stack		36	58	703	76 24	699	"	Photo 8055	1942	400		
	✓	Cupola		36	59	283.8	76 23	852.0	"	Triang. GP 419	1919	400		
	✓	Radio Tower (See Chart Letter 736(48))		36	57	1454.4	76 24	1005.4	"	Triang. GP 423	1940	529		
		Tank		36	57	1664.3	76 25	170.5	"	Triang. GP 48	1932	400		
		Tank		36	58	285.3	76 25	904.2	"	Triang. GP 48	1932	400		
	✓	Chimney		36	58	620.9	76 25	1284.1	"	Triang. 423	1941	400		
	✓	Tower		36	58	1304.9	76 25	1122.1	"	Triang. GP 421A	1906	400		
	✓	Spire		36	58	1501.9	76 25	343.1	"	Triang. 51	1919 ³	529		

Nov. 8 1913

The positions given have been checked after listing by **C. Theurer**

S. V Grifflth

Chief of Party.

[illegible]

NAUTICAL CHARTS BRANCH

SURVEY NO. T-8304

Rev 5-27-44

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.