

8318

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

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Air Photographic TopographicField No. C.S.-289 Office No. T-8318

LOCALITY

State VirginiaGeneral locality James City & Surry CountiesLocality Hog Point, James River, Cobham Bay1942-'44

CHIEF OF PARTY

GallenF.L. Peacock

LIBRARY & ARCHIVES

DATE July 13, 1949

8318

Applied to Nautical Chart 529 between
March and June 1946 and being applied to
new chart construction as of this date

1 July 1949

S. V. Griffith

Applied rev. ch. 495 - Norfolk 1953

A/71

DATA RECORD

T- 8318

Quadrangle (II): 7½ minute
Cobham Bay

Project No. (II): C.S.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 ^{Division of} ~~Descriptive~~
~~Report No. T~~ (VI)
Photogrammetry Office Files

Completed survey received in office:

Reported to Nautical Chart Section:

Reviewed: 1945

Applied to chart No.

Date:

Redrafting Completed:

Registered: 16 Dec. 1948

Published: 8/6/45

Compilation Scale: 1:20,000

Published Scale: 1:31,680

Scale Factor (III): none

Geographic Datum (III): N.A. 1927

Datum Plane (III): Mean Sea Level

Reference Station (III): BEND, 1938

Lat.: 37° 13' 21.940" (676.4m)

Long.: 76° 40' 28.419" (700.6m).

Adjusted
~~unadjusted~~

State Plane Coordinates (VI):

X =

Y =

Military Grid Zone (VI)

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
12857 to 12859 incl.	12/31/42	10:54 AM	1:20,000	0.3 ft. above MLW
12891 to 12894 incl.	12/31/42	11:48 AM	1:20,000	At M.L.W.
12909 to 12912 incl.	12/31/42	12:15 AM	1:20,000	At M.L.W.

Tide from (III): Predicted tables, Reference Station Hampton Roads, Va. with
correction to Hog Point, Va.

Mean Range: 2.1 ft. Spring Range: 2.5 ft.

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

Contouring and
Field Inspection by: M.W.Burr, O.N.Dalbey date: Feb. and Mar. 1944

Field Edit by: date:

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

Projection and Grids ruled by (III) B.R.C. - J.T.B. date: 4/21/44

" " " checked by: K.N.M. date: 4/22/44

Control plotted by: E. Herman date: 4/24/44

Control checked by: C.W.A.Supp date: 4/24/44

Radial Plot by: Joseph Steinberg date: 5/9 to 5/10/44

Detailed by: Mildred Trautman date: 5/10 to 6/1/44

Reviewed in compilation office by: John Reinoldi date: 5/31 to 6/1/44

Elevations on ^{Manuscript} ~~Field Edit Sheet~~
checked by: date:

STATISTICS (III)

Land Area (Sq. Statute Miles): $27\frac{1}{2}$

Shoreline (More than 200 meters to opposite shore): $19\frac{1}{2}$ statute miles

Shoreline (Less than 200 meters to opposite shore): $22\frac{1}{2}$ statute miles

Number of Recoverable Topographic Stations established: 11 (all 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:

The original Descriptive Report, with its attached review report and other pertinent data, could not be ~~located~~ found.

This Descriptive Report is a copy of the original report and is to be registered with the cloth-backed 1:20,000 scale black and white lithographic print and a cloth-backed copy of the published color print, scale 1:31,680.

K. H. Mahi
6/30/49

T-8318

COBHAM BAY, VA.
Project 289-B

16 December, 1948.

The Descriptive Report for this quadrangle ^{has} ~~seems to have~~ been lost for some time, and could not be ^{found} ~~located~~ at the time of registration. Nor is the envelope in the files, so ~~that~~ there ~~was~~ no record of what was accomplished during review.

At the time of registration the letter (d) was placed after the nine bench marks for which forms 524 had been submitted, and ^{five} ~~four~~ triangulation stations were carried forward from the map manuscript to the mounted black and white copy filed in the vault.

By a visual inspection of the field edit ozalid it was discovered that the boundary between Bruton and Nelson districts had been omitted, and that the U. S. Naval Reservation boundary had been drawn in error in the northern extremity of the map. The black and white copy and the quadrangle copy to be filed in the vault were corrected in this respect, and a correction copy of the quadrangle was placed in the correction file.

Dena T. Stevens

Referring to the Descriptive Report for T-8311 (south of T-8318) it was learned that T-8318 is part of the 4th Radial Plot of Project CS-289 and that the description of the plot was given in the Descriptive Report for T-8318.

See note at
bottom of preceeding page.

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

This quadrangle, together with similar adjoining maps produced under Project C.S. 2793, 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, driveways, 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-8318
PROJECT CS-289 (south)
F.L. Gallen, Chief of Party

1. Most of the area covered by this quadrangle lies in James City and Surry Counties, Virginia, small areas of Isle of Wight, York and Warwick Counties are also covered. The James River comprises approximately one-third of the area covered by this quadrangle and occupies the central and southeastern sections of the quadrangle. The land area is alternately wooded and cultivated. The woods areas support both persistent and deciduous trees and usually a heavy undergrowth. The cultivated land is very sandy and easily eroded. The land area is well drained with the exception of a small area on the south side of the James River, known as Hog Island, which is but a few feet above sea level and very marshy. The drainage is accomplished by small streams draining directly into tidewater streams which empty into the James River. The streams valleys are pronounced and, in many cases, the contours and the wooded areas are immediately adjacent to the water courses. The tidewater streams occupy wide strips of marsh and are typically meandering.

The elevations in this quadrangle vary from sea level to a maximum of about 90 feet in the northeastern and southeastern sections.

U. S. Highway No. 60, Virginia Highway No. 168 and the Chesapeake and Ohio Railroad, cross the northeast corner of the quadrangle as does the boundary of the Yorktown Naval Mine Depot.

There are no towns or large settlements in this quadrangle.

2. The Field Inspection of this area is thought to be complete.
3. The photographs are typical for the area and no special information need be given.
4. See Accuracy of Identification Report covering Main Radial Plot No. 4.
5. and 6. See Field Inspection Report for T-8295.
7. to 10. Except for a section along the north shore of the James River and for the upper reaches of the tidewater streams, the shoreline has not been inspected because the shoreline inspection for this quadrangle was accomplished during the course of field work on Project CS-283.*
11. Landmarks and Aids to Navigation were investigated during the course of field work on Project CS-283.

** Shoreline surveys T-8070 and T-8071, Project 283, cover the area of T-8318. See item #28, p. 7 of the Compilation Report.*

12. Hydrographic and Topographic Stations were established on Project CS-283.
13. There are no landing fields or aeronautical aids in this area.
- 14 to 16 See Field Inspection Report for T-8295.
17. All county lines have been marked on the photographs with the exception of the James City-York County line, in the northeast corner of the quadrangle, which will be added to the map manuscript.

The boundaries between political subdivisions will be added to the map manuscript.
18. The Geographic Names for this quadrangle are covered by a special report by a special report by A. J. Wraight.

..Submitted by,

Orvis N. Dalbey
Sr. Photo. Aid

Approved and forwarded,

F. L. Gallen
Chief of Party

26 CONTROL

The Field Party responsible for the identification of horizontal control in the area of Project C.S. 283, recovered and identified on the 1:10,000 nine lens field photographs the following horizontal control stations which fall within the limits of this Map Manuscript, namely:

- ✓ HO. NEAR ENT. TO COLLEGE CR., W. CHY., 1938
 - ✓ BEND, 1939
 - ✓ ARCHERSHAP, 1869, r. 1938.
 - ✓ LARGE GRAY BARN S. GABLE, 1938
 - ✓ GOOSE (U.S.E.), 1938
 - ✓ HOMEWOOD LIGHT, 1938
 - ✓ HOG 1 (U.S.E.), 1930, r. 1938
 - ✓ HOG 2 (U.S.E.), 1930, r. 1938
 - ✓ HOG 3 (U.S.E.), 1930, r. 1938
 - ✓ COBHAM, 1938
 - ✓ DEEP WATER SHOALS LIGHTHOUSE, 1870, r. 1910, r. 1938
 - ✓ ULBER, 1938
 - ✓ P.T.S. NO. 4, 1918 (U.S.G.S.) *also BM 40*
 - ✓ TOWER EAST OF COLLEGE CR. FLAGPOLE, 1938
 - ✓ McILVANE, 1869, r. 1938, r. 1942
 - ~~✓ G.T.S. No. 436, (U.S.G.S.)~~
 - ~~✓ P.T.S. NO. 17, 1918C, (U.S.G.S.)~~
 - ✓ P.T.S. NO. 8, 1918 *also BM 57*
- and the following horizontal control stations which fall just outside the detail limits of this Map Manuscript, namely:

- WILLIAMSBURG, WILLIAM & MARY COLLEGE, STACK, 1932, r. 1942
- WILLIAMSBURG, 1932
- P.T.S. NO. 7, 1918C
- SLIDE, 1938
- EUTIS, 1938
- TOWER NEAR TRIANGULATION STATION CRAWFORD, FLAGPOLE, 1938

All of the above horizontal control stations were transferred from the 1:10,000 field photographs to the 1:20,000 office photographs at the Compilation Office.

The Field Party responsible for the identification of horizontal control in the area of Project C.S. 289 recovered and identified on the 1:20,000 field photographs the following horizontal control stations which fall within the

26 CONTROL (Continued)

limits of this Map Manuscript, namely:

- ✓ GROVE, ECC., 1932
- ✓ DEMON, 1938

The Field Parties established field inspection stations at well defined points of detail near many of the above horizontal control stations.

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

27. RADIAL PLOT

The radial plot for this Map Manuscript is part of Main Radial Plot No. 4 for Project C.S. 289, which includes Surveys Nos. T-8311, T-8312, T-8317, and T-8318.

The following 1:20,000 unmounted photographs were used in the Radial Plot:

- Nos. 12687 to 12692 Inc.
- 12856 to 12860 "
- 12891 to 12896 "
- 12907 to 12912 "

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 Party responsible for the identification of horizontal control in Project C. S. 283, and the remainder was recovered and identified by the Field Party responsible for the identification of horizontal control for War Mapping Project C. S. 289.

The War Mapping Field 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-8312, T-8313, T-8314, T-8315, T-8316, T-8317, T-8318, T-8326 and T-8327, which is attached to this descriptive report. The "Accuracy of Identification Report Classification of Horizontal Control" for the area of Survey No. T-8311,

27. RADIAL PLOT: (Continued)

will be attached to the descriptive report of the Map Manuscript for Survey No. T-8293.

The Compilation Office furnished the War Mapping Field Party and the Washington Office a list of horizontal control stations, which they were 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 Party to make any recovery.

For the preparation of the photographs and the quadrangle detail sheets, see 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. *Filed in Division of Photogrammetry General Files*

It was noted upon testing the nine lens office *General Files* photographs for paper distortion with the master templet used for this purpose, that the amount of paper distortion in the photographs was very low.

Due to the urgency required for the completion of these Map Manuscripts and the fact that little paper distortion was present in the photographs, it was decided to run this Main Radial Plot by orienting the photographs directly under the quadrangle detail sheets.

Each photograph was oriented directly under the quadrangle detail sheet, holding to its respective horizontal control as much as possible. The center was then pricked and radials drawn through all the secondary control points, recoverable topographic stations, and azimuth reference marks. All the photographs could be held in the Main Radial Plot with the exception of those marked by the Washington Office as being distorted, "Use with caution in the Radial Plot." These distorted photographs were used in the Main Radial Plot by holding to center established from intersected flight lines from other photographs and rotated to hold the horizontal control in each chamber, or previously established secondary control point in the chamber. Good intersections were obtained on all

27. RADIAL PLOT: (Continued)

secondary control points and 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, were in general, satisfactory. The field inspection data of Project C.S. 283, concerning in most part the Mean High-Water Line of James River and adjacent areas, executed by Lieut. E. B. Lewey in the summer and fall of 1942, and Lieut. Dale E. Sturmer in the spring of 1944, were used to supplement the field inspection data furnished by the War Mapping Field Party.

All drainage and limits of marsh and swamp areas, where not clearly defined on the photographs, were verified by stereoscopic examination of the photographs.

This Map Manuscript has been detailed in accordance with the field inspection data of Projects C.S. 283 and C.S. 289. All features detailed on the Map Manuscript have been shown with the conventional symbols, as recommended by the Washington Office.

The number of photographs covering the area of the Map Manuscript was adequate. The scales of the photographs and the Map Manuscript were in good agreement.

The data on political boundaries mentioned in Paragraph 17 of the field report, have not been furnished the Compilation Office for addition to the Map Manuscript.

29 SUPPLEMENTAL DATA:

The following previous surveys made by the U.S. Coast and Geodetic Survey cover portions of this Map Manuscript, namely:

Survey No.	Date	Scale
T-1289	1873	1:20,000
T-1290	1873-74	1:20,000
T-2693	1905	1:10,000
T-1289a	1910	1:20,000
T-1290a	1910	1:20,000

29 SUPPLEMENTAL DATA: (Continued)

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

Ozolid prints of Map Drawings for Surveys Nos. T-8070 and T-8071, scale 1:10,000, partially completed in March 1943 and May 1943 respectively, were available for comparison purposes.

30 MEAN HIGH WATER LINE

The approximate stage of tide of all the photographs was computed and some found to be at Mean Low-Water and some just above Mean Low-Water. This served as a guide in determining the correct position of the Mean High-Water Line and the limits of marsh bordering the Mean High-Water Line. Use of the stereoscope and the field inspection data from Project C.S. 283, aided materially in this interpretation.

31. LOW-WATER AND SHOAL LINES

Approximate Low-Water and shoal lines were not indicated by field inspection data. They were not sufficiently defined to detail from the 1:20,000 photographs. However, some approximate shoal lines have been shown on the previous 1:10,000 Map Drawings for Surveys Nos. T-8070 and T-8071. These were not transferred to the Map Manuscript as they could not be verified on the 1:20,000 photographs.

32 DETAILS OFFSHORE FROM THE HIGH-WATER LINE

All details offshore from the High-Water Line were noted in the descriptive reports of Map Drawings for Surveys Nos. T-8070 and T-8071.

33. WHARVES AND SHORELINE STRUCTURES

All wharves and shoreline structures indicated by field inspection data and others not indicated by field inspection data, were detailed.

34 LANDMARKS AND AIDS TO NAVIGATION

See Chart Letter 917(49). Copy enclosed.

Those falling within the area of this Map Manuscript are fully discussed in the descriptive reports of Map Drawings for Surveys Nos. T-8070 and T-8071, which are a part of Project C.S. 283.

35 HYDROGRAPHIC CONTROL

Additional hydrographic control is now being plotted on the Map Drawings for Surveys Nos. T-8070 and T-8071. When this work is completed sufficient hydrographic control will have been established for use during the hydrographic surveys contemplated in the area of this Map Manuscript.

36 LANDING FIELDS AND AERONAUTICAL AIDS

According to the field report there are no landing fields or aeronautical aids in the area of this Map Manuscript.

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 any future 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 names investigation were furnished the Compilation Office on a copy of the U. S. Geological Survey Yorktown, Va. 15 minute quadrangle. Only the undisputed names have been shown on the Map Manuscript. A list of undisputed, disputed and recommended geographic names is attached to this descriptive report. *Approved by Geographic Names Section, Chart Division.*

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 Projects.

40 RECOMMENDATIONS FOR FUTURE SURVEYS:

The planimetry, as presented on this Map Manuscript, is believed to be complete, except as noted herein.

41 RECOVERABLE TOPOGRAPHIC STATIONS

Form 524 is being submitted for each of ⁹~~11~~ recoverable topographic stations which were radially plotted. All of these are also bench marks.

42. REMARKS

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

43 JUNCTIONS

Satisfactory junctions have been made,

To the east with Map Manuscript for Survey No. T-8317

To the south with Map Manuscript for Survey No. T-8311

To the north and west no contemporary surveys were available to the Compilation Office for junction purposes.

44. COMPARISON WITH EXISTING TOPOGRAPHIC SURVEYS

Comparison was made by use of the vertical projector with ozalid prints of Map Drawings for Surveys Nos. T-8070 and T-8071, scale 1:10,000. All of the Mean High-Water Line, marsh lines and other common topographic features, were in excellent agreement.

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

45 COMPARISON WITH NAUTICAL CHARTS

Comparison was made with Nautical Chart No. 529, scale 1:40,000, reissued March 6, 1944.

45 COMPARISON WITH NAUTICAL CHARTS (Continued)

A marsh island shown on the chart at the mouth of Lower Chippokes Creek, is now connected to the mainland.

A peninsula appearing on the chart on the north side of the James River near the entrance to Cottage Creek, has now been cut through and a marsh island is now evident.

college
~~name not on~~
~~yes. name not~~
~~probably should~~
~~be College~~ ✓

Other common topographic features seem to be in good agreement.

Respectfully submitted:
June 1, 1944

Mildred M. Trautman
Jr. Photogrammetric Aid

Map Manuscript, Discrepancy
Overlay and Descriptive Report
Reviewed by:

John M. Reinoldi
Sr. Photogrammetric Aid

Compilation of Map Manuscript
Supervised by:

Joseph Steinberg
Asst. Photogrammetric Engineer

and

J. Edward Deal, Jr.
Asst. Photogrammetric Engineer

Approved and Forwarded:
June 2, 1944

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

GEOGRAPHIC NAMES

Undisputed.

- Bacons Neck
- Bayse Point
- Black Point*
- Booth
- Castle Mill Run
- Chestnut Bluffs
- Cobham Bay *
- College Creek
- College Run
- Colonial Nat. Mon.
- Deepwater Shoals L.H.
- Drewry Point
- Goose Hill Channel
- Grove
- Grove Creek
- Highgate
- Hog Island*
- Hog Island Creek
- Hog Island Road
- Hog Point*
- Homewood

- Homewood Creek
- Hunnicut Creek
- Isle of Wight Co.
- James City Co.
- James River
- Jamestown Island
- Kingsmill (old wharf)
- Kingsmill Creek
- Kingsmill Neck
- Kingsmill Pond
- Lawnes Neck
- Lower Point
- Mill Creek
- Passmore Creek
- Surry Co.
- The Thorofare
- Walnut Pt.
- Walters Store
- Warwick Co.
- York Co

- Mulberry Island
- Mulberry Point
- Chesapeake and Ohio
- U.S. No. 60
- Tree Hill Shoal Light
- State No. 31 Rolfe Highway
- U.S. Naval Reservation
- Homewood Light
- State No. 168
- Zion Church
- Fort Eustis (but only
a very small part of
the reservation)

Following township or district
names agree with Census
Map:

- Cobham
- Hardy
- Stanley
- Jamestown
- Bruton
- Nelson

* = decision of U.S.B.G.N.

Names preceded by • are
approved. 6-29-49 LHECK
(original list dated 11-8-44)

GEOGRAPHIC NAMES

Recommended	Disputed
• Chippokes	Chippoak
• Lawnes Creek*	Lawns Creek
• Lawnes Point *	Lawns Creek Point
• Lower Chippokes Creek *	Lower Chippoak Creek

* = decision of U.S.B.G.N.

ACCURACY OF IDENTIFICATION REPORT
CLASSIFICATION OF HORIZONTAL
CONTROL FOR THE AREA OF
MAIN RADIAL PLOT NO. 3
CS - 289(SOUTH)

SHEET T-8312

No recovery or identification of horizontal control was needed in this quadrangle. The control stations 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.

SHEET T-8313

POSITIVELY IDENTIFIED STATIONS:

*(F.I.P.) BUZ, 1934
 NETTLE, 1934
(F.I.P.) SHAW, 1934
 WILSON, 1934

DOUBTFULLY IDENTIFIED STATIONS:

None

STATIONS NOT IDENTIFIED:

Stations recovered but not needed for control:

NECK, 1934

Stations that have been destroyed:

LONE TREE, 1913
RED, 1906

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

SHEET T-8313 - continued

Stations searched for but not found:

COLLIER, 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.

SHEET T-8314

POSITIVELY IDENTIFIED STATIONS:

(F.I.P.) AIRVILLE, 1941
BACK RIVER LIGHTHOUSE, 1852 - - probably same
as station BACK RIVER, 1916(n.d.)
(F.I.P.) BARNES, 1941
(F.I.P.) CURTIS, 1934
(F.I.P.) CURVE, 1941
(F.I.P.) EVANS, 1939
FOX HILL MUNICIPAL WATER TANK, 1939 (final)
(F.I.P.) GOLF, 1941
(F.I.P.) GRANDVIEW, 1932
(F.I.P.) GRASS, 1934
(F.I.P.) GREEN, 1934
HAMPTON CREEK RED BEACON, 1919(n.d.)
HOSPITAL, 1941
(F.I.P.) KETCHUM, 1934
(F.I.P.) LOW, 1918
(F.I.P.) MEARS, 1934
(F.I.P.) MESSICK 3, 1934
(F.I.P.) OAK, 1934
OLD POINT COMFORT LIGHTHOUSE, 1866 - 1896
POOL, 1941
(F.I.P.) PLUM TREE, 1934
(F.I.P.) RIP, 1934
(F.I.P.) RUGGLES, 1939
(F.I.P.) SHARMAN, 1934
(F.I.P.) STAVE, 1934
(F.I.P.) TAN, 1918
(F.I.P.) TOPPING, 1934
TENNIS, 1941

SHEET T-8314 - continued

(F.I.P.) UNION, 1941
(F.I.P.) USHER, 1941
(F.I.P.) VETERAN, 1941
(F.I.P.) WILL 2, 1934

Stations identified so that their positions can
be checked by radial plot:

MESSICK POINT BEACON, 1934
NORTH END POINT SHOAL BEACON, 1934
SWASHWAY BEACON, 1934
SWASHWAY INNER BEACON, 1934

DOUBTFULLY IDENTIFIED STATIONS:

None

STATIONS NOT IDENTIFIED

Stations recovered but not needed for control:

BANK, 1934
BLACK STACK, 1913 - - same as RED STANDPIPE, 1919
CUP 2, 1941
CHIMNEY NO. 4, 1913 (red brick)
CHIMNEY NO. 5, 1913 (light brick)
FENCE, 1941
FORT, 1939
FORT MONROE TANK, 1932
HAMPTON, 1913
HARRIS, 1934
HOLT, 1934
LANG, 1934
NEWPORT NEWS ELECTRIC POWER AND LIGHT COMPANY,
ROUND STACK, 1903, 1919
NORMAL, 1934
OLD POINT COMFORT, ROUND BRICK CHIMNEY, 1919
OLD POINT COMFORT, NORTH RADIO TOWER, 1919
OLD POINT COMFORT, WEST RADIO TOWER, 1919
PHOEBUS WATERWORKS TANK, 1938
ROW, 1941
RUN, 1934
SCHOOL, 1934
SEE, 1941
STONY POINT, 1934
TABB, 1934
TALL YELLOW CHIMNEY, 1919

Stations that have been destroyed:

BATES' FARM, 1852
BUTTS, 1941
CALF, 1906
CHIMNEY NO. 3, 1913 (Light brick)
CHAMBERLAIN-VANDERBUILT HOTEL, WEST TOWER, 1932(n.d.)
CORN, 1932
COW, 1906
FISH, 1906
HAMPTON WATCH HOUSE, 1919 (n.d.)
HOUSE, CUPOLA OF LARGE RED HOUSE, 1906
LOW GRAY WATER TANK, 1919
MESSICK, 1906
NEW, CHIMNEY ON SMALL NEW HOUSE, 1906
NORTH BUCKROE (USE), 1939
OLD POINT COMFORT, SOUTH RADIO TOWER, 1919
OLD POINT COMFORT, EAST RADIO TOWER, 1919
OLD POINT COMFORT, CHAMBERLAIN-VANDERBUILT
HOTEL, EAST CUPOLA, 1929
OLD POINT COMFORT, HOTEL CHAMBERLAIN, FLAGSTAFF, 1912
OLD POINT COMFORT, HOTEL CHAMBERLAIN, IRON STACK, 1906
OLD POINT COMFORT, HOTEL CHAMBERLAIN, SQUARE
BRICK CHIMNEY, 1919
POND, 1906
RIP, 1906
RUNWAY (LANGELY SOUTH BASE), 1941
SOUTH BASE (USE), 1934
STONY, 1906
WATCH, CHIMNEY ON SMALL OYSTER HOUSE, 1906

Stations searched for but not found.

LANGELY NORTH BASE, 1941

Stations not searched for at the time of this report:

BUCK, 1906
BUCKROE PAVILION, END OF WHARF, 1906(n.d.)
BUCKROE BEACH HOTEL, FLAGPOLE, 1906(n.d.)
BUCKROE BEACH WEST TOWER, 1906(n.d.)
BUCKROE BEACH FERRIS WHEEL, 1906 (n.d.)
USE STATION "A", 1934 (n.d.)
USE STATION "A1", 1934(n.d.)

SHEET T-8316 - continued

CHARLES, 1934
CHEESMAN '5' (Va. F.C.), 1934
(F.I.P.) CHEESMAN '8' (Va. F.C.), 1934
DAVIS, 1934
FUEL, 1932
(F.I.P.) GREEN POINT (Va. F.C.), 1934
L. BASE (USE), 1934
LEONARD, 1934
MOORE Reference Mark No. 1, 1934 - - MOORE, 1934
has been destroyed
(F.I.P.) PAGE, 1934
SANDBOX, 1906
SLOPE, 1934
SPIT, 1934
TUE MARSH LIGHTHOUSE, 1900(n.d.)
WEST, 1934
WORMLEY CREEK HOUSE WEST CHIMNEY, 1906
(F.I.P.) YORK POINT, 1934

Stations identified so that their positions
can be checked by radial plot:

SARAH CREEK SOUTHWEST BEACON, 1932
BENNETT CREEK BEACON, 1934

DOUBTFULLY IDENTIFIED STATIONS:

(F.I.P.) QUARTER POINT, 1855 -- same as GAINES Reference
Mark No. 1, 1932

STATIONS NOT IDENTIFIED:

Stations recovered but not needed for control:

CRANE, 1934
FACTORY (Va. F.C.), 1934
FUEL DEPOT, POWERHOUSE STACK, 1932
GLOUCESTER POINT, WHITE HOUSE CENTER OF 3
DORMER WINDOWS (HOUSE H), 1932
HOPKINS, 1934
HOWARD, 1934
LAGER, 1906
POOR, 1934
RANKIN, 1934
WARD, 1934
WHITE WOODEN TANK WEST OF USN FUEL DEPOT, 1932
WOOD, 1934
U.S.G.S. Traverse Station:
TT 4 T, 1930

SHEET T-8316 - continued

Stations that have been destroyed;

CEDAR, 1906
DEAD, 1906
FUEL DEPOT, FLAGPOLE, 1932
FUEL DEPOT, LIGHTPOLE, 1932
HUNT, 1934
HUNT 2, 1934
MOORE, 1934
SLAIGHT (Va. F.C.), 1934(n.d.)
TREE, 1906

Stations searched for but not found:

BAY TREE POINT (Va. F.C.), 1934
CABIN (Va. F.C.), 1934
DRYDEN (Va. F.C.) 1934
GAMMA (Va.F.C.), 1934
INTER (Va. F.C.), 1934
LAMB S (Va.F.C.), 1934
SHAD (Va.F.C.), 1934
SHIP POINT (Va. F.C.), 1934
TUES 34 (Va.F.C.), 1934
U.S.G.S. Traverse Stations:
TT 6 T, 1930
TT 7 T, 1930

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

HOUSE B, 1932 N.d.)
HOUSE B, WEST CHIMNEY, 1932 (n.d.)
LAMB N (Va. F.C.), 1934(n.d.)
YORK POINT, 1906

SHEET T-8317

POSITIVELY IDENTIFIED STATIONS:

(F.I.P.) FORT, 1906
GLOUCESTER POINT, STEAMBOAT PIER BEACON, 1932 --
Same as LIGHT AT GLOUCESTER POINT, 1911(n.d.)
(F.I.P.) STONY POINT 3, 1932
WATER TANK (Lackey), 1932
YORKTOWN GASOLINE TANK, 1932
YORKTOWN MONUMENT, 1906

DOUBTFULLY IDENTIFIED STATIONS:

None

SHEET T-8327 - continued

DOUBTFULLY IDENTIFIED STATIONS:

(F.I.P.) QUARTER 2, 1906

STATIONS NOT IDENTIFIED:

Stations recovered but not need for control:

BRICK HOUSE SOUTH CHIMNEY, 1906

GREENE, 1932

LITTLE RICHMOND HOTEL SOUTH SIDE CENTER GABLE
(HOUSE G), 1932

WEST BEACON SINGLE PILE WITH LIGHT, 1932 -- this
station could not be identified on a photo-
graph, but cuts were taken from F.I.P.'s and
submitted in the data for "Fixed Aids to
Navigation ", so that the position of this
station can be checked.

Stations that have been destroyed:

DOUBLE, 1906

RED, 1906

Stations searched for but not found:

SANDY, 1906

Stations not searched for:

Recovery and identification in this quad-
rangle limited to a sufficient number of stations
for control in this radial plot.

Submitted by

Joe N. Henningsen
Asst. Photo. Engr.
C&GS

Approved and forwarded

F.L. Gallen
Chief of Party

DIVISION OF CHARTS

SURVEYS BRANCH

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-

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

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.

Refer to item #29, p. 7 of the Compilation Report.

Comparison with Nautical Charts Nos.

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:

See item 45, pg 10 of compilation report
See back cover page for note regarding application to Nautical Charts.

Sm

STATIONS NOT IDENTIFIED:

Stations recovered but not needed for control:

CHIMNEY, 1932
GLOUCESTER POINT WINDMILL, 1932
HOUSE J. PROMINENT BUILDING WEST OF GLOUCESTER
POINT, 1932
MARINE BARRACKS FLAGPOLE, 1932
MARINE BARRACKS BLACK STACK, 1932
NELSON'S HOUSE EAST CHIMNEY, 1906
YORK 3, 1932
YORKTOWN WHITE HOUSE, 1932
U.S.G.S. Traverse Stations; — >:
TT 5 T, 1930
TT 2 T, 1930

Stations that have been destroyed:

CORNER NO. 1, 1932
CORNER No. 2, 1932
TALIAFERRO HOUSE EAST GABLE, 1906
YORKTOWN COURTHOUSE CUPOLA, 1906
U.S.G.S. Traverse Station:
TT 1 T, 1930

Stations searched for but not found:

U.S.G.S. Traverse Stations:
TT 3 T, 1930
Prim. Trav. Sta. No.33P, 1918
Prim. Trav. Sta. No.35P, 1918

Stations not searched for at the time of this report:

CEDAR TREE, 1906
NATIONAL CEMETARY FLAGPOLE, 1932 (n.d.)

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.

SHEET T-8318 (adjacent to the area of this main radial plot*)

POSITIVELY IDENTIFIED STATIONS:

(F.I.P.) DEMON, 1936
(F.I.P.) GROVE Eccentric, 1932

STATIONS NOT IDENTIFIED:

No recovery or identification of horizontal control, except for the stations listed above, was required in this quadrangle (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 1:10,000 scale photographs of that project and were transferrable to the 1:20000 scale photographs of this project, for control in this radial plot.

SHEET T-8326 (adjacent to the area of this main radial plot)

POSITIVELY IDENTIFIED STATIONS:

MUM Reference Mark No. 3, 1932 (MUM, 1911
has been destroyed)
NAVY MINE DEPOT TANK, 1942 -- probably same
as station MINE, 1932)
NAVY MINE DEPOT SQUAT TANK, 1942
PENNIMAN TANK, 1942

STATIONS NOT IDENTIFIED:

Recovery and identification in this quadrangle limited to a sufficient number of stations for control in this radial plot.

SHEET T-8327 (adjacent to the area of this main radial plot)

POSITIVELY IDENTIFIED STATIONS:

CUBA, 1932
(F.I.P.) BROWN, 1932
LITTLE RICHMOND WHITE WOODEN TANK, 1932
Stations identified so that their positions can be
checked by radial plot:

EAST BEACON, THREE PILE STRUCTURE, 1932 (n.d.)
MIDDLE BEACON, THREE PILE STRUCTURE, 1932 (n.d.)
SARAH CREEK NORTHEAST BEACON, 1932

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

The ^{original} review report for this map is lost and the descriptive report envelope is also lost. ~~with~~ Lena J. Stevens and K. N. Maki have inspected the map for general completeness and accuracy and find it adequate. They have also prepared the registration copies and have applied corrections to these copies in red ink.

If the original ^{descriptive} report is found it will be registered and this one destroyed.

Reviewed S. V. Gifford By _____
under direction of D. H. Benson

S. V. Gifford, for
Inspected by B. G. Jones

Examined and approved:

Chief, Surveys Branch

W. C. Edmonson
Chief, Div. of Charts
Nautical Chart Branch

K. T. Adams
Chief, Topography Section
Division of Photogrammetry

W. M. Seafie
Chief, Div. of Coastal
Surveys

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.

Black and white cloth-mounted copy of the published quadrangle at 1:20,000 scale. 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 woodland, refer to the published quadrangle for the finally adopted outlines.

Descriptive Report.

Filed in the Photogrammetric Division.

Field inspection photographs.

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

Field edit sheet.

Descriptions of recoverable topographic stations (Form 524), filed in Review 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.

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 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.

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.

SHEET-8314 - continued

USE STATION "D", 1934(n.d.)
SLOUGH, 1906

Several stations in the vicinity of Hampton Roads were not searched for because they were not needed for controlling this main radial plot (re: item No. 8 of the Director's instructions dated October 20, 1943)..

SHEET T-8315

POSITIVELY IDENTIFIED STATIONS:

(F.I.P.) MARSH POINT, 1934
(F.I.P.) WHALE, 1934

DOUBTFULLY IDENTIFIED STATIONS:

None

STATIONS NOT IDENTIFIED:

Stations recovered but not needed for control:

YORK SPIT LIGHTHOUSE, 1900; 1932(n.d.)

Stations that have been destroyed:

BEN, 1906
BENNETT, 1934
DRUM, 1906
PLUM, 1906

Stations not searched for at the time of this report:

None

SHEET T-8316

POSITIVELY IDENTIFIED STATIONS

CEDAR Reference Mark No. 2, 1932 -- CEDAR, 1906 and reference marks Nos. 1 and 2, 1906, have been destroyed.

TO BE CHARTED

STRIKE OUT ONE

Washington Office

November 8 1949

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

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

The positions given have been checked after listing by C. 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	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
CHARTING NAME	DESCRIPTION	SIGNAL NAME	LATITUDE		LONGITUDE		DATUM							
			°	'	D.M. METERS	°		'	D.P. METERS					
T-8070	Deep Water Shoals Light (1867)		37 08	1708.9	76 38	337.2	NA 1927	Triang. CP-306	1870				529	
	Silo		37 08	749.2	76 43	590.7	"	Photo T-8070	1942				"	
	Cable		37 11	383.2	76 41	569.8	"	Photo T-8070	1942				"	
	Note: See Chart Letters 621(47 and 496(49) for additional Aids to Navigation													
T-8071	Homewood Light (1935)		37 11	1163.3	76 40	1074.8	NA 1927	Triang. CP-310	1938				"	
	Tree Hill Shoal Light		37 12	394.2	76 38	1240.8	"	Photo T-8071	1942				"	
	Note: Tree Hill Shoal Light is not in 1949 Light List. See Chart Letter 621(47)													
	Tower		37 13	598.3	76 39	29.6	NA 1927	Triang. CP-310	1938				"	
	Silo		37 12	1633.0	76 43	798.6	"	Triang. CP-311	1938				"	
	Note: Charted Landmark "SE. Gable" recommended by a later survey. See Chart Letter 555(48)													