

8328

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 Topographic

Field No. CS-289-W-2 Office No. T-8328

LOCALITY

State Virginia

General locality Mathews and Gloucester Counties

Locality Mobjack Bay

194 2-'45

CHIEF OF PARTY

D.E. Sturmer

LIBRARY & ARCHIVES

DATE

DATA RECORD
 Mobjack Bay Quadrangle, Va.
 T-8328

Quadrangle (II): $7\frac{1}{2}$ Minute

Project No. (II): CS-289-W-2

Field Office:
 Air Photographic Party No. 2

Chief of Party: ~~Fred. L. Peacock~~
D. E. Sturmer

Compilation Office:
 Baltimore Photogrammetric Office

Chief of Party: Fred. L. Peacock

Instructions dated (II III):
 August 10, 1944

Copy filed in *Division of*
~~Report No. T~~ *(VI)*
Photogrammetry Office File

Completed survey received in office: *10/18/45*

Reported to Nautical Chart Section: *10/25/45*

Reviewed: *June 10, 1946*

Applied to chart No.

Date:

Redrafting Completed;

Registered: *10/4/49*

Published: *1948*

Compilation Scale: 1:20,000

Published Scale: *1:24,000*

Scale Factor (III): None

Geographic Datum (III): N. A. 1927

Datum Plane (III): Mean Sea Level

Reference Station (III): ROUND, 1905, r. 1924, r. 1944

Lat.: $37^{\circ} 18' 44.936''$ (1385.3m) Long.: $76^{\circ} 18' 31.520''$ (776.0m) ~~Adjusted~~
~~Unadjusted~~

State Plane Coordinates (VI): *S. Zone*

X = *2,637,069.41*

Y = *369,951.16*

Military Grid Zone (VI) *A.*

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
12587 to 12584, Incl.	11/28/42	1224	1:20,000	2.0' above M.L.W.
12628(4) to 12628(6), Incl.	11/28/42	1331	1:20,000	2.1' above M.L.W.
12648 to 12652, Incl.	11/28/42	1415	1:20,000	2.0' above M.L.W.

Tide from (III): Predicted Tables, Reference Station, Hampton Roads, Va, with correction for New Point Comfort, Mobjack Bay, Virginia.

Mean Range: 2.3 ft.

Spring Range: 2.8 ft.

Camera: (Kind or source) U. S. Coast & Geodetic Survey nine lens camera (focal length $8\frac{1}{4}$ "). All negatives are on file in Washington Office.

Field Inspection by: Kerwin B. Roche

Lieut. Dale E. Sturmer

Harland R. Cravat

date: Sept. '44 - Jan. '45

Jan. '45 - May '45

May '45 - July '45

Field Edit by: *Wm C. Eisenhardt, Photogram. Eng.*
Aziel LaFave

date:

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

Projection and Grids ruled by (III) S.R. - B.R.C.

date: 12-1-44

" " " checked by: B.R.C.

date: 12-1-44

Control plotted by: J. Edward Deal, Jr.

date: 12-6-44

Control checked by: John M. Reinoldi

date: 12-7-44

Radial Plot by: J. Edward Deal, Jr., & John M. Reinoldi

date: December 1944

Detailed by: John M. Reinoldi

date: January 1945

August 1945

Reviewed in compilation office by: Henry P. Eichert

date: August 24-31, 1945

Map Manuscript
Elevations on ~~Field Edit Sheet~~
checked by: *H. P. Eichert*

date: Aug, 1945

STATISTICS (III)

Land Area (Sq. Statute Miles): 10

Shoreline (More than 200 meters to opposite shore): 26.0 statute miles.

Shoreline (Less than 200 meters to opposite shore): 14.0 statute miles.

Number of Recoverable Topographic Stations established: 31.

17 Topographic Stations.

1 U.S.E.D. 738 Triangulation Station.

9 Fixed Aids to Navigation.

4 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;

FIELD REPORT
MAP MANUSCRIPT, SURVEY No. T-8328

CHESAPEAKE BAY
MOBJACK BAY
PROJECT No. CS-289-W-2

1. DESCRIPTION OF THE AREA:

Quadrangle T-8328 includes the area between Mobjack Bay and Chesapeake Bay in the southern part of Mathews County, Virginia.

The terrain of this area is very flat with the elevation ranging from sea level to a maximum of eleven feet. The streams draining the area are relatively short, flowing directly into tide water and are not a part of any extensive drainage system.

Except for a few sand beaches, the terrain immediately adjacent to the Mean High-Water Line is mostly marsh. The foreshore area is mostly grass-in-water with a few stretches of sand beaches.

The principal industries in the area are fishing and farming.

2. COMPLETENESS OF FIELD INSPECTION:

The original field inspection work for the area of this Survey was made by a War Mapping Field Party under the Director's instructions dated February 22, 1944. These instructions contemplated that the area of Project No. CS-289-W-2, of which this Survey is a part, and extensive areas to the south and west thereof, would be field inspected for recovery and identification of control and with respect to shoreline and interior detail on the photographs, but without any work for delineation of relief, before June 30, 1944. Due to the large areas involved and to the necessity of completing field work on specified quadrangles along the northern and southern margins of Project No. CS-289, the field inspection processes in this area had to be speeded up and the work was more hurriedly done than is usual or desirable.

As a result of a changed program, new instructions were issued August 10, 1944, which called for the necessary levelling and contouring in the area of Project No. CS-289-W-2, for the delineation of relief, and including a check to ascertain the completeness and accuracy of the previous shoreline and detailed field inspection work, to be performed by a Field Sub-Party under the jurisdiction of the Baltimore Photogrammetric office. This Sub-Party began operations in the area in September, 1944. It immediately became apparent that the previous shoreline field inspection had been too hurriedly carried on. While the area in question is admittedly one difficult to interpret for topographic mapping and in many localities the interpretation is a matter of the topographer's choice, the Civil Service employee in immediate charge of the Sub-Party disagreed so radically from the previous interpretation that he deemed it necessary to make a complete

2. COMPLETENESS OF FIELD INSPECTION: (Continued)

new shoreline field inspection and did so on his own initiative.

Later when the differences in the two interpretations were available to the Baltimore Photogrammetric Office, the officer-in-Charge requested the Commissioned Officer then in charge of the Sub-Party to make a few spot re-checks to determine which interpretation should be accepted. He reported, and demonstrated by a separate interpretation of his own in a few selected especially difficult areas, that the later interpretation by the field Sub-Party in the fall of 1944 was superior and should be used.

The identification of the horizontal control is complete except as noted under Side Heading No. 4, "Horizontal Control", of this report. The identification and field inspection of the Mean High-Water Line, foreshore and offshore details, are complete except for the Mean Low-Water Line. The field inspection of the interior area is complete.

3. INTERPRETATION OF THE PHOTOGRAPHS:

Sufficient notes have been made on the field photographs to enable the Compilation Office to augment the field interpretation by analogy where necessary.

The photographs are clear and show sharp contrast between evergreen and deciduous foliage; no difficulty should be encountered in their interpretation.

4. HORIZONTAL CONTROL:

The recovery and identification of horizontal control was done in accordance with the instructions for Project No. CS-289.

All of the horizontal control stations within the area of Survey No. T-8328 were recovered in good condition with the following exceptions:

GUIN, 1910 - Not found.
DOUBLE WHITE HOUSE, NORTH GABLE, 1905 - Not found.
MONDAY, 1906 - Not found.
PIER HEAD N.E., 1905 - Not found.
POND (VFC), 1937 - Not found
SECOND, 1905 (n.d.) - Not found

Form No. 526, Recovery Note, has been submitted for each of the horizontal control stations searched for within the area of this Survey.

5. VERTICAL CONTROL:

Four marked bench marks were recovered and identified on the field photographs. They are as follows:

Z-268
A-290
B-290
C-290

In addition to the above vertical control, fly levels were run along the main roads and elevations were established at all main road intersections. The error of closure of these fly level lines was less than 0.5 of a foot.

6. CONTOURS AND DRAINAGE:

Only three places were found where the elevation exceeded ten feet during the running of fly levels. The contours were run in on the field photographs, at these places, by use of the planetable.

The drainage for this Survey was put in by use of the stereoscope and checked in the field.

7. MEAN HIGH-WATER LINE:

All of the Mean High-Water Line has been identified on the photographs in accordance with Supplemental Instructions for shoreline inspection.

The Mean High-Water as reviewed during the fall 1944 field inspection should be used for compilation of the Map Manuscript.

8. MEAN LOW-WATER LINE:

The Mean Low-Water Line has not been identified on the field photographs.

9. WHARVES AND SHORELINE STRUCTURES:

All of the wharves, piers, and other shoreline structures, visible on the photographs, within the area of this Survey have been identified on the field photographs.

The character and condition of these piers, and wharves has been noted on the photographs.

10. DETAILS OFFSHORE FROM THE MEAN HIGH-WATER LINE:

All detail, outside the Mean High-Water Line, revealed by photography, has been identified on the field photographs accompanied by appropriate notes.

11. LANDMARKS AND AIDS TO NAVIGATION:

Ten previously charted Fixed Aids to Navigation falling within the limits of this Survey were investigated. Two of these ten, namely: Pond Point Shoal, F. W. and Whites Island Bar, F.R. have been identified on the photographs. The location of seven was by sextant cuts and the data for determining their positions are shown on the field photographs. The remaining Fixed Aid to Navigation, New Point Comfort Lighthouse, also a Landmark, is a triangulation station.

Twelve charted Floating Aids to navigation falling within the area of this Survey have not been identified on the field photographs.

12. HYDROGRAPHIC CONTROL:

28 Recoverable Topographic Stations
(One of these is a Bench mark).

Form No. 524 has been submitted.

13. LANDING FIELDS AND AERONAUTICAL AIDS:

There are no landing fields or aeronautical aids within the limits of the Survey.

14. ROAD CLASSIFICATION:

In accordance with the Army War College circular, dated January 12, 1942, "Classification of Roads".

16. BUILDINGS:

All buildings not to be shown on the Map Manuscript, in accordance with instructions have been indicated on the field photographs. Public buildings have been identified and named.

17. BOUNDARY MONUMENTS AND LINES:

All political boundaries within the area of this Survey have been shown on the field photographs. These boundaries were obtained from existing local county maps and verified in the field.

18. GEOGRAPHIC NAMES:

The Geographic Names for the area of this Survey are the subject of a separate report submitted by J. W. Stingley, Jr., Topographic Engineer, dated May 1944.

COMPILATION REPORT
MAP MANUSCRIPT, SURVEY No. T-8328

MOBJACK BAY
PROJECT No. CS-289-W-2

26. CONTROL:

The Field Inspection Party recovered and identified on the 1:20,000 field photographs the following Horizontal Control Stations:

Those falling within the limits of the Map Manuscript are:

- (VFC) p. 507
G.P.'s
L.T.S.
- * ARMISTEAD (V.F.C.), 1937, r. 1944 — ✓
 - * EAST, 1936, r. 1944, r. 1945 — ✓
 - * GUIN REFERENCE POINT (V.F.C.) 1924, r. 1944. —
 - * LOWER, 1905, r. 1944. — ✓
 - NEW POINT COMFORT LIGHTHOUSE, 1871, r. 1900, r. 1932, r. 1944 ✓
 - * ROUND, 1905, r. 1924, r. 1944 — ✓
 - * THOMAS, 1932, r. 1944 —
 - * THOMAS (V.F.C.) 1937, r. 1944 —

Those falling just outside the limits of the Map Manuscript are:

- * ALMA (V.F.C.), 1937, r. 1944
- * HUGHES (V.F.C.) 1937, r. 1944
- NORTH, 1905 (V.F.C.) RM 1930, r. 1944
- SHARP (V.F.C.) 1937, r. 1944
- WARE (V.F.C.) 1937, r. 1944

- * Station identified by a well defined picture point connected to station by a short traverse. The positions of these substitute points have been shown on the reverse side of the Map Manuscript with a small orange ink circle.

All of the Horizontal Control Stations above mentioned were used to establish photograph centers, secondary control points, and detail points.

27. RADIAL PLOT:

The radial plot for the area of this survey is part of a combined plot, made with celluloid templates. Satisfactory results were obtained. The report for this Radial Plot will be submitted at an early date. ~~(Report sent~~

~~in Division of Photogrammetry)~~ Later attached to descriptive report T-8327

28. DETAILING:

The field data, horizontal ground control and radially plotted control points available for the compilation of the survey were adequate.

The photographic coverage of this survey was satisfactory.

All detailing was accomplished in accordance with the field data and careful office interpretation of the photographs.

All drainage wide enough to show both shores to advantage has been shown in black acid ink. All other drainage has been shown with a single line in blue acid ink with the standard symbols for perennial and intermittent streams.

Tree areas have been shown with a symbol in green acid ink and classified according to instructions received from the Washington Office.

29. SUPPLEMENTAL DATA:

The following previous Surveys have been made by the U. S. Coast and Geodetic Survey:

<u>Survey No.</u>	<u>Date</u>	<u>Scale</u>
T-496	1853-54	1:20,000
✓T-504	1853	1:20,000
T-1101	1860-68	1:20,000

*T-496 & T-1101
do not fall on this
map area.*

None of these were available to the Compilation Office.

30. MEAN HIGH-WATER LINE:

The Mean High-water Line bordering along firm ground has been detailed in accordance with the field inspection data and is shown with a continuous heavy-weight, black acid ink line. The outer limits of marsh areas bordering the Mean High-water Line have been shown with a full light-weight black acid ink line and the included area detailed with the conventional marsh symbol.

The Mean High-water Line and the marsh lines have been detailed in accordance with the field inspection data as furnished by the Field Sub-Party operating in the fall of 1944, with slight modifications resulting from a re-check by Lieutenant Dale E. Sturmer in early 1945. (See paragraph 2 of this Report).

31. LOW-WATER AND SHOAL LINES:

The approximate position of the Mean Low-water Line was not shown on the Map Manuscript because no field data was furnished the Compilation Office.

The approximate limits of shoal areas were detailed in accordance with the field data and is shown with a short dashed black acid ink line, accompanied by the note "Shoal".

32. DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

The offshore details include wrecks, numerous piling, a submerged can, shoals, small islets, and a few rocks around point ~~at~~ New Point Comfort Lighthouse. All of these details are shown in accordance with the field data.

33. WHARVES AND SHORELINE STRUCTURES:

All wharves, piers, and other shoreline structures have been shown on this Map Manuscript, according to field inspection data, with accompanying descriptive notes.

34. LANDMARKS AND AIDS TO NAVIGATION:

Nine Fixed Aids to Navigation, the existence of which were verified by the Field Inspection Party in 1944, lie within the detail limits of this Map Manuscript. These Fixed Aids to Navigation are listed in this Descriptive Report and shown on the Map Manuscript with name and character of light as taken from the 1945 Light Lists.

The positions of seven of these Aids to Navigation, plotted on the Map Manuscript by sextant cut locations, furnished the Compilation Office by the Field Party, and the other two located by radial intersections, are being submitted on Form No. 567. *chart letter 688 (1945)*

The names of these Fixed Aids to Navigation are as follows:

Horn Harbor 1, fl. w. 5 sec.
Horn Harbor 3, fl. w. 5 sec.
Horn Harbor 5, fl. w. 5 sec.
Horn Harbor 7, fl. w. 5 sec.
Mill Point Beacon
Pepper Creek, F.W.
Pultz Bar, F.W.
Pond Point Shoal, F.W.
Whites Island Bar, F. R.

see also New Pt Comfort Lt under Har. Control = Δ (LTS)

35. HYDROGRAPHIC CONTROL:

Form No. 524 is being submitted for 31 Recoverable Topographic Stations. In addition to the 9 Fixed Aids to Navigation listed in Paragraph 34, the following are believed to be of value as partial hydrographic control for any future hydrographic survey as long as they remain in position. Namely:

SIDE, 1944	GRIN, 1944	SWAN, 1944
FIRE, 1944	KEEL, 1944	JOHN, 1944
RAIL, 1944	SMITH, 1944	HENRY, 1944
BUZZ, 1944	BEACH, 1944	MITCH, 1944
STEAD, 1944	OWEN, 1944	PARK, 1944
RILEY, 1944	POKEY, 1944	B.M. C-290
		U.S.E.D. 738

35. HYDROGRAPHIC CONTROL: (Continued)

The three remaining Recoverable Topographic Stations, which are Bench Marks, are believed to be too far inland for use as hydrographic control.

36. LANDING FIELDS AND AERONAUTICAL AIDS:

There are no landing fields or Aeronautical Aids within the limits of this Survey.

38. GEOGRAPHIC NAMES:

The results of a geographic names investigation were furnished the Compilation Office on a copy of the U. S. Geological Survey, Mathews, Virginia, 15 Minute Quadrangle, and a special report on investigation of geographic names, dated May 1944, submitted by Lieutenant Commander F. L. Gallen. A List of the Geographic Names is attached to this report.

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.

Believed to be within 0.5m.m.

40. RECOMMENDATIONS FOR FUTURE SURVEYS:

The topography as presented on this Map Manuscript is believed to be complete, but is subject to corrections, additions, and deletions at the time of the field edit.

41. REMARKS:

The description, as furnished in the Field Report, adequately describes the area of this Map Manuscript.

42. JUNCTIONS:

Satisfactory junctions have been made with the following:

To the north with Map Manuscript for Survey No. T-8329.
To the west with Map Manuscript for Survey No. T-8327.
To the east and south is the Chesapeake Bay.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

U. S. Geological Survey Mathews, Virginia, 15 Minute Quadrangle, scale 1:62,500, edition of 1917, reprinted 1941.

In general, planimetry common to the Quadrangle and to the Map Manuscript are in good agreement, except the long narrow neck of land extending northward from New Point Comfort as shown on the Quadrangle, has been cut through forming two islands.

Minor differences in land features are mentioned in the accompanying "Notes for Reviewer" and offshore features for which detailing data were lacking are mentioned in the accompanying "Notes for Hydrographic Parties".

45. COMPARISON WITH NAUTICAL CHARTS:

Chart No. 494, scale 1:40,000, published at Washington, D. C., September 1943, corrected to March 6, 1944 (common area).

Details common to the Map Manuscript and to the Chart are, in general, in good agreement.

The positions of seven of the nine Fixed Aids to Navigation shown on the Map Manuscript do not agree exactly with their positions as shown on the Nautical Chart. New positions are being submitted for all of these Aids to Navigation on Form No. 567.

Minor differences between the above mentioned chart and the Map Manuscript, in land features are mentioned in the accompanying "Notes to the Reviewer" and offshore features for which detailing data were lacking have been mentioned in the accompanying "Notes to the Hydrographic Party".

Respectfully Submitted,
September 17, 1945

John M. Reinoldi
John M. Reinoldi,
Photogrammetric Aid

Map Manuscript and Descriptive
Report reviewed by:

Henry P. Eichert
Henry P. Eichert
Photogrammetric Aid

Compilation of map manuscript
Supervised By:

Harry R. Rudolph
Harry R. Rudolph,
Photogrammetric Aid

Approved and Forwarded:
October 18, 1945

Fred. L. Peacock
Fred. L. Peacock
Chief of Party, C. & G. Survey
Officer-in-Charge,
Baltimore Photogrammetric Office

GEOGRAPHIC NAMES

- Bay Shore Point
- Bay Side (vs BB decision = one word)
- Baxon
- Beach Point
- Cherry Island
- Chesapeake Bay
- Chesapeake District (in Mathews Co.)
- Davis Creek
- Deep Creek
- Diggs Wharf
- ~~Dee's Creek~~ • Doctors Creek
- Dutchman Point
- Dyer Creek
- East River
- Gloucester County (Abingdon District)
- Guinea Marshes
- Harper Creek
- Horn Harbor
- Mathews County (Westville District)
- Mill Point
- Minter Point
- Mobjack Bay
- Motorun
- New Point = settlement
- New Point Comfort
- New Point School (at shadow)
- New Point Wharf
- Peary
- Pepper Creek
- Pond Point
- Potato Neck
- Shadow
- Sheep Island
- Sloop Creek
- St. Paul's Church = St. Pauls Church
- Susan
- Whites Creek
- Smith Creek
- White Neck
- "West Landing Creek" See Field Edit Report, p 2. # 18 (LTS)
- State No. 14

Names preceded by .
are approved L. Heck
4/3/47

1944
IDENTIFICATION REPORT

HORIZONTAL CONTROL
MAP MANUSCRIPT, SURVEY No. T-8328
Project No. CS-289

<u>Station</u>	<u>U.S.G.S. Quadrangle</u>	<u>recovery Date</u>	<u>Pricking Data</u>
* ARMISTEAD (V.F.C.), 1937 ✓	Mathews, Va.	4-22-44	Positive
* EAST, 1936 ✓	Mathews, Va.	1-25-45	Positive
* LOWER, 1905 ✓	Mathews, va.	4-21-45	Positive
* GUIN REFERENCE POINT (V.F.C.) 1924 ✓	Mathews, Va.	5-12-44	Positive
NEW POINT COMFORT LIGHTHOUSE, 1871 ✓	Mathews, va.	6-15-44	Positive
* ROUND, 1905 ✓	Mathews, Va.	4-21-44	Positive
* THOMAS, (V.F.C.) 1937 ✓	Mathews, Va.	10-25-44	Positive
* THOMAS, 1932 ✓	Mathews, va.	4-21-44	Positive
** GUIN, 1910	Mathews, va.	Not found	
** DOUBLE WHITE HOUSE, NORTH GABLE, 1905	Mathews, va.	Not found	
** MONDAY, 1906	Mathews, va.	Not found	
** PIER HEAD, N. E. 1905	Mathews, va.	Not found	
** POND (V.F.C.), 1937	Mathews, Va.	Not found	
** SECOND, 1905	Mathews, va.	Not found	

* Identified by a well defined picture point connected to the station by a short traverse. The position of substitute point has been shown on the glossy side of the Map Manuscript with a $2\frac{1}{2}$ m.m. orange ink circle.

** Not used to control radial plot.

FIELD EDIT REPORT

T-8328, Mobjack Bay Quadrangle. (3715.0/7615.0)

Project CS 289 W-2

Harland R. Cravat, Chief of Party

The field edit survey was made by Messrs. William C. Eisenhardt and Azriel LaFave, Photogrammetric Engrs. from December 5, 1945 to March 8, 1946 in accordance with the Director's Field Edit Instructions dated August 24, 1945.

46. Methods.

Roads, buildings, contours and drainage were checked by riding in a truck over every passable road and walking where no adequate road existed. The shoreline and off-shore details were checked by walking along the shoreline or observing from strategic locations from which stretches of shore were visible. Aids to navigation were located and checked by planetable cuts. Geographic names were checked with posted signs and by consulting local residents and the county clerk's office of Mathews County. Road numbers were checked with sign posts. Political boundaries were checked at the county clerks' offices at Mathews Court House and Gloucester Court House.

All results of the field edit survey are shown on the field edit sheet.

Information obtained during the field edit survey and supplementing the 1945 Field Inspection and Compilation Reports for Project CS 289 W-2 follows:

6. Contours and Drainage.

Only three small isolated areas are above 10 feet in elevation, and these were found to be adequately represented.

The limited drainage pattern that exists is adequately shown.

9. Wharves and Shoreline Structures.

Two sections of a concrete and sandbag seawall located at Pond Pt. and on the north shore of Whites Creek were added to the manuscript. A newly constructed pier in Horn Harbor was added. Several piers and a foot bridge, no longer usable, were deleted.

10. Details Offshore from the Mean High Water Line.

Two wrecks in Horn Harbor and one in Davis Creek were added to the sheet.

An area of numerous piles southwest of Sheep Island was located by planetable cuts.

11. Aids to Navigation.

The positions of Aids To Navigation ~~was~~ checked and those now on the field edit sheet were added by plane table cuts. At the shoal line in the vicinity of lat. 37 15 $\frac{1}{2}$ ' and long. 76 21 $\frac{1}{2}$ ', there is a spherical buoy painted black and white. This type of buoy is not familiar to the edit party.

Spar buoys 5N, 6N, 7N, and 8N were located from a boat by sextant fixes. The notes of this work are on the field edit sheet.

14. Road Classification.

Numerous roads, shown as Road 4's, on the manuscript, were deleted because they are no longer in use or do not meet the requirements for the lowest road classification.

In the vicinity of Lat. 37 19 $\frac{1}{2}$ ' and Long. 76 16 $\frac{1}{2}$ ' were added some hard surface roads which are on an abandoned military reservation.

16. Buildings and Structures.

There are about one dozen buildings newly constructed or in the process of construction. These were added to the sheet.

Numerous buildings, visible on the aerial photographs, have been omitted from the manuscript. These were indicated by their general area and reference was made to the corresponding photograph upon which they have been circled.

Many buildings have been deleted. In almost all cases these are small barns and sheds which should be omitted in accordance with the Director's Field Edit Instructions.

17. Boundary Monuments and Lines.

No discrepancies were found in the County and District boundaries in this quadrangle.

18. Geographic Names.

It is recommended that the small inlet immediately south of Diggs Wharf be named "West Landing Creek." It is known to the local residents by this name and, in addition, Mr. G. T. Hudgins of Mathews, Va. a local surveyor, attests that it is so called.

On the manuscript, the name "Beach Point" has been placed next to an area of marsh just north of Sheep Island.

814
See
approved
Geog. Names
list

18. Geographic Names Cont'd.

According to the above mentioned Mr. Hudgins, Beach Point is the long, narrow, marshy point of land northeast of Mill Point. across the entrance of Horn Harbor. This was verified at the County Clerk's Office at Mathews Court House, Va.

No other discrepancies were found.

19. Telephone and Power Lines.

No cross-country lines exist in this area.

20. Miscellaneous.

During the course of the field edit survey, a U. S. C. & G. S. Gravity Station "Bayside, 1937" was recovered at Bayside. Its position has been picked and circled on the aerial photograph and its general area indicated on the manuscript.

*not put on map
Photo 12587
Tops work
(LTS)*

49. Review of First Proof.

Mr. G. T. Hudgins, whose address is Mathews, Va., has expressed a willingness to review one of the first proofs of this quadrangle.

Mr. Hudgins is believed to be qualified to make the review in as much as he has been a local surveyor for this region ~~for~~ this region for the past 24 years.

Respectfully submitted,

Harland R. Cravat
Photogrammetric Engr.

*No survey tabs made on this quadrangle
HRC*

Division of Photogrammetry

Review Report

Topographic Map T-8328

This review report includes the preliminary inspection of the manuscript prior to field edit.

28. Detailing:

The manuscript has been revised in accordance with the field edit sheet. Revisions made during this review are shown in red.

The sections of the descriptive report entitled "Notes for the Reviewer" and "Notes for Hydrographic Parties", as submitted by the Photogrammetric Office, have been removed from the Descriptive Report, but are filed in the Descriptive Report envelope in the Division of Photogrammetry. Items covered in the notes have been taken care of by the field edit or are self-evident.

U. S. Engineers Station 738 at Mill Point was identified on the photographs and located by the radial plot, and is shown as a topographic station. The descriptive report is not specific, but apparently the Photogrammetric Office had no triangulation or traverse position for this station.

42. Comparison with Previous Topographic Surveys:

T-8328 is complete and supersedes those sections of the following older surveys which it covers for charting purposes:

T-504 (1:20,000) 1853
T-2715 (1:20,000) 1905-06
T-2716 (1:20,000) 1905-06

T-8328 has been compared with the Mathews, Virginia, 15 minute quadrangle of the U. S. ~~Coast and Geodetic Survey~~ ^{Geological Survey} edition of 1917, reprinted in 1941. There are many minor differences in contours and culture, none of which indicate omissions or inaccuracies on T-8328.

44. Comparison with Nautical Charts 494 and 1222:

T-8328 has not been applied to the charts at the date of this review. T-8328 shows many cultural and physical changes since the last revision of the chart.

The manuscript T-8328 shows a number of floating aids located by the ground surveys. They will not be shown on the printed map.

Reviewed by: Lena T. Stevens Reviewed under direction of:

Lena T. Stevens

10 June 1946

S. V. Griffith ^{pac HAM.}
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NAUTICAL CHARTS BRANCH

SURVEY NO. T-8328

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.