

8329

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 Office No. T-8329

LOCALITY

State Virginia

General locality Chesapeake Bay

Locality East River - Piankatank River

194 2-'45

CHIEF OF PARTY

F.L. Callen & D.E. Sturmer

LIBRARY & ARCHIVES

DATE _____

DATA RECORD

T- 8329 & T-8342 (Part)

Quadrangle (II): $7\frac{1}{2}$ Minute U.S.C. & G.S.
Mathews, Va.

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

Field Office:

Air Photographic Party No. 2
War Mapping Party No. 1

Compilation Office:

Baltimore Photogrammetric Office

Chief of Party:

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

Fred. L. Peacock

Instructions dated (II III):

Feb. 22, 1944 (FI)
August 10, 1944 (FI) leveling & contouring
Aug 24, 1945 (FE)

Copy filed in *Division of Photogr.* DescriptiveReport No. T-8329 & 8342 (VI)
Office Files (Part)

Completed survey received in office: May 2, 1946

Reported to Nautical Chart Section:

5/9/46

Reviewed: May 23, 1946

Applied to chart No. 534
1222Date: 4/18/49
6/27/49

Redrafting Completed: —

Registered: 10/3/49

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): BOHANNON 1932, r. 1944

Lat.: $37^{\circ} 26' 37.822''$ 1166.0m. Long.: $76^{\circ} 17' 32.969''$ 810.5 m Adjusted
Unadjusted

State Plane Coordinates (VI): Va. South

X = 2,640,820.73 Feet

Y = 411,808.16 Feet

Military Grid Zone (VI) A

Plotted by: M6M 5/20/46

- 2 -

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
12587-12591	11-28-42	60th Meridian 12:24 PM	1:20,000	1.0 above M.L.W.
12628-1 - 12628-5	11-28-42	1:31 PM	1:20,000	1.2 above M.L.W.
12652-12655	11-28-42	2:15 PM	1:20,000	1.2 above M.L.W.

Field Inspection by: Kerwin B. Roche - (Balt. Off. Party) - - - - date: Sept. '44 - Jan. '45
(Lieut. Dale E. Sturmer Jan. '45 - May '45
(R. E. Moutroux - - - - orig., Gallen COP - - - - April '44- June '44
Field Edit by: (H. R. Cravat May '45 - July '45
(Marvin C. Jenkins date: April '44 - June '44
Azriel LoFave - - - - - Mar 18 - Apr. 25, 1946

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

Projection and Grids ruled by (III) S.R.	date: 12-1-44
" " " checked by: B.R.C.	date: 12-1-44
Control plotted by: Raymond Glaser	date: 12-18-44
Control checked by: John M. Reinoldi	date: 12-27-44
Radial Plot by: J. Edward Deal, Jr. & John M. Reinoldi	date: Dec. 1944 Jan. 1945
Detailed by: James L. Harris & Mildred M. Trautman	date: 8/23/45 to 11/15/45, 12/17/45
Reviewed in compilation office by: Albert C. Rauck, Jr.	date: Nov. 5-9, 1945 Nov. 26-30, 1945
Elevations on Field Edit Sheet <i>manuscript checked against</i> checked by: <i>field photographs by: M.G.M.</i>	date: 5/46

STATISTICS (III)

Land Area (Sq. Statute Miles); 51 Statute Miles (Approx.)

Shoreline (More than 200 meters to opposite shore); 53 Statute Miles.

Shoreline (Less than 200 meters to opposite shore); 35 Statute miles.
(Measured along approximate center line of stream only).

Number of Recoverable Topographic Stations established; 69
14 Bench Marks 1 Azimuth Mark

45 Topographic Stations

9 Non-Floating Aids to Navigation

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;

FIELD REPORT
MAP MANUSCRIPT
Survey Nos. T-8329 & T-8342 (Part)

Chesapeake Bay
East River - Piankatank River
Project No. CS-289-W-2

1. DESCRIPTION OF THE AREA:

Quadrangle Nos. T-8329 and T-8342 (Part) includes the area between East River, Piankatank River, and Chesapeake Bay in the eastern part of Mathews County, Virginia. One large island, namely, Gwynn Island, is included in the area of this Survey.

The terrain of this area is very flat with the exception of the area in the vicinity of Cow Neck where the elevation ranges from sea level to a maximum of thirty feet. The streams draining the area are relatively short, flowing directly into tide water creeks and are not a part of any extensive drainage system. There are large wooded areas in the central and northwestern part of this survey.

The terrain immediately adjacent to the Mean High-Water Line along the Chesapeake Bay is mostly sand beach, while that along the creeks and coves is mostly marsh.

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

2. COMPLETENESS OF FIELD INSPECTION: (Cont'd.)

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 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 photographs to enable the Compilation Office to augment the field interpretation by analogy where necessary.

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 this Survey were recovered in good condition with the following exceptions:

BUDDY (VFC), 1920 - Not found
BROOK (VFC), 1920 - Lost
CALLIS (VFC), 1920 - Lost
COCKEREL (VFC), 1920 - Not found
CORD (VFC), 1920 - Not found
CRANK (VFC), 1920 - Not found
GUM (VFC), 1920 - Lost
HALL (VFC), 1937 - Not found
HILL (VFC), 1937 - Not found
LANE (VFC), 1920 - Not found
MILL (VFC), 1920 - Not found
SAND (VFC), 1920 - Not found
WASH (VFC), 1920 - Not found

Forms No. 526, Recovery Note, have been submitted for ten of the Horizontal Control Stations by this office and the remainder presumably submitted by the Chief of War Mapping Party No. 1.

5. VERTICAL CONTROL:

Fourteen marked Bench Marks were recovered and identified on the field photographs. They are as follows:

T-268	L-290
U-268	B.M. 5, 1916
V-268	Tidal B.M. 4, 1907
W-268	B.M. 8, 1916 (USGS)
X-268	B.M. 13 (USGS)
Y-268	B.M. 19, 1916 (USGS)
K-290	Magnetic Station (U.S.C. & G.S.) 1942

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:

Contouring was effected by a planetable party using standard Coast Survey methods and equipment.

All contouring was done on the photos using 10' contour intervals. Cultural features were used to supplement planetable "shots" to locate the contours wherever possible. Hand level lines were run in the very thickly wooded and brush areas to supplement the planetable "shots". These lines were generally run to obtain elevations in the bottoms of drains or to set contours down ridges where accuracy could be maintained and elevations obtained without an additional set-up for the table. These lines were always short and distances were paced from the rod as located by planetable "shots". Traverses were tied in to predetermined locations and elevations and all accepted lines had closures of 0.9' or less. All accepted traverses were tied in horizontally within 10 meters. A very satisfactory way to mark points in wooded areas is to cut the bark from a live tree to get a white surface, then the lead of ordinary blue scripto pencil will merge with the tree sap giving an indelible effect that makes notes and elevations clearly visible and weather proof for months after the notes are made. This makes recovery of points and elevations easy for the topographer.

Drainage for this Survey was put in by using the stereoscope and checked in the field by planetable.

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 Line, 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 have 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:

Six previously charted Non-Floating Aids to Navigation falling within the limits of this Survey were field inspected. One of these six, namely: Roane Point, Fl. W. 5 sec., has been located by sextant fix. The remaining five have been identified on the field photographs.

In addition to these, two Aids to Navigation not previously charted were field inspected and are recommended for charting. These two Non-Floating Aids to Navigation have been located by sextant fix and the data for determining their positions have been furnished the Compilation Office. *1 destroyed*

One Small Red Beacon located at the head of Edwards Creek has been identified on field photograph No. 12591. It is not known whether this is privately owned or not. *me*

12. HYDROGRAPHIC CONTROL:

²¹54 Recoverable Topographic Stations, which includes 45 Topographic Stations and ⁹9 Non-Floating Aids to Navigation.

Form No. 524 has been submitted for each of these stations.

14. ROAD CLASSIFICATION:

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

15. BRIDGES:

The dimension and vertical clearance of the bridge at the entrance of Milford Haven are shown on the field photographs.

16. BUILDING AND STRUCTURES:

In accordance with instructions, buildings not to be shown on the Map Manuscript, 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:

This has been made the subject of a special report submitted by J. W. Stingley, Jr., Topographic Engineer, of War Mapping Field Party No. 1, dated May 1944.

814 ✓

COMPILATION REPORT
MAP MANUSCRIPT
SURVEY NOS. T-8329 & T-8342 (Part)

Chesapeake Bay
East River - Piankatank River
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:

Seventeen Horizontal Control Stations falling within the limits of the Map Manuscript are:

- ✓* ALMA (VFC) 1937, r. 1944 ✓
 - ✓* BILLUPS (VFC) 1920, r. 1944
 - ✓* BOHANNON 1932, r. 1944
 - ✓* CARL (VFC) 1941, r. 1944
 - ✓* EDWARDS (VFC) 1920, r. 1944
 - ✓* GEORGE (VFC) 1941, r. 1944
 - ✓* HOOK (VFC) 1920, r. 1944
 - ✓* HUGHES (VFC) 1937, r. 1944 ✓
 - IRON (VFC) 1920, r. 1944 ← In Kilmarnock U.S.G.S. Quadrangle
 - ✓* JOE (VFC) 1920, r. 1944
 - ✓* LEVY (VFC) 1920, r. 1944
 - ✓* MATHEWS LOOKOUT TOWER 1942, r. 1944
 - ✓* MILES (VFC) 1937, r. 1944
 - ✓* MOORE (VFC) 1937, r. 1944
 - ✓* NEXT (VFC) 1937, r. 1944
 - ✓* SOPER (VFC) 1937, r. 1944 ✓
 - ✓* WHARF (VFC) 1937, r. 1944 ✓
- ← Green (VFC) 1937 } added during
← McElroy (VFC) 1937 } review

Fourteen Horizontal Control Stations falling outside the limits of the Map Manuscript are:

- * ARMISTEAD (VFC) 1937, r. 1944
- BOSS (VFC) 1920, r. 1944
- * CEDAR (VFC) 1936, r. 1944
- * EAST (VFC) 1905, r. 1924, r. 1930, r. 1944
- * GINNY (VFC) 1920, r. 1944
- GREEN (VFC) 1936, r. 1944
- * GRINNELLS (VFC) 1921, r. 1944
- * NORTH 1905, REF. MARK, (VFC) 1924, r. 1930, r. 1944
- * PERSIM MON (VFC) 1936, r. 1944
- * REED (VFC) 1936, r. 1944
- * SPIT (VFC) 1936, r. 1944
- STINGRAY POINT LIGHTHOUSE 1900, r. 1918, r. 1932, r. 1944
- STOVE "R" 1920, r. 1944
- * THOMAS (VFC) 1937, r. 1944

26. CONTROL: (CONT'D.)

- * Identified by a well defined substitute station. The positions of these substitute stations have been shown on the reverse side of the Map Manuscript with a $2\frac{1}{2}$ millimeter orange ink circle.

All of the above mentioned Horizontal Control Stations were used to control the radial plot.

27. RADIAL PLOT:

The radial plot for this Map Manuscript is part of the Radial Plot for Project No. GS-289-W-2. Satisfactory results were obtained. The Descriptive Report for this Radial Plot was submitted to the Washington Office November 30, 1945. ~~Filed in Division of Photogrammetry.~~ *later attached to descriptive report T-8327*

28. DETAILING:

The field data, horizontal (control) stations, and horizontal pass 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 of the area of this Map Manuscript have been made by the United States Coast and Geodetic Survey.

T-503	1853	1:20,000
T-504	1853	1:20,000
T-1100	1869	1:20,000
T-1101	1860-68	1:20,000
T-2869	1907-08	1:20,000
T-2715	1905-06	1:20,000

*Comparison made.
M. G. M.
24 May 1946*

None of these previous Surveys 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 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 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 are shown with a short dashed black acid ink line, accompanied with the note "Shoal".

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

The offshore details include wrecks, numerous piling, some crab pot stakes, and one rock, identified as Hydrographic Station "BAKE". All of these details have been shown in accordance with field inspection data.

33. WHARVES AND SHORELINE STRUCTURES:

All wharves, piers, fences, jetties, and other shoreline structures have been shown in accordance with field inspection data and accompanied with descriptive notes.

34. LANDMARKS AND AIDS TO NAVIGATION:

⁷
~~Nine~~ Non-Floating Aids to Navigation, the existence of which were verified by the Field Inspection Parties of 1943 and 1944, lie within the detail limits of this Map Manuscript. Six of these Aids to Navigation are lighted beacons which have been previously charted. ~~Two~~ ^{one} are day beacons not previously charted. The ninth is a small red beacon located at the head of Edwards Creek. The Field Inspection Unit did not furnish sufficient data as to whether this is a privately owned and operated day beacon. *one*

The previously charted Aids to Navigation are shown on the Map Manuscript with $2\frac{1}{2}$ millimeter full-line black acid ink circles, with name and character of light as taken from the 1945 Light List. The ~~two~~ day beacons are shown on the Map Manuscript with $2\frac{1}{2}$ millimeter full-line black acid ink

Chart 1. 30 (1946)

34. LANDMARKS AND AIDS TO NAVIGATION: (Cont'd.)

circles, with ^{deleted} descriptions as furnished by the Field Inspection Unit, and the small Red Beacon is shown with a dotted 2 $\frac{1}{2}$ millimeter black acid ink circle.

The positions of five of the lighted beacons were determined by photogrammetric methods and the sixth by sextant fix. The positions of the ~~two~~ ^{was} Day Beacons were determined by sextant fix locations. The position of the Small Red Beacon was determined after its location was transferred to the Map Manuscript directly from the field photograph using previously established photogrammetric (control) points in the immediate vicinity for control.

^{deleted} The positions of these Non-Floating Aids to Navigation are being submitted on Form No. 567.

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

CHERRY POINT Fl. W. 5 sec.
STOVE POINT Fl. R. 5 sec.
QUEENS CREEK Fl. R. 5 sec.
MILFORD HAVEN ENTRANCE Fl. W. 5 sec.
ROANE POINT Fl. W. 5 sec.
RIGBY ISLAND Fl. W. 5 sec.

~~DAY BEACON, Red triangle on single pile destroyed~~

~~* DAY BEACON, Black square on single pile~~

~~SMALL RED BEACON deleted from manuscript~~

35. HYDROGRAPHIC CONTROL:

^{* station was destroyed and rebuilt approx. 9 m. to S.E. from 547 being submitted for both day beacons. M.G.M. 5-22-46}

Forms No. 524 are being submitted for 47 Photo (Topographic) Stations. In addition to the ~~nine~~ Non-Floating 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:

WILL, 1944	KIRK, 1944	CALL, 1944
WAVE, 1944	JOGO, 1944	BROWN, 1944
TWIN, 1944	JENN, 1944	BIRD, 1944
TRAV. 1944	HURST, 1944	BETTY, 1944
SPILE, 1944	HARV, 1944	BETH, 1944
SHORE, 1944	HAMMOND (Gravity Sta.)	BARE, 1944
SANOR, 1944	U.S.C. & G.S. 1937, r.	APART, 1944
SAIL, 1944	HAMM, 1944	ALLEN, 1944
ROGER, 1944	HAIR, 1944	ALBE, 1944
RODS, 1944	GRAY, 1944	ABAN, 1944
RICH, 1944	GULF, 1944	BOHANNON, 1944 (1932 Az.Mk.)
REST, 1944	GAYLE, 1944	TIDAL B.M. 4, 1907
PINS, 1944	FISH, 1944	
PETE, 1944	ERIC, 1944	
MELS, 1944	EMPTY, 1944	
LOCK, 1944	DOWN, 1944	
LEAN, 1944	CLAY, 1944	
KRESS, 1944	CLAUD, 1944	

The three beacons whose positions were determined by sextant fixes are considered to be Photo Topographic Stations because each of the sextant fixes included points, positions of which were not available until the Photogrammetric survey had been compiled.

35. HYDROGRAPHIC CONTROL: (Cont'd.)

The thirteen remaining Photo (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 Geographic Names is attached to this Report. 814

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 0.5 mm.

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 south with Map Manuscript for Survey No. T-8328.

To the west with Map Manuscript for Surveys No. T-8330 and T-8341.

To the north of the map Manuscript is the Piankatank River; to the east is the Chesapeake Bay.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

U. S. Geological Survey, Mathews, Virginia, 15' Quadrangle, scale 1:62,500, edition of 1917, reprinted 1944.

U. S. Geological Survey, Kilmarnock, Virginia, 15' Quadrangle, scale 1:62,500, edition of 1917, reprinted 1942.

In general, planimetry common to the quadrangles and to the map Manuscript are in good agreement, except that the land known as Rigby island has filled in to form a peninsula, as shown on the Map Manuscript.

Minor differences are discussed in the "Notes to Reviewer" attached to this Descriptive Report.

45. COMPARISON WITH NAUTICAL CHARTS:

U. S. Coast and Geodetic Survey Chart No. 494, scale 1:40,000, published at Washington, D. C., September 1943, corrected to August 17, 1944. (Common area).

U. S. Coast and Geodetic Survey Chart No. 534, scale 1:40,000, published at Washington, D. C., April 1933, corrected to August 17, 1944. (Common area).

Minor differences between the Map Manuscript and the above-mentioned charts are discussed in the "Notes to Reviewer" and "Notes to Hydrographic Party".

Respectfully Submitted
December 18, 1945

Mildred M. Trautman
Mildred M. Trautman
Photogrammetric Aid

Map Manuscript and Descriptive
Report reviewed by:

Albert C. Bauck, Jr.
Albert C. Bauck, Jr.
Photogrammetric Aid

Compilation of Map Manuscript
Supervised by:

Harry R. Rudolph
Harry R. Rudolph
Photogrammetric Aid

Approved and Forwarded,
January 7, 1946

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

NONFLOATING AIDS ORIENTED MARINERS TO NAVIGATION

STRIKE OUT ONE

Washington, D. C.

23 MAY, 1945

I recommend that the following objects which have ~~(been used)~~^(have been) been inspected from seaward to determine their value as landmarks, be ~~checked~~^{checked} ~~on~~ (deleted from) the charts indicated.

The positions given have been checked after listing by

S. V. Griffith

Chief of Party.

STATE			POSITION						METHOD OF LOCATION AND SURVEY NO.		DATE OF LOCATION		HARBOR CHART INSHORE CHART OFFSHORE CHART			CHARTS AFFECTED
CHARTING NAME	DESCRIPTION	SIGNAL NAME	LATITUDE ° ' "	D.M. METERS	LONGITUDE ° ' "	D.P. METERS	DATUM									
GWYNNE I., VIRGINIA																
DAY BEACON (RED), MIDDLE GROUNDS			37	29	897	76	18	486	NA	Bert.	1944	x				494
SMALL RED BEACON, EDWARDS CREEK			37	29	1536	76	17	795	NA	Photo Plot	1945	x				494 534 534
The above two nonfloating aids to navigation were previously recommended for charting. see Chart Letter L 30 (1946). They have been reported as destroyed by the field edit party.																
Michael G. Misulis 23 May 1946																

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *floating 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.

STRIKE OUT ONE

NONFLOATING AIDS ~~WERE~~ EXAMINED FOR POSSIBLE EFFECTS TO NAVIGATION

Washington, D. C.

23 May, 1946

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 by

3. V. Griffith

Chief of Party

STATE			POSITION			METHOD		DATE OF LOCATION		CHARTS AFFECTED		
CHARTING NAME	DESCRIPTION	SIGNAL NAME	LATITUDE ° ' "	D.M. METERS	LONGITUDE ° ' "	D.P. METERS	DATUM	LOCATION AND SURVEY NO.		HARBOR CHART	INSHORE CHART	OFFSHORE CHART
DAY BEACON (BLACK), MIDDLE GROUNDS			37 29	750	76 18	717	NA 1927	Plane-table	1946	x		
This beacon was previously recommended for charting, see Chart Letter L 30 (1946). The field edit party reported the beacon as destroyed and later replaced. The position listed above is approximately 0.9 mm southeast of the old position.												
Michael O. Misaulia 23 May 1946												

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *floating aids to navigation*, if redetermined, shall be reported on this form. *Other* 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.

- Piankatank District: 1940 Census Bureau Map has Piankatank, but this form is rejected by U.S. & B 6th Report.
- Westville "
- Mathews County
- Chesapeake District

GEOGRAPHIC NAMES

(Undisputed)

- ✓ ~~Back Creek~~
- Barn Creek
- Beaverlett
- ~~Bethel Beach~~ - from field edit. MGSN 23 May 1946
- Blakes
- Bohannon
- Burton Point
- Callis Creek
- Callis Wharf
- Cardinal
- Chapel Creek
- Cherry Point
- Chesapeake Bay
- Chestnut Point
- Cockrells Point
- Cow Neck
- Crab Neck
- Crickett Hill
- Diggs
- East River
- East River Road (State No. 224)
- Edwards Creek
- Fanneys Point
- Fitchetts
- Garden Creek
- Godfrey Bay
- Godsey Creek
- Grimstead
- Gwynn
- Gwynn Island
- Gwynnville Point
- Hallieford
- Hickorynut Cove
- Hicks Wharf
- Hills Bay
- Hills Creek
- Hole in The Wall
(Narrow Channel)
- Hudgins
- Iron Point
- ~~Kibbles Pond~~ - from field edit. MGSN 23 May 1946
- Laban
- Lanes Creek
- Lee-Jackson School
- Lilleys Neck
- Long Point
- Mathews
- Mathews County Fair Grounds
- Gwynns Ridge Road
- State Nos 14, 118, 223, 224
- Middle Grounds - ? not a geographic name
- Miles Creek
- Miles Store
- Milford Haven
- Mill Point
- ~~Miller's Cove~~ - from field edit. MGSN 23 May 1946
- Mob Jack
- Moon
- Morris Creek
- Narrows Point
- North River Road (State No. 14)
- Old Fort
- Onemo
- Onemo Road
- Piankatank River
- Point Breeze
- Port Haywood
- ~~Put in Creek~~ - from field edit. MGSN 23 May 1946
- Queens Creek
- Rains Creek
- Redart
- Retz
- Rigby Island
- Ruff
- Salem Church
- Sandy Point
- Sarah
- Sharp Point
- Stoakes Creek
- Stutts Creek
- Tabbs Creek
- Tabernacle
- Thomas Creek
- Todds Point
- Ware Point
- Warehouse Creek
- Weston Creek
- White Neck
- Whites Creek (S. side Milford Haven)
- Williams Post Office
- Williams Wharf
- ~~Winter Creek~~
- Winter Harbor
- Woodas Creek
- Woodas Point
- Whites Creek (S. edge of sheet)
- Hudgins Creek
- Wharf Creek

(see next page
for names entered
in red ink.)

GEOGRAPHIC NAMES

(Disputed)

- Billups Creek
- Plankatank Road = State No. 198 to junction with No. 14
- Sage Point

- Billups Creek
- North River Road = Gage Point

State No. 14
No longer disputed. Names as shown on manuscript are in accordance with field edit data.
D. L. M.
24 May 1946

From Field Edit Report (finals deleted in some cases to agree with general rules):

- Back Creek
- Bethel Beach
- Tenney Creek
- Kibble Pond
- Miller Cove
- Postle Cove
- Winder Creek

Names preceded by . are approved
L. Hock 4/8/47.

IDENTIFICATION REPORT
HORIZONTAL CONTROL
MAP MANUSCRIPT, SURVEY No. T-8329 & T-8342 (Part)
Project No. CS-289-W-2

Station	U.S.G.S. Quadrangle	Recovery Date	Pricking Data
* ALMA (VFC) 1937 -	Mathews ✓	9-28-44	Positive
** BAUCKAGES (VFC) 1937 x	Mathews ✓	4- 44	Not pricked
** BENDALL (VFC) 1937 x	Mathews ✓	4- 44	Not pricked
* BILLUPS (VFC) 1920 -	Mathews ✓	10-20-44	Positive
** BOB (VFC) 1937 x	Mathews ✓	4- 44	Not pricked
** BOAT (VFC) 1937 x	Mathews ✓	4- 44	Not pricked
* BOHANNON, 1932 (U.S.C. & G.S.) -	Mathews	4-26-44	Positive
** BOHANNON 2, 1942 -	Mathews	4- 44	Not pricked
** BUDDY (VFC) 1920	Mathews	Not found	
** BROOK (VFC) 1920	Mathews	Lost	
** BROWNLEY (VFC) 1937 x	Mathews ✓	4- 44	Not pricked
** CALLIS (VFC) 1920	Mathews	Lost	
* CARL (VFC) 1941 -	Mathews ✓	5-2-44	Positive
** COCKEREL (VFC) 1920	Mathews	Not found	
** CORD (VFC) 1920	Mathews	Not found	
** CRANK (VFC) 1920	Mathews	Not found	
* EDWARDS (VFC) 1920 -	Mathews ✓	9-15-44	Positive
** FARE (VFC) 1920 <i>destroyed</i>	Mathews	4- 44	Not pricked
** GARNETT (VFC) 1937 ✓ <i>4/3/4</i>	Mathews ✓	4- 44	Not pricked
* GEORGE (VFC) 1941 - <i>5/24/46</i>	Mathews ✓	5-2-44	Positive
** GUM (VFC) 1920	Mathews	Lost	
** HALL (VFC) 1937	Mathews	Not found	
** HAZEL (VFC) 1937 x	Mathews ✓	4- 44	Not pricked
** HILL (VFC) 1937	Mathews	Not found	
HOOK (VFC) 1920 -	Mathews ✓	9-25-44	Positive
* HUGHES (VFC) 1937 -	Mathews ✓	4-24-44	Positive
** HUNLEY (VFC) 1937 x	Mathews ✓	4- 44	Not pricked
IRON (VFC) 1920	Kilmarnock	5-2-44	Positive
* JOE (VFC) 1920 -	Mathews ✓	4-25-44	Positive
** LANE (VFC) 1920	Mathews	Not found	
* LEVY (VFC) 1920 -	Mathews ✓	1-25-45	Positive
** MACHEM (VFC) 1937 x	Mathews ✓	4- 44	Not pricked
** MARSH (VFC) 1920 x	Mathews ✓	4- 44	Not pricked
MATHEWS LOOKOUT TOWER, 1942 -	Mathews	6-20-44	Positive
* MILES (VFC) 1937 -	Mathews ✓	9-27-44	Positive
** MILL (VFC) 1920	Mathews	Not found	
* MOORE (VFC) 1937 -	Mathews ✓	4-22-44	Positive
** NAT (VFC) 1937 x	Mathews ✓	4- 44	Not pricked
* NEXT (VFC) 1937 -	Mathews ✓	4-22-44	Positive
** POPLAR (VFC) 1937 x	Mathews ✓	4- 44	Not pricked
** PUT-IN (VFC) 1937 x	Mathews ✓	4- 44	Not pricked
** RAINES (VFC) 1937 x	Mathews ✓	4- 44	Not pricked
** ROCK (VFC) 1920 x	Mathews ✓	4- 44	Not pricked
** SAND (VFC) 1920	Mathews	Not found	
** SHARP (VFC) 1937 x	Mathews ✓	4- 44	Not pricked

Green x
McElroy x

<u>Station</u>	<u>U.S.G.S. Quadrangle</u>	<u>Recovery Date</u>	<u>Pricking Data</u>
** SHINAULT (VFC) 1937 *	Mathews ✓	4- 44	Not pricked
** SOMERS (VFC) 1937 *	Mathews ✓	4- 44	Not pricked
* SOPER (VFC) 1937 -	Mathews ✓	4-22-44	Positive
** SPITZER (VFC) 1937 *	Mathews ✓	4- 44	Not pricked
** STOKES (VFC) 1937 *	Mathews ✓	4- 44	Not pricked
** TANK (VFC) 1937 *	Mathews	4- 44	Not pricked
** THURSTON (VFC) 1937 *	Mathews ✓	4- 44	Not pricked
** UP (VFC) 1937 *	Mathews ✓	4- 44	Not pricked
** WARE (VFC) 1937 -	Mathews ✓	4- 44	Not pricked
** WASH (VFC) 1920	Mathews	Not found	
* WHARF (VFC) 1937 -	Mathews ✓	9-27-44	Positive
** WILLIAMS (VFC) 1937 *	Mathews ✓	4- 44	Not pricked

* Identified by a substitute station. The positions of these substitute stations have been shown on the reverse side of the Map Manuscript with a small orange ink circle.

** Not used to control the Radial Plot.

FIELD EDIT REPORT

T-8329, Mathews Quadrangle (3722.5/7615.0)

Project CS 289 W-2

Aziel LaFave, Chief of Party

The field edit survey was made by Aziel LaFave, Photogrammetric Engineer, between March 18, 1946 and April 25, 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 in the quadrangle. The shore-line and offshore details were checked by walking along the shore-line or observing from strategic locations from which a large portion of the shore-line would be visible. Aids to navigation were located or checked by plane-table cuts. Geographic names and political boundaries were checked with local residents, posted signs, and county records.

All results of the field edit survey are shown on the field edit sheet, or reference is made on this sheet to a photograph on which the correction or addition can be determined. (*Field Edit sheet is filed in the Division of Photogrammetry*)

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

4. Horizontal Control.

Station Fare, V.F.C., 1920 has been washed out. This information is also submitted on Form 526. (*Forwarded to Geodetic*) M.G.M. *Deleted from manuscript.*

5. Vertical Control.

The location and labeling of Bench Marks were checked and found to be correct.

6. Contours and Drainage.

In the northwest corner of the sheet, there are two isolated 20' contours. The ten foot contour is found throughout the quadrangle. It follows closely the shoreline and near the shoreline of the numerous tide-water creeks.

Nearly all inland streams are at tide-water level. There is no well defined drainage pattern such as found on higher land.

9. Wharves and Shoreline Structures.

The small piers in this quadrangle are constantly changing in number and position. A few newly constructed ones were added. Many others were deleted or marked "Ruins" because of their present poor condition.

10. Details Offshore from High Water Line.

One duck blind west of Sandy Point was located by plane-table cuts.

The areas of crab-pot stakes shown on the west side of Godfrey Bay have been deleted by the field edit man. These stakes are rather small and rarely stay in place more than one season. Most of them are already destroyed in that area. To locate every area of crab-pot stakes on the quadrangle would take considerable time and fill the sheet with information which would be correct for only one season.

11. Landmarks and Aids To Navigation.

The following aids to navigation were checked by plane-table cuts and their position found to be satisfactory:

AID	LOCATION
Fl. W 5 Sec.	1 Mi. northwest of Iron Point
" R 5 "	1 Mi. west of Cherry Point
" W 5 "	1 Mi. northwest of Cherry Point
" R 5 "	On wood jetty in south end of Hills Bay
" W 5 "	On stone jetty, southeast side of Hills Bay.

The following aids to navigation were located by plane-table cuts:

AID	LOCATION
Nun #2	South end of Hills Bay
Black Can #1	Hills Bay
Black Can #5	1½ Mi. west of Cherry Point.
Black Can #3	1 Mi. north of Cherry Point.
Black Can ##1	2 Mi. northeast of Cherry Point.
Day Marker (Black)	Middle Grounds, south Gwynn Is.

*applied
24.6.31.*

*only appld.
not shown on
manuscript*

The Black Day Marker listed above is not in its original position. It was destroyed and replaced by local fishermen as near to its original position as they could determine. The Red Day Marker was *deleted M.G.M.* destroyed and never replaced.

Black Can #1 northeast of Cherry Point could not be located by plane-table cuts any closer than shown. It was felt that this is sufficiently close and that additional work from a motor launch *Replotted M.G.M.* would not be worth while.

14. Road Classification.

Because of the additional classification, Rd. 4U under war mapping, some of the Rd. 4's now properly become Rd.3. A few roads have been improved during the past year.

15. Bridges.

Bridges were found to be correctly indicated. Appropriate notes were made where necessary.

16. Buildings and Structures.

Many buildings were deleted on this sheet. Most of the buildings deleted are small barns, chicken houses, sheds and hog pens.

Several buildings were added. Their approximate position was circled on the field edit sheet and their exact position was indicated on a photograph.

17. Boundary Monuments and Lines.

There were two minor changes in the magisterial district lines. Where the Piankatank-Westville District Line leaves Stutts Creek, it follows a line fence between two farms to St. Hwy. 641.

Where the Chesapeake-Westville District Line leaves Put In Creek, it follows a ditch easterly to St. Hwy. 14; thence north along St. Hwy. 14 to St. Hwy. 611.

18. Geographic Names.

<u>Feature Name</u>	<u>Recommended By</u>	<u>Occupation</u>	<u>Address</u>
✓ Back Creek	H.S. Forrest C.J. Hyatt	Fishermen	Diggs P.O.
✓ North River Rd.	S.J. German	Farmer	Foster P.O.
✓ Piankatank Rd.	G.T. Hudgins	Land Surveyor	Mathews, Va.
✓ Winder Cr.			
✓ Millers Cove	E.D. Owens	Farmer	
✓ Kenneys Cr.	C.L. Lewis	Chief Warrant	Hudgins P.O.
✓ Postle's Cove		Bos'n U.S.C.G.	
		Ret'd	

*Applied
M.G.M.
23 May 1946*

Geographic Names Cont'd

<u>Feature Name</u>	<u>Recommended By</u>	<u>Occupation</u>	<u>Address</u>
✓ Kibbles Pond	R.N. Godsey	Postmaster	Gwynn P.O.
✓ Bethel Beach	State Road Marker		

One State Highway Sign posted near Gwynn Island Bridge stated "Milford Haven River". It is locally known as simply Milford Haven. It is shown as Milford Haven on the county maps.

✓ North River Rd. is the road which runs through the west-central portion of the quadrangle from West to East thence South to Mathews Court House.

The road in the extreme southwest corner of the sheet is labeled North River Road and it is locally called that. It is recommended ✓ that this name be deleted so that there will not be two North River Roads on the same sheet.

✓ Piangkatank Rd. is well known as the road that begins at the intersection of Highways 14 and 198 and continues north and west along the Piangkatank River.

✓ The body of water north of Winter Harbor in the southeast corner of the quadrangle has no well known name. The field edit party consulted local residents in an attempt to determine the name of this body of water as well as some of the coves about Winter Harbor. No new names were found. (original name report marked this as part of Winter Harbor L.H.)

45. Comparison with Nautical Chart #1223

The inshore and shoreline information compiled on this quadrangle should supercede any and all such information now shown on Chart #1223.

There is an opening through the north end of Rigby Island.

The Channel out of Garden Creek is now closed.

46. Accuracy Tests

There were four short accuracy tests run in this quadrangle. They are located as follows:

Test #1	Lat. 37 24'	Long. 76 22'
Test #2	Lat. 37 30'	Long. 76 21'
Test #3	Lat. 37 26'	Long. 76 20'
Test #4	Lat. 37 25'	Long. 76 18'

48. Accuracy Tests Cont'd.

Points Tested	Points In Error Less Than $\frac{1}{2}$ Int.	Points In Error $\frac{1}{2}$ to full	Hor. Cl.	Vert. Cl.
TEST #1				
22	22	0	0.6mm	0.7'
TEST #2				
12	11	1	0.4mm	0.3'
TEST #3				
11	11	0	0.3mm	0.055'
TEST #4				
11	11	0	0.4mm	0.8'

There were no points out over a full interval.

Total Points tested 55

" " within $\frac{1}{2}$ contour interval, 54

98% of points within $\frac{1}{2}$ contour interval.

49. Review of First Proof.

Mr. R.W. Orrell of Cardinal, Va. has consented to review one of the first proofs of this quadrangle. His very favorable qualifications have been stated in the Field Edit Report of T-8330.

Respectfully Submitted,

Aziel LaFave
Aziel LaFave
Photogrammetric Engr.

DIVISION OF PHOTOGRAMMETRY

REVIEW OF TOPOGRAPHIC QUADRANGLE T-8329

An office inspection of T-8329 was made prior to field edit. Planimetric and topographic features of questionable interpretation were called to the field editor's attention on one of the single-weight prints of T-8329, accompanied by pertinent notes in red ink. The materials necessary for field edit were then forwarded to the field. Upon the receipt of the field edit data, the reviewer applied all of the necessary information to the manuscript and the descriptive report.

27. RADIAL PLOT:

Each of the office photographs within the area of the survey were oriented separately under the manuscript and positions of the planimetric details checked by radial cuts. The accuracy of such details was found to be well within the allowable error. No horizontal accuracy test was made on this quadrangle. Four vertical accuracy tests were made within the area of the quadrangle by the field edit party and the points tested are well within the prescribed accuracy specified by the National Standards of Map Accuracy. The results of these vertical accuracy tests are fully described in the field edit report.

28. DETAILING:

All corrections and additions have been applied to the manuscript in accordance with the field inspection data, the U. S. C. & G. S. nine-lens, 1:10,000 scale photographs taken 28 November 1942, and the field edit data. All of the revisions were made in the same colored inks as used by the compiler.

The original woodland areas were field inspected and compiled in accordance with the Director's instructions, dated 22 February 1944. These woodland areas have been reclassified by the reviewer in accordance with new instructions "Field Inspection and Compilation of Wooded Areas on Planimetric and Topographic Maps", dated 30 June 1945. The field inspection data were used in aiding the reviewer in the reclassification of these wooded areas.

A drafting overlay was prepared to facilitate the process of smooth drafting.

34. LANDMARKS AND AIDS TO NAVIGATION:

The red day marker at Middle Grounds was reported destroyed by the field edit party and was therefore deleted from the manuscript during the review. The black day

marker, also at Middle Grounds, was reported destroyed and replaced by local fisherman. The new position, as shown on the manuscript, was redetermined by planetable cuts and now lies approximately 0.9 mm. further to the southeast. The non-floating aid to navigation Small Red Beacon, at the head of Edwards Creek, was reported as gone by the field edit party. Forms 567 have been submitted for these beacons, copies of which are attached to this report.

Nun buoy No. 2 and Black Can buoy No. 1, at Hills Bay, were also located by planetable cuts by the field edit party. They have been shown on the manuscript with small black acid ink circles accompanied by pertinent notes. These floating aids to navigation will not be shown on the published quadrangle.

38. COMPARISON WITH PREVIOUS TOPOGRAPHIC SURVEYS:

The planimetric and topographic features appearing on the following surveys are superseded by survey T-8329 in all common areas *for charting purposes.*

T- 503	1:20,000	1853
T- 504	1:20,000	1853
T-1100	1:20,000	1869
T-1101	1:20,000	1860-68
T-2715	1:20,000	1905-6
T-2869	1:20,000	1907-8

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

U. S. G. S. Mathews Quadrangle (15') Va., scale 1:62,500, edition of 1917, reprinted 1944.

In general, planimetry common to the quadrangle and the manuscript are in good agreement except for the discrepancies noted in the descriptive report under notes to the reviewer.

The features shown on survey T-8329 supersede those appearing on the above-mentioned quadrangle.

45. COMPARISON WITH NAUTICAL CHARTS:

The following nautical charts have been compared with survey T-8329:

494	scale 1:40,000	1943
534	scale 1:40,000	1933

This survey has not been applied to these charts at the date of this review.

FUTURE SURVEYS:

The Notes for Reviewer and for Hydrographic Parties as prepared by the compilation office were removed from the descriptive report because the information desired has been applied by the reviewer from the field edit data with the exception of the following features which are recommended for investigation during future hydrography:

Wreck in Hills Bay just S.W. of Narrows Point.

One floating aid to navigation in Chesapeake Bay N.E. of Gwynn Island, Ref. Cl.

The ruin of a long pier at the north shore of the entrance to Warehouse Cove.

The above features appear on Chart 534, scale 1:40,000, published April 1933, reissued April 1939.

Reviewed by:

Michael G. Misulia

Michael G. Misulia
Photogrammetrist
23 May 1946

Reviewed under the direction of S. V. Griffith *K.H.M.*

Approved by:

B.G. Jones 10/49
B. G. Jones, Technical Asst.
Div. of Photogrammetry

J.R. Edmonston
Chief, Nautical Chart Branch
Division of Charts

O.S. Reading 10/49
Chief, Div. of Photogrammetry

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

NAUTICAL CHARTS BRANCH

SURVEY NO. 8322

Record of Application to Charts

[illegible]

M-2158-1

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.