

8330

Diag. Cht. 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-TL-2 Office No. T-8330

LOCALITY

State VIRGINIA

General locality CHESAPEAKE BAY

Locality WARE RIVER - NORTH RIVER -  
PIANKATANK RIVER

194 6

CHIEF OF PARTY

F. L. Gallen, Chief of Field Party

F. L. Peacock, Balti. Photo. Office

LIBRARY & ARCHIVES

DATE .....

8330

## DATA RECORD

T- 8330 and T-8341 (Part)

Quadrangle (II): *Ware Neck, Va.*Project No. (II): *CS-289-W-2*

## Field Office:

Air Photographic Party No. 2

War Mapping Party No. 1

## Compilation Office:

Baltimore Photogrammetric Office

Instructions dated (II III);

August 10, 1944

## Chief of Party:

~~Fred. L. Peacock~~

F. L. Gallen

## Chief of Party:

Fred. L. Peacock

Copy filed in *Division of* DescriptiveReport No. ~~T~~ *(VI)**Photogrammetry Office Files*Completed survey received in office: *1/31/46*Reported to Nautical Chart Section: *2/6/46*Reviewed: *1 July 46*Applied to chart No. *534*  
*1222*Date: *4/20/49*  
*6/28/49*

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): JAMES, 1942, r. 1944

Lat.: *37°27'52.057"* (*1604.9 m*) Long.: *76°27'43.423"* (*1067.1 m*) Adjusted  
~~(244.8) m.~~ ~~(402.4) m. Unadjusted~~State Plane Coordinates (VI): *Virginia South Zone**X = 2,591,441.76 ft.**Y = 418,207.58 ft.*

Military Grid Zone (VI)

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>75th</u> <u>Time Meridian</u>	<u>Scale</u>	<u>Stage of Tide</u>
12651-12656, Incl.	11/28/42	1315	1:20,000	2.3' above M.L.W.
12681-12684, "	11/28/42	1409	1:20,000	2.0' above M.L.W.

Tide from (III); Predicted Tide Tables, Reference Station, Hampton Roads, Va.  
with corrections for Auburn Wharf, North River, Mobjack Bay.  
Mean Range: 2.5' Spring Range: 3.0'

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

Field Inspection by:	R.E. Houtrouw, Marvin C. Jenkins	date: April-May, 1944
	Kerwin B. Roche	Sept.-Oct.-Dec., 1944
	Marvin C. Jenkins	Feb., 1945
Field Edit by:	Harland R. Crevat	date: Dec. 1945 - Jan. 1946

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: 12/20/44
Control checked by: John M. Reinoldi	date: 12/27/44

Radial Plot by: J. Edward Deal, Jr. & John M. Reinoldi	date: Dec. 1944 and Jan. 1945
--	-------------------------------

Detailed by: Albert C. Rauck, Jr.	date: 1/19/45 to 2/-/45
Ruth E. Rudolph	8/23/45 to 10/19/45
Reviewed in compilation office by:	date: 1/14/46 to 1/16/46
Albert C. Rauck, Jr.	10/10/45 to 10/19/45
Elevations on <del>Field Edit Sheet</del> <i>Manuscript</i> J.T.R.	date:
checked by:	

STATISTICS (III)

Land Area (Sq. Statute Miles): 57

Shoreline (More than 200 meters to opposite shore): 36 statute miles.

Shoreline (Less than 200 meters to opposite shore): 17 statute miles.

Measured along approximate centerline only.

Number of Recoverable Topographic Stations established: 35

(8 Topographic Stations, 6 Non-Floating Aids to Navigation, 19 Bench Marks,  
1 Azimuth Mark, and 1 Gravity Station).

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:

*A special report covering the area of this survey:  
"Radial Plot of Project CS-289-W-2" F.L. Peacock, Chief of Party,  
can be found in the file section of the Division of Photogrammetry.*

FIELD REPORT  
SURVEY No. T-8330 & T-8341 (Part)

MOBJACK BAY, VIRGINIA  
NORTH RIVER, WARE RIVER, and  
PIANKATANK RIVER  
Project No. CS-289-W-2

1. DESCRIPTION OF THE AREA:

According to the instructions, the survey for Map Manuscript No. T-8330 and T-8341 (part) covers an area from the southern bank of the Piankatank River to just north of the junction of the North River with the Ware River and is to be delineated in its entirety and contoured.

The area of this Survey is divided by the Gloucester-Mathews County line, the eastern part being Mathews County. The terrain in the southern and eastern portions of the Survey is low and flat with much farm land. The western and northwestern portions are heavily wooded and very hilly with the drainage in this area being sharply cut and forming a very irregular drainage pattern. Practically all roads shown on the United States Geological Survey quadrangle map in this section are old logging roads, in use about 1916 to 1920, which have been allowed to "grow up" in vegetation and these roads now have young trees growing in them or fallen trees across them, preventing their use. These roads do not show on the photographs. This area is known locally to be very inaccessible and wild country and very few local persons have been in these woods or are familiar with them. Wild turkey and deer are to be found here in large quantities.

2. COMPLETENESS OF THE 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 ~~the~~ 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

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

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 new shoreline inspection and did so on his own initiative.

Later when the difference 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, the 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.

## 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:

AUBURN (VFC), 1936 - Lost  
COTTAGE (VFC), 1930 - Not found  
EVANS (VFC), 1930 - Not found  
HOCKLEY (VFC), 1930 - Not found  
JARVIS (VFC), 1930 - Not found

LOTHIAN (VFC), 1936 - Not found  
NORTH (VFC), 1905 - Not found  
PERRIN (VFC), 1930 - Not found  
PIG (VFC), 1930 - Not found  
RED (VFC), 1936 - Not found

Forms No. 526, Recovery Note, have been submitted for six of the horizontal control stations by this office and the remainder <sup>were</sup> presumably submitted by the Chief of War Mapping Party No. 1.

## 5. VERTICAL CONTROL:

Twenty marked Bench Marks, one Gravity Station, and one Azimuth Mark were recovered and identified on the field photographs. They are as follows:

✓J-268	✓K-290	Soles Gravity Station, 1937
✓K-268	✓R-290 — <i>out</i>	✓James, 1942, Azimuth Mark
✓L-268	✓H-290 — <i>out</i>	
✓M-268	✓J-290 — <i>out</i>	
✓N-268	✓X-295, 1945 <i>out</i>	
✓P-268	✓Y-295, 1945	
✓Q-268	✓Z-295, 1945	
✓R-268	U.S.G.S. "30"	
✓S-268	✓U.S.G.S. "42" 1916	
✓D-290	✓B.M. 1942 on Ref. Mk. #2	

In addition to the above vertical control, supplemental level lines were run over the main roads, spotting elevations at road intersections, to provide sufficient and convenient control for the planetable party. No Bench Marks could be found in the northwestern portion of the survey and it was necessary to run a fly level line seven miles in order to tie to a Bench Mark. This line tied in 0.4' in error and was adjusted. All other lines tied in 0.3' or less and were adjusted. All lines were tied in to Bench Marks or previously determined elevations which had been tied into Bench Marks. Three new Bench Marks have been established in the northwestern part of the survey in the fall of 1945.

## 6. CONTOURS AND DRAINAGE:

Contouring was effected by a four-man planetable party using standard Coast Survey methods and equipment consisting of alidade, planetable, stadia rods (graduated in feet and tenths), hand levels, and slide rule.

The first operation was to establish a line of magnetic declination on the photographs. This was accomplished by orienting along a straight road near the center of the photograph. Considerable difficulty was experienced in establishing this line on photograph No. 12682 since straight roads were not to be found. Satisfactory orientation was finally effected by picking two distant road intersections. The table was set up at one and a rod held at the other. Using this magnetic line, good results were obtained in running relatively long traverses. Since this was practically the only means of orienting the table, while working on photograph No. 12682 and since long traverses through heavily wooded country had to be run daily, a very definite effort was made to get the magnetic line on the photograph as nearly perfect as possible.

All contouring was done on the photographs using 10 foot intervals for contours. Cultural features were used to supplement planetable "shots" to locate the contours wherever possible. Hand level lines were run in the

## 6. CONTOURS AND DRAINAGE: (Cont'd.)

very thickly wooded and brush areas to supplement planetable "shots". These lines were generally run to obtain elevations in the bottom of drains or to set contours down ridges where accuracy could be maintained and elevations obtained without an additional set-up for the table. In many instances, contours were spaced down ridges and in drains and the elevation not shown on the photographs. These lines were always short and distances were paced from the rod as located by planetable "shots". Most of the elevations were obtained by actual planetable "shots". Traverses were tied in to pre-determined locations and elevations and all accepted lines had closures of 0.9' or less. On photograph No. 12682, control points were so few that points were set at various intervals along all traverses to be used in extending control out across the heavily wooded, swampy areas. When a traverse was acceptably tied-in, the points set along the traverse were used as either take-off or tie points for more traverses. All accepted traverses were tied in horizontally within 10 meters.

A very satisfactory way to mark points in wooded areas is to knock the bark from a live tree to get a white surface, then the lead of an ordinary blue lead scripto pencil will merge with the tree sap and give an indelible effect that makes notes and elevations clearly visible and weatherproof for months after the notes are made. This makes recovery of points and elevations easy for the topographer.

Use of the stereoscope in the heavily wooded areas of the survey had very limited success. Only the deeper swamps could be definitely located by this method.

Drainage was drawn by using the stereoscope and checked in the field by the planetable. A very irregular pattern is formed by the streams emptying into Ferry Creek and then to the Pienkatank River and the tributaries leading to Henshaw Pond in the northwestern part of the survey. Henshaw Pond drains down North End Branch to the North River. The Indian Road runs down the ridge between the two drainage areas. South of this portion of the survey, Cow Creek Pond and tributaries form a drainage pattern leading to the Ware River. The remainder of the survey is drained by numerous tide water creeks.

## 7. MEAN HIGH-WATER LINE:

All of the Mean High-Water Line was inspected from a skiff kept close to shore at the time when the tide was closely approaching the high water mark, at high tide, and a period after high tide.

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 piers, jetties, fences extending into the water, seawalls and bulkheads within the area of the survey have been identified on the field photographs.

The character and condition of the piers 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:

Three previously charted Non-floating Aids to Navigation which fall within the limits of this survey were field inspected. One of these, namely: Bailey Wharf Beacon, has been located by sextant cuts. The remaining two have been identified on the field photographs with sextant cuts furnished as a check.

In addition to these, three single pile beacons, known only as Pile No. 1, Pile No. 2, and Pile No. 3, at the mouth of Blackwater Creek, not previously charted were field inspected and are recommended for charting. These three Non-floating Aids to Navigation have been located by ground survey methods and the data for determining their positions has been furnished the Compilation Office.

12. HYDROGRAPHIC CONTROL:

14 Recoverable Topographic Stations, which include 8 Topographic Stations, and 6 Non-floating Aids to Navigation.

Form No. 524 has been submitted.

14. ROAD CLASSIFICATION:

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

15. BRIDGES:

The length and width of all bridges over 20 feet in length has been noted on the field photographs.

16. BUILDINGS 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 LINES AND MONUMENTS:

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.

COMPILATION REPORT  
MAP MANUSCRIPT, SURVEY No. T-8330 & T-8341 (Part)

MOBJACK BAY, VIRGINIA  
NORTH RIVER, WARE RIVER, and  
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:

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

*Additional  
Horizontal  
control stations  
recovered by  
the field Insp-  
ector are  
listed in  
the Review  
Report.*

- \*\* CEDAR (VFC) 1936, r. 1944 ✓
- \*\* DARLING (VFC) 1936, r. 1944 ✓
- \*\* GINNY (VFC) 1920, r. 1944 ✓
- \*\* GLEBE (VFC) 1930, r. 1944 ✓
- \*\* HICKS (VFC) 1936, r. 1944 ✓
- \*\* HORSE (VFC) 1936, r. 1944 ✓
- \*\* JAMES 1942, r. 1944 ✓
- \*\* LONE (VFC) 1936, r. 1944 ✓
- \*\* ~~NORTH (VFC) 1936, r. 1944~~ *North R.M. (VFC) 1930, r. 1944* ✓
- \*\* PERSIMMON (VFC) 1936, r. 1944 ✓
- \*\* PIANKATANK 20 (VFC) 1932, r. 1944 ✓
- \*\* PIANKATANK 26 (VFC) 1932, r. 1944 ✓
- \*\* REED (VFC) 1936, r. 1944 ✓
- \*\* SPIT (VFC) 1936, r. 1944 ✓
- \*\* TALIA (VFC) 1936, r. 1944 ✓
- \*\* THOMAS (VFC) 1930, r. 1944 ✓
- \*\* THOMAS (VFC) 1936, r. 1944 ✓
- \*\* WEAVER (VFC) 1930, r. 1944 ✓
- \*\* WEST (VFC) 1936, r. 1944 ✓

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

- \*\* EAST (VFC) 1936, r. 1944, 1945 *← this sta. falls within limits of manuscript.*
- \*\* IRON (VFC) 1920, r. 1944
- \*\* IRVING (VFC) 1930, r. 1944
- \*\* MATHEWS LOOKOUT TOWER, 1942, r. 1944
- \*\* NEXT (VFC) 1937, r. 1944
- \*\* PIANKATANK 8 (VFC) 1932, r. 1944
- \*\* PIANKATANK 9 (VFC) 1932, r. 1944
- \*\* PIANKATANK 10 (VFC) 1932, r. 1944
- \*\* PIANKATANK 15 (VFC) 1932, r. 1944
- \*\* POINT (VFC) 1930, r. 1944
- \*\* P.T.S. #1 (USGS) 1916, r. 1944
- \*\* SOPER (VFC) 1937, r. 1944



26. CONTROL: (Cont'd.)

- \*\* STAMPERS 1942, r. 1944
- WARE NECK POINT BEACON, 1910, r. 1944
- WASHINGTON-NORFOLK AIRWAY BEACON 1942, r. 1944
- \*\* WHARF (VFC) 1937, r. 1944
- \*\* WILTON "A" (VFC) 1920, r. 1944
- \*\* WINDMILL (VFC) 1930, r. 1944

\*\* 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 small 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 the Division of Photogrammetry)*  
*Later attached to descriptive report T-8327*

28. DETAILING:

The photography, field data, horizontal ground control, and radially plotted control points available for the compilation, were adequate. No difficulties were encountered during compilation.

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

Drainage wide enough to show both shores with clarity and drainage through marshes has been shown in black acid ink. All other drainage has been shown in blue acid ink, using 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.

One Bench Mark, namely: X-295, 1945, could not be pricked on the office photographs because of insufficient data and has not been shown on the Map Manuscript.

The boundary lines have been detailed on the reverse side of the Map Manuscript in blue acid ink.



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:

<u>Survey No.</u>	<u>Date</u>	<u>Scale</u>
T-1100	1869	1:20,000
T-1101	1860-1868	1:20,000
T-2715	1905-1906	1:20,000
T-2745	1906	1:20,000
T-2870	1907-1908	1:20,000

None of these surveys were available to the Compilation Office.

30. MEAN HIGH-WATER LINE:

The Mean High-Water Line bordering along firm ground has been delineated 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 along 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. (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 were furnished the Compilation Office.

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

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

The offshore details include several wrecks, numerous piling and a few marsh islets. All of these details are shown in accordance with the field data.

33. WHARVES AND SHORELINE STRUCTURES:

All piers, jetties, fences extending into the water, seawalls, and bulkheads have been shown in accordance with the field data and accompanied with descriptive notes.

34. LANDMARKS AND AIDS TO NAVIGATION:

Six Non-floating Aids to Navigation, the existence of which were verified by the Field Inspection Parties of 1944 and 1945, lie within the detail limits of this Map Manuscript. Three of these Aids to Navigation, two lighted beacons and one unlighted beacon, have been previously charted. The other three are day beacons, which have not been previously charted, mark the entrance of a privately maintained channel at the mouth of Blackwater Creek.

The charted Aids to Navigation are shown on the Map Manuscript with  $2\frac{1}{2}$  millimeter black acid ink circles with name and character of light as taken from the 1945 Light List. The three day beacons are shown on the Map Manuscript with  $2\frac{1}{2}$  millimeter black acid ink circles with description as furnished by the Field Inspection Party.

The positions of the two lighted beacons were radially plotted on the Map Manuscript and checked by sextant cut locations from data furnished the Compilation Office on the field photographs. The positions of the unlighted beacon was plotted by sextant cut locations. The positions of the three day beacons at the mouth of Blackwater Creek were computed by the Compilation Office from data furnished on a pricking card by the Field Inspection Party.

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

The names of the Non-Floating Aids to Navigation are as follows:

Cradle Point, Fl. R, 5 sec.

Lone Point, Fl. W., 5 sec.

Bailey Wharf Beacon

Day Beacon (White slat on single unpainted pile)

Day Beacon (White slat on single unpainted pile)

Day Beacon (White slat on single unpainted pile)

} Private

Twiggs Ferry South Slip light, R.G. has not been shown on the Map Manuscript because it was not positively identified on the field photographs. A pertinent note has been shown on the discrepancy overlay.

35. HYDROGRAPHIC CONTROL: *Filed under T-8330 & T-8341*

Forms No. 524 are being submitted for 31 Photo (Topographic) stations, 3 Theodolite Stations, and 1 Topographic Station. In addition to the six 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. They are:

CHIM, 1944 (d)

IDA, 1944 (d)

DAVIS, 1944 (d)

KALEDA, 1944 (d)

DOC, 1944 (d)

OAK, 1944 (d)

DUMP, 1944 (d)

WALT, 1944 (d)

*These stations are not monumented but are chimneys, gables, etc of buildings. The proper descriptive name to be shown on published maps will be found on the drafting overlay. Most of them will be omitted from the published map. 1344*

35. HYDROGRAPHIC CONTROL: (Cont'd.)

The twenty-one remaining Photo (Topographic) Stations, which are Bench Marks, a Gravity Station, and an Azimuth mark, 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.

37. DISCREPANCY OVERLAY:

A discrepancy overlay has been prepared to accompany this Map Manuscript. On it are notes which are deemed likely to be of assistance during any future field edit.

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, Va., 15 minute quadrangle, and a special report on investigation of geographic names, dated May 1944, submitted by Lieutenant Commander F. L. Gallen. Only the undisputed names have been shown on the Map Manuscript. A list of undisputed, disputed, and recommended names is attached to this Descriptive Report.

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 m.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. *See Field Edit Report*

41. REMARKS:

The description, as furnished in the field report, adequately describes the area of the Map Manuscript.

42. JUNCTIONS:

Satisfactory junctions have been made with the following:

To the south with Map Manuscript for Survey No. T-8327.

To the ~~west~~ <sup>east</sup> with Map Manuscript for Surveys Nos. T-8329 & T-8341.

To the north of the Map Manuscript is the Piankatank River.

The junction with Map Manuscripts for Surveys Nos. T-8331 and T-8340 to the west ~~shall~~ <sup>should</sup> be made when those surveys are compiled at the Washington Office.

*Junction checked with T-8340; T-8331 not compiled as of July 46.*  
44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES: *J.R.*

United States Geological Survey, Mathews, Virginia, Quadrangle, 15' series, scale 1:62,500, edition of 1917, reprinted 1944 and United States Geological Survey, Kilmarnock, Virginia, Quadrangle, 15' series, scale 1:62,500, edition of 1917, reprinted 1942. (Common area).

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

Minor differences in land features are mentioned in the accompanying "Notes for Reviewer" and offshore features for which data were lacking, have been mentioned in the "Notes to the Hydrographic Party" attached to this Descriptive Report.

45. COMPARISON WITH NAUTICAL CHARTS:

Chart No. 494, scale 1:40,000, published at Washington, D. C., September 1943, corrected to August 17, 1944, and Chart No. 534, scale 1:40,000, published April 1933, corrected to August 17, 1944 (Common area).

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

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



Respectfully Submitted:  
January 21, 1946

Ruth E. Rudolph  
Ruth E. Rudolph,  
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 30, 1946

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



Names preceded by . are  
approved. W. Heck 4/8/47

GEOGRAPHIC NAMES  
(Undisputed)

- Abingdon District
- Auburn Wharf *OK*
- Back Creek
- Baileys
- Belleville Creek
- Blackwater
- Blackwater Creek
- Blands Wharf
- Cardinal
- Cedar Point (at new position)
- Chapel Neck
- Cobbs Creek
- Cobbs Creek (settlement)
- ~~Cow Creek Pond~~ - Cooper Pt
- Cradle Point
- Dancing Creek
- Davis Creek
- Deacons Neck
- Deep Point
- Dixie
- Dixondale
- Dutton
- East River Road
- Elmington Creek
- Ferry Creek
- Fort Nonsense (ruins)
- Foster
- ~~French Creek~~
- Ginney Point
- Gloucester County
- Green Point Wharf
- Greenmansion Cove
- Gwynns Ridge Road
- Hampton Creek
- Hell Neck
- Hockley ~~Wharf~~ (U.S.B.G.N.)
- Holland Point
- Horse Point
- Iron Point
- James Store
- Jarvis Point
- Lone Point
- Mathews County
- Middlesex County
- Morgans Branch
- North
- North End Branch
- North River
- North River Road (State No. 14)
- Nuttall

- Oakland Creek
- Petsworth District
- Piankatank District = *Census Map has Piankatank*
- Piankatank River
- Pig Hill
- Pond Point
- Pond Road
- Pribble
- Raymond Creek
- Roane Point
- Schley
- Sibley Creek (at new position)
- Silver Creek
- Soles
- Toddsbury Creek
- Twiggs Ferry
- Voxall Lane
- Ware District
- Ware Neck
- Ware Neck (settlement)
- Ware Neck Road
- Ware River
- Warehouse
- Westville District
- White Neck
- Windsor Road
- Zanoni

*Census Map has Piankatank but this spelling is rejected by decision in U.S.G. B.G.N. Rep.*

- Trinity Church (near Foster)
- Mt. Zion Church
- *Pratts Mill Swamp*
- Isle of Wight
- Diggs Creek
- Cakes Creek
- Smith Lot Creek
- Roys Point
- State 14, 198, 225

(district names checked with  
1940 Census Bureau Map of  
minor political subdivisions  
in Virginia)

NOTE: All district names included in this list have been  
obtained from data furnished the Compilation Office  
on field photographs.

GEOGRAPHIC NAMES

Recommended

Disputed

• Burke Pond

Henshaw Mill Pond

• Plankatank Road = State No. 148

• North River Road

• Wading Creek

Wadinger Creek

State No. 14

See Field Edit  
Report



## FIELD EDIT REPORT

T-8330 & T-8341(part), Ware Neck Quadrangle,  
(3722.5/7622.5/7.5)

Project CS 289 W2

Aziel LaFave, Chief of Party

The field edit survey was made by Mr. Robert A. Horn, Topographic Engineer, from March 13, 1946 to April 23, 1946 in accordance with the Director's Field Edit Instructions dated August 24, 1945. During this time three vertical accuracy tests were made.

### 46. Methods

The field edit man rode in a truck or walked over every road in the Quadrangle, excluding a few woods and abandoned roads. Geographic names were checked with posted signs and local residents. Political boundaries were checked with local residents and existing County maps.

The results of the field edit survey are shown on the field edit sheet. Any missing detail, or detail requiring correction, that could be delineated from the photographs was noted on the field edit sheet, with a number indicating on which photograph it was to be found.

### 4. Horizontal Control

No discrepancies were found in horizontal control.

### 5. Vertical Control

The BM ~~C~~-268 at approximate Lat. 37-27 and Long. 76-28, is on the north side of Highway 661. This correction of location is noted on the field edit sheet. The BM is ~~C~~-268 USC&GS 1942.

### 6. Contours and Drainage

Contours and drainage were found to be generally adequate in this Quadrangle. One major change is necessary, however, in the vicinity of Lat. 37-30 and Long. 76-29. The drains have been re-located on the field edit sheet, and the contours need to.



be shifted relatively. No attempt was made by the field edit man to shift these contours on the sheet. Due to the many contours in a confined area, it was felt that for the sake of legibility just the necessary information would be noted on the sheet.

#### 9. Wharves and Shoreline Structures

A few small piers, recently built, have been added, and some of no physical significance were deleted.

The wharves in this Quadrangle, in general, are not used as such. However the names are used by local residents in the identification of localities.

#### 10. Details Off-Shore From High Water Line

Several duck blinds have been located. All other detail had been added during compilation.

#### 11. Landmarks and Aids to Navigation

The following Aids to Navigation were located by plane-table cuts, and found to be correct:

- Fl W ev 5 sec, at Lone Point
- Bailey Wharf Beacon in the Ware River

The Fl R ev 5 sec at Cradle Point, in the North River, was located and it is felt that it is not plotted in its correct position. This discrepancy is noted on the field edit sheet.

The following Aids to Navigation were determined, as to position, by plane-table cuts:

- off sheet  
falls on 7-8327*
- Black Can #1 in North River, east of Horse Point.
  - Black Can #1 in Ware River, southwest of Kaleda 1944
  - Fixed White, southeast of Jarvis Point, Ware River
  - Fixed Red, southwest of Jarvis Point, Ware River.
  - Black Can #3, west of Jarvis Point, Ware River.

#### 14. Road Classification

A few roads were deleted, and classifications changed on several. In general the road classification is adequate and complete.

#### 15. Bridges

All bridges in this Quadrangle were noted as such, with no discrepancies existing.

#### 16. Buildings and Structures

Many additions and deletions are noted on the field edit sheet. Considerable construction, and alteration of existing buildings, is in progress in this area.

#### 17. Boundary Monuments and Lines

The correct Petsworth District-Ware District Line was delineated on the field edit sheet. Information was obtained from the County map and verified by local residents.

The political subdivisions were made no farther than Magisterial Districts. There were no other discrepancies in political boundaries.

#### 18. Geographic Names

There are several changes and additions of geographic names recommended by the field edit party. Information regarding these names was obtained primarily from local residents, and is noted on the field edit sheet:

##### Corrections:

1. Sibley Creek to Cakes Creek.
2. Cedar Point to Isle of Wight.
3. Sibley Creek and Cedar Point re-located east of Horse Point, south of Raymond Creek.

##### Additions:

1. Roys Point, at mouth of Blackwater Creek.
2. Diggs Creek, east of Isle of Wight.
3. Smith Lot Creek, between Sibley Creek and Cedar Point.

##### Recommended by:

Mr. W.G. Ransone, Farmer, Bohannon P.O., Virginia  
Mr. S.J. Cuthbert, Farmer & Oysterman, Bohannon, Va.  
Mr. W.M. Daniel, Farmer & Oysterman, Bohannon, Va.

In reference to the list of Recommended and Disputed names noted in the Descriptive Report, the following is the information obtained by the field edit party:

✓Burkes Pond is the recommended name, since it is most commonly used by local residents. Mr. Henshaw bought the mill and pond, but his efforts to convert the name have met with little success.

✓Piankatank Road and North River Road are two independent roads. This is indicated on the sheet.

##### Recommended by:

Mr. S.J. German, Farmer, Foster P.O., Virginia  
Mr. G.T. Hudgins, Surveyor, Mathews, Virginia

✓Wading Creek, rather than Wadinger Creek

##### Recommended by:

Mr. E.L. Soles, Storekeeper, Cobbs Creek, Virginia  
Mr. E.D. Owens, Farmer, Hudgins P.O., Virginia

#### 47. Adequacy of Compilation

The compilation appears adequate and complete in this Quadrangle.

#### 48. Accuracy Tests

There were three vertical accuracy tests made in this Quadrangle. Accuracy test #1 is located at approximately Lat. 37-30 and Long. 76-26. It began at BM-M-42(U.S.G.S.) marked "A", and closes at detail point marked "B". The horizontal closure was 0.62 mm and the vertical closure was 0.5'. The results are as follows:

27- Points tested

23- Points in error less than  $\frac{1}{2}$  contour interval.

2- Points in error  $\frac{1}{2}$  to a full contour interval.

2- Points in error more than a full contour int.

85.2 % of all points tested were within  $\frac{1}{2}$  cont. int.

Accuracy test #2 is located at approximately Lat. 37-30 and Long. 76-29. It began at detail point marked "A". Horizontal closure was made at detail point marked 80', and vertical closure at spot elevation marked "B". The horizontal closure was 0.2mm, and the vertical closure was 1.4'. The results are as follows:

29- Points tested

21- Points in error less than  $\frac{1}{2}$  contour interval.

2- Points in error  $\frac{1}{2}$  to a full contour interval.

6- Points in error more than a full cont. int.

72.4% of all points tested were within  $\frac{1}{2}$  cont. int.

Accuracy test #3 is located at approximately Lat 37-24 and Long. 76-27. It began at detail point marked "A" and closed at detail point marked "B". Horizontal closure was 0.4mm and vertical closure was 0.8'. The results are as follows:

27-Points tested

27-Points in error less than  $\frac{1}{2}$  contour interval.

100% of all points tested were within  $\frac{1}{2}$  contour int.

83- Total points tested

85.8% of total points tested were within  $\frac{1}{2}$  contour int. \*

49. Mr. R.W.Orrel, whose address is the Cardinal P.O., Virginia, has expressed a desire to review one of the first proofs of this Quadrangle.

Mr. Orrel is believed to be very well qualified to make the review. He is a retired Navy Captain and has resided in this area several years. He is quite interested in this map and its publication. Due to his previous and present experience and familiarity with Nautical and Aeronautical maps and charts, it is felt he would make a competent and expeditious review of this Quadrangle

*acceptable as of stated and accuracy. The summary enclosed  
permissible horizontal displacement. Points out on top - no 2. all  
one if it in would name. 8/29*

Respectfully submitted

*Aziel LaFave*

Aziel LaFave  
Photogrammetric Engineer



## Division of Photogrammetry

### Review of Topographic Quadrangle T-8330 & Part of T-8341

This review covers the entire area of T-8330 and that part of T-8341 south of the Piankatank River. These two areas have been reviewed together because they were compiled on one sheet and the field edit is on one sheet. A separate descriptive report and review will be made for that part of T-8341 north of the Piankatank River.

Information supplied by the field edit party was applied to the manuscript during review.

#### 26. Control:

Triangulation stations that have been recovered by the Field Inspector but not listed in the Compilation Report and falling within the limits of T-8330 are listed below:

- Bailey (V.F.C.), 1930 ✓	- Last (V.F.C.), 1936 ✓
- Horse (V.F.C.), 1930 ✓	- Lower (V.F.C.), 1936 ✓
- Hall " " ✓	- Oak " " ✓
- Glenroy " " ✓	- Black " " ✓
- Landing " " ✓	- Green " " ✓
- Cedar " " ✓	- Old " " ✓
- Tabb " 1936 ✓	- Cradle " " ✓
- Hill " " ✓	- Hood " " ✓
- Hot " " ✓	- Todd " " ✓
- Adams " " ✓	- Sand " " ✓
- Turn " " ✓	

and those stations falling on T-8341 south of the Piankatank River:

Piankatank 6 (V.F.C.)? 1932	Nail (V.F.C.), 1920
Piankatank 17 (V.F.C.), 1932	Cypress (V.F.C.), 1920
Piankatank 18 (V.F.C.), 1932	Piankatank 23 (V.F.C.), 1932
Piankatank 19 " "	Cedar (V.F.C.), 1920
Piankatank 21 " "	Marchant " "
Piankatank 22 " "	

All of the above stations were recovered in 1944.

#### 28. Detailing:

Corrections were made to the manuscript using: (1.) Nine lens photographs 1:20,000; 28 Nov 42, (2.) Field Inspection data, and (3.) Field Edit data. Corrections were made in the same color ink as used on the original compilation. A considerable number of roads and contours were touched up.

The two contours at  $37^{\circ}31\frac{1}{2}'$  and  $76^{\circ}28\frac{3}{4}'$  marked for deletion by the Field Edit Party were not deleted. The error was in the designation of the 20' contour; this has been corrected.

Field Inspection data and photo interpretation were used to reclassify the vegetation. It was reclassified according to the latest instructions dated 30 June 45.

An overlay for T-8330 was prepared as an aid in smooth drafting and editing. It shows: road classification, horizontal and vertical control, spot elevations, state and military grid ticks, town distances, route numbers, etc.

34. Landmarks and Aids to Navigation:

The fixed aids to navigation are listed on form 567: filed as Chart Letter 342 (1946). The Field Edit Party corrected the position of Cradle Point Light. Their position was checked during review using radial cuts from photographs. The position on the manuscript and the G. P. in the <sup>chart</sup> ~~earl~~ letter were both corrected.

Two buoys located by the Field Edit Party are shown with a  $2\frac{1}{2}$  mm. circle. A note on the manuscript states that they are not to be shown on the published map.

The Field Edit Party noted the existence of two lights at Twiggs Ferry. Mr. Passmore of Nautical Charts was notified. ~~He is responsible for the charting of Navigation Aids.~~ He stated that it is not necessary to make out form 567 for these lights; they are not maintained by the Coast Guard and one of them is already charted. They are shown with  $2\frac{1}{2}$  mm circles and will be shown on the published quad.

43. Comparisons with Previous Topo Surveys:

This survey supersedes:

T-1101 (1860-68) 1:20,000  
T-2715 (1905-06) 1:20,000  
T-2745 (1906) 1:20,000  
T-2860 (1907-08) 1:20,000

for the areas in common for charting purposes.

45. Comparisons with Nautical Charts:

This survey has not been applied to Nautical Charts prior to review.

"Notes for Reviewer" and "Notes to the Hydrographic Party" have been discarded; all of the items listed have been cleared up by the Field Edit Party with one exception. The field party could not locate the ruins of Hockley Wharf. Possible underwater remains are recommended for investigation by any future hydrographic party.

48. Accuracy Tests:

The results of the three vertical accuracy tests indicate that the contours and elevations are within the required limits of accuracy.

See Topo. Surveys T-8316 and T-8317 for the nearest horizontal accuracy tests. This map conforms to the National Standard Map Accuracy requirements.

Inspected by: *S.V. Griffith* 12/5/50  
S.V. Griffith,  
Chief, Review Section

\* ~~Manuscript is a film positive.~~  
~~Poor quality copy results.~~  
~~Entire manuscript redrafted to~~  
~~obtain clear copy K.M. 6/19/51~~

Reviewed by:

*Jack L. Rihn*  
Jack L. Rihn  
1 July 1946

Approved by:

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

H. E. Edmuntson  
Chief Nautical Chart Branch  
Division of Charts

O. S. Reading  
Chief, Div. of Photogrammetry

W. M. Scaife  
Chief, Div. of Coastal Surveys  
U. S. N.

T - 8330

Applied to 534 4/20/49

Edward J.

## NAUTICAL CHARTS BRANCH

SURVEY NO. 8330

### 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.

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Air Photographic Topographic

Field No. \_\_\_\_\_ Office No. T-8330 & T-8341

Transferred to manuscript T-8341 (Part)

LOCALITY

State Virginia

General locality Chesapeake Bay

Locality Ware River - North River -  
Planketank River

1946

CHIEF OF PARTY

Fred. L. Peacock

LIBRARY & ARCHIVES

DATE \_\_\_\_\_

B-1870-1 (1)++