

8350

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

8350

Form 504	
U. S. COAST AND GEODETIC SURVEY	
DEPARTMENT OF COMMERCE	
DESCRIPTIVE REPORT	
Type of Survey <u>Air Photo Compilation</u>	
Field No.	Office No. <u>T-8350</u>
LOCALITY	
State <u>Virginia</u>	
General locality <u>Rappahannock River</u>	
Locality <u>Dunnsville</u>	
<u>1944</u>	
CHIEF OF PARTY	
<u>Comdr. Ray L. Schoppe</u>	
LIBRARY & ARCHIVES	
DATE <u>Sept</u> <u>Oct</u> <u>25</u> - <u>1946</u>	

DATA RECORD

T# 8350

Quadrangle (II): Dunnsville
N 3745-W 7645

Project No. (II): 289

Field Office: Tappahannock, Va. Chief of Party: Ray L. Schoppe

Compilation Office: Tampa, Fla. Chief of Party: Ray L. Schoppe

Instructions dated (II III): 12/16/42; Copy filed in Descriptive
5/13/43 Report No. T- (VI)

Completed survey received in office: 5/15/44

Reported to Nautical Chart Section: 5/16/44

Reviewed: 6/14/44 Applied to chart No. Date:

Redrafting Completed: 8/7/44

Registered: Published:

Compilation Scale: 1:20,000 Published Scale:

Scale Factor (III): 1.00

Geographic Datum (III): N.A. 1927 Datum Plane (III): M.S.L. 1929

Reference Station (III): ~~PITTS, 1934~~ Dunnsville, 1934Lat ~~37° 48' 41.997" (1294.8M) 37° 48' 41.997" (1294.8M)~~ 37° 51' 33.267" ~~76° 46' 31.860" (779.3M)~~ 76° 49' 34.113" Adjusted
Unadjusted

State Plane Coordinates (VI): Va. South Zone

X = ~~2,498,114.33 ft.~~ 2,483,243.49 ft. Y = ~~542,795.78 ft.~~ 559,854.24 ft.

Military Grid Zone (VI)

A
B OverlappingO.K.
J.H.P.
6/14/44

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
12931	12/31/42		1:20,000	Inshore Sheet
12932	"		"	
12933	"		"	

Tide from (III): --

Mean Range: --

Spring Range: --

Camera: (Kind or source) U. S. C. & G. S. Nine-Lens

Contours and

Field Inspection by: J. J. Babic

Date: Jul-Dec. '43

Field Edit by:

date: 6/12/44

Date of Mean High-Water Line Location (III): --

Projection and Grids ruled by (III) Wash. Office

Date:

" " " checked by: " "

date:

Control plotted by: C. A. J. Pauw

date: Feb. 1944

Control checked by: V. F. Simmons

date: Feb. 1944

Radial Plot by: Tampa Office Personnel

date: Apr. 1944

Detailed by: H. W. Thune, Morris Rutkin

date: Apr. May, '44

Reviewed in compilation office by: C. A. J. Pauw
Frank H. Elrod

date: May 1944

~~Elevations on Field Edit Sheet~~
checked by: R. C. GIFFORD

date: 8 JULY 1943

27

EXPLANATIONS (III)

Land Area (Sq. Statute Miles):

Shoreline (More than 200 meters to opposite shore):

Shoreline (Less than 200 meters to opposite shore):

Number of Recoverable Topographic Stations established:

Number of Temporary Hydrographic Stations located by radial plot:

Leveling (to control contours) - miles 91.4

Boxed number indicates 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 U.S. record give the surname and initials (Not initials only).

Remarks:

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

This quadrangle, together with similar adjoining maps produced under Project C.S.289-D, was prepared by the Coast and Geodetic Survey for the War Department under "General Specifications for War Department Mapping Program" issued about December 1941, in which is incorporated the "Standard of Accuracy for a National Map Production Program" issued by the Bureau of the Budget under date of June 10, 1941.

The general procedure in the production of this and the adjoining quadrangles was:

FIELD SURVEYS

Aerial photography with the Coast and Geodetic Survey nine-lens camera, with airplane and flight crew furnished by the U. S. Coast Guard. The photographs were taken to the scale of 1:20,000.

Ground inspection of the photographs for identification of control points, and classification and clarification of planimetric details on the photographs.

Contouring by planetable directly on the photographs. Supplementary vertical control was established by means of an extensive subordinate level net, furnishing unmarked elevations at road intersections, drive-ways, and numerous other points identifiable on the photographs.

COMPILATION OF MANUSCRIPT

Compilation on the map manuscripts by radial plot methods (celluloid hand templates) of all planimetry and contours. These manuscripts were drawn on the scale of 1:20,000 on celluloid sheets on which polyconic projections had been ruled with the Projection Ruling Machine in the Washington Office. Compilation was accomplished in the ~~Baltimore~~ Tampa Photogrammetric Office.

FIELD EDIT

Comparison of a copy of the manuscript with the ground. This included inspection for completeness and accuracy as well as the location by planetable methods of additional details, checking of nautical and aeronautical aids to navigation, etc.

Accuracy Tests - Application of systematic horizontal and vertical accuracy tests to check the maps for conformity with the specifications. These tests consisted of comparison of the map position and elevation of selected random points with the true position and elevation as independently determined by standard survey methods.

PROCESSING IN THE WASHINGTON OFFICE

Review - Examination of the manuscript for accuracy and completeness of compilation and compliance with specifications, correcting where necessary; addition of military and state grids and other special features; and verification of the general adequacy of the manuscript as a basis for the production of a finished map.

Drafting and Reproduction - Preparation of smooth color separation drawings on 1:20,000 scale on metal-mounted "blue-line" copies of the manuscript. From these drawings, negatives and printing plates were prepared for reproduction of the finished map on the scale of 1:31,680 or 1:25,000.

FIELD INSPECTION REPORT

QUADRANGLE T-8350

1. DESCRIPTION OF THE AREA:

This seven and one-half minute quadrangle lies between latitudes 37° 45' 00" and 37° 52' 30", and longitudes 76° 45' 00" and 76° 52' 30". For the most part the quadrangle is heavily wooded. The drainage pattern is in the mature stage with the direction of flow east to the Rappahannock River. In general, the land is cleared for agriculture where it is not seriously affected by severe drainage. The relief is quite pronounced, varying from sea level in the northeastern section where the quadrangle is bordered by the Rappahannock River to approximately 150 feet in the west central portion. Only two main highways cross the quadrangle. U.S. highway 17 runs north and south passing through the village of Tappahannock in the quadrangle north of this one, and highway 199 runs east and west across the south portion of the quadrangle. The other roads are used chiefly by the farmers and are in fair to poor condition.

2. COMPLETENESS OF FIELD INSPECTION:

Single lens and 9-lens photographs were used for contouring; the field inspection was done on 9-lens photos. In some instances, the detail on the photographs was obscured by shadows; this was the exception rather than the rule. The classification of detail on the photographs and the classification of roads, buildings, wooded areas and shore line have been completed.

3. INTERPRETATION OF THE PHOTOGRAPHS:

On the photographs the wooded areas appear in two hues; the darker hue is ~~dark~~ an indication of evergreen and pine growths, the lighter tone that of deciduous growth. The evergreens are to be found only in the higher areas. Class 3 and 4 roads have a light shade appearance since the top soil is of gravel and dirt.

4. HORIZONTAL CONTROL:

Triangulation stations Pitts, 1934; Dumnsville, 1934; Ware, 1919; and Bowlers, 1919 were recovered and pricked on the photographs - recovery and pricking cards were submitted. Triangulation station Eubank, 1919, was not recovered and was reported as lost. U.S.G.S. Primary Traverse station No. 21 was recovered and pricked on the photograph.

5. VERTICAL CONTROL:

The fly levels were run by C. O. Rector, Photo. Aid, B. Kummel, and R. C. Gifford, Jr. Topo. Engineers, on photograph 12932 and were recorded in level volumes 3, 4, and 5. The instrument used was a builders level. The required order of accuracy was maintained. Control loops were closed within .30 of a foot and spur lines within .70 of a foot. Closures over .3 of a foot were proportionally adjusted. Control loops were run from bench mark to bench mark. U. S. C. & G. S. bench marks and U. S. G. S. bench marks were used. The order of accuracy of the U. S. G. S. bench marks was unknown. However, there were no large discrepancies found. 91.4 statute miles of fly levels were run in this quadrangle.

All the U. S. Coast and Geodetic Survey bench marks in this area were recovered and pricked on the photographs and recovery cards submitted. A few of the more permanently marked U. S. G. S. bench marks required for additional vertical control were recovered and pricked on the photographs.

4. CONTOURS AND DRAINAGE:

6. The contouring was begun and completed on July 5 - December 5, 1943, respectively. Contouring was done on both the single lens and 9-lens photographs. The single lens photos used - FG series - are: 107-27 to 107-31 inclusive, 107-76 to 107-81 inclusive and 109-26 to 109-33 inclusive. The 9-lens photos used are: 12922, 12923, 12931, 12932, 12933, 13176, and ~~12904~~. As a rule, contours were confined to the areas designated by the Washington Office except in isolated areas where more natural boundaries were used for ease in making more accurate junctions.

The contours were located by planetable traverse, supplemented by occasional hand-level-pace traverses. The hand level traverse was used where it proved to be impracticable to use the planetable, such as in heavily wooded or brush covered areas. By means of this method it was possible to complete the area in less time by providing additional and necessary control for sketching the contours. The drainage areas indicated by the Washington Office was found to be very accurate; these drainages were checked in the field and inked in blue. Essential control was provided by planetable traverses through wooded areas. The closures on these traverses were within a few tenths of a foot. Since no contouring was done in the wide areas of the photos, the scale factor was found to be negligible.

7. MEAN HIGH WATER:

The mean high waterline was inspected and shown by the conventional symbol on 9-lens photos along the shore of the Rappahannock River.

8. MEAN LOW WATER:

The mean low waterline was not investigated since there is no appreciable difference between the high and low waterlines.

9. WHARVES AND SHORELINE STRUCTURES:

Wharves, small docks, bulkheads, and other structures were shown on the photos.

10. DETAILS OFF SHORE FROM HIGH WATER LINE:

There were no off shore details in this quadrangle.

11. LANDMARKS AND AIDS TO NAVIGATION:

There were no landmarks; all aids to navigation were located by sextant fixes which were submitted in a sketch book - these aids were all pricked direct on the photograph.

12. HYDROGRAPHIC CONTROL:

Recoverable topographic stations have been established in accordance with the instructions dated July 15, 1943 (refer to No. 28-ROC-1990).

13. LANDING FIELDS:

There are no landing fields in this area.

14. ROAD CLASSIFICATION:

All roads were classified in accordance with the instructions. There are two main highways - U. S. 17 and State Highway 199 - these highways are classed as 1. Trails and short drives were either deleted or classified. Where County Highway symbols are used, i. e., shown on the photos, on the completed map they should be indicated by the state highway symbol as they are maintained and controlled by the state highway.

15. BRIDGES:

Bridges will be classified at a later date and prior to the field edit of this sheet in accordance with the instructions.

16. BUILDINGS:

All buildings were classified or deleted. Circled buildings bearing no identification are dwellings; when there was any doubt these were labeled "d". All barns (substantial) were classified "b". New structures not shown on the photographs were located by planetable. Public buildings and stores have been classified.

17. BOUNDARY MONUMENTS AND LINES:

This is the subject of a special report submitted by H. B. Wright, Photo. Aid.

18. GEOGRAPHIC NAMES:

This will be the subject of a special report.

19. Junctions:

Junctions between the photographs in this quadrangle were checked. Junctions have been made with the quadrangles on the north and south. Quadrangles to the south and west are still to be worked so no junction was made.

20. PHOTOGRAPHS ON WHICH WORK WAS ACCOMPLISHED:

Field inspection, contouring, political boundaries, recovery and fly levels were done on the following photographs:

Single lens (FG series): 107-27 to 107-31 inclusive, 107-76 to 107-81 inclusive, and 109-26 to 109-33 inclusive.

9-lens photographs: 12922, 12923, 12931, 12932, 12933, and 13176.

48. ACCURACY TESTS:

A vertical accuracy test was run on this quadrangle between latitude 37°48.5' and longitude 76°46.5' (approximate) on February 10, 1944, by Charles Hanavich, Ass't. Photo. Engr.

The method used for this vertical accuracy test was a planetable traverse,

which was run along the highway with side shots taken to detail within rodable distances; additional traverses were run along the ridges and draws. Essential and controlling elevations were determined and located to the nearest foot. The area of the test has been blocked off and labeled on contour photograph FG 107-27 with the elevations ascertained in the field by the vertical accuracy test party denoted in red ink. The accuracy of the contours was found to be within the requirements of the instructions.

Submitted by:

Joseph J. Babic,
Photo. Aid.

Approved by:

Ray L. Schoppe
Ray L. Schoppe,
Chief of Party.

COMPILATION REPORT
To Accompany
SHEET NO. T-8350

26. CONTROL

Four control stations fall within the limits of the sheet. All could be held to and were sufficient for control when used with that on adjacent quadrangles.

27. RADIAL PLOT

The main radial plot is covered in the compilation report for T-8359.

28. DETAILING

Two projections were furnished for this sheet so that one compiler could be detailing the northern half of the sheet while another could be working on the southern, thus speeding up the compiling, reviewing, and transmitting.

The photographs were clear and scale was fair. The field inspection was complete and no difficulty was experienced in the compilation except for a small discrepancy in contours. This occurred in the northeastern part of the southern portion of the quadrangle where the contours in a small area were shown differently on two separate field prints.

Bridges were classified by C. C. Fryer on photographs 12931, 12933, and 13052. This was not mentioned in the Field Inspection Report.

29. SUPPLEMENTAL DATA

No maps or plans by other organizations were used to supplement the photographs or field inspection.

35. HYDROGRAPHIC CONTROL

Three topographic stations suitable for the control of hydrographic surveys, and which fall on this sheet, were located by the radial plot. Forms 524 for these stations are being submitted.

14. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES

In comparing the sheet with the U. S. G. S. quadrangle map of the area, numerous small discrepancies were noted. As the published map is from old surveys, these discrepancies can very well be disregarded.

45. COMPARISON WITH NAUTICAL CHARTS

In making a comparison with U. S. C. & G. S. Chart No. 535, (published October 1932 on a scale of 1:40,000), no outstanding discrepancies were noted. However, the newer compilation should supersede the charted information.

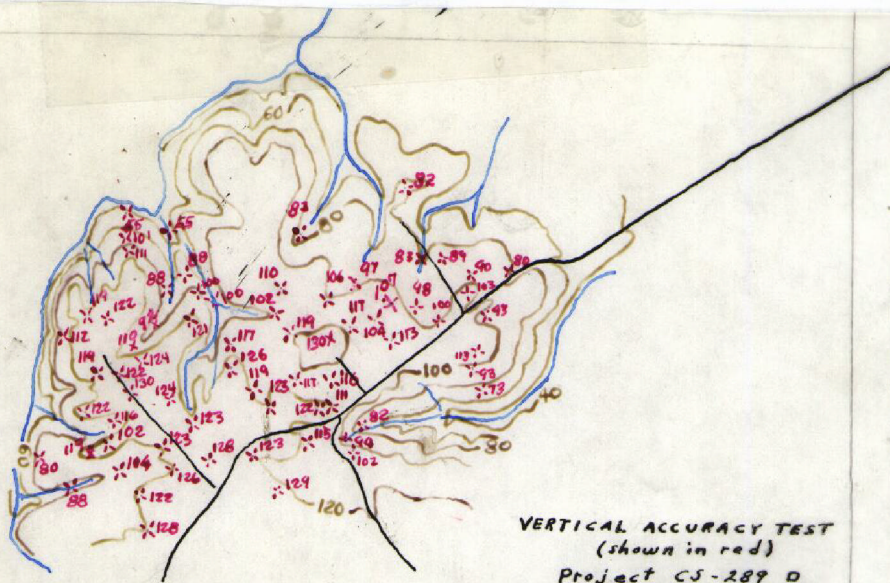
Respectfully submitted,

H. W. Thune,
Jr. Photo. Engr.

M. Rutkin
M. Rutkin,
Engr. Draftsman.

Forwarded by:

Ray L. Schoppe
Ray L. Schoppe,
Chief of Party.



VERTICAL ACCURACY TEST
(shown in red)
Project CS-289 D
Quadrangle T-8350
photograph FG 10737

FIELD EDIT REPORT
Quadrangle T- 8350
Project CS 289 D

1. Items 1 through 4: See Field Inspection Report.

5. Vertical Control:

See Field Inspection Report. All elevations should be checked by the Washington Office. All bench marks have been checked by the Field Edit Party.

6. Contours and Drainages:

See Field Inspection Report. A check was made in the areas shown on the discrepancy overlay by running hand level lines into the woods and by taking plane table elevations on the edges of fields. In most cases, the contours shown on the compilation are correct within the limitations of the instructions. In one case, an elevation was evidently copied incorrectly and a line run to this point showed the elevation to be 42' instead of 16' as shown. The contour has been deleted in green and re-run in brown. The 20' contour was not affected by the change.

A representative check of the drainage was made and no changes were noted.

7. Mean High Water Line:

The Mean High Water Line was not checked; however the Field Edit Party was on the alert for obvious discrepancies by an investigation at various points. None were found.

8; Mean Low Water Line:

See Field Inspection Report.

9. Wharves and Shoreline Structures:

These were investigated in the field; no changes were noted.

10. Details Off Shore From The High Water Line:

None were found.

11. Aids to Navigation:

None were located on this Quadrangle.

12. Hydrographic Control:

Not applicable to this report.

13. Landing Fields and Aeronautical Aids:

There were no landing fields or aeronautical aids in this quadrangle.

14. Road Classification:

All roads were classified and shown in accordance with instructions from the Army War College, dated January 12, 1942.

15. Bridge Inspection:

See Field Inspection Report.

16. Buildings:

In general there were few buildings to be classified, added or deleted. One or two buildings have burned or have reached such an advanced state of delapidation as to no longer fall within the general classification for habitable structures, and have been deleted.

17. Boundary Monuments and Lines:

See Field Inspection Report. The political boundaries were traced from the overlay to the smooth sheet and were verified in the field.

18. Geographic Names:

This has been the subject of a separate report. The names were traced from the overlay onto the smooth sheets and verified in the field. There were two discrepancies, both in spelling. Tail Road shown on the compilation should be TAIT Road, and Excel Swamp on the compilation should be EXEL Swamp. LVA

19. Junctions:

This Quadrangle is bounded on the North by Quad 8359. The junctions with this Quad have been checked and found to agree. On the East this quad is bounded by sheet 8351. These junctions were found to be in complete agreement. To the West, this quad is bounded by Quad. 8349, and the discussion of this junction will be found in the report for that Quad. On the South, the junctions of roads were checked with Photograph 12934.

20. Power Lines:

A number of power lines were shown on the discrepancy overlay with the request that they be located accurately in the field. It is the opinion of this office that too much emphasis is being placed on these lines which are simply low voltage lines, extending to a few isolated farms. Those which offer distinct topographic advantage have been shown. Some have been located and the original locations deleted.

46. Methods:

This quadrangle was field edited on an Ozalid and later transferred to a duplicate in the office. Discrepancies not covered by a suitable symbol were noted on the compilation by a sentence and an arrow to the point in question.

All symbols used were standard topographic symbols except that a green X was used for deletions and a tick mark was used to show the limits of deletion and the points of change in road classification.

The following color scheme was used:

Deletions	Green
Additions, classifications, names, notes, etc.	Black
Water Culture	Blue
Political Boundaries	Purple
Contours	Brown

47. Adequacy of the Compilation:

The compilation of this sheet was adequate and complete, with few deletions, additions or classifications necessary.

48. Accuracy Tests:

Horizontal: This is the subject of a special report by Charles Hanavich, Asst Photogrammetric Engineer.

Vertical: See field inspection report.

Submitted by

John C. Lajoie
John C. Lajoie
Prin. Photo. Aid

Approved by:

F. L. Gallen
Chief of Party

cap 4

HORIZONTAL ACCURACY TEST

QUADRANGLE T-8350

PROJECT CS 289D

*See also Horizontal Accuracy Test for T-8359 & T-8350
bound with descriptive report T-8359.*

Horizontal Accuracy Test
 Quadrangle T-8350
 Project CS 289D

This test consists of a traverse between triangulation stations Pitts (1934) and Dunnsville (1934). The traverse is 5.6 statute miles in length and contains 8 test points; all of which are within the limits of this quadrangle. The traverse closure is one part in 15,502 and discrepancies of .31 m. in latitude and .49 m. in longitude were adjusted through the traverse. In the tabulation the geodetic position from the traverse computations is referred to as P.P. No., and the scaled position from the map manuscript is referred to as M.M. No.

Tabulation of Test Points

<u>Description of point</u>	<u>Test point No.</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Displacement in m.m.</u>
Inter. of road and road, 85 degrees	P.P. 1C	37-48- 512.1	76-46-1134.6	.26
	M.M. 1C	37-48- 506.8	76-46-1134.6	
Inter. of road and drive, 90 degrees	P.P. 2C	37-48-1676.0	76-47-1224.0	.16
	M.M. 2C	37-48-1673.4	76-47-1222.0	
Inter. of road and road, 70 degrees	P.P. 3C	37-49- 953.9	76-48- 179.0	.04
	M.M. 3C	37-49- 953.8	76-48- 179.7	
Inter. of road and road, 40 degrees	P.P. 4C	37-49-1058.1	76-48- 181.2	.40
	M.M. 4C	37-49-1050.3	76-48- 179.0	
Inter. of road and road, 50 degrees	P.P. 5C	37-50- 613.8	76-48- 303.0	.33
	M.M. 5C	37-50- 617.9	76-48- 297.8	
Inter. of road and road, 80 degrees	P.P. 6C	37-51- 51.8	76-48- 641.0	.27
	M.M. 6C	37-51- 49.8	76-48- 636.0	
Inter. of road and drive, 90 degrees	P.P. 7C	37-51- 935.4	76-49- 531.4	.10
	M.M. 7C	37-51- 933.4	76-49- 531.3	
Inter. of road and road, 85 degrees	P.P. 8C	37-51- 967.2	76-49- 585.2	.15
	M.M. 8C	37-51- 968.2	76-49- 588.1	

All the test points are well defined and are within the requirements of .5m.m.

Approved by:

F. L. Gallen
 Chief of Party

Submitted by:

Charles Hanavich
 Photo. Engr.

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Remarks

Decisions

1-8950

1

GEOGRAPHIC NAMES

Survey No. T-8350

DUNNSVILLE quadrangle

1 Name on Survey

	A	B	C	D	E	F	G	H	K	
Virginia										1
Rappahannock River										2
Essex County: Precincts of Center Cross, Howertons, Dunns-										3
ville, Tappahannock										4
King and Queen County: Carlton Store										5
Richmond County: Sharps										6
										7
U.S. No. 17 Tidewater Trail - George Washington Memorial Highway										8
State No. 199										9
										10
Dragon Swamp										11
Union Hope Church										12
Ino										13
St. Lukes Church										14
Oakley										15
Macedonia Church										16
White Marsh										17
Center Cross										18
Rappahannock District High School										19
Trinity Church										20
Center Cross School (Colored)										21
Bowlers Wharf										22
Bowlers Wharf Road (part of 199)										23
Mill Swamp										24
Stiffs Mill										25
Muddy Gut										26
Muddy Gut Road										27

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Remarks

Decisions

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2

GEOGRAPHIC NAMES

Survey No. T-8350

2	Name on Survey	On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List	
		A	B	C	D	E	F	G	H	K
	Rappahannock Industrial Academy		✓							1
	Fairfield Road		✓							2
	Eubank		✓							3
	Wares Wharf		✓							4
	Wares Wharf Road		✓							5
	Bellview Creek		✓							6
	Dunnsville		✓							7
	Rappahannock Church		✓							8
	Ephesus Church		✓							9
	Tait Road		✓							10
	Piscataway Creek		✓							11
	Mill Creek		✓							12
	Missel Swamp		✓							13
	Essex Mill		✓							14
	Wares Mill		✓							15
	Smith and Rices Mill		✓							16
	Exr Howartons Road		✓							17
	Ozeana		✓							18
	Angel Visit Church		✓							19
	Upright		✓							20
	Lebandon Church		✓							21
	St. Andrews Church		✓							22
	Chazey Bridge		✓							23
	Contrary Swamp		✓							24
	White House Lane		✓							25
	Contra		✓							26
	Mill Stream		✓							27

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1	37768

Remarks

3
Decisions

1-8350

GEOGRAPHIC NAMES

Survey No.

T-8350

3

Name on Survey

On Chart
No.

A

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On previous survey
No.

On U. S. quadrangle
Maps

From local
information

On local Maps

P. O. Guide or Map

Rand McNally Atlas

U. S. Light List

Exel Swamp

Ino Road

Names underlined in red approved
by L. Heck on 6/16/44

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NAUTICAL CHARTS BRANCH

SURVEY NO. 7-8350

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.

RECORDS

Between January, 1942 and July, 1944, this Bureau completed 323 quadrangles. These maps have been published, or are in the process of being published on scales of 1:31,680 or 1:25,000. This series of quadrangles includes a land area of approximately 15,000 square miles. Incident to this work, a considerable volume of survey records and data has accumulated which will be filed for future reference. This material is filed as follows:

Registered and Filed in the Vault

Cloth-mounted copy of the published quadrangle.
published quadrangle at 1:20, scale.

Black and white cloth-mounted copy of the/~~map~~
~~manuscript~~. This copy is filed to preserve original survey detail shown on the manuscript at 1:20,000 scale which may not have been shown on the published sheet. For ~~political boundaries~~, woodland, ~~marsh~~, and ~~swamp limits~~, refer to the published quadrangle for the finally adopted ~~positions~~, outlines.

Descriptive Report.

Division.

Filed in the Photogrammetric Section - Surveys Branch

Field inspection photographs.

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

Field edit sheet.

Descriptions of recoverable topographic stations (Form 524), filed in Reviewing Unit. Section.

Supplementary traverse and level records.

Field notes, computations, lists of positions, and tabulations of results of horizontal and vertical accuracy tests.

Reproduction proof.

Correction sheet (copy of quadrangle showing in red changes to be made when next printed.)

Check lists of work performed on each sheet in the Washington Office during review, drafting, edit, and reproduction.

Original celluloid manuscript.

DIVISION OF CHARTS

SURVEYS BRANCH

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-8350

DUNNSVILLE QUADRANGLE

This quadrangle manuscript has been examined for completeness, accuracy, and conformity with the specifications. It is adequate for smooth drafting, reproduction and publication. Revisions found to be necessary in this office are discussed on the next page.

Horizontal and Vertical Accuracy

A horizontal accuracy test was run in this quadrangle and found to be satisfactory. The test is enclosed in this Descriptive Report.

A vertical accuracy test was run in this quadrangle and found to be satisfactory. See Item 48 in the Field Inspection Report enclosed in this Descriptive Report.

Previous Surveys

This manuscript has been compared with the following previous topographic surveys of this Bureau and other agencies. This map is satisfactory to supersede the previous surveys over the common area.

T-519

1:10,000

1855

Comparison with Nautical Charts Nos. 535

The manuscript has not been applied to the charts at the date of this review. The following comments are pertinent to the compilation and correction of nautical charts:

The details of T-8350 are complete and adequate for chart correction.

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

Only changes of a minor nature were necessary during the review of this map manuscript.

Reviewed June 14, 1944 By John H. Stewart
under direction of D. H. Benson (per W. M.)

Inspected by B. G. Jones B. G. Jones 8/46

Examined and approved:

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

~~Chief, Topography Section~~

Robert W. Kray
Chief, Div. of Charts
Nautical Chart Branch

Samuel P. Egan
Chief, Div. of Coastal
Surveys