

# 8359

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

8359

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-8359</u>
LOCALITY	
State <u>Virginia</u>	
General locality <u>Appahannock River</u>	
Locality <u>Tappahannock</u>	
<u>Tappahannock quadrangle 7 1/2'</u>	
<u>194 4</u>	
CHIEF OF PARTY	
<u>Comdr. Ray L. Schoppe</u>	
LIBRARY & ARCHIVES	
DATE <u>Sept 25 - 1946</u>	

## DATA RECORD

T- 8359

Quadrangle (II): Tappahannock 7½' 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): 11/16/42; Copy filed in Descriptive  
5/13/43 Report No. T- (VI)

Completed survey received in office: 5/17/44

Reported to Nautical Chart Section: 5/18/44

Reviewed: 6/13/44

Applied to Chart No.

Date:

Redrafting Completed: 8/7/44

Registered:

Published: 1944

Compilation Scale: 1:20,000

Published Scale: 1:31,680

Scale Factor (III): 1.00

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

Reference Station (III): Tappahannock Water Tank, 1942

Lat.: 37°55'41.63"  
(1283.4-M)Long.: 76°51'44.26"  
(1080.8 M)Adjusted  
~~Unadjusted~~State Plane Coordinates (VII): *not available*

X =

Y =

Military Grid Zone (VI) 'A'

'B' zone overlapping

# PHOTOGRAPH (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
12926	12/31/42	—	1:20,000	--
12929	"		"	--
12930	"		"	--

Tide from (III): --

Lean Range: --

Spring Range: --

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

Field Inspection by: *Thomas A. Zarg*

date:

Contours and  
Field Edit by: *John C. Lajoie*  
*Thomas A. Zarg*

date: Jul-Oct '43

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: M. Rutkin date: Feb. 1944

Radial Plot by: Tampa Office Personnel date: Apr. 1944

Detailed by: E. C. Andrews & Marie R. Blake date: Apr-May '44

Reviewed in compilation office by: date:

Locations on Field ##### Photographs  
checked by: H. B. Wright

June 1943

STATISTICS (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: 9

Number of Temporary <sup>Topographic</sup> ~~#####~~ Stations located by radial plot: 11

Leveling (to control contours) - miles: 73

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:

## 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 8359

### 1. Description of the Area:

This seven and one-half minute quad. lies between longitudes  $76^{\circ} 45'$  and  $76^{\circ} 52' 30''$  and latitudes  $37^{\circ} 52' 30''$  and  $38^{\circ} 00'$ ; The topographic features agree with those common to the section of the State of Virginia known as the Northern Neck - A section of land bounded by the Potomac and Rappahannock Rivers and the Chesapeake Bay. The valleys are narrow, "V" type, that is, young, in a Geological sense. The upper reaches of these are steep, gradually tapering off to more gentle grades near the fifty foot level.

The country ranges from sea level to one hundred and forty (140) feet above sea level, the hundred and forty (140) foot elevations appearing in a few instances and then only as small closed contours. The highest elevations appear in the Eastern part of the quad. The drainage is to the Southwest and to the Northeast, all of it emptying into the Rappahannock River, which flows in a Southeasterly direction.

About one-half of the area is cleared land. A common feature is that in many cases the contour line in the higher area is, also, the line of demarkation between cultivated and wooded land. Very few, if any, contours appear in the cultivated or cleared land, thus showing that the farm land is more or less flat. A noticeable feature, also, is the fact that in cases where farm land exists close to the river, the twenty foot contour line is very close to the water's edge. In the case of woodland, the twenty foot contour is far removed from the river banks.

The two main towns in this quadrangle are: Warsaw, an unincorporated town, located in the Northern portion. It is the county Seat of Richmond County, and has a normal population of about three hundred (300). The town of Tappahannock, an incorporated town, located on the West shore of the Rappahannock River. Its normal population is about fifteen hundred (1500).

Two main highways are located in this quad. Route 360 runs East and West from Warsaw to Tappahannock, while Route 3 leads North from Warsaw towards Washington, D. C., and Baltimore, Md.

### 2. Completeness of Field Inspection:

The clarification of details on the photographs and the identification of roads, buildings, types of woodland, shoreline, etc., has all been completed. All churches, schools, post offices, and other public buildings have been named. All roads and trails have been classified. Trails obscured by shadows of trees have been traversed to aid the draftsman in locating them. All barns and dwellings of sufficient size have been encircled, and labeled.

See item 13 of this report for additional information.

3. Interpretation of the Photos:

Due to the similarity in appearance of woodland at like elevations and of like make-up, the photos of this area can be interpreted readily. The dark blackish-gray woodland is invariably mature pine. This same color interspersed with light gray is a mixture of pine and deciduous trees, the percentage of each varying directly with the predominance of one color or the other. Marshy areas were readily discernable. The only difference in the interpretation might be found in distinguishing between young pine areas and unplowed, but cleared land. These both appear as a solid iron gray color, with the young pine probably a trifle mottled. These were labeled as such when seen by the topographer.

4. Horizontal Control:

There were three triangulation stations recovered in this quad and pricked on the nine lens photographs. Two Primary Traverse Stations were also recovered and pricked on the photographs. Pricking cards and recovery notes have been submitted.

Topographic Stations were established along the shores of the Rappahannock River, and its tributaries in accordance with the instructions.

There were several 1854-55 triangulation stations in this area that were searched for but not recovered. The Tappahannock Episcopal Church Spire was the only one that was recovered.

5. Vertical Control:

The supplementary levels were run by H. B. Wright, Photo. Aid.

Two lines of U. S. Coast and Geodetic Survey bench marks of second order accuracy extended within this Quadrangle. Thus it was possible to run all main supplemental level lines between bench marks, with spur lines running between the main lines. The leveling was run on this Quadrangle with a Wye Level, using rods marked in feet and tenths. All readings were to the hundredth of a foot.

Photographs 12929 and 12930 were used to spot elevations at identifiable points, such as road and trail intersections, woodlines, and centerlines of bridges. Where no definite points were possible to prick on photographs, the approximate position of the point was pricked and a hub was set accompanied by guard stakes. All main and spur supplemental lines were closed with a maximum error of 0.52', this being the W C line, this error was adjusted uniformly over the line. The lines W K and W H had errors of 0.42' respectively. All other lines closed with an error of less than 0.30' and the errors in all were adjusted uniformly over the lines.



Other bench marks in this Quadrangle were established by U. S. Geological Survey, one line of second order accuracy, being the "269" line on Highway 360. The order of accuracy of the remaining U. S. Geological Survey marks is unknown, but it is felt that they are well within the degree of accuracy required for this project. Satisfactory closures were obtained in the leveling between them and the U. S. Coast and Geodetic Survey marks.

Seventy-three miles of supplementary levels were run in this Quadrangle. These fly levels will be found in Level Volumes Nos. 1 and 2.

There are three types of Bench Marks in this quadrangle. U. S. Coast and Geodetic Survey 2nd Order, U. S. Geological Survey and Tidal. The latter is at Tappahannock. These marks were all searched for and those found were pricked on the photographs in the usual manner, and recovery cards were submitted.

#### 6. Contours and Drainage:

The topography on this quadrangle was done by Bernard Kummel, Jr. Topo. Engr., H. B. Wright, Photo. Aid., and T. A. Zary, Sr. Photo. Aid. Bernard Kummel completed a small portion on the Eastern side of the Rappahannock River. H. B. Wright contoured the portion of the quadrangle which lies West of the Rappahannock River. T. A. Zary contoured the remainder of the quadrangle.

The plane table method was used in contouring wherever it was possible to do so. In contouring woodland sections, traverse with the alidade were run either on the ridges or along the streams, depending on which was more feasible. From those traverses, the Locke-level and pace methods were used in running side traverses to the streams or to the tops of ridges. These latter, however, were used only to support the basic method of the alidade and wherever it seemed unreasonable to take the plane table.

In areas where slopes were uniform, high and low spots were located, and the contours in between were sketched. This was done to eliminate any unnecessary shots without sacrificing accuracy. In cases, wherever possible, elevations from hand level traverses were left to be checked later with the alidade from other positions. These hand-level traverses, when checked, were found to be accurate within the allowable error.

On all points where traverses were run to streams, the locations of the latter as shown by the stereoscope were checked. The locations of these streams by stereoscope were good. The only discrepancies noted were usually in wide flat-bottomed hollows where the stream was actually located on one side or the other. The white ink was deleted in red where discrepancies were found and the correct location was made in blue ink. It is true, however, that these streams could be checked only at several points, since contact with them was made only as often as was necessary in locating the contours of a particular section. Plane-table traverses were usually accurate to two or three tenths of a foot in vertical closure.

See Item 14 of this report for additional information

7. Mean High Water:

The mean high water line was inspected and shown by conventional symbols on the nine lens photos along the Rappahannock River and its tributaries. See photos 12930, 12925, 13054, 12931.

8. Mean Low Water:

The mean low water line was not shown in this area due to the fact that there is no appreciable difference between the high and low water lines.

9. Wharves and Shoreline Structures:

The wharves, small docks, boat houses, bulkheads, waterbreakers, and other structures were shown on the photographs.

10. Details off Shore From High Water Line:

Piling, dolphins, remains of old docks, and the ice breakers on both sides of the bridge at Tappahannock were shown on the photograph.

There is a wrecked wooden ship in the river about one mile Southeast of Tappahannock, about one quarter of a mile off shore, and a quarter of a mile West of the main river channel. The ship is in about seven feet of water, and about ten feet of mud. It was described on the photograph as a wrecked ship. This wreck has been here since shortly after the World War, but is in fairly good state of repair.

11. Land Marks and Aids to Navigation:

The Tappahannock Municipal Water Tank has been submitted on Form 567 as a land mark.

All aids to navigation were located by sextant fixes which are being submitted in a sketch book. These aids in this quad were plotted in their approximate positions.

13. Landing Fields:

A landing strip is located within the quad, on the outskirts and the Northern side of the Town of Tappahannock. The boundaries of this field were traversed and shown in red ink on photographs # 13178 and 12930.

14. Road Classification: -

All roads within the quadrangle were classified. There are no type "1" \* roads, since even the two main highways already mentioned do not attain the standards of class "1" roads. The few paved roads within the quad were placed in class "2". With the exception of several class "3" roads,

\* George Washington Memorial Hwy. (4) is classified as Rd 1 by field edit party.

the majority of the roads were of the 4th class. In addition, several trails of class "5" were located and classified.

Federal, State, and County Route numbers have been shown in this quad. Those shown as County roads are dirt roads that normally would be under County jurisdiction; however, in the State of Virginia, the State has taken over the maintenance and marking of all roads of this type, and these route numbers should bear the State symbol rather than that of the County.

15. Bridges:

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

16. Buildings and Structures:

All public buildings within the towns of Tappahannock and Warsaw were classified and named. These included Post Offices, Churches, schools, etc. All stores and dwellings were designated with the usual symbols, as were barns when of sufficient size to be classified as such.

17. Boundary monuments and Lines:

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

18. Geographic Names:

This will be the subject of a special report.

19. Field Inspection and Contouring:

The field inspection and contouring were done on the following photographs: 12925, 12926, 12929, 12930, 12931, 13054, FG 109-34, and FG 109-35.

20. Junctions:

Junctions with quadrangles T-8360, T-8350, T-8358, and T-8144 (to the west, south, east and north respectively) were checked and compared in the field.


48. Accuracy Tests:

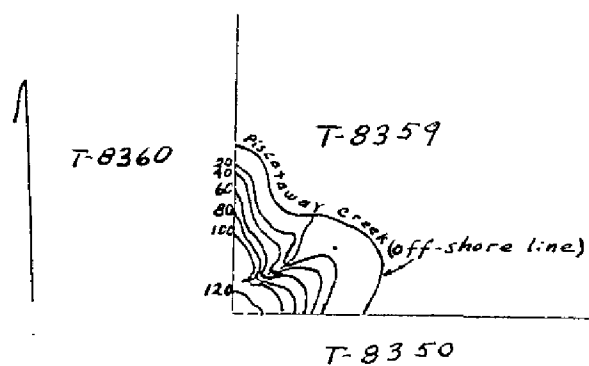
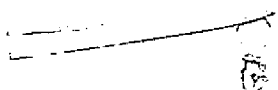
For the vertical accuracy for this quadrangle refer to the descriptive report for quadrangle T-8358.

Submitted by:

Thomas A. Zary,  
Sr. Photo. Aid.

Approved by:

  
Ray L. Schoppe,  
Chief of Party.



POST-OFFICE ADDRESS:

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

February 24, 1944

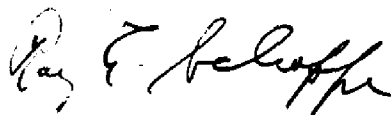
TO: Lieut. Comdr. K. G. Crosby  
U. S. Coast and Geodetic Survey  
1101 East Broadway  
Tampa, Florida

FROM: Comdr. Ray L. Schoppe  
U. S. Coast and Geodetic Survey  
P. O. Box # 8  
Tappahannock, Virginia

SUBJECT: Quadrangle T-8359

Your attention is called to the possibility of the omission of field contours in the extreme southwest portion of this quadrangle.

It may be that the contours in this section were transferred onto one of the photographs which have been forwarded to you for this quadrangle. However, a tracing of the area and the contours in question is enclosed.



Ray L. Schoppe  
Comdr., U.S.C. & G. Survey



COMPILATION REPORT  
To Accompany  
SHEET NO. T-8359

26. CONTROL

Four control stations fall on the sheet but three of these could not be held to in the radial plot. See next part of this report under heading 27 for the amount that these stations were in error.

27. RADIAL PLOT

Due to control distribution in this area, sheets Nos. T-8349, T-8350, T-8351, T-8359 and T-8360 were laid in a single unit. These sheets appear both in project 289-C and 289-D.

Control--  
(a) Density

Control stations within  
limits of sheet

Sheet No. T-8349	3
Sheet No. T-8350	4
Sheet No. T-8351	4 (1 south of sheet)
Sheet No. T-8359	4
Sheet No. T-8360	1 (2 west of sheet)

(b) Identification of control

Intersections were obtained, with reference to the following triangulation stations, at given distances from the plotted positions.

Sheet T-8349 - P.T.S. 24, 1916, 9 meters N.E. PTS 24 was not recovered. BM C114 was recovered at the same approximate location. See Fld. Insp. Report T-8349  
Sheet T-8351 - P.T.S. 22, 1916, 48 meters N.  
Sheet T-8351 - Neal, 1919 (V.F.C.) 28 meters S.E.  
Sheet T-8359 P.T.S. 16, 1916 14 meters W.  
Sheet T-8359 P.T.S. 17, 1916 18 meters N. and  
Sheet T-8359 - Accaceek, 1919 (V.F.C.) 23 meters E.

Photographs--

The following photographs were used, 12880 to 12882, 12922 to 12926, 12929 to 12934, and 12991 to 13003 inclusive.

The photographs used in this plot were unmounted acetate impregnated, therefore it was necessary to use the master metal template for the elimination of the effect of paper distortion.

Closures and Adjustments--

The regular procedure was followed in laying the templates, with the strongest fix first, then progressively laying through ones with weaker fixes.

Due to adequacy of photograph coverage, a circle 14 inches in radius from the center of the picture, was placed on each photograph to determine an area outside of which no secondary control was picked. The triangulation stations which appear outside this circle were used but were shown with red ink on the templates. These rays were disregarded if they were not in agreement with other control on the template.

Azimuths to adjacent centers held on all templates and excellent radial intersections were obtained.

After the plot was completed, each photograph was placed under the survey sheet and secondary control checked.

#### Areas of Questionable Accuracy--

*O.C.G.S.* Triangulation station Dunnsville, 1934 (~~V.E.H.~~) did not hold on template No. 12931. This is believed due to abnormal distortion of the photograph in this immediate area.

Due to inadequacy of control within Sheet T-8349 it is possible that this sheet does not meet accuracy requirements.

With the exception of the control discrepancies mentioned, all control that fell within this plot was held.

#### 28. DETAILING

Two projections were furnished for this sheet to enable two compilers to work at the same time. This hastened the drafting, review, and transmittal to the Washington Office.

The photographs were clear and of fair scale, and as the field inspection was adequate, no difficulty was experienced in the detailing.

Bridges were classified on nine lens field print No. 8272 by C. C. Fryer.

#### 29. SUPPLEMENTAL DATA

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

34. LANDMARKS AND AIDS TO NAVIGATION

The lights and beacons in Hoskins Creek were located by sextant angles. The scaled positions of these aids are listed on attached Form 567.

One landmark is mentioned in the field inspection report and a Form 567 is attached to that report.

35. HYDROGRAPHIC CONTROL

Twenty topographic stations suitable for the control of hydrographic surveys fall on the sheet. Forms 524 for these stations are being submitted.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES

In comparing the sheet with the U. S. Geological Survey quadrangle of the area, numerous discrepancies of a minor nature were noted. As the Geological Survey map was from much older surveys, these discrepancies can be disregarded.

45. COMPARISON WITH NAUTICAL CHARTS

A comparison was made with U. S. C. & G. S. Chart No. 535, (published October 1932 on a scale of 1:40,000). No shoreline discrepancies of any importance could be noted.

Respectfully submitted,

*Edward C. Andrews*

Edward C. Andrews,  
Sr. Photo. Aid.

*Marie R. Blake*

Marie R. Blake,  
Asst. Engr. Draftsman.

Forwarded by:

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



FIELD EDIT REPORT  
QUADRANGLE T-8359  
Project CS 289 D

1. Items 1 through 4: See field inspection report.
5. Vertical Control: See field inspection report. All level elevations should be checked by the Washington Office. All bench marks have been checked by the field edit party.
6. Contours and Drainage: See field inspection report. A careful check was made of the ditches and drainage, and on the southern half of this compilation a large number of ditches were deleted since they were too small to be shown in accordance with the instructions. In addition, some hedges and fence rows were shown as ditches and these, also, were deleted. A 20 ft. contour on the marsh south east of Hoskins Creek was checked and deleted. The maximum elevation on this bluff was 19 ft. and in most places the elevation does not rise above 15 feet.
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 offshore From the High Water Line: See field inspection report. Mast, 1943 (on H & T Station) is the location of a shipwreck.
11. Aids to Navigation: All fixed aids to navigation were checked by planetable from known points on the compilation, and the new position of beacons No. 6 and No. 10 have been shown on the compilation and the original positions obtained by sextant fix have been deleted.
12. Hydrographic Control: Not applicable to this report.
13. Landing Fields and Aeronautical Aids: There is a U. S. Army Emergency Landing Field on the western outskirt of the town of Tappahannock. This field is shown on the compilation.
14. Road Classification: All roads have been classified and shown in accordance with instructions from the Army War College, dated January 12, 1942.
15. Bridge Classification: See field inspection report. In addition to those shown and classified, two additional bridges were found on private roads and were classified in accordance with the instructions.

16. Buildings: In general, there were few buildings to be classified, added or deleted. One or two buildings had burned or had 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 on the north half of the sheet were traced on the smooth sheet from the overlay. On the southern half of the sheet they were already shown on the smooth sheet, except for the omission of the precinct line in southwest corner of the sheet which was added. The boundaries were checked 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 sheet for the northern half and verified in the field. The geographic names were already on the smooth sheet for the southern half and were verified in the field.
19. Junctions: The junction to the east with sheet 8358 has been checked and found to agree. Sheet 8144 to the north was not available and the junction with this sheet could not be checked. The junction to the west with 8360 has been checked and found to agree. For the report on the junction of this sheet with sheet 8350, see field edit report for that sheet.
46. Methods: This quadrangle was field edited on an ozalid and later transferred to a smooth sheet in the office. Discrepancies not covered by a suitable symbol were noted on the compilation by a sentence, and an arrow to the points 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 deletions 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 Compilation: The compilation of this sheet was complete and adequate with few deletions (except for small drainage ditches) additions, or classifications necessary.
48. Accuracy Tests: This is the subject of a special report by Charles Hanavich, Photogrammetric Engineer.

Vertical: See field inspection reports (item 48) for quadrangles T-8358 and T-8360.

Approved by: *F. L. Gallen*  
 F. L. Gallen  
 Chief of Party  
*by J. C. Lajoie*

Submitted by: *John C. Lajoie*  
 John C. Lajoie  
 Prin. Photo. Aid.  
*by J. C. Lajoie*

Horizontal Accuracy Test  
Quadrangles T-8359 and 8350  
Project CS 289 D

This test consists of a traverse between triangulation stations Dunnsville (1934) and Desha (1934). The traverse is 10.3 statute miles in length and contains 13 test points. Test points 9C, a10C, and 11C are within the limits of quadrangle T-8350; test points 12C and 13C are within the limits of quadrangle T-8359. The traverse closure is one part in 11,967, and discrepancies of .92 m. in latitude and 1.03 m. in longitude were adjusted through the traverse. In the tabulation the geodetic position from the traverse computation is referred to as P.P. No., and the scaled position from the map manuscript is referred to as M.M. No.

<u>Tabulation of Test Points</u>				
<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, 80 degrees	P.P. No. 9C	37-51-1504.6	76-50- 290.0	.53
	M.M. No. 9C	37-51-1503.0	76-50- 300.4	
	P.P. 10C	37-52- 468.6	76-50-1126.0	
	M.M. 10C	(not computed)		
Center of Bridge	P.P. 11C	37-52- 502.8	76-50-1161.2	.20
	M.M. 11C	37-52- 502.9	76-50-1165.2	
Inter. of road and drive, 85 degrees	P.P. 12C	37-52-1672.0	76-51- 822.6	.44
	M.M. 12C	37-52-1672.2	76-51- 831.3	
Inter. of road and drive, 65 degrees	P.P. 13C	37-53-1124.1	76-52- 417.8	
	M.M. 13C	37-53-1133.5	76-52- 427.7	

Test point 10C was not scaled; the position of this point was too indefinite. The remaining test points are well defined. It may be noted that test points 9C and 13C are in excess of .5 m.m.

*quadrangle accepted without exception*

Approved By:

F. L. Gallen  
Chief of Party.

Submitted By:

Charles Hanavich  
Photo. Engr.

*.68 - a detailing error and corrected*



DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

TO BE CHARTED } STRIKE OUT ONE  
~~TO BE DELETED~~

Tampa Photogrammetric Office  
Tampa, Florida

June 2, 1944

I recommend that the following objects which have ~~(have not)~~ been inspected from seaward to determine their value as landmarks, be charted on ~~(delete from)~~ the charts indicated.

The positions given have been checked after listing.

T-8359

See Ch. Letter 395-44

Ray L. Schoppe												Chief of Party.	
GENERAL LOCALITY	NAME AND DESCRIPTION	POSITION						METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
		LATITUDE		LONGITUDE									
		0	1	D. M. METERS	0	1	D. P. METERS						
Virginia Hoskins Creek	Hoskins Creek Range	37	55	542	76	51	250	N.A.	1927	Sextant	1944	535	
	Front Light 3	37	55	464	76	51	372	"	"	Fix	"	"	
	Hoskins Creek Range	37	55	698	76	51	480	"	"	"	"	"	
	Rear Light 3	37	55	462	76	51	634	"	"	"	"	"	
	Hoskins Creek Beacon 4	37	55	213	76	51	580	"	"	"	"	"	
	Hoskins Creek Beacon 6	37	55	131	76	51	624	"	"	"	"	"	
Scaled: E.C.A. Checked: C. A. J. P.		Superseded by Field Edit party positions											

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." Positions of charted landmarks and nonfloating 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.



TO BE CHARTED  
TO BE CHARTED  
TO BE CHARTED } STRIKE OUT ONE

**CANDIDATES FOR POSITIONS  
(NON-FLOATING AIDS TO NAVIGATION)**  
Tappahannock, Va.

May 31, 1944

I recommend that the following objects which have ~~(been removed)~~ 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. ✓✓✓✓

F. I. Gallen

**Chief of Party.**

3.0.55

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." Positions of charted landmarks and nonfloating 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.

## LANDMARKS FOR CHARTS

TO BE CHARTED  
TO BE CHARTED  
TO BE CHARTED } STRIKE OUT ONE

Tappahannock, Va.

May 31, 1944

T-8359  
Filed under Ch. Letter 395-44

I recommend that the following objects which have ~~(been removed)~~ 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. — C. H. K.

**F. L. Gallen**

*Chief of Party:*

[illegible]

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." Positions of charted and nonfloating aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the landmarks and nonfloating 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.





## Remarks

## Decisions

1		USGB
2		
3		
4		
5	<i>Va. Census map used as reference - since names - here listed  were found - in, most cases to be only voting precincts  instead of Magisterial districts  H. Sanders</i>	
6		
7		
8		Road Maps
9		"
10		
11		378767
12		"
13		"
14		"
15		" USGB
16		"
17		"
18		378768
19		"
20		"
21		379768
22		"
23		"
24		"
25		"
26		"
27		"



# GEOGRAPHIC NAMES

Survey No. T-8359

TAPPAHANNOCK quadrangle

1	Name on Survey	A On Chart No.	B On previous survey No.	C On U. S. quadrangle Maps	D From local information	E On local Maps	F P. O. Guide or Map	G Rand McNally Atlas	H U. S. Light List	K
✓	Virginia	✓								1
✓	Richmond County	✓								2
✓	Essex County	✓								3
✓	Westmoreland County	✓								4
✓	Dunnsville, Tappahannock, Howertons, Lloyds Precincts (Essex Co.)									5
✓	Marshall, Stonewall Precincts (Richmond Co.)									6
✓	Oldham Precinct (Westmoreland County)									7
✓	U.S. Nos. 17, 360									8
✓	State Nos. 202, 204									9
✓	Rappahannock River	✓								10
✓	Accaceek Point	✓								11
✓	Wellford	✓								12
✓	Wellford Road	✓								13
✓	Pecks Creek	✓								14
✓	Lowery Point	✓								15
✓	Wares Wharf Road	✓								16
✓	Red Hill	✓								17
✓	Tait Road	✓								18
✓	Tidewater Trail--George Washington Memorial Highway (US No. 360) and No. 17	✓								19
✓	Brays Fork	✓								20
✓	Hockins Creek	✓								21
✓	Tappahannock	✓								22
✓	Essex County High School									23
✓	St. Margarets Gifts School	✓								24
✓	Dowing Bridge	✓								25
✓	Richmond Beach	✓								26
✓	Jones Point	✓								27

T-8359

2

Remarks

Decisions

1		379768
2		"
3		"
4		"
5		"
6		"
7		"
8		" USGB
9		"
10		"
11		"
12		"
13		"
14		379767
15		"
16		"
17		"
18		"
19		"
20		"
21		"
22		"
23		"
24		"
25		"
26		"
27		"

# GEOGRAPHIC NAMES

Survey No. T-8359

2	Name on Survey	A On Chart No.	B On previous survey No.	C On U. S. quadrangle Maps	D From local information	E On local Maps	F P. O. Guide or Map	G Rand McNally Atlas	H U. S. Light List	K
✓	Piscataway Creek	✓								1
✓	McGuire Creek	✓								2
✓	Little Carter Creek	✓								3
✓	Mangoright Point	✓								4
✓	Ferry Point	✓								5
✓	Naylor's Road	✓								6
✓	Naylor's	✓								7
✓	Naylor's Point	✓								8
✓	Cat Point Creek	✓								9
✓	Doctors Creek	✓								10
✓	Strangeway Landing	✓								11
✓	Side Landing	✓								12
✓	Chestnut Hill Landing	✓								13
✓	Clarks Run	✓								14
✓	Mt. Airy Millpond	✓								15
✓	Mt. Airy	✓								16
✓	Red Hills	✓								17
✓	Mill Road	✓								18
✓	Ethel	✓								19
	Clarksville School									20
	Lyells Road									21
✓	<del>Warsaw</del> Warsaw									22
	Warsaw Methodist Church									23
	Warsaw Baptist Church									24
	Warsaw School									25
✓	St. Johns Church	✓								26
✓	Turners School	✓								27

## Remarks

## Decisions

1		379767
2		"
3		"
4		"
5		"
6		"
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# GEOGRAPHIC NAMES

Survey No. T-8359

3	Name on Survey	A	B	C	D	E	F	G	H	K	
✓	Sabine Hall	✓									1
✓	Sabine Hall Road	✓									2
✓	Jugs Creek	✓									3
✓	Islington Landing	✓									4
✓	Islington Landing Road	✓									5
✓	Bells Creek	✓									6
											7
											8
											9
											10
											11
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											26
											27

Names underlined to not appear  
by L. Heck 6/14/44

M 234

Names underlined to not appear  
by L. Heck 6/14/44

## NAUTICAL CHARTS BRANCH

SURVEY NO. T-8359

### 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 1:20,000 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.

Copies of specifications and all instructions to field parties and field offices.

Filed in Reproduction Branch

Glass negatives of the color separation drawings.

Filed in the Library

~~Special report on field work by Commander K. T. Adams, 1944.~~

Special report on office work by B. G. Jones, 1944.

Season's report on field work by Commander F. L. Gallen, 1944.

Season's report on field work by Commander R. L. Schoppe, 1944.

Delivered to the Army Map Service in accordance with the contract

Film negatives and film positives of the color separation drawings.

All color separation drawings.

~~Original celluloid manuscript.~~

A correction sheet consisting of a copy of the first edition of the quadrangle with notes in red indicating changes desirable at the next printing.



DIVISION OF CHARTS

SURVEYS BRANCH

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-8359

TAPPAHANNOCK 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.

For the nearest vertical accuracy test see quadrangle T-8358.

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-518

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-8359 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 13, 1944 By Raymond J. Saffman  
under direction of D. H. Benson *(per H.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. Cox  
Chief, Div. of Charts  
Nautical Chart Branch  
Raymond R. Egan  
Chief, Div. of Coastal  
Surveys