U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey  Shoreline

T-9898, T-11052

Field No.  Ph-101  Office No.  T-11054

T-11056 & T-11226

LOCALITY

State  Virginia

General locality  Chesapeake Bay

Locality  Rappahannock River

1952-53

CHIEF OF PARTY

L.J. Reed, Div. of Photo., Wash., D.C.

LIBRARY & ARCHIVES

DATE  June 23, 1958
Chart 605-5C (fully applied) 8-8-66 J.B. Roe
Chart 12225 - fully applied after verification 11-07-66 T.S. (considered fully applied)
DATA RECORD
Ph-101
None
Washington, D.C.

Chief of Party: Louis J. Reed, Chief, Stereoscopic Mapping Branch
Copy filed in Division of Photogrammetry

Method of Compilation (III): Stereoplantigraph

Manuscript Scale (III): 1:10,000
Stereoscopic Plotting Instrument Scale (III): 1:15,000

Scale Factor (III): Photo:Inst.:Manuscript = 24,000:15,000:10,000

Date received in Washington Office (IV): Date reported to Nautical Chart Branch (IV): 10 Feb 1958

Publication Scale (IV):

Geographic Datum (III): NA 1927

Reference Station (III):
Lat.: Long.: Zone:
X =

No Grid

Roman numerals indicate whether the item is to be entered by (II) Field Party, (III) Photogrammetric Office,
or (IV) Washington Office.

When entering names of personnel on this record give the surname and initials, not initials only.
worked areas
(Show name within area)

Bridging and compilation done entirely on the Stereoplanigraph by the team of:

Morton Keller and
Ivan R. Jarrett
DATA RECORD

Field inspection by (II): None Date:

Planetary contouring by (II): Date:

Completion Surveys by (II): Date:

Mean High Water Location (III) (State date and method of location):

MHWL is dated Oct 1952, the date of the photography from which it was delineated. The photos were taken at high tide and the delineation was done on the stereoplanigraph with this fact in mind.

Projection and Grids ruled by (IV):

Jack Allen on the Reading Ruling Machine Date: 24 Mar 53

Projection and Grids checked by (IV):

Howard D. Wolfe Date: 25 Mar 53

Graphic Compilation Section (Hanovich and Ramey)

Date: 20 May 53

Control plotted by (III):

Graphic Compilation Section (Ramey and Hanovich)

Date: 20 May 53

Control checked by (III):

Morton Keller and Ivan R. Jarrett Date: 23 Jun 53

Stereoscopic Instrumentation (III):

delineation New York Shoreline Morton Keller Date: 15 Jul 53

and Ivan R. Jarrett

Date: 23 Jun 53

Manuscript delineated by (III): Henri Lucas Date: 14 Jul 53

Photogrammetric Office Review by (III): Louis J. Reed Date: 15 Jul 53

Elevations on Manuscript checked by (II) (III):

Date:
Camera (kind or source) (III): USC&GS Cartographic (0) Camera, Wide angle, f = 6” (Metrogon)

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<th>Scale</th>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>thru</td>
<td></td>
<td></td>
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<tr>
<td>1868</td>
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<td>thru</td>
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<td>1030 EST</td>
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<tr>
<td>1892</td>
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<tr>
<td>1919</td>
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</tr>
<tr>
<td>thru</td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>1926</td>
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<td>1947</td>
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Tide (III):

Reference Station: Hampton Roads
Subordinate Station: Horse point, Piankatank River

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</table>

Washington Office Review by (IV):
Final Drafting by (IV):
Drafting verified for reproduction by (IV):
Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III): 20 sq mi
Shoreline (More than 200 meters to opposite shore) (III): 66 miles
Shoreline (Less than 200 meters to opposite shore) (III):
Control Leveling - Miles (II):
Number of Triangulation Stations searched for (II):
Number of BMs searched for (II):
Number of Recoverable Photo Stations established (III):
Number of Temporary Photo Hydro Stations established (III):

Remarks:
SHORELINE MAPPING PROJECT PH-101

VIRGINIA - CHESAPEAKE BAY, Potomac River to Piankatank River

OFFICIAL MILEAGE FOR COST ACCOUNTS

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<td>T-11157</td>
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<td>.15</td>
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<td>T-11161</td>
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<td>.25</td>
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<td>T-11226</td>
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<td><strong>TOTALS</strong></td>
<td>179</td>
<td>463</td>
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Compiled at 1:10,000 scale from nine-lens photographs (1:20,000 scale) and single-lens photographs (1:24,000 scale) taken October 1952.
(Refer to Air-Photo Index 134-B)
1. Preface:
The only field inspection consisted of identifying by substitute station or flagging a portion of the control stations used, as follows:

<table>
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<tr>
<th>CONTROL STATION</th>
<th>FLAGGED SUB_STA</th>
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<td>OLD HOUSE, 1919</td>
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<td>X</td>
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<tr>
<td>TOWLES 3, 1942</td>
<td>...............X</td>
<td></td>
</tr>
<tr>
<td>ORCHARD 3, 1942</td>
<td>...............X</td>
<td></td>
</tr>
<tr>
<td>POC, 1953 (Topo Sta)</td>
<td>...............X</td>
<td></td>
</tr>
<tr>
<td>CHERRY 3, 1944</td>
<td>..................</td>
<td>X</td>
</tr>
<tr>
<td>WHITE STONE ME CH SPIRE, 1942</td>
<td>...............X</td>
<td></td>
</tr>
<tr>
<td>SLATERS RM No.1, 1942</td>
<td>...............X</td>
<td></td>
</tr>
<tr>
<td>KILMARNOCK MUN W T, 1942</td>
<td>...............X</td>
<td></td>
</tr>
<tr>
<td>BM 15, 1944 (USGS)</td>
<td>..................</td>
<td>X</td>
</tr>
<tr>
<td>BM H 270, 1944</td>
<td>..................</td>
<td>X</td>
</tr>
<tr>
<td>BM J 270, 1944</td>
<td>..................</td>
<td>X</td>
</tr>
<tr>
<td>BM K 270, 1944</td>
<td>..................</td>
<td>X</td>
</tr>
<tr>
<td>PP 6F, 1944 (Trav.)</td>
<td>..................</td>
<td>X</td>
</tr>
<tr>
<td>PP 7F, 1944 (Trav.)</td>
<td>..................</td>
<td>X</td>
</tr>
</tbody>
</table>
21. Area Covered:

This plot covers the shoreline falling within the borders of T-11052, T-11054, T-11056, T-11226, and T-9898, without the river line falling on T-9898.

22. Method:

Rather than by radial plot, the control in this project was bridged on the Stereoplanigraph No. 61639. Bridging consists of holding to control in one end of a flight, setting up and tying together successive models until the final model having control is reached, and then graphically adjusting the error of closure thruout the strip. The Photo & Control Sketch shows the arrangement of the three existing flights and control stations.

Control was plotted on the vinylite manuscripts and transferred by direct picking to other vinylite sheets which were used for bridging purposes.

The center flight was bridged first using diapositives 52-O-1919 thru 1926. The north model was oriented to PP-7F, BM-H-270, 1944, and BM-J-270, 1944, and bridged south to ORCHARD 3, 1942 and POND, 1953. When adjusted to hold both end models (controlled), SLATERS RM No.1, 1942, in the center of the flight, did not hold; it plotted 0.7mm north of its GP position. The flight was readjusted to hold this station by adjusting both ways from it to the end models.

The east flight was bridged next using 52-O-1862 thru 1863 and 1946. It was started on the north end holding to control points BM-K-270, 1944 and BM-L-18 (USGS), 1944, and terminated on SS CHERRY 3, 1942 and POND, 1953 in the south model. Part way down the flight, station KILMARNOCK MUN W.T., 1942, fell on the very edge (eastern) of a model where it could not be reliable; nevertheless, it held to within about 0.5mm. After adjustment of this flight, common pass points with the central flight agreed to within a maximum of 0.3mm; a midpoint was selected for the final positions.

The west flight was bridged last beginning with the base model at the south end of flight 52-O-1884 thru 1892. The base model was held by TOMLEES 3, 1942, SS OLD HOUSE (VFC), 1919, and a pass point from the central flight; the end or tie model on the north end was controlled by PP-7F, 1944, and PP-6F, 1944. SLATERS RM No.1, 1942, fell in the center of this flight also, and like the case of the central flight, when the adjustment had been made the bridged position fell 0.5mm south of its GP position. A double readjustment was made to make SLATERS hold; the readjustments extended both ways from the station to the controlled end models. A maximum discrepancy of 0.5mm resulted in the common pass points between the west and central flights, but midpoints were selected for the final positions.
23. Adequacy of Control:

Under normal conditions sufficient control was available for adequate bridging of this project, but conditions were not normal in that all the control could not be held. This assumes that identification was positive, which is verified in the cases of groups of control, and which should be true in the cases of flagged stations. The doubt seems to lie with SLATERS (flagged) which refused to agree with control to the north and south of it. The error could be in the north or south groups of control, but in either case this would mean an equal error in each of several points, which is not quite reasonable. On the other hand SLATERS was flagged, and if it is out in position all the others should be also since they are all in the same control network. In conclusion, it is felt that something is not quite right about the control in this project but where or what it is just can not be pointed out at this time. It is suggested that the flight of 1953 9-lens photography be laid into a plot of this area; their tremendous coverage should aid in pin-pointing the trouble.

24. Supplemental Data: No graphic control surveys were used.

25. Photography:

Diapositives and photography met normal specifications. No coverage was available for the river shoreline crossing T-11226 and T-9898, but it is expected that a portion of it will be available later at which time the portion of the shoreline covered will be added by graphic compilation.

Stanley W. Trow, Chief,
Single Lens Plotter Section

Louis J. Reed, Chief
Stereoscopic Mapping Branch
Photogrammetric Engineer
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR Y-COORDINATE</th>
<th>LONGITUDE OR X-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</th>
<th>DATUM CORRECTION</th>
<th>N.A. 1927-DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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<td>779</td>
<td>NA 1927</td>
<td>37 46 09.769</td>
<td>76 27 51.309</td>
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<td>301.2 1548.6</td>
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<td>1541.1 308.7</td>
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<td>745.5 723.1</td>
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<td>1944</td>
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<td>76 28 31.24</td>
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<td>37 46 58.67</td>
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<td>LONGITUDE OR X-COORDINATE</td>
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<td>DATUM CORRECTION</td>
<td>N.A. 1927-DATE DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)</td>
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<td>LONGITUDE OR x-COORDINATE</td>
<td>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS (FORWARD)</td>
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<td>TOWLES 3, 1942</td>
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</table>
31. **Delineation:**

Delineation of this shoreline survey was done entirely on the stereoplanigraph which also drew the features directly on the manuscripts in pencil for copying in ink. The shoreline was completely delineated on T-11052, 54, and 56, but the other two quads were partially done as stated in side-heading 25, this report.

32. **Control:** Refer to side-heading 23, this report.

33. **Supplemental Data:** Not applicable.

34. **Contours and Drainage:** Not applicable.

35. **Shoreline and Alongshore Details:**

No shoreline inspection of this area was made and therefore the entire compilation is instrument delineated. There was no particular difficulty encountered in delineating the MHWL, but because of the small range of tide in this area the MLWL has been drawn only where the foreshore area has a very small gradient, in which cases it has been shown as approximate only. In addition, shoal, shallow, and grass areas in the foreshore area have been delineated and compiled. Man-made features along the shoreline have been delineated in the prescribed manner.

36. **Offshore Details:**

The only offshore details to deal with were the navigation lights which were positioned and compiled, when identifiable, during the instrument operation.

37. **Landmarks and Aids:**

The navigation aids mentioned in the above side-heading were the only items of known existence at that time.

39. **Junctions:**

All junctions are in agreement; see page 4, this report.

38. **Control for Future Surveys:**

About 200 hydro signals have been office selected and described by the Graphic Compilation Branch, and positioned during instrument compilation. A list of these stations, along with descriptions and references to identification photographs, is to be found under side-heading 49, "Notes for the Hydrographer", on a separate unnumbered page in the back of this report.
40. **Horizontal Accuracy:**

   The conditions stated in side-heading 23, page 9, indicate that the control situation did not permit as high a degree of accuracy as normally expected. However, the possible errors in position are considered to be no greater than the allowable of 0.5mm and therefore this survey meets the requirements for the purpose of this shoreline survey.

46. **Comparison with Existing Maps:**

   a. IRVINGTON, VA, USC & GS T-8344, 1:24,000, 1949 edition, mapped by USC & GS, edited and published by USGS.
   b. URBANNA, VA, USC & GS T-8345, 1:24,000, 1949 edition, mapped by USC & GS, and edited and published by USGS.
   c. LANCASTER, VA, USC & GS T-8353, 1:24,000, 1949 edition, mapped by USC & GS, edited and published by USGS.

47. **Comparison with Nautical Charts:**

   a. Chart No.534, 1:40,000, published July 1951, 3rd edition, last correction date of 9 Feb 53

   Items to be applied to Nautical Charts Immediately: None.

48. **Geographic Name List:** Not applicable.

49. **Notes for the Hydrographer:** See separate unnumbered page.

50. **Photogrammetric Office Review:** See separate page following.

41. **Graphic Compilation:**

   As referred to in side-heading 25, page 9, a portion of the shoreline on the north side of the river has been added graphically since the instrument compilation has been completed. The three photos used in this additional compilation are shown on the Photo & Control Sketch, page 10. The centers of these three photos were located by resection from points positioned by the instrument work, and by one topo station, ROG, 1944, which fell on the outer limit of this added portion of shoreline compilation. Compilation was by conventional methods (graphic).

   For the area compiled on this quad T-11226 south of the river, refer to Descriptive Report for T-11060.

submitted by: [Signature]
Stanley W. Trow, Chief,
Single Lens Plotter Section

approved by: [Signature]
Louis J. Reed, Chief
Stereoscopic Mapping Branch
Photogrammetric Engineer
49. Notes for the Hydrographer:

The following hydro stations have been office selected and positioned by the instrument during compilation:

a. Photograph 52-0-1946

001 - End of pier
002 - Point of vegetation
003 - Topo Station TAF, 1944
004 - Topo Station WAR, 1944
005 - Bush
006 - Dol
007 - Sink hole

b. Photograph 52-0-1868

008 - Topo station PON, 1953
009 - End of fence or groin
010 - Tree
011 - End of pier
012 - NW end of structure
013 - Outer of two bushes or trees
014 - Cor of bldg
015 - Chy
016 - Bush
017 - Bush
018 - End of pier
019 - Bush
020 - Pt of ma
021 - Bush
022 - Gable
023 - End of pier
022a - Pier
024 - Tree
025 - End of pier
026 - Center of sand area
027 - Bush
028 - Tree
029 - Gable
030 - Pt of ma

c. Photograph 52-0-1925

031 - Prominent bush on pt
032 - End of pier
033 - Bush
034 - End of pier
035 - Cor of pier
036 - End of pier
037 - End of pier
038 - Bush
039 - GALLEY HOOK Lt.
c. **Photograph 52-0-1925 (contd)**

040 - SW gable of boathouse  
041 - Cor of pier  
042 - End of pier  
043 - End of pier  
044 - Pt of sand  
045 - Tree  
046 - End of pier  
047 - Bush  
048 - Pt of ma  
049 - End of pier  
050 - Bush  
051 - gable  
052 - Bush  
053 - Tree  
054 - Pt of ma at mouth of stream  
055 - Tree  
056 - Cor of pier  
057 - Tree  
058 - Bush  
059 - Tree  
060 - End of pier  
061 - Cor of pier  
062 - Tree  
063 - End of pier  
064 - CRAB PT Lt  
065 - End of groin or breakwater  
066 - SPINHOUSE PT SHOAL Lt  
067 - End of pier  
068 - End of pier  
069 - End of pier  
070 - Pt of sand  
071 - Topo satation ROT, 1944  
072 - Pt of ma

d. **Photograph 52-0-1924**

073 - Gable  
074 - Bush  
075 - Bush  
076 - Bush  
077 - Pt of ma  
078 - Bush  
079 - Tree  
080 - Pt of ma  
081 - End of pier  
082 - Bush  
083 - Bush  
084 - Pt of ma  
085 - Pt of ma  
086 - End of pier  
087 - End of pier  
088 - Bush  
089 - End of pier  
090 - End of pier  
091 - Bush  
092 - Gable
e. Photograph 52-0-1923
093 - Smaller dark spot
094 - End of small pier
095 - Tree
096 - Pt of dark vegetation
097 - End of spit
098 - Dark spot on beach
099 - Bush
100 - Cor of pier
101 - End of pier

f. Photograph 52-0-1885
878 - Pt of vegetation
879 - Tree
880 - Bush
881 - Tree
882 - Center of sand area
883 - Tree
884 - End of pier
885 - End of pier
886 - Tree
887 - End of pier
888 - End of pier
889 - End of pier
890 - Bush
891 - Apex of shoreline
892 - Bush
893 - Pt of grass
894 - Tree
895 - Tree
896 - Tree
897 - Pt of ma
898 - Pt of ma
899 - Tree
900 - End of pier
901 - CARROTOMAN PT Lt

g. Photograph 52-0-1887
902 - NE tip of vegetation
903 - End of pier
904 - End of pier
905 - Entrance tip of pt
906 - End of pier
907 - SE gable of house
908 - Tree in opening
909 - Sand patch indentation in shoreline
910 - First large tree or bush away from woods
911 - Cor of end of pier
912 - Fence corner
913 - End of pier
914 - End of pier
915 - End of pier
g. Photograph 52-0-1887 (contd)

916 - End of pier  
917 - End of pier  
918 - N end of boathouse  
919 - Tree on pt  
920 - Extreme tip of pt  
921 - Cor of end of pier  
922 - End of pier  
923 - Cor of bldg  
924 - Gable of barn  
925 - End of pier  
926 - End of pier  
927 - Cor of bldg  
928 - SW gable of boathouse  
929 - Tree on pt  
930 - End of pier  
931 - BAR PT Lt  
932 - End of pier  
933 - Lt  
934 - End of pier

h. Photograph 52-0-1889

935 - End of pier  
936 - Bush on extreme end of pt  
937 - Middle tree or bush on pt  
938 - Topo station FER  
939 - Shoreline end of three trees on pt  
940 - Tree  
941 - Corner of platform on pier  
942 - Tip of brush area  
943 - Structure or tip of brush area  
944 - Extreme tip of vegetation  
945 - NE of two bushes  
946 - Tree  
947 - Tip of vegetation on pt  
948 - Tree  
949 - End of pier

i. Photograph 52-0-1890

950 - Bush on pt  
951 - Cor of pier  
952 - Tree  
953 - Tree  
954 - Edge of vegetation on tip of ma  
955 - Bush or grass on pt  
956 - Tree  
957 - Indentation on backside of ma grass  
958 - Topo station OLD  
959 - Tree  
960 - Dark spot in ma  
961 - Bush  
962 - Cor of house  
963 - Extreme tip of ma  
964 - Gable of boathouse
1. Photograph 52-0-1890 (contd)

965 - Pt of ma
966 - White area in ma
967 - White area in ma
968 -
969 -

j. Photograph 52-0-1923 (contd)

970 - End of fence in water
971 - Cor of pier
972 - Bush on pt
973 - End of pier
974 - Tip of grass
975 - Gable of house
976 - Tip of grass
977 - Tip of pt
978 - Tip of vegetation
979 - Pier
980 - End of pier
981 - Largest tree
982 - Cor of pier

k. Photograph 52-0-1922

983 - End of pier
984 - Bush on pt
985 - Tip of grass
986 - Cor of pier
987 - Edge of dark patch
988 - End of pier
989 - Tip of pt
990 - Bush
991 - Tip of pt
992 - Tree
993 - Tip of pt
994 - Tip of pt

l. Photograph 52-0-1864

995 - White spot in ma
996 - Bush on pt
997 - Tip of pt
998 - Tip of pt
999 - Tip of pt
999a - End of dark line on pt
999b - Tip of pt
999c - End of pier
999d - White spot in ma
999e - Tree
999f - White spot in ma
m. **Photograph 51-0-1095**

The following signals are located on the south bank of the river and were positioned by the radial plot covered by the Radial Plot Report contained in Descriptive Report T-11060. They are repeated here for convenience in use in the field when T-11226 is employed.

858 - See DS for T-11058
866 - See DS for T-11058
867 - Tree between two large trees
868 - Cor of pier
869 - Cable of blag
870 - Intersection of creek and dark image
871 - End of pier
872 - (cancelled)
PHOTOGRAMMETRIC OFFICE REVIEW
T-11052, 11054, 11056, 11226, 9848

1. Projection and grids  
2. Title  
3. Manuscript numbers  
4. Manuscript size  

CONTROL STATIONS
5. Horizontal control stations of third-order or higher accuracy  
6. Recoverable horizontal stations of less than third-order accuracy (topographic stations)  
7. Photo hydro stations  
8. Bench marks  
9. Plotting of sextant fixes  
10. Photogrammetric plot report  
11. Detail points  

ALONGSHORE AREAS
(Nautical Chart Data)
12. Shoreline  
13. Low-water line  
14. Rocks, shoals, etc.  
15. Bridges  
16. Aids to navigation  
17. Landmarks  
18. Other alongshore physical features  
19. Other alongshore cultural features  

PHYSICAL FEATURES
20. Water features  
21. Natural ground cover  
22. Planetary contours  
23. Stereoscopic instrument contours  
24. Contours in general  
25. Spot elevations  
26. Other physical features  

CULTURAL FEATURES
27. Roads  
28. Buildings  
29. Railroads  
30. Other cultural features  

BOUNDARIES
31. Boundary lines  
32. Public land lines  

MISCELLANEOUS
33. Geographic names  
34. Junctions  
35. Legibility of the manuscript  
36. Discrepancy overlay  
37. Descriptive Report  
38. Field inspection photographs  
39. Forms  

40.Reviewer 

41. Remarks (see attached sheet) 

FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT
42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43. 

Signature: 

Compiler: 

Supervisor: 

M 2623-12
Review of Shoreline data, Project 27130 (Va. & Md., Hohjack to Potomac River)

It is my understanding that the project instructions call for the compilation of any new roads or road realign-
ments in the project area, but that compilation has actually
been limited to shoreline and changes for hydrographic support
and has not covered any interior details.

In view of the status of work now on hand, I do not think
that we should compile additional information on these
roads. If such is needed for a future project, say, a bridge
unit, I do not care of it is a coast correction job.

In reviewing the project, I see no concern only with
shoreline and information for hydrography and ignore the
collection of interior details.

L. W. Simpson, Chief,
Photogrammetry Division
62. COMPARISON WITH REGISTERED TOPOGRAPHIC MAPS

T 603     1:10,000     1856
T 659     1:10,000     1856
T 660     1:10,000     1857
T 661     1:10,000     1857
T 2870    1:20,000     1905-06
T 8340    1:20,000     1942-46
T 8344    1:20,000     1942-44
T 8345    1:20,000     1944
T 8353    1:20,000     1944

The manuscripts delineate shoreline only and were prepared to establish signals for hydrography. Inshore revision of nautical charts is not possible.

63. COMPARISON WITH MAPS OF OTHER AGENCIES

USGS Irvington, Virginia quadrangle; 1:24,000   1946
(The base for this quadrangle was T 8344)

USGS Lancaster, Virginia quadrangle; 1:24,000   1945
(The base for this quadrangle was T 8353)

USGS Urbanna, Virginia quadrangle; 1:24,000     1946
(The base for this quadrangle was T 8345)

USGS Saluda, Virginia quadrangle; 1:24,000     1946
(The base for this quadrangle was T 8340)

64. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS

8185, 8186, and 8187 all of which were made in 1954
Form 547 was submitted by the Hydrographer
On T 11056, the shoreline detailed in red was compiled by the Hydrographic Party after triangulating numerous hydro signals. The shift in detail was approximately 0.7 mm, which is understandable as the original shoreline was positioned by a cantilevered radial plot.

Hydrographic report 8185 called for shoreline corrections at the following positions on T 11056.

<table>
<thead>
<tr>
<th>Lat.</th>
<th>Long.</th>
<th>Corrected</th>
<th>Verified and corrected</th>
</tr>
</thead>
<tbody>
<tr>
<td>37°</td>
<td>76°</td>
<td>24.47'</td>
<td>&quot; &quot;</td>
</tr>
<tr>
<td>39.05'</td>
<td>&quot; &quot;</td>
<td>&quot; &quot;</td>
<td>&quot; &quot;</td>
</tr>
<tr>
<td>39°</td>
<td>76°</td>
<td>26.28'</td>
<td>&quot; &quot;</td>
</tr>
<tr>
<td>39.39'</td>
<td>&quot; &quot;</td>
<td>&quot; &quot;</td>
<td>&quot; &quot;</td>
</tr>
<tr>
<td>37°</td>
<td>76°</td>
<td>26.10'</td>
<td>&quot; &quot;</td>
</tr>
<tr>
<td>39.30'</td>
<td>&quot; &quot;</td>
<td>&quot; &quot;</td>
<td>&quot; &quot;</td>
</tr>
<tr>
<td>37°</td>
<td>76°</td>
<td>25.29'</td>
<td>&quot; &quot;</td>
</tr>
</tbody>
</table>

The object removed by the hydrographer is evidently a ramp and existed at the time of the photography.
64. continued from previous page:

Hydrographic Report 8186 called for corrections at the following positions on T 11056.

Lat. 37° 39.90′  Long. 76° 29.99′  Verified and corrected
Lat. 37° 39.84′  Long. 76° 29.39′

Hydrographic Report 8187 called for corrections at the following positions on T 11054.

Lat. 37° 43.39′  Long. 76° 24.99′  Verified and corrected
Lat. 37° 43.36′  Long. 76° 26.55′
Lat. 37° 42.15′  Long. 76° 27.65′
Lat. 37° 43.39′  Long. 76° 25.35′
Lat. 37° 42.59′  Long. 76° 27.10′
The feature existed at the time of the photography. The change cannot be verified.

65. COMPARISON WITH NAUTICAL CHARTS

Chart # 534  1:40,000  3rd edition 7/2/51 revised 10/31/55
Chart # 1223  1:80,000  5th edition 8/22/55 revised 8/27/56

66. MAP ACCURACY

For the purpose of establishing hydrography, the manuscript was evidently of sufficient accuracy as no difficulties were encountered by the hydrographer.

The manuscript conforms with the National Standards of Map Accuracy and the project instructions as amended.

Reviewed by:

[Signature]

Approved:

[Signature]  Chief, Review Section Division of Photogrammetry
[Signature]  Chief, Photogrammetry Division
[Signature]  Chief, Nautical Chart Branch Division of Charts
[Signature]  Chief, Division of Coastal Surveys