## DESCRIPTIVE REPORT

**Type of Survey**  
Planimetric

**Field No.**  Ph-119  
**Office No.**  T-11232

### LOCALITY

- **State:** Virginia  
- **General locality:** Pocomoke Sound  
- **Locality:** Guilford Grass

---

### 1953-55

**CHIEF OF PARTY**  
E.H. Kirsch, Chief of Field Party  
E.H. Kirsch, Baltimore District Office

### LIBRARY & ARCHIVES

**DATE**  
September 1961
DATA RECORD

T -11,232

Project No. (II): 6119-Ph-119

Quadrangle Name (IV):

Field Office (II): Exmore, Virginia

Chief of Party: E. H. Kirsch

Photogrammetric Office (III): Baltimore, Md.

Officer-in-Charge: E. H. Kirsch

Instructions dated (II) (III): 2 July 1953

Copy filed in Division of

15 February 1956

Photogrammetry (IV)

Method of Compilation (III): Graphic

Manuscript Scale (III): 1:10,000

Stereoscopic Plotting Instrument Scale (III):

Scale Factor (III): 1.000

Date received in Washington Office (IV): 3-21-56

Date reported to Nautical Chart Branch (IV): 3-21-56

Applied to Chart No. Date: Date registered (IV): 11/22/60

Publication Scale (IV):

Publication date (IV):

Geographic Datum (III): N.A. 1927

Vertical Datum (III): MHW

Mean sea level except as follows:

- Elevations shown as (-) refer to mean high water
- Elevations shown as (+) refer to sounding datum
- i.e.: mean low water or mean lower low water

Reference Station (III): WESSELS, 1942

Lat.: 37° 51' 43.545" (1342.5 m) Long.: 75° 38' 08.333" (203.7 m)

Adjusted

Plane Coordinates (IV):

State: Virginia Zone: South

Y =

X =

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.
Areas contoured by various personnel
(Show name within area)
(II) (III)

Not Applicable
DESCRIPTIVE REPORT - DATA RECORD

Field Inspection by (II): James E. Hundley  
Date: November 1953

Planetary contouring by (II):

Completion Surveys by (II): C.H. Davies  
Date: 1956 (Aug.)

Mean High Water Location (III) (State date and method of location): 1953 and 1955 dates of photography; (field inspection on 1953 photos). -See Item 85 Compilation Report

Projection and Grids ruled by (IV): A. Riley  
Date: 1/28/54

Projection and Grids checked by (IV): A. Riley  
Date: 2/2/54

Control plotted by (III): J. J. Schleupner  
Date: 3/18/55

Control checked by (III): J. Steinberg  
Date: 3/18/55

Radial Plotting (III): H. R. Rudolph  
Date: 9/9/55

Contouring (III):  
Planimetry

Stereoscopic Instrument compilation (III): Contours

Manuscript delineated by (III): J. Y. Councill  
Date: 10/6/55

Photogrammetric Office Review by (III): R. Glaser  
Date: 10/28/55

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

Date:
DESCRIPTIVE REPORT - DATA RECORD

PHOTOGRAPHS (III)

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
</tr>
</thead>
<tbody>
<tr>
<td>55-W-43664 - 7</td>
<td>March 10, 1955</td>
<td>1420</td>
<td>1:10,000</td>
<td>1.5' above MLW</td>
</tr>
<tr>
<td>55-W-4440 - 3</td>
<td>n</td>
<td>1500</td>
<td>n</td>
<td>1.2' above MLW</td>
</tr>
<tr>
<td>40491 - 3</td>
<td>5/30/53</td>
<td>1258</td>
<td>n</td>
<td>1.5' above MLW</td>
</tr>
<tr>
<td>40516 - 8</td>
<td>n</td>
<td>1336</td>
<td>n</td>
<td>1.4' above MLW</td>
</tr>
<tr>
<td>42593 - 6</td>
<td>11/26/53</td>
<td>1253</td>
<td>n</td>
<td>1.0' above MLW</td>
</tr>
<tr>
<td>42673 - 4</td>
<td>11/29/53</td>
<td>1054</td>
<td>n</td>
<td>0.5' above MLW</td>
</tr>
</tbody>
</table>

Tide (III) from predicted tide tables

<table>
<thead>
<tr>
<th>Ratio of Ranges</th>
<th>Mean Range</th>
<th>Spring Range</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0.7</td>
<td>1.7</td>
</tr>
</tbody>
</table>

Reference Station: Hampton Roads, Virginia
Subordinate Station: Watts Island

Washington Office Review by (IV): S.G. BLANKENBAKER
Final Drafting by (IV): BALTIMORE OFFICE
Drafting verified for reproduction by (IV): S.G. BLANKENBAKER
Proof Edit by (IV): S.G. BLANKENBAKER

Date: SEPT 1960
Date: JUN 1956
Date: SEPT., 1960
Date: DEC 1960

Land Area (Sq. Statute Miles) (III):
18.5

Shoreline (More than 200 meters to opposite shore) (III):
25 mi

Shoreline (Less than 200 meters to opposite shore) (III):
31 mi

Control Leveling - Miles (II): none

Number of Triangulation Stations searched for (II): 12
Recovered: 9
Identified: 9%

Number of BMs searched for (II): none

Number of Recoverable Photo Stations established (III): 6

Number of Temporarily Photo Hydro Stations established (III): none

No. of Topographic Stations searched for: 10
Recovered: 1

Remarks:
8 triangulations recovered and identified north of project limits.
2 additional stations were established and identified in T-11232; making a total of 8 triangulation stations identified north of project limits, and 3 identified inside T-11232.
OFFICIAL MILEAGE FOR COST ACCOUNTS

Planimetric:

<table>
<thead>
<tr>
<th>Sheet No.</th>
<th>L.M.S.</th>
<th>Sq. Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-11232</td>
<td>32</td>
<td>18</td>
</tr>
<tr>
<td>T-11233</td>
<td>30</td>
<td>7</td>
</tr>
<tr>
<td>T-11234</td>
<td>20</td>
<td>26</td>
</tr>
<tr>
<td>T-11235</td>
<td>38</td>
<td>17</td>
</tr>
<tr>
<td>T-11236</td>
<td>8</td>
<td>2</td>
</tr>
<tr>
<td>T-11237</td>
<td>21</td>
<td>25</td>
</tr>
<tr>
<td>T-11238</td>
<td>25</td>
<td>9</td>
</tr>
<tr>
<td>T-11239</td>
<td>4</td>
<td>27</td>
</tr>
<tr>
<td>T-11240</td>
<td>27</td>
<td>15</td>
</tr>
<tr>
<td>T-11241</td>
<td>27</td>
<td>26</td>
</tr>
<tr>
<td>T-11242</td>
<td>39</td>
<td>19</td>
</tr>
<tr>
<td>T-11243</td>
<td>32</td>
<td>22</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td><strong>303</strong></td>
<td><strong>213</strong></td>
</tr>
</tbody>
</table>

Shoreline:

<table>
<thead>
<tr>
<th>Sheet No.</th>
<th>L.M.S.</th>
<th>Sq. Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-11244</td>
<td>20</td>
<td>8</td>
</tr>
<tr>
<td>T-11245</td>
<td>30</td>
<td>5</td>
</tr>
<tr>
<td>T-11246</td>
<td>27</td>
<td>5</td>
</tr>
<tr>
<td>T-11247</td>
<td>37</td>
<td>10</td>
</tr>
<tr>
<td>T-11248</td>
<td>16</td>
<td>4</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td><strong>130</strong></td>
<td><strong>32</strong></td>
</tr>
</tbody>
</table>
Summary To Accompany Descriptive Report
T-11232

T-11232 is one of seventeen 1:10,000 scale maps in Project 119. The project covers the eastern shore of the Chesapeake Bay from Beasley Bay southerly to Cape Charles. T-11232 is the northermost map in the project.

The Project is subdivided into two sections. Section "A" comprised of planimetric surveys 11232 to 11243 covers the northern part of the project. Section "B" is comprised of shoreline surveys 11244 to 11248.

The principal purpose of the project was to provide shoreline and control for hydrographic surveys. In addition, contour revisions were required in Section "A" for the purpose of revising Bureau War Mapping Quadrangles. Contours on the quadrangles in the area covered by Section "A" were checked during field inspection. Several changes were indicated by the field inspector on the Parksley quadrangle (T-8166). The changes were minor and were not applied to T-8166. No additional changes in contours were found that warranted changing the original contours in the revision area (Section "A").

Radial plotting and compilation were accomplished in the Baltimore Office. An advance copy of T-11232 was furnished the hydrographic survey party prior to sounding. T-11232 was field edited in 1956. Field edit corrections were applied to the manuscript in the Baltimore Office.

Items registered under T-11232 will include a Descriptive Report and a positive impression on cover of the scribed copy of the manuscript.
FIELD INSPECTION REPORT

Project Ph-119 (Va.)
Section "A"
Quadrangles 11,232 - 11,233 - 11,234 - 11,235

The field work in these quadrangles was accomplished in compliance with Washington office Instruction, for the project, dated 2 July 1953.

All phases of field work was done by James E. Hundley, during the period July 1, 1953 - December 9, 1953.

2. AREAL FIELD INSPECTION

These quadrangles lie in the northern portion of Accomack County and east of Pocomoke Sound.

There are several small unincorporated villages, one incorporated town Farksley, Va., and parts of two other incorporated towns, Bloxom and Onancock, Va., that lie within these areas.

These areas are adequately served with primary and secondary roads.

The Pennsylvania Railroad runs through the extreme southeast corner of 11,232 and the eastern portion of 11,234, serving the town of Bloxom and Farksley.

Pocomoke Sound bounds these areas on the west.

There are five large creeks leading in an easterly direction, generally, from Pocomoke Sound: i.e., Guilford, Hunting, Deep, Chesconessex and Onancock Creeks.

The shoreline along the creeks and Pocomoke Sound is very irregular, consisting mainly of marshland and is subject to extensive erosion.

The land area is about 40% cultivated, 40% woodland and 20% marshland.

Elevations range from 00 ft. to 43 ft. The highest land lies near the eastern limits of these areas.

Farming is the major industry, fishing and crabbing being secondary.

The quality of the photographs is good. Some field inspection in 11,232 and 11,234 was done on an old T-sheet, T-8166 - due to not having photograph coverage of this area.

It is believed that sufficient field inspection notes have been shown on the photographs to aid the compiler in interpretation of the various tones.
3. **HORIZONTAL CONTROL**

In addition, to the previously established horizontal control, eight triangulation stations of 3rd order accuracy (3 monumented and 5 intersection), four monumented Traverse stations and 9 non-monumented (P. PT's) Traverse stations were established in these areas.

- **BERNARD, 1953 – 11,232** Monumented
- **HUNTING CREEK LT., 4, 1953 – 11,232** Intersection
- **BEACH ISLAND SHOAL LT., 1953 – 11,233** Intersection
- **BEACH-2, 1953 – 11,233** Monumented
- **CHIMNEY, 1953 – 11,233** Intersection
- **POINT 2, 1953 – 11,235** Monumented
- **ONANCOCK CREEK LT., 1953 – 11,235** Intersection
- **TOWER, 1953 – 11,235** Intersection

Six of the above triangulation stations were identified on the photographs: i.e., Bernard, 1953, Hunting Creek Lt. 4, 1953, Beach 2, 1953, Point 2, 1953, Onancock Creek Lt., 1953, and Tower, 1953. Form 28B (Geographic Positions) is submitted.

A traverse, of 3rd order accuracy, was run from LEEMONT, 1932 to EVANS, 1942. Four monumented stations and nine non-monumented (P. PT's) stations were established along this line, also identified on the photographs. They are as follows:

- **GRIFFIN, 1953; RAYFIELD, 1953; HALE, 1953; CROSSROADS, 1953: P. PT's 1 thru 9. Forms 709 (Planes Coordinates) and 736 are submitted.**

b. None.

c. None.

d. None.

e. All previously existing stations were searched for and reported on Form 526.

- **GLENN'S OYSTER HOUSE, 1904 – 11,232** - North of
- **HALL'S STORE WINDMILL, 1904 – 11,232** - North of
- **STARLING, 1904 – 11,232** - North of
- **OLD HOUSE, SOUTH CHIMNEY, 1904 – 11,233**
- **POINT, 1914 – 11,235**
- **BIG, 1914 – 11,235**

4. **VERTICAL CONTROL**

The following bench marks were searched for and recovered.

2. **TIDAL BENCH MARK 3, 1914 – “” “” “” “”**

No additional vertical control was established.
5. **CONTOURS AND DRAINAGE**

Project instructions required contour revision of the 1942 survey, if any large areas had undergone changes since that time. No large, or small areas were found in conflict with present day topography. A few minor changes were made in the contours in 11,234, these corrections are shown on sheet T-8166.

All drainage runs westerly or northwesterly into the creeks that empty into Pocomoke Sound (NOTE TO COMPILER: There are no major drainage ditches in these areas; only narrow feeder ditches into the heads of natural streams.)

6. **WOODLAND COVER**

The major portion of the woodland cover consists of pine trees. Some notes on the photographs indicate water bushes, but, do not show these as "scrub" as they are growing in marshland. They were noted only to distinguish the tone, as the tone is similar to trees.

It is believed that a sufficient amount of notes appear on the photographs to aid in interpretation of the woodland cover.

7. **SHORELINE AND ALONGSHORE FEATURES**

The major portion of all shoreline, that lies within these areas, is apparent. All shoreline has been indicated on the photographs in its respective category.

(a) The mean high-water line has been shown, where it is evident, on the photographs. This line was placed on the photographs by visual inspection.

(b) No attempt was made to indicate the low-water line.

(c) Some areas of the foreshore have been indicated on the photographs. (NOTE: These areas are distinct on the photographs.)

(d) Not applicable.

(e) All existing docks, wharves, piers and landing have been indicated on the photographs.

(f) There are no submarine cables in these areas.

(g) None.

8. **OFFSHORE FEATURES**

The only offshore features appearing in these areas are duck blinds, and a few crab houses. The crab houses have been indicated on the photographs, but, the duck blinds were not located or indicated, due to the fact that they are subject to removal from year to year and since they are constructed in shallow water they are neither an aid or obstruction to navigation.
9. **LANDMARKS AND AIDS**

(a) Four prominent structures have been listed on Form 567 as Landmarks for Nautical Charts.

(b) No interior landmarks recommended.

(c) **TOWER, 1953** (Radio Tower, 300 ft. high) is recommended as an Aeronautical Aid.

(d) Twenty-three fixed aids to navigation were located and listed on Form 567. Three of these aids (lights) were located by 3rd order triangulation methods, the remaining twenty aids (Day beacons) were located by theodolite cuts from Topographic Station and picture points.

Some of the theodolite cuts to beacons 11, 12, 12A, 14, and 16 are doubtful due to the fact that from one of the instrument stations (P. Pt. 4) it was impossible to detect the numbers of the beacons, therefore it is possible that the cuts are numbered erroneously.

Hunting Creek Light 4, 1953 has been indicated, but not pricked on photograph 40518 and noted doubtful on Form M-2226-12. Onancock Creek Light, 1953 has also been indicated, but not pricked, on photograph 40336 and noted doubtful on Form M-2226-12. Beach Island Shoal Light, 1953 was erected in October, 1953, to replace Beach Island Shoal Light - that was destroyed in August 1953.

(e) No attempt was made to locate floating aids to navigation.

10. **BOUNDARIES, MONUMENTS AND LINES**

A check was made, information from local officials, of all existing civil boundaries in these areas. It was confirmed that no changes had been made in any civil boundaries, since date of last survey, 1942, except the Towns of Parksley and Bloxom, Va.

A copy of the legal descriptions of the boundaries of the incorporated Town of Bloxom, Va. (T-11232), Parksley, Va. (T-11234), and Onancock, Va. (T-11235) are submitted.

- **Town of Bloxom, Va.** - That portion of Bloxom, Va. lying within T-11232 has been shown on sheet T-8166.

- **Town of Parksley, Va.** - The entire boundary of this area has been shown on sheet T-8166, for T-11234.

- **Town of Onancock, Va.** - The entire boundary of this area has been shown on photograph 40487 for T-11235.

11. **OTHER CONTROL**

**T-11232**

Nine previously established recoverable topographic stations were searched for, in this area. One was recovered. Five additional recoverable topographic stations were established. One photo-hydro station was searched for but not recovered.

- **BURNT, 1942; BOOT, 1953; COLD, 1953; COVE, 1953; MOON, 1953 and TREE, 1953.**
11. OTHER CONTROL (cont'd)

T-11,233

Ten previously established recoverable topographic stations were searched for in this area, seven were recovered. One additional recoverable topographic station was established. One Photo-hydro station was recovered, and one additional identified.

Topo Stations

BAY, 1942
BEEF, 1942
BOAT, 1942
CAMP, 1953
CRAB, 1942
POINT, 1942
TOBACCO, 1942

Photo-Hydro Stations

CHESS, 1942 - Photo. 40,521
CHIMNEY, 1953 - Photo. 40,583

T-11,234

Four previously established recoverable topographic stations were searched for in this area, two were recovered. One additional recoverable topographic station was established. Five photo-hydro stations were searched for, three recovered, two additional identified.

Topo Stations

ANN, (1942) 1953
COW, 1942 (Destroyed - Dec. 1952)
DONE, 1953
EWE (1942) 1953
HEARN (1942) 1953

Photo-Hydro Stations

(Tope) HEARN, 1942 - Photo. 40,520
(Tope) HUNT, 1942 - " 40,490
N.W. GABLE " 40,490
N.W. CORNER " 1st PIER - Photo. 40,490
(Tope) EWE, 1942 - Photo. 40,520

T-11,235

Ten previously established recoverable topographic stations were searched for in this area. Four were recovered. Five additional recoverable topographic stations were established. Five photo-hydro stations have been identified.

Topo Stations

GLAM, 1953
DOCK, 1942
FIER, 1943
FINNEY, 1942
GABLE, 1953
JUT, 1942
FOND, 1953
HILL, 1942
WIND, 1953

Photo-Hydro Stations

CHIMNEY, 1953 - Photo. 40,584
PIER, 1953 - Photo. 40,522
SPRE, 1953 - " "
N. GABLE, 1953 - " "
BOAT, 1953 - " "

10
12. OTHER INTERIOR FEATURES

All roads have been classified, in accordance with paragraph 5411 of the Topographic Manual, and noted on the photographs. All primary and secondary roads in these areas have established (by Va. Highway Dept.) route numbers. These have also been noted on the photographs.

All buildings have been noted on either the photographs or on sheet T-8166. All class 2 buildings have been indicated as such. All other buildings are class 1.

The only bridges in these areas over navigable streams are the two wooden fixed bridges at Onancock, Va., (T-11,235) and they are of stiff clearance only.

The only cables over navigable waters are at the westernmost bridge at Onancock, Va. Clearance was not taken due to fact bridge limits its navigation.

A cross-country power line is shown on the photographs and sheet T-8166.

There are no airports or landing fields in these areas.

13. GEOGRAPHIC NAMES

An extensive check was made on the accuracy of geographic names in these areas, using U.S.E., Parksley Quadrangle, U.S.E. Chesconessex Quadrangle and U.S.E. Pungoteague Quadrangle as base maps. Names appearing on these quadrangle sheets were in excellent agreement with present day local usage and are recommended for mapping with the following exceptions:

1. PARKSLEY Quadrangle, U.S.E.
Add: "METHODIST" to GUILFORD CHURCH
"METHODIST" to ST. THOMAS CHURCH
"BAPTIST" to CALVARY CHURCH
Add: CHASE SIDING

Delete: MASON MILL, HIGH WOODS, PARKSLEY AIRPORT, STEAMBOAT WHARF, THE OAKS, SHIFINER LANDING, BLACKSTONE CROSSING.

Change location of Parker Landing as indicated on the photograph and Parksley Quadrangle.

2. CHESCONESSEX Quadrangle, U.S.E.
Add: "METHODIST" to LEATHERSBURY CHURCH
CRYSTAL BEACH

3. PUNGOTEAGUE Quadrangle, U.S.E.
Add: SOUTH CHESCONESSEX, PROSPECT HEIGHTS
EAST POINT
PROSPECT NECK

Delete: CASHVILLE SCHOOL and THE SANDHILL and SLUITHILL NECK.
13. **GEOGRAPHIC NAMES (cont'd)**

The preceding U.S.E. Quadrangles, contain all information listed, and are being submitted.

14. **SPECIAL REPORTS AND SUPPLEMENTAL DATA**

1. Coast Pilot Report
2. FONGOTEAGUE Quadrangle, U.S.E. - Scale 1:31,680
3. CHESCONESSEX Quadrangle, U.S.E. - Scale 1:31,680
4. PARKSLEY
5. ACCOMACK COUNTY ROAD MAP
6. PARKSLEY Quadrangle, U.S.E. - T-8166) - Scale 1:20,000

---

Approved and forwarded

E. H. Kirsch,
Officer in Charge
Balto. Photo. Office

Respectfully submitted:
9 December 1953

James E. Hundley
Cartographer
21. AREA COVERED

This photogrammetric plot covers the areas of planimetric surveys Nos. T-11232 thru T-11237. These surveys are located along the eastern shore of Chesapeake Bay between Nandua Creek and Guilford Creek.

22. METHOD - RADIAL FLOT

Map Manuscripts:
Vinylite sheets with polyconic projections in black and Virginia, South, State Grids in red, at a scale of 1:10,000 were furnished by the Washington Office. Base sheets were prepared in this office.

All control stations and substitute stations were plotted using the meter bar and beam compass.

A sketch, showing the layout of surveys in this plot and the distribution of control and photograph centers, is attached to this report. A list of control station names is also attached to this report.

Photographs:
All photographs used in this plot are nine-lens unmounted prints at a scale of 1:10,000. Fifty-four (54) photographs were used in the plot, numbered as follows:

40331 thru 40338
40483 thru 40494
40515 thru 40526
40528
40581 thru 40588
42590 thru 42596
42670 thru 42675

Photograph number 40527 was available but was not used because its center is very close to the center of photograph number 40526 and there was sufficient overlap of photographs numbered 40326 and 40328.

Templets:
Vinylite templets were made for all photographs. The master templet was used to correct errors due to film and paper distortion and chamber displacement.

Closure and Adjustment of Control:
Vinylite base sheets were prepared in this office.

All identified control was transferred to the base sheets by matching common grid lines.
Method - Radial Plot (cont'd)

Closure and Adjustment of Control: (cont'd)
In addition to the control contained within these surveys, some control contained in Survey numbered T-11239 was also transferred to the base sheets to form a tie-in with the plot to the south which will be constructed at a later date.

The radial plot was constructed on the base sheets. The templates for photographs numbered 40494 and 40515 were laid first - followed by 40493 and 40516. The plot was continued southward to the south end of the plot using the templates in these two flights. The templates for 42590 thru 42596 were then added - followed by the most easterly flight. The two westerly flights were added last. A satisfactory plot was constructed. Only two control stations, LE-23, 1953 and ONLEY BAPTIST CHURCH SPIRE, USGS, 1930 could not be held in the radial plot. See item 23, Adequacy of Control, for a discussion of these stations.

Transfer of Points:
The positions of all pass points and photograph centers were pricked directly on the map manuscripts by superimposing the manuscripts on the completed plot and matching common grid lines.

23. Adequacy of Control

Additional control in the central and southeast portions of survey T-11232, and in survey T-11237 would have aided considerably in the construction of this plot. However, this plot is considered to be within the limits of accuracy.

As previously stated, two control stations could not be held in the plot.

LE-23, 1953 - The radially plotted position of the station falls 11.7 mm southeast of its computed position. The field party states that control station LE-23, 1953 and picture point No. 6 are identical. All of the other control points established on this traverse line were held in the plot and the computed position of LE-23, 1953 falls in an open field. It is believed that picture point No. 6 is actually a substitute station for LE-23, 1953, and that picture point No. 6 was identified correctly but no field data was furnished to compute its position. There was sufficient other control so that it was not needed for the plot.

ONLEY BAPTIST CHURCH SPIRE, USGS, 1930 - The radially plotted position of the station falls approximately 1.4 mm west southwest of its geographic position. The geographic position for this station was taken from USGS, Traverse, Accomac County. This station is not shown on triangulation Diagram dated November 1949 on chart 1221. The position as listed by USGS may be based on NA Datum. This station is outside of the limits of this project.
24. **SUPPLEMENTAL-DATA**

No supplemental data was used. All of the old recoverable topographic and hydrographic signals that were identified were located by the radial plot.

25. **PHOTOGRAPHY**

The overlap in line of flight and between flights was very good. Photographic coverage was adequate.

Photograph number 40333 is considerably tilted. However, no tilt determination was made - as all of the other templets were laid first and by using the center as located by flightline intersections this templet was adjusted last.

Respectfully submitted
9 September 1955

_Harry R. Rudolph_
Harry R. Rudolph
Carto. Photo. Aid
<table>
<thead>
<tr>
<th>No.</th>
<th>NAME OF STATION</th>
<th>Identification</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Saxis Church Spire, 1942</td>
<td>Direct</td>
</tr>
<tr>
<td>11.</td>
<td>Hunting Creek Light No. 4, 1953</td>
<td>Direct</td>
</tr>
<tr>
<td>12.</td>
<td>Parksley Tank, 1942</td>
<td>Direct (office)</td>
</tr>
<tr>
<td>14.</td>
<td>Le-Ol, 1953 (P. Pt. No. 1)</td>
<td>Direct</td>
</tr>
<tr>
<td>15.</td>
<td>P. Point No. 2, 1953</td>
<td>Direct</td>
</tr>
<tr>
<td>16.</td>
<td>Griffin, 1953</td>
<td>Direct</td>
</tr>
<tr>
<td>17.</td>
<td>Rayfield, 1953</td>
<td>Direct</td>
</tr>
<tr>
<td>18.</td>
<td>Le-13, 1953</td>
<td>Direct</td>
</tr>
<tr>
<td>19.</td>
<td>P. Point No. 3, 1953</td>
<td>Direct</td>
</tr>
<tr>
<td>20.</td>
<td>P. Point No. 4, 1953</td>
<td>Direct</td>
</tr>
<tr>
<td>21.</td>
<td>Le-17, 1953</td>
<td>Direct</td>
</tr>
<tr>
<td>22.</td>
<td>P. Point No. 5, 1953</td>
<td>Direct</td>
</tr>
<tr>
<td>23.</td>
<td>Le-23, 1953 (P. Point No. 6)</td>
<td>Direct</td>
</tr>
<tr>
<td>24.</td>
<td>Le-25, 1953</td>
<td>Direct</td>
</tr>
<tr>
<td>25.</td>
<td>P. Point No. 7, 1953</td>
<td>Direct</td>
</tr>
<tr>
<td>26.</td>
<td>Hale, 1953</td>
<td>Direct</td>
</tr>
<tr>
<td>27.</td>
<td>Crossroads, 1953</td>
<td>Direct</td>
</tr>
<tr>
<td>28.</td>
<td>P. Point No. 8, 1953</td>
<td>Direct</td>
</tr>
<tr>
<td>29.</td>
<td>Onancock Southern Methodist Ch. Sp., 1912</td>
<td>Direct</td>
</tr>
<tr>
<td>30.</td>
<td>Tower, 1953</td>
<td>Direct</td>
</tr>
<tr>
<td>31.</td>
<td>Le-35, 1953 (P. Point No. 9)</td>
<td>Direct</td>
</tr>
<tr>
<td>32.</td>
<td>Le-34, 1953</td>
<td>Direct</td>
</tr>
<tr>
<td>35.</td>
<td>Chimney, 1953</td>
<td>None</td>
</tr>
<tr>
<td>36.</td>
<td>Beach 2, 1953</td>
<td>Direct</td>
</tr>
<tr>
<td>37.</td>
<td>Beach Island Shoal Light, 1953</td>
<td>None</td>
</tr>
<tr>
<td>39.</td>
<td>Onancock Creek Light, 1953</td>
<td>Direct</td>
</tr>
<tr>
<td>41.</td>
<td>PungoTeague Creek Beacon, 1911</td>
<td>Direct</td>
</tr>
<tr>
<td>42.</td>
<td>Nan, 1914 Rm</td>
<td>Sub. Pt.</td>
</tr>
<tr>
<td>44.</td>
<td>Painter, 1942</td>
<td>Sub. Pt.</td>
</tr>
<tr>
<td>46.</td>
<td>T T Station No. 23 (USGS) 1942</td>
<td>None</td>
</tr>
<tr>
<td>47.</td>
<td>Onley Baptist Church Spire, USGS, 1930</td>
<td>Direct</td>
</tr>
<tr>
<td>STATION</td>
<td>SOURCE OF INFORMATION INDEX</td>
<td>DATUM</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>----------------------------</td>
<td>---------</td>
</tr>
<tr>
<td>WESSELS, 1942</td>
<td>G-5462 p. 486</td>
<td>N.A. 1927</td>
</tr>
<tr>
<td>Sub. Point WESSELS, 1942</td>
<td>p. 513</td>
<td>n</td>
</tr>
<tr>
<td>BACK (V.F.C.), 1936</td>
<td>p. 513</td>
<td>n</td>
</tr>
<tr>
<td>Sub. Point BACK (V.F.C.), 1936</td>
<td>p. 514</td>
<td>n</td>
</tr>
<tr>
<td>NORTH POINT (V.F.C.), 1936</td>
<td>p. 514</td>
<td>n</td>
</tr>
<tr>
<td>South Point NORTH POINT (V.F.C.), 1936</td>
<td>p. 513</td>
<td>n</td>
</tr>
<tr>
<td>South Point SOUTH POINT (V.F.C.), 1936</td>
<td>p. 514</td>
<td>n</td>
</tr>
<tr>
<td>South Point SOUTH POINT (V.F.C.), 1936</td>
<td>p. 513</td>
<td>n</td>
</tr>
<tr>
<td>HAMMOCK (V.F.C.), 1936</td>
<td>p. 514</td>
<td>n</td>
</tr>
<tr>
<td>Sub. Point HAMMOCK (V.F.C.), 1936</td>
<td>p. 514</td>
<td>n</td>
</tr>
<tr>
<td>WIDOW (V.F.C.), 1936</td>
<td>p. 514</td>
<td>n</td>
</tr>
<tr>
<td>Sub. Point WIDOW (V.F.C.), 1936</td>
<td>p. 514</td>
<td>n</td>
</tr>
</tbody>
</table>

1 FT. = 304.8006 METER

COMPUTED BY J. Steinberg DATE April 14, 1954
CHECKED BY H. R. Rudolph DATE February 24, 1955
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION INDEX</th>
<th>LATITUDE OR (\phi)-COORDINATE</th>
<th>LONGITUDE OR (\lambda)-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>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>TIM (V.F.C.), 1936</td>
<td>p. 514</td>
<td>37 54 07.126</td>
<td>75 39 31.306</td>
<td>forward 219.7 (back 1630.2)</td>
<td></td>
<td>forward 764.8 (back 701.0)</td>
<td></td>
</tr>
<tr>
<td>Sub. Point TIM (V.F.C.), 1936</td>
<td>&quot;</td>
<td>37 54</td>
<td>75 39</td>
<td>forward 233.8 (back 1616.1)</td>
<td></td>
<td>forward 725.3 (back 710.5)</td>
<td></td>
</tr>
<tr>
<td>DEEP HOLE (V.F.C.) 1936</td>
<td>p. 514</td>
<td>37 54 23.993</td>
<td>75 40 09.432</td>
<td>forward 739.7 (back 1110.1)</td>
<td></td>
<td>forward 230.4 (back 1235.4)</td>
<td></td>
</tr>
<tr>
<td>Sub. Point DEEP HOLE (V.F.C.), 1936</td>
<td>&quot;</td>
<td>37 54</td>
<td>75 40</td>
<td>forward 828.9 (back 1020.9)</td>
<td></td>
<td>forward 360.2 (back 1105.6)</td>
<td></td>
</tr>
<tr>
<td>SAXIS CHURCH, SPIRE, 1942</td>
<td>G-5462</td>
<td>37 55 23.662</td>
<td>75 43 24.264</td>
<td>forward 729.5 (back 1120.3)</td>
<td></td>
<td>forward 592.6 (back 872.8)</td>
<td></td>
</tr>
<tr>
<td>BERNARD, 1953</td>
<td>Field Comp. Form 28 B</td>
<td>37 51 43.396</td>
<td>75 43 60.846</td>
<td>forward 1337.9 (back 511.9)</td>
<td></td>
<td>forward 998.5 (back 468.2)</td>
<td></td>
</tr>
<tr>
<td>Sub. Point BERNARD, 1953</td>
<td>&quot;</td>
<td>37 51</td>
<td>75 43</td>
<td>forward 1401.2 (back 418.6)</td>
<td></td>
<td>forward 1027.1 (back 439.6)</td>
<td></td>
</tr>
<tr>
<td>HUNTING CREEK LIGHT NO. 4, 1953</td>
<td>Field Comp. Form 28 B</td>
<td>37 49 28.486</td>
<td>75 43 55.106</td>
<td>forward 878.2 (back 971.6)</td>
<td></td>
<td>forward 1355.1 (back 112.3)</td>
<td></td>
</tr>
</tbody>
</table>

1 FT. = 304.8006 METER
COMPUTED BY: J. Steinberg
DATE: April 14, 1954
CHECKED BY: H. R. Rudolph
DATE: February 24, 1955
31. **DELINEATION**

This manuscript was delineated by graphic methods in accordance with method (1) of the general instructions dated 11 January 1956. The nine-lens photographs were used. When the single lens photographs became available, appropriate changes were made where necessary.

32. **CONTROL**

Refer to Photogrammetric Plot Report.

33. **SUPPLEMENTAL DATA**

The A.M.S. Parksley quadrangle, as annotated by the field party, was used for geographic names.

The Virginia highway map, Accomack County, was used for primary highways and numbers.

34. **CONTOURS AND DRAINAGE**

Contours: Inapplicable.

Drainage: In accordance with present practice, several ditches were delineated which were considered minor by the field party (paragraph 5, field report).

35. **SHORELINE AND ALONGSHORE DETAILS**

The quality of the shoreline inspection was limited by poor definition of the nine-lens photography. The quality of the single lens photographs was better than that of the nine-lens field photographs and office interpretation of the shoreline resulted in slight deviations from the field inspection at several places. See paragraph 31.

Where narrow strips of sand on the edge of marsh appeared to be inconsequential from the standpoint of the navigator and too narrow to show without exaggeration, they were omitted.

The low water lines and shallow lines were delineated by office interpretation.

36. **OFFSHORE DETAILS**

No comment.
37. LANDMARKS AND AIDS

Form 567 has been submitted for Hunting Creek Light 4.

38. CONTROL FOR FUTURE SURVEYS

No photo-hydro stations were located in this area.

Forms 524 are being submitted for six recoverable topographic stations established, one recovered, and nine lost. See paragraph 49. In the field report, paragraph 11, one old station is treated as a photo-hydro station and WESSELS A2 MK (1942) 1953 is not listed.

It was noted that the position of BURNT (1942) 1953, as located on this manuscript differed from the 1942 position by 16 meters in latitude. This station is a reference mark for station BERNARD, 1953 and the position computed from data in the description of the latter verifies the manuscript position.

39. JUNCTIONS

Junction has been made with survey T-11234 to the south. To the west is an all water area. There are no contemporary surveys to the north and east.

Junctions with Bureau survey T-8160 (1942) scale 1:20,000 (published as the A.M.S. Sands quadrangle) to the north and survey T-8167 (1942) scale 1:20,000 (published as the A.M.S. Mappsville quadrangle) to the east, are considered to be fair. For the reasons stated in paragraph 46, this manuscript was compiled beyond the neat lines in accordance with paragraph 54(h) of the Topographic Manual.

40. HORIZONTAL AND VERTICAL ACCURACY

Refer to the Photogrammetric Plot Report.

41 - 45

Inapplicable.
46. **COMPARISON WITH EXISTING MAPS**

Comparison was made with the A.M.S. Parkley quadrangle, scale 1:25,000, edition of 1949, which was based on Bureau survey T-6166 (1942) scale 1:20,000.

Differences in position of details (see also paragraph 38) were noted over the area of this manuscript, which may be due to the better quality of present photography and the larger scale of the manuscript and photography. The shoreline being subject to extensive erosion (paragraph 2, field report) may account for some of the discrepancies. See Review Report Items G2 & G7.

The previous survey will be superseded by this survey after completion of field edit.

47. **COMPARISON WITH NAUTICAL CHARTS**

Chart 568, scale 1:40,000, published August 1954, corrected to 7/23/55.

Items to be applied to nautical charts immediately: None.

Items to be carried forward: None.

Respectfully submitted
6 October 1955

Judson C. Councill
Judson C. Councill
Carto. Photo. Aid

Approved and forwarded

E.H. Kirsch.
E. H. Kirsch,
Capt. C&GS
Baltimore District Officer
Field Edit Report
T-11232, Project 25050
E. H. Kirsch, Chief of Party

51. Methods.- This planimetric map was field edited by riding over all roads to check their classifications, to classify buildings and to examine areas questioned by the compiler. The shoreline was checked by skiff.

All additions, corrections and deletions were made either on the field edit sheet or discrepancy print and cross referenced to the photographs. The road classifications are shown by various colors; a legend of the color scheme used is shown on the field edit sheet.

Field edit information is shown on nine-lens office photographs 42673, 42674 and single-lens ratio photographs 55-W-4365, 4367, 44441, and 44442. These photographs should be considered part of the field photography for this project.

52. Adequacy of compilation.- There is complete evidence that the Bloxom town limits follow the legal description, but only one boundary marker was recovered (see photograph 42673).

Number one buildings, with no access roads, are houses which are unoccupied and the fields surrounding them are in cultivation. These houses are used by tenant farmers and occupancy varies from year to year.

53. Map Accuracy.- No horizontal or vertical accuracy test was made on this map.

54. Recommendations.- None

55. Examination of proof copy.- Several fishermen examined a field edit copy of T-11232. There are no additions or changes in the geographic names.

Respectfully submitted,

Charles H. Davies

Approved and Forwarded:

E. H. Kirsch, CAPTAIN, C&GS
Chief of Party
PHOTOGRAFMETRIC OFFICE REVIEW
T. 1123 Y


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

ALONGSHORE AREAS
(Nautical Chart Data)

PHYSICAL FEATURES

CULTURAL FEATURES

BOUNDARIES
31. Boundary lines 32. Public land lines

MISCELLANEOUS

Reviewer: 
Supervisor, Review Section or Unit:

40. 

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.

Compiler: 
Supervisor:

43. Remarks: Nautical aids have been established in Gullford Creek and Muddy Creek 1957
REVIEW REPORT  
PLANIMETRIC SURVEY T-11232  
September, 1960

62. **Comparison with Registered Topographic Surveys:**

<table>
<thead>
<tr>
<th>No.</th>
<th>Scale</th>
<th>Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>529</td>
<td>1:20,000</td>
<td>1851</td>
</tr>
<tr>
<td>2647</td>
<td>1:20,000</td>
<td>1904</td>
</tr>
<tr>
<td>8166</td>
<td>1:20,000</td>
<td>1942</td>
</tr>
</tbody>
</table>

T-11232 supersedes the prior bureau surveys for nautical charting purposes. T-8166 and T-11232 are in overall agreement in horizontal position. There are some local area differences in position of details. There are differences of approximately 2.0 m.m. between the maps in the horizontal positions of Halfmoon and Lower Bernard Islands. Field identified triangulation station Bernard, 1953 (check station) controlled the position of Lower Bernard Island on T-11232. The position of the island is approximately the same on T-11232 and T-2647 (1904 survey). The radial plot is controlled on Halfmoon Island by a nearby field identified triangulation station (Hunting Creek Light No. 4, 1953 - Check station). The position of the island is approximately the same on T-11232 and T-2647 (1904 survey). The plotted geographic positions of the triangulation stations were used with photo-hydro points located by the radial plot for T-11232 in sounding the area. Sounding lines were run close to shore with no difficulty, thus eliminating the possibility of mis-identification of control used in the plot for T-11232. The only apparent possibility of 2.0 m.m. errors in the positions of the islands on T-11232 is contingent upon errors in the positions of the triangulation stations.

63. **Comparison with Maps of Other Agencies:**

Parksley, Va. (AMS) 1:25,000 1942

The Parksley Quadrangle was produced by the Coast and Geodetic Survey for the War Department. PH-119 instructions required contour corrections in addition to planimetric field inspection requirements to provide for revision of the topographic map. The field inspector found no
evidence of change in topography affecting contours. T-11232 supersedes the quadrangle in the common area (north of Lat. 37° 48′ 45″). T-8166 is the number of the Coast and Geodetic Survey vault copy of the survey. A more detailed comparison was made with T-8166 in the preceding section of this report.

64. Comparison with Contemporary Hydrographic Surveys:

<table>
<thead>
<tr>
<th>H-8347</th>
<th>1:10,000</th>
<th>1956</th>
</tr>
</thead>
</table>

T-11232 was compared with the un-verified smooth sheet. The sources of the shoreline on the smooth sheet are advance manuscripts T-11232, T-11233 and T-11234. A page was inserted in the Hydrographic Survey Report listing final review and field edit shoreline corrections.

Fixes plotting outside the High Water Line in guts are mentioned in the Hydrographic Survey Report. In some instances in the area of the hydrographic survey common to T-11232 a few soundings were plotted beyond the end of topographic survey double line stream representation. Apparently the discrepancies were considered minor. The shoreline from T-11232 was accepted and inked on the smooth sheet.

The final shoreline on T-11232 was compared with the hydrographic survey. There are no conflicts between shoreline and soundings except for the disagreements mentioned in the preceding paragraph.

65. Comparison with Nautical Charts:

<table>
<thead>
<tr>
<th>78</th>
<th>1:200,000</th>
<th>1959 (revised 9/26/60)</th>
</tr>
</thead>
<tbody>
<tr>
<td>568</td>
<td>1:40,000</td>
<td>1954 (revised 7/1/60)</td>
</tr>
</tbody>
</table>

The position of Hunting Creek Light No. 4 was corrected on Chart 568 (1953 triangulation position established by the photogrammetric field party). No additional data from the topographic survey was applied to the revised chart. Cultural changes effecting the chart are few. There are numerous small piers located by the topographic survey that are not shown on the Nautical Chart. The errors (approximately 50 feet) in the positions of Lower Bernard and Halfmoon Islands discussed in item 62 of this report are the largest shoreline changes.
66. Adequacy of Results and Future Surveys:

This map complies with National Standards of Map Accuracy and Bureau requirements.

67. Junctions:

Junctions to the north and to the east with 1942 Bureau surveys are mentioned in Item No. 39 of the Compilation Report and considered "fair". The junctions were checked during final review. The accuracy of junction of details varies considerably. Local area compilation errors on the prior surveys are probably the cause of some of the differences in detail, due to the fact that overall the surveys agree in horizontal position of details. No compilation errors were found on T-11232 in areas of disagreement. Additional factors which may cause the differences are mentioned in Item No. 46 of the Compilation Report.

Reviewed by:

[Signature]

S. G. Blankenbaker

Approved by:

[Signature]

Chief, Review & Drafting Sec.
Photogrammetry Division

[Signature]

Chief, Nautical Chart Division 10/5/61

[Signature]

Chief, Coastal Surveys

Asst. Chief, Photogrammetry Div.
GEOGRAPHIC NAMES LIST

Accomack County
Annis Point

Bagwell Cove
Bailey Ridge
Beasley Bay
*Bernard Flats
*Bernard Islands
Bethel Branch
Bloxom
Brewer Gut
Bridge Gut
Byrds Marsh

Cals Hammock
Cattail Channel
Cattail Creek
Cedar Cove
Cedar Cove Gut
Cedar Island
Clam

*Ebb Point

*Flood Point
*France Creek

Graven Point
Great Gut
Guard Shore
*Guilford
*Guilford Church Branch
*Guilford Creek
*Guilford Flats

Halfmoon Island
Halfmoon Point

Island Field Cove

Jacks Island
Justis Gut
*Jobes Island

Little Back Creek
Lower Bernard Island

Mearsville
Marks Island
Mill Branch
Muddy Creek
GEOGRAPHIC NAMES LIST (cont)

Old Cove
Old Tree Island

Peters Hammock
Peters Point
Peters Point
Peters Tump
Pettigrew Bend
Pocomoke Sound
Poulson
Poulson Point

Rock Gut

Sandy Point
Simpson Bend
Simpson Point

The Ridge
The Thorofare

Upper Bernard Island

Winterville

Young Creek

*Zare Point

* B.G.N. Decision

[Signature]

GEOGRAPHIC NAMES SECTION
14 SEPTEMBER 1960
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be charted on the charts indicated.

The positions given have been checked after listing by James E. Hundley

E. H. Kitch
Chief of Party

<table>
<thead>
<tr>
<th>STATE</th>
<th>VIRGINIA</th>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>LT 4</td>
<td>Hunting Creek Lt 4, 1953</td>
<td></td>
<td>37 49</td>
<td>878.2</td>
<td>75 43</td>
</tr>
</tbody>
</table>

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. 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.
CORPORATE LIMITS
OF
TOWN OF BLOXOM, VIRGINIA

Authority: Common Law Order Book, 1950 - Circuit Court Clerk's office of Accomack County, Virginia

Beginning on the southeastern side of what is known as Pannell's railroad crossing on the public road leading from Gargatha to Guilford and running N 35° 30' E parallel with eastern side of Pennsylvania R. R. right of way for a distance of 664.3 ft. to the center of a certain branch; thence running S 05° 37' E in the center of said branch for a distance of 140.3 ft. to a certain survey point; thence continuing in center of said branch S 50° 15'E for a distance of 216.6 ft. to a certain survey point; thence continuing along center of said branch S 73° 54' E for a distance of 317.9 ft. to a certain survey point; and continuing along center of said branch S 49° 03' E for a distance of 286.2 ft.
thence turning on the survey point in the center of said branch running N 32° 54' E for a distance of 143 ft. to a certain concrete marker; thence running along the center of a certain ditch N 30° 40'E for a distance of 817.5 ft. to a certain concrete marker, and continuing N 28° 30'E for a distance of 335.5 ft. to a certain large pine, and continuing N 32° 10'E for a distance of 98.7 ft. from said pine to a certain iron pipe; thence turning S 59° 54'E and running for a distance of 131.4 ft. to a certain concrete marker (said marker designating the approximate S.E. corner of the line between the land of Nora T. Silverthorne and John R. Brown); thence turning and running through the land of John R. Brown and wife N 88° 21'E for a distance of 667.5 ft. to a certain steel corner post; thence running N 55° 17'E for a distance of 928.5 ft. over the cleared land of John R. Brown and wife to a certain survey point, not marked; thence running and running S 59° 00'E for a distance of 531.3 ft. to another survey point (not worked) in the field of the said John R. Brown and wife's land; thence turning and running in a N. E. direction for a distance of 200 ft. to a certain concrete marker on the south side of the public road leading from Bloxom to Nelsonia; thence crossing said public road and beginning at a certain iron stob on the north side of aforesaid public road and running N 31° 00'E for a distance of 688.8 ft. to a certain concrete marker; thence turning and running along the center of a certain branch N 31° 37' W for a distance of 309.7 ft. to a certain concrete marker, located six ft. north of center of the said branch; thence turning and running N 33° 45'E for a distance of 192.2 ft. to a certain survey point, not marked in the field of Alma Hinman; thence turning and running N 48° 34' W for a distance of 275.0 ft. to a certain concrete marker on the eastern side of the public road leading from Bloxom to Mears; then crossing said road and beginning at a certain concrete marker on western side of said public road and running N 48° 34' W for a distance of 255 ft. to a certain concrete marker, buried one ft. below surface of land; thence turning and running S 39° 51'E W for a distance of 717.5 ft. to center of certain branch of ditch; thence turning and
CORPORATE LIMITS OF TOWN OF BLOXOM, VIRGINIA (cont'd)

running along the center of said branch or ditch N 28° 22' W for a
distance of 540.4 ft. to a certain survey point; thence continuing
N 05° 27' W for a distance of 318.9 ft. to the intersection of another
ditch running in a northeasterly direction; thence turning and running
along the center of said ditch S 33° 00' W for a distance of 541.2 ft.
to a certain concrete marker; thence turning and running N 46° 07' W
across the land of R. L. Somers and over the Pennsylvania R. R. right
of way and across the public road on the western side of said Pennsylvania
R. R. right of way for a distance of 793.7 ft. to a certain concrete marker;
thence turning and running S 35° 30' W parallel with said road for a
distance of 191.5 ft. to the center of a certain ditch located on north
side of the bayside public road; thence turning and running along said
ditch N 42° 30' W for a distance of 214.7 ft. to a certain survey point,
and continuing along center of said ditch N 43° 29' W for a distance of
200 ft. to a certain concrete marker, located 3 ft. from center of said
ditch; thence turning and running S 36° 48' W for a distance of 1574.7 ft.
along the eastern line of the Bunting and Lillie land to a certain
concrete marker, located in a certain ditch north of Gladding property;
thence turning and running N 55° 23' W for a distance of 434.9 ft. to a
certain concrete marker, located in said ditch; thence leaving said ditch
and running N 75° 23' W for a distance of 137.1 ft. to a certain concrete
marker, located in the N. E. corner of the Bloxom Methodist Church property;
thence running N 57° 34' W for a distance of 427.7 ft. to a certain concrete
marker; thence turning and running along the line between the land of
Minnie Bloxom and Alvin Martin, through the land of Lee W. Young and across
the Guilford public road S 33° 34' W for a distance of 1660.6 ft. to a
certain concrete marker, located on the south side of the aforesaid Guilford
road, and continuing for a distance of 120.5 ft. to the center of a certain
ditch; thence turning and running along the center of said ditch S 64°
27' E for a distance of 464.6 ft. to a survey point on the south side of
public road leading from Sargatha to Guilford; thence turning and continu-
ing along the said ditch located on south side of aforesaid road S 06° 18'
W for a distance of 240.1 ft. to a survey point; thence continuing along
said ditch and road and crossing the public road leading from Bloxom to
Hopeton and to the aforesaid Pannell's railroad crossing located on the
eastern side of the Pennsylvania R. R. right of way S 20° 15' E for a
distance of 627.7 ft. to the point of beginning.
# NAUTICAL CHARTS BRANCH

## SURVEY NO. T-11232

### Record of Application to Charts

<table>
<thead>
<tr>
<th>DATE</th>
<th>CHART</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>3-19-71</td>
<td>568</td>
<td>C.E. Roe</td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td>5-6-84</td>
<td>686</td>
<td>S.M. Hill</td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td>11-7-90</td>
<td>12226</td>
<td>I. C. Safford</td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
</tbody>
</table>

---

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.