**Diag. Chn. Nos. 73-4 and 1221-2.**

**Form 804**  
**U. S. DEPARTMENT OF COMMERCE**  
**COAST AND GEODETIC SURVEY**

**DESCRIPTIVE REPORT**

<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>Planimetric</th>
</tr>
</thead>
<tbody>
<tr>
<td>Field No.</td>
<td>Ph-119</td>
</tr>
<tr>
<td>Office No.</td>
<td>T-11234</td>
</tr>
</tbody>
</table>

**LOCALITY**

<table>
<thead>
<tr>
<th>State</th>
<th>Virginia</th>
</tr>
</thead>
<tbody>
<tr>
<td>General locality</td>
<td>Pocomoke Sound</td>
</tr>
<tr>
<td>Locality</td>
<td>Parksley</td>
</tr>
</tbody>
</table>

**1953-55**

**CHIEF OF PARTY**

E. H. Kirsch, Chief of Field Party  
E. H. Kirsch, Balto, District Officer

**LIBRARY & ARCHIVES**

**DATE** September 1961
DESCRIPTIVE REPORT - DATA RECORD

T-11234

Project No. (II): 6119

Quadrangle Name (IV):


Chief of Party: E.H. Kirach

Photogrammetric Office (III): Baltimore, Md.

Officer-in-Charge: E.H. Kirsch

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

Date reported to Nautical Chart Branch (IV): 4-12-56

15 February, 1956

Copy filed in Division of 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): 4-5-56

Date registered (IV): 12/4/60

Applied to Chart No. Date: 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 (a) refer to mean high water

Elevations shown as (b) refer to sounding datum

i.e., mean low water or mean lower low water

Reference Station (III): LEE MONT, 1932

Lat.: 37° 46' 26.027" (802.4m) Long.: 75° 40' 58.815" (1439.4m)

Adjusted

Plane Coordinates (IV):

State: Virginia Zone: South

\[ Y = \quad X = \]

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
Field Inspection by (II): James E. Hundley

Date: Nov. 1953

Plane table contouring by (II):

Date:

Completion Surveys by (II): C.H. Davies

Date: 1956

Mean High Water Location (III) (State date and method of location): 1955, date of photography
(Supplemented by Field inspection on 1955 photography)

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: 3-17-55

Control checked by (III): J. Steinberg

Date: 3-18-55

Radial Plot by (III): H.R. Rudolph

Date: 9-9-55

Stereoscopic Instrument compilation (III):

Planimetry

Date:

Contours

Date:

Manuscript delineated by (III): B. Wilson

Date: 12-23-55

Photogrammetric Office Review by (III): R. Glaser

Date: 2-1-56

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>40518 thru 40521</td>
<td>5-30-53</td>
<td>1338</td>
<td>1:10,000</td>
<td>1.4 above MLW</td>
</tr>
<tr>
<td>40488</td>
<td>40491</td>
<td>1257</td>
<td></td>
<td>1.5</td>
</tr>
<tr>
<td>42591</td>
<td>42594</td>
<td>1252</td>
<td></td>
<td>1.0</td>
</tr>
<tr>
<td>42670</td>
<td>42673</td>
<td>1053</td>
<td></td>
<td>0.5</td>
</tr>
<tr>
<td>55-W-4362 thru 4364</td>
<td>3-10-55</td>
<td>1420</td>
<td></td>
<td>1.5</td>
</tr>
<tr>
<td>55-W-4435</td>
<td>4440</td>
<td>1459</td>
<td></td>
<td>1.2</td>
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</tbody>
</table>

**Tide (III)**

- From predicted tables

<table>
<thead>
<tr>
<th>Ratio of Ranges</th>
<th>Mean Range</th>
<th>Spring Range</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2.5</td>
<td>3.0</td>
</tr>
<tr>
<td></td>
<td>1.7</td>
<td>2.0</td>
</tr>
</tbody>
</table>

**Reference Station:** Hampton Roads, Va.

**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:** Oct 1960

**Land Area (Sq. Statute Miles) (III):** 26 sq. miles

**Shoreline (More than 200 meters to opposite shore) (III):** 16 miles

**Shoreline (Less than 200 meters to opposite shore) (III):** 14 miles

**Control Leveling - Miles (II):** none

- Number of Triangulation Stations searched for (II): 2
  - Recovered: 2
  - Identified: 1

- Number of BMs searched for (II): none
  - Recovered: 0
  - Identified: 0

- Number of Recoverable Photo Stations established (III): 1 (Topo)

- Number of Temporary Photo Hydro Stations established (III): 2

**Number of Topographic Stations searched for:** 9

- Recovered: 5
  - 1 Station reported destroyed (A8)

**Remarks:** Traverse stations established: 4

In addition to five Topographic Stations recovered and one established, forms 524 are being submitted for LEE MONT AZ MK and STEELE. (Baltimore Office)
OFFICIAL MILEAGE FOR
COST ACCOUNTS

Planimetric

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

Shoreline

| T-11244   | 20...8          |
| T-11245   | 30...5          |
| T-11246   | 27...5          |
| T-11247   | 37...10         |
| T-11248   | 16...4          |
| **TOTALS**| **130...32**    |
Summary To Accompany Descriptive Report

**T-11234**

**T-11234** is one of seventeen 1:10,000 scale maps in Project PH-119. The project covers the eastern shore of the Chesapeake Bay in Virginia from Buasley Bay (Lat. 37° 52'45") southerly to Cape Charles (Lat. 37° 03'45").

The Project is subdivided into two sections. Section "A" comprised of tridimensional surveys T-11232 to T-11243 covers the northern part of the project. Section "B" is comprised of shoreline surveys T-11244 to T-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 of War Mapping quadrangles. Contours of the quadrangles in the area covered by Section "A" were checked during field inspection. No changes in contours were found over the entire area that warranted changing the original contours.

Field work was accomplished in 1953. Radial plotting and graphic compilation were accomplished in the Baltimore Office in 1955. Nine-lens photographs taken in 1953 were used in radial plotting. Single lens photographs taken in 1955 and the 1953 field inspected nine-lens photographs were used in compilation (1955). This advance copy of **T-11234** was furnished the hydrographic survey party prior to sounding. **T-11234** was field edited in 1956. Field edit corrections were applied in the Baltimore Office.

Items registered under **T-11234** will include a Descriptive Report and a positive impression on cronom of the scribed copy of the manuscript.
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>LATITUDE OR Y-COORDINATE LONGITUDE OR X-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</th>
<th>DATUM CORRECTION</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>FORWARD</td>
<td>BACK</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>75 47 01.281</td>
<td>75 39 01.675</td>
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<tr>
<td>PARKSLEY TANK, 1942</td>
<td>G 5462</td>
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<td></td>
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<tr>
<td></td>
<td></td>
<td>37 46 26.027</td>
<td>75 40 58.815</td>
<td></td>
</tr>
<tr>
<td>LEE MONT, 1932</td>
<td>G 1895</td>
<td></td>
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<td></td>
<td></td>
<td>37 46 26.027</td>
<td>75 40 58.815</td>
<td></td>
</tr>
<tr>
<td>SUB POINT LEE MONT, 1932</td>
<td>Pg 31</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>37 46 26.027</td>
<td>75 40 58.815</td>
<td></td>
</tr>
<tr>
<td>LE-04, 1953 (P.PT. NO.1, 1953 Form 709)</td>
<td>Field comp</td>
<td>533,592.46</td>
<td>3,592.46 1,407.54</td>
<td>1095.0 429.0</td>
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<tr>
<td>P. PT. NO. 2, 1953</td>
<td>Traverse Sta. (N.O. M.)</td>
<td>533,556.08</td>
<td>3,556.08 1,443.92</td>
<td>1083.9 440.1</td>
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<td>P. PT. NO. 3, 1953</td>
<td>Traverse Sta. (N.O. M.)</td>
<td>528,478.70</td>
<td>3,478.70 1,521.30</td>
<td>1060.3 463.7</td>
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<tr>
<td></td>
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<td>GRIFFIN, 1953</td>
<td>Traverse Sta.</td>
<td>531,694.35</td>
<td>1,694.35 3,305.65</td>
<td>516.4 1007.6</td>
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<td>RAYFIELD, 1953</td>
<td>Traverse Sta.</td>
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<td>1,692.00 4,308.00</td>
<td>210.9 1313.1</td>
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<tr>
<td>LE-13, 1953</td>
<td>Traverse Sta.</td>
<td>529,155.18</td>
<td>4,155.18 844.82</td>
<td>1266.4 257.5</td>
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<tr>
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<tr>
<td>P. PT. NO. 4, 1953</td>
<td>Traverse Sta.</td>
<td>526,595.78</td>
<td>1,595.78 3,404.22</td>
<td>486.6 1037.6</td>
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<td>P. PT. NO. 5, 1953</td>
<td>Traverse Sta.</td>
<td>525,340.37</td>
<td>340.37 4,659.63</td>
<td>103.7 1420.3</td>
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<td>LE-23, 1953 (P. PT. NO. 6, 1953)</td>
<td>Traverse Sta.</td>
<td>523,224.36</td>
<td>3,224.36 1,775.64</td>
<td>982.8 541.2</td>
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<td></td>
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</tbody>
</table>

1 FT = 304.8006 METER
COMPUTED BY: J. Steinberg
DATE: 4-14-54
CHECKED BY: H.R. Rudolph
DATE: 2-24-55
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</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>N.A. 1927-DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>LE-17, 1953</td>
<td>Field comp. N.A. Form 709 1927</td>
<td>526,267.26</td>
<td>2,804,021.84</td>
<td>1,267.26 (3,732.74)</td>
<td>386.3 (1137.7)</td>
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<td>F. PT. NO. 7, 1953</td>
<td>Traverse</td>
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<td>2,797,210.74</td>
<td>2,569.09 (2430.91)</td>
<td>783.1 (740.9)</td>
</tr>
</tbody>
</table>

1 FT = 0.3048006 METER

COMPUTED BY: J. Steinberg DATE: 4-14-54
CHECKED BY: H.R. Rudolph DATE: 2-24-55
The Field Inspection Report and The Photogrammetric Plot Report are part of the Descriptive Report for Survey T-11232.

31. **DELINEATION**

This manuscript was delineated by graphic methods in accordance with method 1 of the general instructions dated 11 January 1956. The 1955 single lens photographs were used in preference to the nine lens photographs where coverage was available.

32. **CONTROL**

Refer to the photogrammetric plot report. No position was available for U.S.G.S. traverse station ADAMS M.E. CHURCH STEEPLE. A photostat of the recovery note, form 526, dated 1942, was available. See paragraph 38.

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: Drainage is shown as "unsurveyed" in most of the wooded areas where the streams are not visible. The limits of swamp areas were delineated by office interpretation of the tones in the tree cover which in some places was rather indefinite.

35. **SHORELINE AND ALONGSHORE DETAILS**

The quality of the shoreline inspection was limited by the poor quality of definition of the nine lens photographs. 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 deviations from the field inspection at several places.

Where narrow strips of sand in front of marsh appeared to be inconsequential from the standpoint of the navigator and too narrow to show without exaggeration, they were omitted. Very narrow fringes of marsh in front of otherwise fast shoreline were omitted.

No back limits of marsh, low water lines or shoal lines were inspected. Those delineated are by office interpretation.
36. **OFFSHORE DETAILS**

No comment.

37. **LANDMARKS AND AIDS**

Form 567 has been submitted for one landmark recommended by the field party.

38. **CONTROL FOR FUTURE SURVEYS**

Two photo-hydro stations were located on this manuscript. Forms 524 are being submitted for 5 recoverable topographic stations recovered, four stations lost and 3 new stations established. In paragraph 11 of the Field Report, five old stations were treated as photo-hydro stations. See paragraph 49. Station STEEPLE, 1953 is the radially plotted position of U.S.G.S. traverse station ADAMS M.E. CHURCH STEEPLE as \(1953\) identified by the field party on field photograph 40490. This station appeared on the quadrangle as STEEPLE with a triangle, but no position was available at this time. Discrepancies of as much as 18 meters were noted in the positions of the recoverable topographic stations compared with the previous positions. All positions shown were established in the radial plot.

39. **JUNCTIONS**

Junctions have been made with surveys T-11232 to the north and T-11233 to the west. There are no contemporary surveys to the east and south. Junctions with Bureau survey T-8167 (1942) scale 1:20,000 (published as the AMS Nappsville quadrangle) to the east and survey T-8441 (1942) scale 1:20,000 to the south are considered to be fair. For the reasons stated in paragraph 46, this manuscript was compiled beyond the neat lines in accordance with paragraph 5414 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 AMS Parksley quadrangle, scale 1:25,000, edition of 1949, which was based on Bureau survey T-8166 (1942) of 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.

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
23 December, 1955

Bernice Wilson
Carto. Photo. Aid

Approved & Forwarded

E.H. Kirsch
Officer in Charge
Baltimore District Office
CORPORATE LIMITS
OF
TOWN OF PARKSLEY, VIRGINIA

Chapter 201 - page 32h

The corporate limits of the Town of Parksley, Va., as heretofore
established, are hereby re-established, and shall be taken and deemed
as the Town of Parksley as follows:

Commencing at a certain stone marker at the intersection of Willis
street, if produced or extended westwardly with the line between the
land of the Parksley Land and Improvement Company and the Ston Farm;
thence northwardly at a right angle with said street on a straight line
marked with certain stone markers and running to the stream of Katy
Young's branch; thence eastwardly following said stream and running to
the county road leading from the town of Parksley to Rue Post office;
thence southwardly following said road running to the county road lead-
ing from Parksley to the county Almshouse; and thence southwardly in
the same course running to Willis street, if produced or extended east-
wardly; and thence westwardly following said Willis street, if produced
or extended, as aforesaid, running to the point of beginning.
PHOTOGRAMMETRIC OFFICE REVIEW
T. 1123Y

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. Reefs, 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  

Reviewer: P. Glaeser  
Supervisor: J. Hingberg

40. 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: F. H. Wisiecki  
Supervisor: F. J. Tarcza

43. Remarks:

Hunting Creek Channel Lts. 5 & 6 and daybeacons 7, 9 & 11 have been established since field edit (see notice to Mariners 7/9/57 for 348 ft. 9/29/57 for 348 2)
Field Edit Report
T-11234, Project 25050
E. H. Kirsch, Chief of Party

51. Methods.- This planimetric map was field edited by riding over all roads to check their classification, 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 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 Nos. 42671, 42672 and single-lens ratio photographs Nos. 55-W-1438 and 14364. These photographs should be considered part of the field photography for this project.

The swamp areas have been investigated on the ground and interpreted by stereoscope on the photographs.

52. Adequacy of compilation.- All discrepancy notes pertaining to the boundary limits of Parksville, Virginia, have been answered on the discrepancy print and nine-lens office photograph No. 42671. One boundary marker was recovered.

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-11234. There are no additions or changes in the geographic names.

Respectfully submitted:

Charles H. Davies
C. H. Davies

APPROVED AND FORWARDED:

E. H. Kirsch
E. H. Kirsch, CAPTAIN, C&GS
Chief of Party
62. Comparison With Registered Topographic Surveys

349    1:20,000    1851
2647    1:20,000    1904
2654    1:20,000    1904
8166    1:20,000    1942

T-11234 supersedes the prior Bureau surveys for nautical charting purposes in common areas. Paragraphs 38 and 46 (Compilation Report) mention discrepancies in position of details compared with the 1942 survey (T-8166 - Parksley Quadrangle). The surveys were compared during final review and they are in good overall agreement, if allowances are made for the differences in scale and cultural and shoreline changes. There are discrepancies of as much as 15 meters in the positions of the recoverable topographic stations compared with positions established by survey T-8166. These discrepancies vary in degree and direction. The accuracy of the positions obtained on T-11234 is dependent upon accuracy of field identification of the photo points used in the location of the stations. No field edit check was made of the positions of these stations. The 1953 topo station positions established by this survey (T-11234) are considered more reliable due to the larger scale photographs used in field work (1:10,000 scale photos compared with 1:20,000 scale photographs used in 1942).

No position was available for traverse station (USGS) Adams M. E. church, 1930, at the time of compilation. The steeple was identified by the field party and located by radial plot. A Form 52h was submitted by the compiler. There is a discrepancy of 14 meters in latitude and 7 meters in longitude in the position of the topo station compared with the 1930 traverse position. No recovery card was submitted by the field inspector for this station.

63. Comparison With Maps of Other Agencies

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

This 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
The field inspector found no evidence of change in
topography affecting contours. Drainage is shown on T-1123¼
as "unsurveyed" in most of the wooded areas. Field inspec-
tion of drainage was incomplete. Some field inspected
streams in wooded areas were classified "probable drainage
unsurveyed". T-8166 is the number of the Coast and Geodetic
Survey vault copy of the survey. A more detailed comparison
was made 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>
<tbody>
<tr>
<td>T-1123¼ 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 field edit corrections (piers, crab pens, etc.) applied to the final copy of T-1123¼. The shoreline from T-1123¼ was accepted and inked (prior to this comparison) on the smooth sheet. No field edit or final review corrections were made in the topographic survey shoreline. Sounding and shoreline are in agreement.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>H-8406</th>
<th>1:10,000</th>
<th>1957</th>
</tr>
</thead>
</table>
| This comparison was made prior to completion of verifi-
cation of the hydrographic survey smooth sheet. Inking of the shoreline and soundings had been completed. |

The sources of the shoreline on the smooth sheet are advance manuscripts T-11233, T-11234, and T-11235. No field edit or final review shoreline changes were applied to the final copy of T-1123¼. Field edit corrections and additions (piers, crab pens, marine Rw) applied to the final copy of T-1123¼ were discussed with the Chief of the Hydrographic Verification Section at the time of final review. These changes will be applied to H-8406 (smooth sheet) during completion of verification. Soundings and shoreline are in agreement.

65. Comparison With Nautical Charts

<table>
<thead>
<tr>
<th>568</th>
<th>1:40,000</th>
<th>1954 revised 7/11/60</th>
</tr>
</thead>
<tbody>
<tr>
<td>This manuscript has not been applied to the chart. There are minor differences between this survey and the chart.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
66. Adequacy of Results and Future Surveys

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

67. Parksley Corporate Limits

The corporate limits of the town of Parksley were not mapped on the 1942 survey (T-8166 - Parksley Quadrangle). The town limits were compiled (T-11234) in accordance with the legal description. The limits as shown were partially checked during field edit. The section of the line defining the north boundary follows Katy Young Branch. This stream is shown on T-11234 as "unsurveyed". The section of the line defining the south boundary is questionable on T-11234.

68. Junctions

The 1957 Accomac, Virginia, U.S.G.S. quadrangle was not available at the time of compilation. Junction with this quadrangle is satisfactory.

Reviewed by:

[Signature]
S. G. Blankenbaker

Approved by:

[Signature]
L. L. Landis
Chief, Review and Drafting Sec.
Photogrammetry Division

[Signature]
R. F. Wordcock
for Chief, Photogrammetry Division

[Signature]
J. W. Hawley
Chief, Nautical Chart Division

[Signature]
J. J. Bowes
Chief, Coastal Surveys Division
Geographic Names.

Adams Church
Bagwell Creek
Bayside Road (apparently Va. No. 763, but nothing available to show its precise application)
Calvary Church
Cannondas Point
Chase Siding (not in current Railway Guide, and rather a locality name)
Clam
Cords Branch
Custis Cove
Custis Point
Deep Creek
Dix Cove
Dix Hammock
Doe Creek
Drummond Ponds

Faith Church
Flannegan Point

Hopeton
Hopkins
Hunting Creek
Hunting Creek Wharf

Jacks Island (apparently it should be in part applied here)
Johnson Wharf
Justisville

Katy Young Branch
Lee Mont
Lee Mont Branch
Mill Branch
Oaks Landing
Parker Landing
Parksley
Pastoria
Pennsylvania
Pocomoke Sound (r.r.)

St. Thomas Church
Sandy Point

The Ditches
The Notch
Thorofare
Thorofare Hill
Webb Island
Weir Point
Whitesville
Wills Gut
Wise Chapel

State 176, 316
U.S. 13

Names approved 10-31-58
L. Heck, L.A.
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

<table>
<thead>
<tr>
<th>State</th>
<th>Virginia</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charting Name</td>
<td>Description</td>
</tr>
<tr>
<td>TANK</td>
<td>Parksley Water Tank, light atop steel water tank, atop 4-legged skeleton steel tower, ht 150'(190') (PARKSLEY TANK, 1942)</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. 

* Tabulate seconds and metres
# Nautical Charts Branch

Survey No. **T-11234**

**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. V. Brown</td>
<td>Before, After, Verification and Review</td>
</tr>
<tr>
<td>5-14-84</td>
<td>1222s</td>
<td>J. M. Hines</td>
<td>Before, After, Verification and Review</td>
</tr>
<tr>
<td>11-7-90</td>
<td>1222s</td>
<td>J. Smith</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.