Form 304
DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

State: Virginia.

DESCRIPTIVE REPORT.

Topo Sheet No. 3773

LOCALITY:
Hampton Roads

1919

CHIEF OF PARTY:
Potter, Ill.
Topographic Sheet 3773

Hampton Roads, Va.

Surveyed by L. A. Potter in 1919.

The streets of Norfolk appear to have been taken from maps. Comparison in the office with other reliable maps shows discrepancies. The facilities in the office for utilization of outside surveys and maps are generally superior to those possessed by our field parties. The procedure outlined in par. 6 of the instructions for this work is believed to be the best plan to follow in using outside surveys.

Comparison with other C.&C. S. -surveys and U. S. Engineers surveys show that the waterfront north of Town Pt. and also that at Pinner Pt. are in error. As the method of making the surveys at these points is not known (no descriptive report having been submitted) the reason for the error is not known.

The inking of the sheet is well and neatly done.

With the exceptions noted the survey is in accordance with the instructions and should be approved.

E. O. Lee

April 19, 1920.
Topographic Sheet 3774

Hampton Roads, Va.

Surveyed by L. A. Potter in 1919.

No descriptive report was submitted with the sheet.

The location of the two piers at Pinner Pt. does not check with that of sheet 3775 surveyed by the same party. As the method of making the survey at this point is not known, the reason for the discrepancy cannot be stated.

The inking of the sheet is well and neatly done.

The survey is in accordance with the instructions and should be approved.

E. P. Esee

April 20, 1920.
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

TOPOGRAPHIC TITLE SHEET

The finished Topographic Sheet is to be accompanied by the following title sheet, filled in as completely as possible, when the sheet is forwarded to the Office.

U. S. Coast and Geodetic Survey.

Register No. 3728

State . Virginia

General locality . Hampton Roads
Norfolk to Sewall Pr. & Vicinity.

Locality . Eastern side of Hampton Roads & Elizabeth River


Surveyed by P. A. Perrin, J. W. Cox

Date of survey . April - August, 1919

Scale . 1:10000

Heights in feet above

Contour interval . . feet

Inked by P. A. P., J. W. Cetered by P. A. P., J. W. C

Records accompanying sheet (check those forwarded): Photographs,

Descriptive report, Horizontal angle books, Field computations,

Data from other sources affecting sheet Blueprints Nos. 1 to 6, titled as follows:

No. 1. Plan of development at Army Depot South of Lamber's Point.

Remarks: No. 2. U. S. Naval Training Station.

No. 3. Plan of Army Supply Base.

No. 4. U. S. Naval Operating Base.

No. 5. Railroad Yards, Virginian Railway at Sewalls Point.

No. 6. Map of City of Norfolk and Vicinity.
DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

State: Virginia

LOCALITY:
Norfolk Harbor
Elizabeth River

1919

CHIEF OF PARTY:
Serani, H. C.
DESCRIPTIVE REPORT

Topo. Sheet No. 3773

The connection of Topo. Sheet No. 3773 and Sheet No. 3774 at Pimmers Pt., Norfolk, Va. and the shapes and azimuths of three slips in Norfolk on Topo. Sheet No. 3773 were to be investigated. A tracing on vellum was made from Sheet No. 3773 of the necessary triangulations points and the shoreline in question. Tracings of Topo. Sheet No. 3774 and sheet No. 3249 and of U.S. Engrs. 1913 survey of the shoreline were furnished.

At Pimmers Pt. a traverse was run from Tank # 2 to point "C" on the railroad wharf opposite Hospital Point. Cuts taken on Tank #1 from the point "C" and the preceding station on the traverse served as a check on the correct location of "C". The end of this wharf as located by the traverse agrees with the end of the wharf as given by Topo. Sheet No. 3773 and U.S. Engrs. 1913 survey, which fact serves as an additional check.

Three point positions along the wharves at "A", "B", and "C" do not check with the traverse by the distances shown; corners of wharves in red were located by three point method. It is thought that the differences between the three point positions and the traverse are due to distortion of the tracing used in transferring the triangulation points. There was poor coordination between different sets of signals in getting the three point locations. The location of the wharves at Pimmers Pt. by the traverse check very well with the U.S. Engrs. 1913 survey. Also, it checks the more essential details in the tracing of Topo. Sheet No. 3774.

Point "D" on the corner of the wharf near the slips in question was found to be identical on Topo. Sheet No. 3249 and No. 3773 and U.S. Engrs. 1913 survey. Starting at this point and orienting on Tank #1 a traverse was run to get the azimuths and shapes of the slips. In the tracing of Topo. Sheet No. 3773, besides the disagreement with the azimuth of the slips, the location of Main Street and the street at right angles to it running south do not check. Main Street has a slight bend in it just before passing the triangulation station Bank. The shapes and azimuths of the slips check fairly well with the U.S. Engrs. 1913 survey and Topo. Sheet No. 3249 by Boutelle.

Approved

[Signature]
Chief of Party

PAYSON A. PERRIN
Jr. H&G Engineer.
Topographic Sheet 3773a

Elizabeth River, Va.

Surveyed by R. A. Seran in 1920.

This survey was made to clear up apparent errors in the waterfront of Elizabeth River in the places shown.

As stated in the descriptive report the wharf line in black northwest of the Naval Hospital is a traverse based on Tank #1 and Tank #2.

The wharf corners in red were located by the three-point method using objects which should give good conditions, whereas the tanks used on the traverse would be likely to introduce errors owing to the difficulty of observing accurately on the centers when the distances are only 500 or 400 meters. A mean of the black and red locations, therefore, should be taken as the true locations.

The descriptive report submitted indicates that the projection and points were taken from the tracings furnished by the office, without constructing a new projection from the tables. Distortion (horiz. shrinkage 0.5%, vert. shrinkage 1.2%) was thereby introduced which probably accounts for the poor coordination of signals mentioned in the descriptive report.

As a mean of the two locations is, without doubt, sufficiently correct, the sheet should be approved.

E. P. Ellis

April 19, 1920.
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

TOPOGRAPHIC TITLE SHEET

The finished Topographic Sheet is to be accompanied by the following title sheet, filled in as completely as possible, when the sheet is forwarded to the Office.

U. S. Coast and Geodetic Survey,

Register No. 3773

State .Virginia

General locality .Elizabeth. River

Locality .Norfolk. Harbor

Chief of party .H.A. Seran

Surveyed by .P.A. Perrin

Date of survey .December 1919

Scale .1:10000.

Heights in feet above

Contour interval . . feet.

Inked by .P.A.E. . . Lettered by .P.A.E.

Records accompanying sheet (check those forwarded): Photographs,

Descriptive report, Horizontal angle books, Field computations,

Data from other sources affecting sheet Tracings of recent
available surveys.

Remarks: This sheet was made in connection with the revision
of certain wharves in Norfolk Harbor on Topographic Sheet
No. 3773.
DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

State: Virginia

DESCRIPTIVE REPORT.

Topo. Sheet No. 3773

LOCALITY:

Hampton Roads and Elizabeth River from Sewalls Pt. to Eastern

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CHIEF OF PARTY:
DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
DESCRIPTIVE REPORT

TO ACCOMPANY TOPOGRAPHIC SHEET No.

1. This sheet covers the eastern side of Hampton Roads and Elizabeth River, from Sewalls Point to the Eastern Branch of Elizabeth River at Norfolk, and a section on the western side of Elizabeth River in the vicinity of Norfolk. It was done under orders dated Nov. 14, 1918.

2. The methods of executing the survey were the usual methods, a combination of the three method and traverse, there being few stations that could be occupied, but many prominent objects, such as church spires, chimneys, etc.

3. Changes were found over the entire area covered, but the most extensive changes were found at the Naval Base at Sewalls Point, at the Naval Training Station adjoining it on the East, at the Army Supply Base on the North of Tanners Creek, and at the Army Base just southwest of Lambert's Point.

4. Naval Base. The outlines of the Naval Base and the main streets were done in the field, and the details filled in from a blueprint. The street system and wharves are said to be practically completed, except for minor changes, and the details shown on the sheet can, in my opinion, be safely charted.

5. Naval Training Station. The details shown on the sheet were transferred from a blueprint after obtaining control, and going over the ground to determine what part had actually been done, and represents the condition at the time of survey, but work is still in progress, and extensive additions will be made.

6. Army Supply Base. The buildings and railroad tracks were filled in from a blueprint; and the remainder was done in the field. This project has, I think, been completed.

7. Norfolk. The shore line, and the streets adjoining the water front, were done in the field, and some additional details filled in from a city map. The city map is being forwarded with the sheet. The wharf line and many of the railroad tracks are not shown with sufficient accuracy for charting purposes, but the map can be used for filling in the street system back of the water front.

8. Lambert's Point. The railroad tracks were not filled in on the sheet, but are shown on the city map, and can be transferred from that.

9. Prominent Objects. This area is highly developed, and prominent objects are numerous. In a special report dated June 14, 1919, with accompanying "Landmarks for Charts," this subject is being thoroughly covered. The accompanying list of objects determined by the planter contains no objects that should be charted.
10. The heads of Tanner and Mason Creeks were not run out because of lack of control, and the fact that no changes were apparent. The section shown in dotted pencil lines were transferred from the chart.

L. A. Potter.

L. A. Potter, Jr., H. & G. Engineer,
Chief of Party.
### List of Planetable Positions To Accompany Topographic Sheets No.——

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<th>Object &amp; Description</th>
<th>Latitude</th>
<th>Meters</th>
<th>Longitude</th>
<th>Meters</th>
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<td>90 76</td>
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<td>1200</td>
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