Form 504
U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey  Photographic (Shoreline)

Field No. ... Office No. T-8076

LOCALITY

State  Virginia

General locality  James River

Locality  Jamestown Island - Barrets Point

194 1-42

CHIEF OF PARTY

F.L. Peacock

LIBRARY & ARCHIVES

DATE

8-1670-1 (1)
DATA RECORD
T-8076

Quadrangle (II):
Surry, Va., (15') U.S.G.S.

Field Office:
Air Photographic Party No. 2
Baltimore, Maryland

Compilation Office:
Air Photographic Party No. 2
Baltimore, Maryland

Instructions dated (II III):
March 26, 1942

Supplemental Instructions Dated:
July 15, 1942; Sept. 30, 1942; Nov. 14, 1942

Completed survey received in office: 22 Mar. 1944

Project No. (II):
GS-253

Chief of Party:
E. B. Lewey

Fred. L. Peacock

Chief of Party:

Fred. L. Peacock

Copy filed in Descriptive Report No. T-409.

Photogrammetry Office Files.

Reported to Nautical Chart Section: Mar. 1944

Reviewed: 29 Aug. 1944 Applied to chart No.

Redrafting Completed: 10/44

Registered: 6 April, 1950 Published:

Compilation Scale: 1:10,000 Published Scale:

Scale Factor (III): None


Reference Station (III): MUD, 1938, r. 1942

Lat.: 37° 14' 31.301" 964.9m. Long.: 76° 50' 11.889" 293.0m Adjusted

State Plane Coordinates (VI): Virginia State South Grid

\[ x = 2,484,173.90 \quad y = 335,108.05 \]

Military Grid Zone (VI)
PHOTOGRAPHS (III)
Unmounted

<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><strong>7476, 7477</strong>, 7479, 7480</td>
<td>11-25-41</td>
<td>10:37 A.M.</td>
<td>1:10,000</td>
<td>0.3' above M.L.W.</td>
</tr>
<tr>
<td>*7478</td>
<td>11-25-41</td>
<td>10:57 A.M.</td>
<td>1:10,000</td>
<td>0.1' above M.L.W.</td>
</tr>
<tr>
<td>*7667 to 7668, Incl1-25-41</td>
<td>1:55 P.M.</td>
<td>1:10,000</td>
<td>0.9' above M.L.W.</td>
<td></td>
</tr>
<tr>
<td>*7669</td>
<td>11-25-41</td>
<td>2:04 P.M.</td>
<td>1:10,000</td>
<td>1.0' above M.L.W.</td>
</tr>
<tr>
<td>*7673 to 7674, Incl1-25-41</td>
<td>2:04 P.M.</td>
<td>1:10,000</td>
<td>1.0' above M.L.W.</td>
<td></td>
</tr>
<tr>
<td>**7696 to 7697, Incl1-26-41</td>
<td>10:00 A.M.</td>
<td>1:10,000</td>
<td>0.9' above M.L.W.</td>
<td></td>
</tr>
<tr>
<td>*7799 to 7801, Incl1-26-41</td>
<td>12:25 P.M.</td>
<td>1:10,000</td>
<td>0.2' above M.L.W.</td>
<td></td>
</tr>
</tbody>
</table>

Tide from (III): Predicted Tide Tables
Reference Station: Hampton Roads, Virginia, with corrections to
Jamestown Island and **Barretts Point, Virginia.**
Mean Range: * 2.0
Spring Range: * 2.3
** 1.9
Camera: (Kind or source) U. S. Coast & Geodetic Survey nine lens camera (focal
length 84") All negatives are on file in the Washington Office.
Field Inspection by: Lieut. Ernest E. Lewey
The season's Field Inspection Report has been previously submitted.
Field Edit by: None
Field of Mean High-Water Line Location (III): As of photographs taken on
November 25 and 26, 1941, supplemented by the field inspection data obtained in 1942.

Projection and Grids ruled by (III) J. O'Neil, B.R.C.
" " " checked by: Unknown
Control plotted by: Ada May Hobine
Control checked by: Donald M. Brant
Radial Plot by: Walter E. Schmidt
Detailed by: Ruth M. Whitson (Shore line - rough draft)
Reviewed in compilation office by: Harry R. Rudolph
Elevations on Field Edit Sheet checked by: Not applicable
STATISTICS (III)

Land Area (Sq. Statute Miles): 4

Shoreline (More than 200 meters to opposite shore): 17\frac{1}{2} statute miles

Shoreline (Less than 200 meters to opposite shore): 20 statute miles measured along center line.

Number of Recoverable Topographic Stations established: 14

Number of Temporary Hydrographic Stations located by radial plot: 7\frac{1}{4}

Leveling (to control contours) - miles: None

Roman numerals indicate whether the item is to be entered by,

(II) Field Party, (III) Compilation Party, or, (VI) the Washington Office.

When entering names of personnel on this record give the surname and initials (not initials only).

Remarks:
T-5076, Scale 1:10,000, is one of 40 shoreline surveys in Project CS-283 along the James River, Virginia.

Project CS-283 was originally planned as a planimetric mapping project but was limited to shoreline surveys only after War Mapping Project CS-299, covering practically all the James River, was undertaken.

Topographic Quadrangle, T-3319 (Project CS-299) completely covers T-5076. The former was compiled in 1944 from 1:20,000 scale photographs taken in 1943, in contrast with T-5076, compiled in 1942-4 from 1:10,000 scale photographs taken in 1941.
Field Inspection

Field inspection data for the area of 8076 are contained in the "Report on Field Inspection of Air Photographs, James River, Newport News to Hopewell, Virginia" by Ernest B. Lowey, dated October 12, 1942. Filed in Division of Photogrammetry, General Files.
Twenty-three horizontal control stations have been shown on the Map Drawing. They consist of thirteen U. S. Coast and Geodetic Survey triangulation stations, three U. S. Geological Survey traverse stations, and seven U. S. Engineer's triangulation stations. Field Inspection Points were used to identify eleven of the triangulation stations. The triangulation and traverse stations have been shown on the Map Drawing with 3.0 mm acid ink equilateral triangles, while the F.I.P.'S have been shown with 1.0 mm acid ink squares except one, which was selected by the Field Inspection Sub-Party as a temporary hydrographic station, and which has been shown with a 2A mm. black acid ink circle. Black acid ink triangulation and F.I.P. symbols indicate that the position of the station or point was plotted directly on the Map Drawing from geographic coordinates, while the red acid ink symbols indicate that the position was plotted on an adjoining Map Drawing from geographic coordinates, and then transferred to Map Drawing Survey No. T-6076 by the method of matching common projection lines and pricking through.

The following fifteen horizontal control stations lie within the detail limits of the Map Drawing:

Ten (10) U. S. Coast and Geodetic Survey triangulation stations

- CHURCH POINT LIGHT, 1936, r. 1942 (Landmark)
- CYPRESS, 1870, r. 1938, r. 1942 (F.I.P. "Cyp")
- HOMICY, 1938, r. 1942 (F.I.P. "Homic")
- JAMESTOWN, 1909-70, r. 1910, r. 1938, r. 1942, (F.I.P. "Jam")
- JAMESTOWN MONUMENT, 1910, r. 1932, r. 1942, (Landmark)
- MUD, 1938, r. 1942, (F.I.P. "Mud")
- PROMINENT TREE, 1938, r. 1942, (not used)
- SWAN POINT CHANNEL, FRONT RANGE LIGHT, 1938, r. 1942 (Landmark)
- WHARF, 1938, r. 1942, (F.I.P. "Wharf")
- WHITE HOUSE, SOUTH GABLE, 1938, r. 1942, (Landmark)

Five (5) U. S. Engineer's triangulation stations

- DILLARD 2, (U.S.E.), 1910, r. 1938, r. 1942, (F.I.P. "Lard")
- MILL, (U.S.E.), 1938, r. 1942, (F.I.P. "Mol")
- MUSEUM, (U.S.E.), 1938, r. 1942, (not used)
- NEW CHICK, (U.S.E.), 1938, r. 1942, (F.I.P. "Hic")
- NEW PINE, (U.S.E.), 1938, r. 1942, (not used)

The following eight horizontal control stations lie just outside the detail limits of the Map Drawing:

Three (3) U. S. Coast and Geodetic Survey triangulation stations

- FERRY, 1938, r. 1942
- THORN, 1938, r. 1942, (F.I.P. "Orn")
- WILLIAMSBURG, 1932, r. 1942, (F.I.P. "Bur")
Three (3) U. S. Geological Survey traverse stations

P.T.S. No. 51, 1916, r. 1942
P.T.S. No. 52, 1916, r. 1942
T- Road north, 360° east of T-Road south, r. 1942

Two (2) U. S. Engineer's triangulation stations

GOOSE, (U.S.B.), 1938, r. 1942, (P.I.P. "Gos")
* SCOTLAND, (U.S.B.), 1938, r. 1942, (not used)

* These stations were recovered by the Field Inspection Sub-Party, but no field inspection data were submitted for their identification. Therefore, they were not used to control the radial plot.

* "Swan" is spelled "Swamp" in the "Light List", "Coast Pilot" on the nautical charts, and on the U. S. Geological Survey "Surry" Quadrangle, Virginia.
  * This is spelled "Swan" in G.P. list for Virginia pp. 315, and is the correct spelling for its triangulation name.

27 RADIAL PLOT:

The details of the Main Radial Plots for the areas of Map Drawings Surveys No. T-3075 to T-3079, inclusive, have been discussed in a special report, which has been previously submitted as an appendix to the Descriptive Report for Map Drawing Survey No. T-3078. Filed in the Bureau Archives.

28 DETAILING:

The Map Drawing has been compiled in accordance with instructions, and the features shown thereon have been detailed from unmounted nine lens photographs which were supplemented by the field inspection data. Symbolization is in accordance with the recommended topographic symbols.

The field inspection data were adequate unless otherwise mentioned in the following paragraphs. The number of photographs was adequate for office detailing. The scales of the photographs and Map Drawing were in good agreement. It was, however, necessary to detail a few areas by use of the vertical projector.

The relatively strong radially plotted positions of minor detail points, etc., have been shown on the glossy side of the Map Drawing with small single purple ink circles, while the relatively weak positions of such points have been shown with green ink circles.

The water area of the Map Drawing consists of portions of the James River, the Chickahominy River, Pocohontas Creek, Grays Creek, Thoroughfare, all of Back River, and many small unnamed streams. The land area immediately
adjacent to the shore line on both sides of the James River consists of dense woods in which pine, oak, and cypress trees are the most prominent. The Mean High-Water Line on both sides of that portion of the James River as shown on the Map Drawing is, for the most part, situated on hard fast ground. However, a large marsh area borders the Mean High-Water Line on the north shore of the James River at the eastern extremity of the Map Drawing. Just inshore from the Mean High-Water Line along both shores, of the James River are wooded dirt bluffs ranging in height from 2' to 100'. The dirt bluff symbol as shown on the Map Drawing is accompanied by notes indicating the approximate heights of such features.

All buildings, except small outbuildings, wherever visible on the photographs have been shown on the Map Drawing. The positions of several buildings which have been shown on the Map Drawing in the vicinity of a "camp" located on Glass House Point, are believed to be within the limits of satisfactory accuracy, but because of dense vegetation, the size and shapes of such buildings may be incorrect.

The widths of all first and second class roads have been detailed in full. Third class roads (trails) have been shown by the conventional trail symbol.

A portion of a power line which crosses Powhatan Creek at approximately Latitude 37° 14' 05" and Longitude 76° 16' 12" has been detailed and shown on the Map Drawing in accordance with the field inspection data. The vertical clearance of this power line above Mean High-Water is 31 feet as shown by a note lettered on the Map Drawing. No other power line or submerged cable crossings have been shown.

The shape of a wreck, which is situated on the east shore of Grays Creek, has been detailed and shown on the Map Drawing with a full lightweight black and ink line accompanied by a descriptive note. No data pertinent to the wreck were submitted by the Field Inspection Sub-Party except the indication that the image visible on the photographs was a wreck. The wreck appears to be above the level of the water at the time the photographs were taken, the stage of tide being one foot above Mean Low-Water.

Tidal bench mark No. 3, 1910 (Church Tower) (U.S.E.), Jamestown Island, was recovered by the Field Inspection Sub-Party, but was not identified on any of the photographs. Therefore, it has not been shown on the Map Drawing.

A list of abbreviations used in the compilation has been shown on the Map Drawing accompanied by explanatory notes.
MEAN HIGH-WATER LINE:

The Mean High-Water Line firm ground has been detailed in accordance with the field inspection data, and shown on the Map Drawing with a full heavy-weight black acid ink line the center of which is considered to be the true position. The outer limits of marsh areas bordering the Mean High-Water Line have been shown with a full light-weight black acid ink line. In areas where the Field Inspection Sub-Party indicated an indefinite Mean High-Water Line or an indefinite marsh line, the black acid ink lines have been dashed. Trees growing in water along a part of the shore line prevented the Field Inspection Sub-Party from locating the true position of the Mean High-Water Line.

The light-weight line as mentioned above is not the position of the Mean High-Water Line. It only serves to indicate the outer limits of low wet land visible on the photographs.

LOW-WATER AND SHOAL LINES:

The approximate outer limits of shoal areas bordering the Mean High-Water Line have been shown on the Map Drawing with dashed light-weight black acid ink lines accompanied by descriptive notes. The dashed lines are not the position of the Low-Water Line. They have been shown on the Map Drawing for use of the hydrographic party only.

DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

The details offshore consist of cypress trees, fish traps, old piling areas, and an area in which a sunken wreck is believed to be situated. Where the offshore features were visible on the photographs, their shapes and extent were detailed and shown on the Map Drawing with the conventional symbols accompanied by descriptive notes. A few offshore features were not visible on any of the photographs. The existence of such features was verified by the Field Inspection Sub-Party, and the approximate outer limits of the area in which they were situated were sketched on the field inspection photographs. These areas have been outlined on the Map Drawing with a dashed light-weight black acid ink line accompanied by pertinent notes.

WHARVES AND SHORE LINE STRUCTURES:

All wharves, piers, bulkheads, etc., the existence of which was verified, and the images of which were identified on the field inspection photographs by the Field Inspection Sub-Party, have been detailed and shown on the Map Drawing with the conventional symbols accompanied by descriptive notes.
LANDMARKS, FIXED AIDS TO NAVIGATION AND AERONAUTICAL AIDS:

Six landmarks lie within the detail limits of the Map Drawing. Their names as shown on the Map Drawing are accompanied by the note "landmark".

Form 567 has been submitted for the following three new landmarks which were recommended by the Field Inspection Sub-Party:

* North Gable of Barn
  Jamestown Monument (same as triangulation intersection station "JAMESTOWN MONUMENT, 1910, r. 1942")
  South Gable, White House (same as triangulation intersection station "WHITE HOUSE, SOUTH GABLE, 1955, r. 1942")

* Position determined by radial intersection and shown on the Map Drawing with a 25 mm. black acid ink circle.

The position of the charted landmark "Swann Point Shoal Channel Rear Light" has been reetermined by radial intersection, and Form 567 has been submitted. The existence of the light was verified by the Field Inspection Sub-Party.

The existence of the following two (2) charted landmarks has been verified by the Field Inspection Sub-Party, and their positions have been previously determined by triangulation by the Bureau, and therefore Form 567 has not been submitted.

Two (2) charted landmarks

Church Point Light (same as triangulation intersection station "CHURCH POINT LIGHT, 1938, r. 1942")
* Swan Point Shoal Channel Front Range Light (same as triangulation station "SWAN POINT CHANNEL FRONT RANGE LIGHT, 1938, r. 1942")


There were no other fixed aids to navigation or aeronautical aids recommended for the area of the Map Drawing.

HYDROGRAPHIC CONTROL:

The hydrographic control shown on the Map Drawing consists of fourteen recoverable topographic stations, and seventy-four temporary hydrographic stations. The positions of all the stations have been determined by the radial plot, except for one temporary hydrographic station which is also the F.I.P. "Tim", the position of which has been plotted from geographic coordinates as computed from the data furnished by the
HYDROGRAPHIC CONTROL: (Cont'd.)

Field Inspection Sub-Party. One of the Recoverable Topographic Stations is also a tidal bench mark and has been shown on the Map Drawing with a black acid ink cross within a 2½ mm. black acid ink circle. The positions of all the hydrographic control stations have been shown on the dull side of the Map Drawing with 2½ mm. black acid ink circles.

The numbers, if any, as assigned to the Recoverable Topographic Stations, by the Field Inspection Sub-Party, and the names of such stations as selected by this Compilation Office, have been shown on the Map Drawing accompanied by the note "Recoverable Topographic Station". The numbers of the temporary hydrographic stations as assigned by the Field Inspection Sub-Party, and the elevation of the tidal bench mark have also been shown on the Map Drawing.

The numbers, names, and descriptions of the Recoverable Topographic Stations, and the numbers and descriptions of the temporary hydrographic stations have been tabulated in a list and submitted herein.

Form 524 has been submitted for the following fourteen Recoverable Topographic Stations: Filled in Div. of Photogrammetry General Files.

<table>
<thead>
<tr>
<th>No.</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>299</td>
<td>North gable of barn (landmark)</td>
</tr>
<tr>
<td>307</td>
<td>Outer gable, house</td>
</tr>
<tr>
<td>316</td>
<td>Small cypress, blaze on</td>
</tr>
<tr>
<td>323</td>
<td>Cypress, blaze on</td>
</tr>
<tr>
<td>632</td>
<td>Pine, large tall, blaze on</td>
</tr>
<tr>
<td>636</td>
<td>Southeast gable of barn</td>
</tr>
<tr>
<td>641</td>
<td>Duck blind, framework for</td>
</tr>
<tr>
<td>696</td>
<td>Pine, large, blaze on</td>
</tr>
<tr>
<td>656</td>
<td>South gable, remains of house</td>
</tr>
<tr>
<td>666</td>
<td>Lone cypress at waters edge</td>
</tr>
<tr>
<td>684</td>
<td>Cypress, outermost and largest, blaze on</td>
</tr>
<tr>
<td>691</td>
<td>Twin cypress, blaze on</td>
</tr>
<tr>
<td>804</td>
<td>Tidal Bench Mark No. 2 (Jamestown Island)</td>
</tr>
<tr>
<td></td>
<td>Swann Point Shoal Channel Rear Range Light (landmark)</td>
</tr>
</tbody>
</table>

There were no Recoverable Topographic Stations or temporary hydrographic stations selected by the 1922 Field Inspection Sub-Party along Pocahontas Creek except for 400 meters of the shore line north of the mouth of the creek. Therefore, none have been shown on the Map Drawing in the upper reaches of the creek.

JUNCTIONS:

Satisfactory junctions of the shore line and immediate adjacent detail
have been made with Map Drawings, Surveys Nos. T-8075 to the north, 
T-8071 to the east, and T-8078 to the west.

The junction of shore line and immediate adjacent detail with Map 
Drawing Survey No. T-8077 to the south is in agreement except in the 
vicinity of a small cove situated on the east shore of Grays Creek. Map 
Drawing Survey No. T-8077 should be corrected in accordance with that 
portion of the detail as shown in red ink on Map Drawing Survey No. T-8076.

38 RECOMMENDATIONS FOR FUTURE SURVEYS:

The compilation of the Map Drawing is believed to be complete in 
all details of importance for charting and no additional surveys are recom-
manded so far as nautical charts are concerned. The probable error in the 
positions of minor detail points, and details of importance is believed to 
be with the limits of satisfactory accuracy.

39 GEOGRAPHIC NAMES:

A partial investigation of geographic names was made by Lieut. E. B. 
Lewey in 1942. The data obtained from this investigation was recorded in 
a copy of the "Coast Pilot" published in 1937, which was submitted to this 
Compilation Office. The names shown on the Map Drawing are in accordance 
with the field inspection data, and also in accordance with the geographic 
names appearing on the U. S. Geological Quadrangle "Surry" (15'), and the 
nautical charts covering the area of the Map Drawing. The names have been 
alphabetically compiled in a list (undisputed) and submitted herein. There 
were no disputed names.

40 BRIDGES:

Two wooden bridges have been shown on the Map Drawing. One of the 
bridges crosses Back River in the vicinity of Jamestown and is considered 
of navigational importance. The pertinent notes which accompany the de-
tail of this bridge are in accordance with the field inspection data. 
The other bridge, which crosses Pocahontas Creek, is of no navigational 
importance.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:


Because of the large difference in scale between the Map Drawing and
COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES: (Cont'd.)

the above-mentioned quadrangle, small planimetric details could not be readily compared. However, the following differences were apparent:

* Sand Island situated in the James River due east of Swamps Point as shown on the Map Drawing does not appear on the quadrangle.

* A small rocky islet situated at the entrance to Back River as shown on the Map Drawing does not appear on the quadrangle.

The ruins of Dillard Wharf situated on the south side of the James River as shown on the Map Drawing does not appear on the quadrangle.

A government wharf, upon which the U. S. Coast & Geodetic Survey triangulation intersection station "CHURCH POINT LIGHT", 1938, r. 1942, is situated, as shown on the Map Drawing does not appear on the quadrangle.

* A stranded wreck as shown on the Map Drawing at approximately Latitude 37° 11' 16" and Longitude 76° 48' 12" does not appear on the quadrangle.

An area in which a wreck is believed to be situated, has been outlined on the Map Drawing accompanied by a pertinent note, at approximately Latitude 37° 13' 57" and Longitude 76° 48' 59". The wreck does not appear on the quadrangle.

* Several roads appearing on the quadrangle have not been shown on the Map Drawing, because they were neither visible on any of the photographs, nor were they identified by the Field Inspection Sub-Party.

* The courses of many small streams in the marsh areas as they appear on the quadrangle are in disagreement with the courses of such streams as shown on the Map Drawing.

* Several marsh areas on the south side of the James River appearing on the quadrangle were neither visible on any of the photographs, nor were they identified by the Field Inspection Sub-Party and, therefore, have not been shown on the Map Drawing.

* Several fish traps, rows of old piling, piling groins, and fences in the water area as shown on the Map Drawing do not appear on the quadrangle.

* These differences also apply to Chart No. 530.

COMPARISON WITH NAUTICAL CHARTS:

Chart No. 530, scale 1:40,000, published September 1940, corrected to March 25, 1942.
COMPARISON WITH NAUTICAL CHARTS: (Cont'd.)

The following disagreements between the Map Drawing and the chart were apparent:

None of the buildings as shown on the Map Drawing appear on the chart.

Two railroads that appear on the chart have not been shown on the Map Drawing, because they were neither visible on any of the photographs nor were they identified by the Field Inspection Sub-Party.

The buoys appearing on the chart have not been shown on the Map Drawing, because they were neither visible on any of the photographs nor were they identified by the Field Inspection Sub-Party.

The position of the Mean High-Water Line appearing on the chart is in general disagreement with that as shown on the Map Drawing.

All differences indicated by an asterisk under side heading No. 44 also apply to Chart No. 530.
Respectfully Submitted:
March 18, 1944

Ruth M. Whitson,
Sr. Engineering Draftsman

Compilation and Descriptive Report reviewed by:

Harry R. Rudolph
Harry R. Rudolph,
Sr. Photogrammetric Aid

Supervised By:

Walter E. Schmidt
Asst. Photogrammetric Engineer

Approved & Forwarded:
March 28, 1944

Fred. L. Peacock
Chief, Air Photographic Party No. 2
JAMES RIVER, VIRGINIA
Jamestown Island - Barretts Point
PART OF PROJECT No. CS-263

List of names, numbers, and descriptions of the Recoverable Topographic Stations, and the numbers and descriptions of the temporary hydrographic stations appearing on Map Drawing Survey No. T-3076

Number of temporary hydrographic stations 74
Number of Recoverable Topographic Stations 14
Total Number of Stations 88

Listed By: Michael G. Misulka Florence M. Hammond
Ruth M. Whitson

Checked By: Harry B. Rudolph
Harry H. Rudolph
298 Blaze on Cypress Tree at Water's Edge.

299 "North Gable of Barn" - The station is the north gable of a barn on bluff located on the east side of Grays Creek. (New landmark - Recoverable Topographic Station).

300 North corner of shack on beach.

301 Largest of several bushes on end of sand spit. Marked by cloth.

306 "Posted" sign at edge of marsh and just north of woods.

307 "Outer Gable, House" - The station is the outer gable of house on outer end of wharf. Located on James River, north of the mouth of Grays Creek, approximately 1320 meters south of Swann Point. (Recoverable Topographic Station).

308 Leaning spruce tree at top and at very edge of prominent dirt bluff, in front of large white house.

309 Chimney in center of large white house, in trees on bluff.

310 Blaze on small spruce at water-line. Just north of entrance to small crooked stream.

311 Bushy willow tree in center of brush and grass covered sand island. Marked by cloth around trunk.

312 Blaze on double cypress tree on point.

313 Blaze on cypress at water-line at east edge of heavy pine.

314 Blaze on tall, prominent, lone pine at water's edge in small bight and in front of a strip of marsh.

315 Blaze on small double cypress on point.

316 "Small Cypress, Blaze On" - The station is a blaze on a small cypress in water a few meters west of inner end of remains of wharf. Located on the south side of James River approximately 1320 meters west of Swann Point. (Recoverable Topographic Station).

317 Blaze on large tall cypress at water's edge, about 100 meters west of a large squat cypress tree.

317a Northerly chimney on east gable of house in trees on bluff. Does not show well to seaward.

318 West gable of shed on bluff.
Low cypress in water, directly offshore from three (3) cypress trees on point. Blazed.

Trunk of cypress tree in water. Two live cypress trees just inshore from this one.

Blaze on outer of several cypress trees in water.

Blaze on cypress in water, on first sharp point west of triangulation station "MILL". (U.S.E.)

"Cypress, Blaze On" - The station is a blaze on a cypress in water, on point located on the south side of James River, approximately 1500 meters east of broad swamp and 760 meters west of U.S.E. triangulation station "MILL". (Recoverable Topographic Station).

Low bushy cypress in water. Umbrella-like at bottom.

Blaze on cypress in water.

Blaze on cypress in water. About 100 meters off shore.

Small bush on water-line on sand beach at inner end of ruins of Dillard Wharf.

Blaze on cypress, easterly and outermost of group of cypress in water.

Cloth on bush at east end of marsh.

Duck Blind off point of marsh on south side of Back River.

"Pine, Large, Tall, Blaze On" - The station is a blaze on a large tall pine, back of marsh in rounding bight in trees. Located on the north side of Back River, approximately 220 meters from its entrance into "The Thorofare". (Recoverable Topographic Station).

Boundary marker on easterly point, east side entrance of small stream, into south side of Back River.

Stake on point of marsh at north side entrance of small stream entering south side of Back River. Marked by cloth. (Stake is low in high grass).

Boundary marker at north side entrance of small stream into south side of Back River.

"South East Gable of Barn" - The station is the southeast gable of barn located on the north side of Back River, approximately 800 meters from its entrance into "The Thorofare". (Recoverable Topographic Station).
Gable facing water, abandoned old house.

Tallest piling in group of piling on south side of Back River.

Boundary marker on north point of marsh. About 50 meters west, marsh line breaks sharply to south.

Stake on point of marsh, north side of canal and west side of river. Marked by cloth.

"Duck Blind, Framework For" - The station is a framework for duck blind located on the north side of Back River, approximately 1500 meters from its entrance into "The Thorofare". (Recoverable Topographic Station).

Stake on point of marsh on south side of entrance to small stream, into west side of Back River. Marked by cloth.

Outer end of small old landing under oak tree on water-line. (Landing in poor shape).

Blaze on cypress in water on south side of Back River and about 125 meters east of the highway bridge.

Boundary marker on rounding point of marsh about 100 meters north-west of southeast end of marsh.

"Pine, Large, Blaze On" - The station is a blaze on a large pine on marshy point located on the south side of "The Thorofare", approximately 850 meters from its entrance into Back River. (Recoverable Topographic Station).

Blaze on cypress on water-line in front of pines.

"South Gable, Remains of House" - The station is the south gable of remains of house on wharf, located on the north side of Back River, approximately 225 meters from its entrance into the James River. (Recoverable Topographic Station).

Several 2" x 6" forming pile on point of marsh. This is the outer of two (2) similar pilings on the point.

Cloth on bush on west end of small rocky islet.

Small cypress in water, just north of concrete block bulkhead. Marked by cloth.

Double cypress in water about 100 meters offshore.

Ventilator on west gable of house on point and near bulkhead.
Southwest corner of small white house just in from inner end of Ferry Wharf.

South gable of white house. This house has two (2) chimneys on ridge pole.

Stump in water just west of inner end of ruins of wharf.

"Lone Cypress, at Water's Edge" - The station is a lone cypress, at water's edge, at east end of thick group of pines. Marked by cloth. Located on the north side of James River, approximately 1230 meters south of Church Point. (Recoverable Topographic Station).

Triple cedar near water line in front of group of pines. Marked by cloth.

Small deciduous tree on rounding point, on water line and marked by piece of cloth.

Blaze on pine on water line to east of a slight clearing.

"Cable Crossing" sign at east side of entrance to creek.

Cloth on stake on point of marsh on south side of entrance of small stream into east side of creek.

Blaze on pine leaning over water on west side of creek.

Chimney, center of yellow house, green roof.

Blaze on poplar tree over water about 100 meters southeast of inner end of old wharf.

Double cypress about 50 meters offshore and west of ruins of wharf. Marked by cloth.

East gable of barn.

Blaze on large cypress in water on point. Many knees in back of it.

Windmill near water's edge.

Southwest corner, remains of wharf.

Blaze on cypress in water (outermost of several).

Outer of seven (?) piling in bight.

Blaze on double cypress in water about 50 meters offshore.
Blaze on small cypress at low place back of water line (outermost of several).

684. "Cypress, Outermost and Largest, Blaze On" - The station is a blaze on the outermost and largest cypress in water, east side of entrance of stream. Located on the north side of James River, approximately 1590 meters east of triangulation station "MUD" and 4530 meters east of Barrets Point. (Recoverable Topographic Station)

685. Blaze on outermost cypress in water on small point.

686. Blaze on cypress in water on small point, off strip of marsh.

687. A clump of cypress trees on the water line, in a rounding bight and about 50 meters east of a large oak tree back of water line. The station is the same point as the Field Inspection point "Tim" of triangulation station "MUD".

688. Blaze on squatty cypress in water just west of entrance to small stream.

689. Blaze on top one of several small trees lying over water on rounding point, about 100 meters west of a pine tree lying in the water.

690. Blaze on huge pine tree on point.

691. "Twin Cypress, Blaze On" - The station is a blaze on twin cypress on point located on the north side of James River, approximately 1330 meters east of Barrets Point.

692. Blaze on easterly of two (2) cypress trees at water line on rounding point.

693. Blaze on small cypress, a few meters off beach and at west edge of trees along water line.

725. Blaze on small cypress in water. Northerly of four (4) small cypress in water, here.

726. Blaze on southerly of two (2) cypress trees on small sharp point.

"Swann Point Shoal Channel Rear Range Light" - Swann Point shoal channel rear range light, white day mark with black round center on white skeleton tower, established, 1922, rebuilt 1939, located 75 meters inshore from Powhatan Creek, on Glass House Point. (Landmark). (Recoverable Topographic Station).
"Tidal Bench Mark No. 2" (1910) Jamestown Island, James River, Virginia - Jamestown Island Tidal Bench Mark No. 2 (1910) is a small cross cut at the center of the top of the southeast post in the granite coping around the monument supporting the bronze statue of Captain John Smith. It is 111.7 feet southwest of Tidal Bench Mark No. 3 and 500 feet northwest of the wharf. ( Recoverable Topographic Station).

Elevation: 12.51 ft. above Mean Low Water.
11.53 ft. above Half-Tide Level.
10.55 ft. above Mean High Water.
MAP DRAWING FOR SURVEY NO. T-8076

ADDITIONAL WORK

1944
DATA RECORD

T- 3070


Field Office: Air Photographic Party No. 2  Chief of Party: Fred. L. Peacock

Compilation Office: Air Photographic Party No. 2  Chief of Party: Fred. L. Peacock

Instructions dated (II III): March 26, 1942  Copy filed in Descriptive Report No. T- (VI)

Supplemental Instructions Dated: July 15, 1942; Sept. 30, 1942; Nov. 14, 1942; and Nov. 24, 1942

Completed survey received in office:

Reported to Nautical Chart Section:

Reviewed:  Applied to chart No.  Date:

Redrafting Completed:

Registered:

Compilation Scale: 1:10,000  Published Scale:

Scale Factor (III): None

Geographic Datum (III): North American 1927  Datum Plane (III): Mean Sea Level

Reference Station (III): 1'U D, 1936, r.1942

Lat.: 37° 14' 31.301'' (964.9 m) Long.: 76° 50' 11.889'' (293.0 m) Adjusted Unadjusted

State Plane Coordinates (VI):

X =  

Y =

Military Grid Zone (VI)
PHOTOGRAPHS (III)

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
</tr>
</thead>
</table>

Same as shown in original data Form T-1

Tide from (III); Same as shown on original data Form T-1

Mean Range; Spring Range;

Camera; (Kind or source) U. S. Coast & Geodetic Survey nine lens camera (focal length 8½"), All negatives are on file in the Washington Office.

Field Inspection by; (Additional) Lieut. Dale Sturmer

Field Edit by; date; March 1944

Date of Mean High Water Line Location (III); Same as shown on original Data Form T-1

Projection and Grids ruled by (III) date;

" " " checked by; date;

Control plotted by; date;

Control checked by; date;

Radial Plot by; date;

Additional hydrographic stations date; 5/20/44 to 5/26/44

Detailed by; James L. Harris date; 5/29/44

Additions date;

Reviewed in compilation office by; J. Edward Deal, Jr. date;

Elevations on Field Edit Sheet checked by; date;
STATISTICS (III)

Land Area (Sq. Statute Miles):

Shoreline (More than 200 meters to opposite shore):

Shoreline (Less than 200 meters to opposite shore):

  additional
Number of Recoverable Topographic Stations established: 2

  additional
Number of Temporary Hydrographic Stations located by radial plot: 49

Leveling (to control contours) - miles:

Roman numerals indicate whether the item is to be entered by,

(II) Field Party, (III) Compilation Party, or, (VI) the Washington Office.

When entering names of personnel on this record give the surname

and initials (not initials only).

Remarks:
In accordance with the original instructions for Project C.S. 283 and various supplemental instructions, the field inspection of the lower part of the James River did not at first include complete field inspection of tributary streams. The field inspection of the main river and the mouths of all tributary streams was first completed to Richmond. The completion of the field inspection of tributaries was then carried on from the upper river toward the lower river. The field inspection of tributary streams was completed in the spring of 1944.

In order to assure shore line and hydrographic information in advance of the needs of operating hydrographic parties working in the main river, Map Drawings for the areas of ten surveys were submitted in advance of completion with respect to tributary streams. Survey No. T-8076 is one of these ten.

The High-Water Line and marsh line (limit of navigation line) and adjacent planimetry of the portion of James River, falling within the limits of this Map Drawing and its tributaries, to the extent of navigation, in the area was originally compiled in March 1944.

Since its completion the Compilation Office has been furnished the identification of two additional recoverable topographic stations in Powhatan Creek and several additional temporary hydrographic signals in Powhatan Creek and Passmore Creek. These were identified on 1:10,000 field photographs by numbers and their descriptions were listed in two sketchbooks, Form 274 (Vol. 1 and Vol. 2) by corresponding numbers. These stations were transferred to the 1:10,000 office photographs and radially plotted on the Map Drawing.

Form 524 is being submitted for the two additional recoverable topographic stations, namely: 1944.

193(5) NORTHWEST GABLE HOUSE
196(5) SOUTHWEST CORNER OF BRIDGE AT HIGH-WATER LINE
The numbers and descriptions of the additional temporary hydrographic signals are:

270-S S.E. tip of break in grass 50 meters upstream from fast land

271-S W. tip of grass island

272-S E tip of grass island

273-S S.E. tip of grass at entrance to large stream in marsh

274-S S.E. tip of grass at entrance to small stream in marsh

275-S N.W. tip of grass at entrance to small stream in marsh

276-S N.E. tip of grass at entrance to stream in marsh

277-S N.W. tip of grass at entrance to small stream in marsh

278-S S.E. tip of grass at entrance to small stream in marsh

279-S N.W. tip of grass at break in grass line

280-S N.W. tip of grass at break in shoreline

281-S N.E. tip of grass at small stream in marsh

282-S N.E. tip of grass at entrance to stream in marsh

283-S E. tip of grass at Duck Blind on south side of entrance to small stream in marsh

284-S S. Tip of grass at entrance to stream in marsh

285-S N.W. tip of grass at entrance to small stream in marsh

286-S N.W. tip of grass at entrance to stream in marsh
287-S N.E. tip of grass at entrance to small stream in marsh
288-S N.W. tip of grass at break in grass line
289-S S.E. tip of grass at break in grass line
290-S N.W. tip of grass at entrance to stream
291-S S.E. tip of grass at break in grass line
292-S S.W. tip of grass at small stream in marsh
294-S S. tip of grass at small stream in marsh
295-S E. tip of marsh
297-S Lone cypress in marsh about 30 ft. tall
298-S Lone bushy cypress in marsh about 15 ft. tall. Larger and bushier of two.
299-S Dead 30 ft. oak tree out in water surrounded by bushes
300-S Large 70 ft. bushy oak tree
301-S S. tip of low brush out in water
302-S 50 ft. cypress tree with most limbs over water and upstream (N. side) bottom limb is upstream and 6 ft. off water. Tree is 1 meter outside brush line and about 3 meters outside High-Water Line.
303-S 60 ft. cypress tree at brush and High-Water Line. Limbs extend to waters edge. A 25 ft. bushy cedar tree is 3 meters upstream. Tree is really about 2 meters outside of general trend of shore.
304-S S.E. tip of high grass in marsh. It is part of the main higher grass line
305-S Yean High-Water Line in line with center line of woods road. Center line of the road is the part up in the woods about 30 meters from shore

306-S 25 ft. cedar tree leaning upstream on small point at High-Water and brush line. A twin cedar is 3 meters inshore. A large tree with curved base (down stream) is 6 meters downstream

307-S N.W. tip of grass at crooked ditch

308-S Most southerly tree of group extending out into marsh 20 ft. high. Push at base

321-S S.W. tip of grass at bight in shoreline

322-S S.E. tip of grass at small creek in shore line beginning of outside turn

323-S N.E. tip of grass at small stream in marsh

324-S S.E. tip of grass at large stream in marsh

325-S N.W. tip of grass at entrance to gut through narrow neck

326-S N.W. tip of grass at small stream in marsh

327-S S.E. tip of grass at small stream in marsh

328-S N.W. tip of grass at stream in marsh

329-S S.N. tip of grass at dim stream in marsh

330-S S.W. tip at small stream in marsh

331-S West tip of rounding point

332-S N. Tip of grass on point

Temporary hydrographic stations Nos. 269-S and 309-S on the field inspection photograph and included in the descriptions furnished by the Field Inspection Unit in
1944, were not plotted since these points were found to be identical with stations Nos. 670 and 672, selected and identified by the 1942 Field Inspection Unit. These points remain on the Map Drawing.

In listing these temporary hydrographic stations the letter "S" has been added to the number to differentiate this series of temporary hydrographic stations from those of the same number furnished by previous Field Inspection Units and appearing on this Survey.

An overhead cable crossing at the mouth of Powhatan Creek was added to the Survey.

Data was furnished the Compilation Office relative to a wooden bridge over Powhatan Creek. This data has been added to the Map Drawing.

The Map Drawing is now believed to be complete in all details of importance for charting and no other surveys are necessary.

Respectfully submitted:
May 29, 1944

James I. Harris
Air Photographic Observer

Additional work reviewed and supervised by:

J. Edward Deal Jr.
Asst. Photogrammetric Engineer

Approved and Forwarded:
May 30, 1944

Fred. L. Peacock
Chief, Air Photographic Party No. 2
**DEPARTMENT OF COMMERCE**

**U.S. COAST AND GEODETIC SURVEY**

**NONFLOATING AIDS OR LANDMARKS FOR CHARTS**

**T-8076**

**Washington Office**

**November 8, 1949**

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 C. Theurer

**Chart Letter 917 (49)**

<table>
<thead>
<tr>
<th>STATE</th>
<th>Virginia - James River</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td></td>
<td>Church Point Lt. (1936)</td>
</tr>
<tr>
<td></td>
<td>Swann Point Shoal Channel Range</td>
</tr>
<tr>
<td></td>
<td>Front Lt. (1939)</td>
</tr>
<tr>
<td></td>
<td>Rear Lt. (1939)</td>
</tr>
<tr>
<td></td>
<td>Monument</td>
</tr>
<tr>
<td></td>
<td>Barn (N. Cable)</td>
</tr>
<tr>
<td></td>
<td>House (S. Cable)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY No.</th>
<th>DATE OF LOCATION</th>
<th>RANGE CHART</th>
<th>DEPOE CHART</th>
<th>OFFICE CHART</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>O</td>
<td>D.M. METERS</td>
<td>O</td>
<td>D.P. METERS</td>
<td>NA</td>
<td>Triang. GP-31</td>
<td>1938</td>
<td>530</td>
<td></td>
</tr>
<tr>
<td>Church Point Lt.</td>
<td>37</td>
<td>12</td>
<td>706.1</td>
<td>76</td>
<td>46</td>
<td>1097.4</td>
<td>1927</td>
<td>Triang. GP-31</td>
<td>1938</td>
</tr>
<tr>
<td></td>
<td>Swann Point Shoal Channel Range</td>
<td>Front Lt.</td>
<td>37</td>
<td>13</td>
<td>627.3</td>
<td>76</td>
<td>47</td>
<td>431.7</td>
<td>1938</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Rear Lt.</td>
<td>37</td>
<td>13</td>
<td>689</td>
<td>76</td>
<td>46</td>
<td>1474.7</td>
<td>1942</td>
</tr>
<tr>
<td></td>
<td>Monument</td>
<td>37</td>
<td>12</td>
<td>954.6</td>
<td>76</td>
<td>46</td>
<td>991.7</td>
<td>1920</td>
<td>530</td>
</tr>
<tr>
<td></td>
<td>Barn (N. Cable)</td>
<td>37</td>
<td>11</td>
<td>623</td>
<td>76</td>
<td>47</td>
<td>1258</td>
<td>1942</td>
<td>530</td>
</tr>
<tr>
<td></td>
<td>House (S. Cable)</td>
<td>37</td>
<td>13</td>
<td>1620.6</td>
<td>76</td>
<td>47</td>
<td>885.9</td>
<td>1942</td>
<td>530</td>
</tr>
</tbody>
</table>

**Note:** Four Dredging Markers shown on Chart 530 (Chart Letter 555 (48)) were not located on T-8076 nor mentioned by the field inspector.

**Light was evidently rebuilt in the same position.**
LIST OF GEOGRAPHIC NAMES

(Undisputed)

- Back River
- Barretts Point
- Broad Swamp
- Chickahominy River
- Church Point
- Dillard Wharf (RUINS)
- Goose Hill
- Glass House Point
- Grays Creek
- Ingersoll (Village)
- James River
- Jamestown (Village)
- Jamestown Island
- Lower Point
- Old Earthworks
- Powhatan Creek
- Passmore Creek
- Sandy Bay
- Swann Point
- The Thorofare
- Sand Island (descriptive)

- Black Duck Gut
- Pleasant Point
- Apple Point
- Pitch and Tar Swamp
- Back River Marsh
- Mt. Pleasant
- Haystack Gut
- State No. 31

Names followed or preceded by * are approved. 8/26/48
L. H. Arcy
DIVISION OF PHOTOGRAMMETRY
Review Report of
Shoreline Map Manuscript T-8076

Subject numbers not used in this report have been adequately covered in other parts of the Descriptive Report.

43. **Comparison with Previous Topographic Surveys:**

<table>
<thead>
<tr>
<th>Survey</th>
<th>Scale</th>
<th>Date 1</th>
<th>Date 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-1290</td>
<td>1/20000</td>
<td>1873-4</td>
<td></td>
</tr>
<tr>
<td>T-1290a</td>
<td>1/20000</td>
<td>1910</td>
<td></td>
</tr>
<tr>
<td>T-2693</td>
<td>1/10000</td>
<td>1904</td>
<td>(Jamestown area)</td>
</tr>
<tr>
<td>T-2693a</td>
<td>1/10000</td>
<td>1905</td>
<td></td>
</tr>
</tbody>
</table>

Several features were added to the map manuscript in the Jamestown area during review, since these features were visible on the photographs. These features are:

Three earthworks
Statue (field inspection note)
Old church tower
A small ruin
A well at State House Ruins

A ruin on T-2693a, lying east of the highway and east of the Jamestown Monument; and an unlabeled earthwork north of Back River are not visible on the photographs. Therefore, they were not transferred from T-2693a to T-8076. The latter earthwork appears on the Surry Quadrangle and is labeled "Old Earthworks." The name "Old Earthworks" is on the map manuscript, but the earthworks themselves are not drawn.

This map manuscript supersedes the old surveys listed above, except for contours and some features in the Jamestown area.

44. **Comparison with Topographic Quadrangles:**

U.S.G.S. Surry 1/62500 ed. 1919, rep. 1945

The map manuscript supersedes the quadrangles in their common area, except for contours and roads.

45. **Comparison with Nautical Charts:**

530 1/40000 ed. 1940 rev. Dec. 1946

1. Heights of shore embankments as indicated on the map manuscript do not agree with contours on the chart in most cases.
2. A cable crossing Powhatan Creek is not on the chart.

3. Channels and aids on the chart are absent on the map manuscript.

46. APPLICATION TO CHARTS

Map Manuscript T-8076 was applied to chart 530 prior to review (i.e., July, 1944)

Reviewed by

Under the direction of

Lena T. Stevens, 26 Aug. 1944
Chief, Review Section

APPROVED BY:

B. G. Jones 4/50
Technical Assistant to the Chief, Div. of Photogrammetry

H. B. M. McPherson
Chief, Nautical Charts Branch Division of Charts

O. L. Rader
Chief, Div. of Photogrammetry

Wm. H. H. Knafeh
Chief, Coastal Survey
# 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>1-18-54</td>
<td>530</td>
<td>Before After Verification and Review</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
<td></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.