## DESCRIPTIVE REPORT

### SHEET

<table>
<thead>
<tr>
<th>Air Photography</th>
<th>Sheet No.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>T-8176</td>
</tr>
</tbody>
</table>

**Wescott Point**

### LOCALITY

**State**

Virginia

**General locality**

Chesapeake Bay

**Locality**

Wescott Point

### CHIEF OF PARTY

**Lieut. Comdr. Kenneth O. Crosby**

**Lieut. Comdr. William D. Patterson**

*September 18, 1945*
DATA RECORD

T- 8176

Quadrangle (II): Wescott Point  Project No. (II) ES-278-C

Field Office: Salisbury, Md.  Chief of Party: F. L. Gallan

Compilation Office: Tampa, Fla. Chief of Party: Crosby, K. G.

Instructions dated (II III): 3/4/42  Copy filed in Descriptive
Report No. T- (VI)

Completed survey received in office: 11/14/42

Reported to Nautical Chart Section: 11/15/42

Reviewed: 2/15/43  Applied to chart No.  Date:

Redrafting Completed: 4/16/43

Registered: 9/2/45  Published: 7/6/46

Compilation Scale: 1:20,000  Published Scale: 1:25,000

Scale Factor (III): 1:00

Geographic Datum (III): N.A. 1927  Datum Plane (III): M. S. L.

Reference Station (III): ROSE, VA. 1898

Lat.: 37°19'10".399 (320.4 m) Long.: 76°01'03".053 (75.2 m) Adjusted
Unadjusted

State Plane Coordinates (VI):
Virginia System of Plane Coordinates, south zone

X = 2,721,816.54  Y = 368,554.80

Military Grid Zone (VI) 'A'
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>10A358</td>
<td>No data</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10A359</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Tide from (III):
Mean Range: 2.3 feet  Spring Range: 2.8 feet
Camera: (Kind or source) Single lens

Field Inspection by: H.Cravat, A.M. Jylha, G.L. Anderson, and A.M. Arnold  date: April, May & July 1942
Field Edit by:  date:

Date of Mean High-Water Line Location (III):
No data for single lens photographs given

Projection and Grids ruled by (III) Wash. Office  date: 9/23/42
" " " checked by: " " " date:

Control plotted by: A.L.Kidwell, Jr. Topo. Engr.  date: Oct. 1942
Control checked by: V.F.Simmons, Asst. Engr. Drafts.  date: " "


Reviewed in compilation office by: J.A. Giles  date: Oct. 1942

Elevations on Field Edit Sheet
checked by: Wandell Bever, Photo. Aid  date: Dec. 1942
STATISTICS (III)

Land Area (Sq. Statute Miles): 5.45

Shoreline (More than 200 meters to opposite shore): 15.29

Shoreline (Less than 200 meters to opposite shore): 2.41

Number of Recoverable Topographic Stations established: 5

Number of Temporary Hydrographic Stations located by radial plot: 12

Leveling (to control contours) - miles: 5

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:
CONTROL

All of the control stations on the sheet were held to during the radial plot and checked satisfactorily. See Appendix Note, preceding page.

RADIAL PLOT

A continuous radial plot was laid on October 15, 1942 to locate radial points, hydrographic and topographic stations, bench marks, and photograph centers. The plot extended over the area covered by sheets Nos. T-6176, T-6177, T-6178, T-6179, T-6180, T-6181, T-6182 and T-6183.

The usual practice of laying the main radial plot was followed. Control was plotted and checked on the base grid sheets and then transferred to the survey sheets by matching individual squares. The amount of adjustment in each grid was negligible. The grid sheets were taped to the plotting table and allowed to remain for 16 hours before any templates were laid. Prior to laying the templates, the base grid sheets were examined for movement, and readjusted where any movement had occurred.

The plot consisted of 24 templates. Template No. 8556 showed 14 triangulation stations. No. 8550 showed 11 stations, No. 8588 showed 10 stations, No. 8551 showed 9 stations, Nos. 8561, 8562, 8996 and 8995 showed 7 stations each and Nos. 8567, 8997 and 9000 showed 6 stations each. The remaining templates showed from 0 to 5 triangulation stations; three with 5 stations; three with 4 stations; two with 3 stations; two with 2 stations; one with 1 station; and one with no stations.

The templates for the north central area were laid first, because it was the most rigidly controlled and these tied in with the previous plot. Templates were then laid to the south along the three central flight lines and finally along the coast line where there was least control.

Excessive tilt was found in three photographs (Nos. 8528, 8559, 8560), and these were omitted. Photograph No. 8589 was also omitted because it had a bad chamber. Two photographs (Nos. 8589; 9001) were left out because they were superfluous.

The control density was adequate except on the southern and northeastern sheets (T-6183 and T-6179). Throughout the area of the entire plot only about 50% of the triangulation stations were recovered in the field. This caused several places to be lacking in sufficient control.

The identification of the control was satisfactory except in a few cases where the stations were located by F.I.P. stations, for which G.P.'s were doubtful.

The photographs adequately covered the area with the exception of the northeast corner where two of the flight lines diverged considerably. In this area one single lens template was necessary to give three cut intersections.
The closure throughout the plot was poor. The southern part was especially bad and a large number of points could not be picked.

The accuracy of the entire northern edge of the plot is questionable because of the failure here to tie in exactly with the previous plot. A large part of this border is in open water and presents no serious difficulties. The accuracy of sheet T-5183 at the southern end of the plot is also questionable because of the very poor intersection obtained here. The accuracy of the remaining sheet was more satisfactory.

All points located by the radial plot were transferred and checked on the survey sheet by matching individual grid squares.

Various colored inks were used on the photographs and the survey sheet to designate triangulation stations, traverse stations, topographic and hydrographic stations, etc. The following key is furnished for reference:

**Photographs**

- Triangulation and Traverse Stations... 2.5 m.m. blue circle
- Hydrographic and Topographic stations... 2.5 m.m. green circle
- Radial points in Main Plot... 2.5 m.m. red circle
- Radial Points (Additional)... 3.5 m.m. red circle
- Photograph centers... Double white circle

**Survey Sheet**

- Triangulation & Traverse Stations... 3.5 m.m. high black triangle
- Hydrographic & Topographic Stations... 2.5 m.m. black circle
- Radial points in main plot... 2.5 m.m. purple circle on back of sheet
- Radial points (Additional)... 3.5 m.m. purple circle on back of sheet
- Photograph centers... Double purple circle on back of sheet

**DETAILING**

Practically all of the detailing was done from the three single-lens photographs 10A357, 10A358, and 10A359. The nine-lens photographs of the area were clear but the scale was poor.

The only places where the draftsman differed from the field inspection was along the shore line in a few places. Here the field inspection showed a light shore line with no marsh indicated inshore and where obviously no marsh was present. In these places the draftsman used his own judgment, assisted by the stereoscope.

On Savage neck the field classification of vegetation differed for exactly the same areas on two field inspection sheets. The draftsman selected the ones which appeared to be the most likely.

The remainder of the field inspection was satisfactory except for the Cape Charles railroad yards which should be more fully investigated. No trouble was experienced in the interpretation of the photographs.
SUPPLEMENTAL DATA

No supplemental data was used in the compilation of the sheet, the entire detail being obtained from photographs.

LANDMARKS AND AIDS TO NAVIGATION

One landmark and ten non-floating aids have been recorded on form 567, which has been made a part of this report.

Cape Charles City Harbor Northern Light is evidently triangulation station "Cape Charles Jetty Light, 1929" as the plotted position of the topographic station agrees with the triangulation position. As this light was rebuilt in 1936 the station is shown as a topographic station.

HYDROGRAPHIC CONTROL

All recoverable hydrographic and topographic stations suitable for the control of hydrographic surveys are recorded on form 524 cards which are included in this report.

COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES

The manuscript was compared with the U. S. Army Engineers topographic map of the Wescott Point Quadrangle which is at the scale of 1:62,500. The only discrepancy is in the presence of sand dunes south of Wilkin Beach which are over 40 feet in elevation and do not appear on the smaller scale map.

COMPARISON WITH NAUTICAL CHARTS

This sheet and nautical chart 1222 (scale 1:80,000), published August 1, 1942, compare favorably. Any discrepancies are too slight to be distinguishable on the small scale charts compared.

Respectfully submitted,

Albert L. Kidwell

Albert L. Kidwell, Photogrammetric Aid

Forwarded by:

Kenneth G. Crosby,
Chief of Party...
FIELD EDIT REPORT
Quadrangle T-6176
Project CS-278-C
F. L. Gellen, Chief of Party

1. The area found within this quadrangle includes lower Savage Neck, and that land area adjacent to Cape Charles City, Va. For the greater part the area is flat and low with wooded and cultivated land equally distributed over the area.

4. Cape Charles City Harbor Northern Light is triangulation station "Cape Charles Jetty Light 1939", and not "Cape Charles Jetty Light, 1929", as stated in the Compilation Report.

9. At Cape Charles Harbor a group of wharves, breakwaters, and other shoreline structures are to be deleted. All that included within the green cross-hatch is to be deleted.

11. At the present time harbor improvements are being made at Cape Charles. The entire area falling within the green cross-hatch is to be deleted. The new outer boundary of the harbor is indicated by a continuous black line enclosing the green cross-hatch.

The limits of the large sand breakwater extending cut into the bay from the shore is also indicated by a continuous black line. Dredging operations in a vertical direction are still being carried out in the harbor. The sand from dredging operations is being used to build the breakwater. This will probably cause a large change in the shape and size of the breakwater as now shown, however the change in the harbor proper will be slight if any at all.

In comparing the harbor limits with a project map furnished by the U.S. Engineers a small discrepancy was noted between the width of cut north and south. Due to cave-ins resulting from the operations, the actual, correct width is shown on the map manuscript while the width shown on the U.S. Engineers map is incorrectly shown.

For reference a map of the project can be obtained from the U.S. Engineers, Norfolk, Va.

15. Bridge classification was carried out in accordance with the instructions.

17. Political boundaries were obtained from maps issued by the Virginia State Roads Commission and were verified in the field.

18. Geographic names were taken from a special report CS-278-C submitted by A. J. Wright, Photogrammetric Aid.

46. Field edit consisted of visual inspection of the area. Where necessary taped distances were used in location. All additions, deletions and corrections were made on the map manuscript and transferred to the smooth copy after the field work had been accomplished.
The inking on the field edit sheet was done in accordance with the following scheme:

<table>
<thead>
<tr>
<th>FEATURES</th>
<th>COLORS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Additions, elevations</td>
<td>Black</td>
</tr>
<tr>
<td>classifications</td>
<td>Green</td>
</tr>
<tr>
<td>Deletions</td>
<td>Purple</td>
</tr>
<tr>
<td>Political Boundaries</td>
<td></td>
</tr>
</tbody>
</table>

47. The position and amount of detail on this manuscript is complete and accurate except in the vicinity of the railroad yards at Cape Charles; a blue print is attached to Map Manuscript T-8176 and should be consulted for the correct lay-out of the railroad yards.

48. A horizontal accuracy test was run in quadrangles T-8175 and T-8174.

There is such a small amount of contouring on this manuscript that a vertical accuracy test was considered unnecessary.

Submitted by

Wendell Bever
Photogrammetric Aid

Approved:

F. L. Callen
Chief of Party
<table>
<thead>
<tr>
<th>Chart No.</th>
<th>Date</th>
<th>Chart</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1945</td>
<td>Cape Charles, Virginia</td>
<td>37° 15' 30&quot;</td>
<td>76° 15' 30&quot;</td>
<td>To Be Charted</td>
</tr>
<tr>
<td>2</td>
<td>1946</td>
<td>Cape Charles, Virginia</td>
<td>37° 15' 30&quot;</td>
<td>76° 15' 30&quot;</td>
<td>To Be Charted</td>
</tr>
</tbody>
</table>

**Notes:**
- The positions given have been checked after listing.
- The chart numbers indicate the chart titles.
- The positions listed are those which have not been inspected from seaward to determine their value as landmarks.
<table>
<thead>
<tr>
<th>CHARTS</th>
<th>APPOINTED</th>
<th>DATE</th>
<th>POSITION</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>NAME AND DESCRIPTION</th>
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<tr>
<td>L. Caplan</td>
<td>1947</td>
<td>11/24/37</td>
<td>46 00 50.3</td>
<td>64 46.2</td>
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The positions given have been checked after this date.

Landmarks for Charts (Armament)

U.S. Coast and Geodetic Survey
Department of Commerce

Chart Number 633 - 1947
GEOGRAPHIC NAME LIST FOR QUAD T-6176

- Cape Charles
- Cape Charles Harbor
- Cherrystone
- Cherrystone Inlet
- Cherrystone Island
- Custis Cove
- Kings Creek
- Mill Creek
- Mill Point
- Old Orchard Point
- Owens Landing
- Savage Neck
- Wescott Cove
- Wildcat Point
- Wilkins Beach
- Wescott Point
  Northampton County
  Chesapeake Bay
<table>
<thead>
<tr>
<th>Remarks</th>
<th>Decisions</th>
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<tbody>
<tr>
<td>1</td>
<td>Apply this name instead of Sandy Island pending USGB decision</td>
</tr>
<tr>
<td>2</td>
<td></td>
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<tr>
<td>3</td>
<td></td>
</tr>
<tr>
<td>4</td>
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<td>7</td>
<td></td>
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<tr>
<td>8</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Apply this instead of Cherrystone Inlet pending USGB decision</td>
</tr>
<tr>
<td>10</td>
<td></td>
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<tr>
<td>11</td>
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<tr>
<td>27</td>
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</tr>
<tr>
<td>Name on Survey</td>
<td>A</td>
</tr>
<tr>
<td>-------------------------</td>
<td>---</td>
</tr>
<tr>
<td>Cape Charles (town)</td>
<td></td>
</tr>
<tr>
<td>Cherrystone Island</td>
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</tr>
<tr>
<td>Kings Creek</td>
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<tr>
<td>Mill Creek</td>
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</tr>
<tr>
<td>Cape Charles Harbor</td>
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<tr>
<td>Owens Landing</td>
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<tr>
<td>Mill Point</td>
<td></td>
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<tr>
<td>Wescott Point</td>
<td></td>
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<tr>
<td>Cherrystone Inlet</td>
<td></td>
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<tr>
<td>Cherrystone</td>
<td></td>
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<tr>
<td>Savage Neck</td>
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<td>Old Orchard Point</td>
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<td>Wescott Cove</td>
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<tr>
<td>Custis Cove</td>
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<tr>
<td>Wilkins Beach</td>
<td></td>
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<tr>
<td>Chesaapeake Bay</td>
<td></td>
</tr>
<tr>
<td>Northampton County</td>
<td></td>
</tr>
<tr>
<td>Pennsylvania R.R.</td>
<td></td>
</tr>
</tbody>
</table>

Check on 3/9/73
Between January, 1942 and July, 1944, this Bureau completed 323 quadrangles. These maps have been published, or are in the process of being published on scales of 1:31,680 or 1:25,000. This series of quadrangles includes a land area of approximately 15,000 square miles. Incident to this work, a considerable volume of survey records and data has accumulated which will be filed for future reference. This material is filed as follows:

Registered and Filed in the Vault

Cloth-mounted copy of the published quadrangle.

Black and white cloth-mounted copy of the map manuscript. This copy is filed to preserve original survey detail shown on the manuscript at 1:20,000 scale which may not have been shown on the published sheet. For political boundaries, woodland, marsh, and swamp limits, refer to the published quadrangle for the finally adopted positions.

Descriptive Report.

Filed in the Photogrammetric Section - Surveys Branch

Field inspection photographs.

Contoured photographs (on which planetable contouring work was performed.)

Field edit sheet.

Descriptions of recoverable topographic stations (Form 524), filed in Reviewing Unit.

Supplementary traverse and level records.

Field notes, computations, lists of positions, and tabulations of results of horizontal and vertical accuracy tests.

Reproduction proof.

Correction sheet (copy of quadrangle showing in red changes to be made when next printed.)

Check lists of work performed on each sheet in the Washington Office during review, drafting, edit, and reproduction.

Original celluloid manuscript.
Copies of specifications and all instructions to field parties and field offices.

Filed in Reproduction Branch

Glass negatives of the color separation drawings.

Filed in the Library

Special report on field work by Commander K. T. Adams, 1944.

Special report on office work by B. G. Jones, 1944.

Season's report on field work by Commander F. L. Gallen, 1944.

Season's report on field work by Commander R. L. Schoppe, 1944.

Delivered to the Army Map Service in accordance with the contract

Film negatives and film positives of the color separation drawings.

All color separation drawings.

Original celluloid manuscript.

A correction sheet consisting of a copy of the first edition of the quadrangle with notes in red indicating changes desirable at the next printing.
General Procedure in the Production of Topographic Quadrangles for the War Department

This quadrangle, together with similar adjoining maps produced under Project C.S.278c, was prepared by the Coast and Geodetic Survey for the War Department under "General Specifications for War Department Mapping Program" issued about December 1941, in which is incorporated the "Standard of Accuracy for a National Map Production Program" issued by the Bureau of the Budget under date of June 10, 1941.

The general procedure in the production of this and the adjoining quadrangles was:

FIELD SURVEYS

Aerial photography with the Coast and Geodetic Survey nine-lens camera, with airplane and flight crew furnished by the U. S. Coast Guard. The photographs were taken to the scale of 1:20,000.

Ground inspection of the photographs for identification of control points, and classification and clarification of planimetric details on the photographs.

Contouring by planetable directly on the photographs. Supplementary vertical control was established by means of an extensive subordinate level net, furnishing unmarked elevations at road intersections, driveways, and numerous other points identifiable on the photographs.

COMPILATION OF MANUSCRIPT

Compilation on the map manuscripts by radial plot methods (celluloid hand templets) of all planimetry and contours. These manuscripts were drawn on the scale of 1:20,000 on celluloid sheets on which polyconic projections had been ruled with the Projection Ruling Machine in the Washington Office. Compilation was accomplished in the Baltimore Tampa Photogrammetric Office.

FIELD EDIT

Comparison of a copy of the manuscript with the ground. This included inspection for completeness and accuracy as well as the location by planetable methods of additional details, checking of nautical and aeronautical aids to navigation, etc.
Accuracy Tests - Application of systematic horizontal and vertical accuracy tests to check the maps for conformity with the specifications. These tests consisted of comparison of the map position and elevation of selected random points with the true position and elevation as independently determined by standard survey methods.

PROCESSING IN THE WASHINGTON OFFICE

Review - Examination of the manuscript for accuracy and completeness of compilation and compliance with specifications, correcting where necessary; addition of military and state grids and other special features; and verification of the general adequacy of the manuscript as a basis for the production of a finished map.

Drafting and Reproduction - Preparation of smooth color separation drawings on 1:20,000 scale on metal-mounted "blueline" copies of the manuscript. From these drawings, negatives and printing plates were prepared for reproduction of the finished map on the scale of 1:31,680 or 1:25,000.
DIVISION OF CHARTS
SURVEYS BRANCH

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-8176

Westcott Point QUADRANGLE

This quadrangle manuscript has been examined for completeness, accuracy, and conformity with the specifications. It is adequate for smooth drafting, reproduction and publication. Revisions found to be necessary in this office are discussed on the next page.

Horizontal and Vertical Accuracy
Refer to the Descriptive Report for T-8177 for the results of the closest horizontal accuracy test.

There is no horizontal or vertical accuracy test on this survey.

Previous Surveys

This manuscript has been compared with the following previous topographic surveys of this Bureau and other agencies. This map is satisfactory to supersede the previous surveys over the common area.

<table>
<thead>
<tr>
<th>T</th>
<th>Year</th>
<th>Scale</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-350</td>
<td>1851</td>
<td>1:20,000</td>
</tr>
<tr>
<td>T-495</td>
<td>1852</td>
<td>1:20,000</td>
</tr>
<tr>
<td>T-1534</td>
<td>1884</td>
<td>1:10,000</td>
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<tr>
<td>T-2676</td>
<td>1904</td>
<td>1:20,000</td>
</tr>
<tr>
<td>T-3438</td>
<td>1914</td>
<td>1:5,000</td>
</tr>
<tr>
<td>&quot;Westcott Point&quot;</td>
<td>1937</td>
<td>1:62,500 U.S.E.</td>
</tr>
</tbody>
</table>

Comparison with Nautical Charts No. 1222

The manuscript has not been applied to the charts at the date of this review. The following comments are pertinent to the compilation and correction of nautical charts:

Numerous shoreline changes have taken place, particularly in the vicinity of the town of Cape Charles, and the nautical charts should be corrected accordingly.
The following revisions of the map manuscript were found to be necessary and were accomplished as a part of this review:

Only changes of a minor nature were necessary during the review of this map manuscript.

Reviewed 2/13/43 By W. W. Belling
under direction of D. H. Benson

Inspected by B. G. Jones

Examined and approved:

Chief, Surveys Branch

Chief, Div. of Charts

Chief, Topography Section

Chief, Div. of Coastal Surveys