DESCRIPTIVE REPORT

Air Photographic Sheet No. T-8180
Topographic Ship Shoal Inlet

VIRGINIA
SHIP SHOAL INLET QUADRANGLE
N 37° 07.5' - W 75° 45'/7.5

LOCALITY
State Virginia
General locality Outer Coast
Locality Ship Shoal Inlet

CHIEF OF PARTY
Lieut. Comdr. Kenneth O. Crosby
Lieut. Comdr. William D. Patterson

December 21, 1945
DATA RECORD
T- 8180

Quadrangle (II): Ship Shoal Inlet  Project No. (II): CS 278-C

Field Office: Salisbury, Md.  Chief of Party: W. D. Patterson

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

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

Completed survey received in office: Nov. 10, 1942

Reported to Nautical Chart Section: Nov. 11, 1942

Reviewed: Feb. 16, 1943  Applied to chart No.  Date:

Redrafting Completed: May 27, 1943

Registered: 12/45  Published: 1943

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): Good, 1933

Lat.: 37° 12' 48.740" (1502.6 m)  Long.: 75° 49' 15.777" (808 m)

Adjusted

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

x = 2,780,022.00 feet  y = 331,533.27 feet

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>8997</td>
<td>Apr. 18, 1942</td>
<td>3:30 P.M.</td>
<td>1:20,000</td>
<td>+ 0.1 Ft.</td>
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<tr>
<td>8998</td>
<td>&quot;</td>
<td>3:32</td>
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<td>8999</td>
<td>&quot;</td>
<td>3:34</td>
<td>&quot;</td>
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<tr>
<td>9000</td>
<td>&quot;</td>
<td>3:36</td>
<td>&quot;</td>
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<tr>
<td>9004</td>
<td>&quot;</td>
<td>3:48</td>
<td>&quot;</td>
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<tr>
<td>9005</td>
<td>&quot;</td>
<td>3:50</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
</tbody>
</table>

Tide from (III): Predicted Tides, Ship Shoal Inlet, Outer Coast, Va.
Mean Range: 4.0 Ft.       Spring Range: 4.8 Ft.
Camera: (Kind or source) U.S.C. & G.S. Nine-Lens (3" Focal length)

Field Inspection by: C. Hansvich & C.O. Rector date: July 1942
Field Edit by: Wendell Bever date: Jan. 1942
Date of Mean High-Water Line Location (III): April 18, 1942

Projection and Grids ruled by (III) Washington Offc. date: 9-23-42
" " " " checked by: " " date: 
Control plotted by: A. L. Kidwell, Jr. Topo. Engr. date: 10-7-42
Control checked by: V. F. Simmons, Asst. Engr. Drafts date: 10-9-42
Radial Plot by: Tampa Office Personnel date: 10-1942
Detailed by: W. E. Snyder, Asst. Photo Aid date: 10-1942
Reviewed in compilation office by:
E.L. Maxwell & J.H.S. Billmyer
Elevations on Field Edit Sheet checked by: Wendell Bever date: Jan. 1942
STATISTICS (III)

Land Area (Sq. Statute Miles): 7.8

Shoreline (More than 200 meters to opposite shore): 69

Shoreline (Less than 200 meters to opposite shore): 210

Number of Recoverable Topographic Stations established: 7

Number of Temporary Hydrographic Stations located by radial plot: 4

Leveling (to control contours) - miles: 0

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

As the main radial plot appeared to be poor, all points were investigated by the compiler and changed where necessary. It is believed that the detailing is as accurate as possible with the amount of control furnished.

Two triangulation stations, for which there were no picking cards, were plainly discernable on all photographs. However they were not discovered until the main radial plot had been run. These stations were picked direct on the office prints and were used in investigating radial points. They are stations "Center House on Flats, 1934", and "Shack, New Inlet, 1934".

RADIAL PLOT

The main radial plot is discussed in the descriptive report for sheet T-8176.

DETAILING

The detailing of this sheet was done from photographs which were moderately clear and of fair scale.

The field inspection was satisfactory for detailing.

SUPPLEMENTAL DATA

There were no graphic control surveys by this Bureau or maps and plans of other organizations used to supplement the photographs.

DETAILS OFFSHORE FROM THE HIGH WATER LINE

Two buildings, in the vicinity of Lat. 37° 14' and Long. 75° 50', fall offshore from the high water line. One of these is a triangulation station and one a topographic station.

LANDMARKS AND AIDS TO NAVIGATION

Although there are numerous channels and islands on this sheet, there are no landmarks or navigational aids.

HYDROGRAPHIC CONTROL

Seven recoverable and four temporary topographic stations suitable for the control of hydrographic surveys were located by the radial plot.

The geographic positions of the recoverable stations are shown on forms 524.
COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES

This sheet was compared with the quadrangles of the area published by the Corps of Engineers, U. S. Army, revised to 1933, and used on this project as a geographic name sheet.

Numerous large discrepancies were noted, but great changes are possible in a short period of time due to the marshy character of the terrain and the exposure to the open Atlantic Ocean.

COMPARISON WITH NAUTICAL CHARTS

A comparison was made with U. S. C. & G. S. Chart No. 1222, (Scale 1:80,000) printed in August 1942.

The same discrepancies mentioned under the previous heading were noted.

The map compilation should supersede the charted information.

Respectfully submitted,

William E. Snyder

William E. Snyder,
Asst. Photogrammetric Aid

Forwarded by:

Kenneth G. Crosby
Chief of Party...
1. This quadrangle consists of a group of islands bordering the Atlantic Ocean. The greater part of these islands is marshland. Narrow strips of sand and dune areas are present along the easterly edges of the islands. The shoreline, particularly that bordering the Atlantic, is very unstable being strongly affected by strong tidal currents.

6. By means of a hand level nine elevations were shown on the higher dunes of the islands. As the dunes are unstable vertically and horizontally, these elevations will vary over a period of time. The maximum elevation was found to be 19 feet.

14. No roads are found on this quadrangle.

15. No bridges are found on this quadrangle.

16. Buildings were classified according to instructions.

17. There were no political boundary lines on this sheet.

18. Geographic Names: Refer to Geographic Names Report for Project CS-278-C.

46. Field edit consisted of visual inspection of the area. Where necessary taped distances were used in location. All additions and corrections were made on the map manuscript and later transferred to the smooth sheet 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>Political boundary Names</td>
<td>Purple</td>
</tr>
</tbody>
</table>

47. The location of the detail is believed to be accurate and complete.

48. A horizontal accuracy test was run on sheets T-8174 and T-8175.

A vertical accuracy test was not necessary as there are no contours on this sheet.

Submitted by:

Wendell Beverly,
Photogrammetric Aid.

Approved by:

F. L. Gallen, Chief of Party
This form shall be prepared in accordance with 1934 Field Memoandum, "LANDMARKS FOR CHARTS." Positions of charted landmarks and other aids to navigation, if referred to on this form, shall be reported on this form. The area referred to under each column heading should be given.

<table>
<thead>
<tr>
<th>Chart No.</th>
<th>Harbor or Other Point</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Name and Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>2046</td>
<td>1944</td>
<td>37 44' 30&quot; N 66 07' 38&quot; W</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2047</td>
<td>1944</td>
<td>37 44' 30&quot; N 66 07' 38&quot; W</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2048</td>
<td>1944</td>
<td>37 44' 30&quot; N 66 07' 38&quot; W</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2049</td>
<td>1944</td>
<td>37 44' 30&quot; N 66 07' 38&quot; W</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2050</td>
<td>1944</td>
<td>37 44' 30&quot; N 66 07' 38&quot; W</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note: Positions given have been checked after sighting.

I recommend that the following objects which have (landmarks) been inspected from seaward to determine their value as landmarks,

January 7, 1944

LANDMARKS FOR CHARTS

E. Coast & Geodetic Survey
DEPARTMENT OF COMMERCE

Chant Letter 14 - 1943

Chart No. 5760

Form 369

(Rev. April 1942)
Big Creek
Big Creek Marsh
Big Inlet
Black Rock Channel
Bungalow Inlet
Evans Creek
Godwins Island
Godwins Island Creek
Red Drum Drain R (Great Drum Drain)
Little Inlet
Main Ship Shoal Channel
Mink Island
Mink Island Bay R (Mink Bay)
Mink Island Creek
Mockhorn Island
Mid Hole
Mid Hole Creek
Mid Hole Inlet
Myrtle Beach
Myrtle Island
New Inlet
Old House Creek
Shell Creek
Big Inlet R (Ship Shoal Inlet)
Ship Shoal Island
Smith Island
Smith Island Bay
Smith Island Beach
South Bay
White Perch Channel
Wreck Island
Division of Charts
Section of Field Records
Review of Air Photographic Survey T-8180

Main Real Plan Plot:
Photos 8997, 8998 & 8999 were the only ones in the office. All prints checked within the required degree of accuracy. However, the weaker parts of the plot though not below standard, could have been considerably strengthened if the field party had had more than a third of the control existing in the area. The two thirds (or four stations not used for control) made an excellent check and serve to prove that this map complies with the National standard map accuracy requirements. These additional stations have been plotted on the manuscript and all existing control now appears there.

567 cards have been turned in for 3 landmarks and 13 "327" cards for H&T stations.

Comparison with previous surveys show constant shift of sand back and forth. T-38 35°40' 1921, the last survey, shows a 1500 meters inlet cut at Smith Island, which had appeared since the 1910 survey (T-39 01°40'00'00), this has in the meantime closed up to about 200 meters. Myrtle Island has moved North West 300 meters and North into Ship Shoal inlet 700 meters.

Comparison with 3223 4°00' 1910-11 reveals that the coast of Wreck Island has eroded 325 meters to the west, and a spit has made south 550 meters into the inlet and is forming a hook. The changes of an earlier date are noted in the descriptive reports for these surveys.

U.S.E.

Quadrangle "Cape Charles" 1/25000 Shows no contours.

But was copied from C&GS Chart 1222 1919 and therefore shows the same differences as T-3191 & T-3223. There are several changes in the islands and bays behind the coast but since this is mostly marsh and mud flats and very shallow water there is not a well defined coast line anyway.

Chart 1222 was made from 1921 survey and shows the wide opening at Ship Shoal inlet. No other significant changes.

Reviewed by: Peter Stor, Photogrammetric Aid.
### ABBREVIATIONS

**ROADS**
- W — Width (feet bet. shoulders)
- P — Private road
- OP — Overpass
- UP — Underpass
- X — Abandoned trail, road, etc.
- RR — Railroad tracks; as 2 tracks

**WOODS CLASSIFICATION**

#### Density Classification
1 — Scattered
2 — Thinely wooded
3 — Heavily wooded
4 — Densest wooded

#### Types of woods
- D — Deciduous
- P — Evergreen and pine
- R — Brush
- S — Scrub
- Y — Cypress
- L — Young trees (LP—young pines
  LD—young deciduous trees)

**SHORE LINE**
- HWL — Mean high water; fast land
- LWL — Low water line
- LL — Light line; marsh shore line
- M — Marsh inshore limits
- MW — Marsh grass in water
- Dk — Dock
- Pier — Pier
- Se W — Sea wall
- Bkhd — Bulkhead
- Jet — Jetty
- Dol — Dolphin
- Pile — Pile
- S — Sand
- Mud — Mud
- Rk — Rock or rocky
- Sty — Stony
- Conc — Concrete
- Wo — Wood
- Blf — Bluff
- Dune — Dune

**BOUNDARIES**
- F — Fence
- Sty F — Stone fence
- F B — Fire Break
- Hdg — Hedge
- Park — Park
- Cem — Cemetery
- Co — County
- Md. — Maryland
- Va. — Virginia
- Bdy — Boundary

**VEGETATION**
- C — Cultivation
- Gr — Grass

**BUILDINGS**
- Ho — House
- Ba — Barn
- Sh — Shed
- Bldg — Building
- Bo Ho — Boat House
- Ch — Church (give name)
- Ct Ho — Court House (give name)
- P O — Post Office (give name)
- Sch — School (give name)
- Hos — Hospital (give name)
- RR Sta — Railroad station
- Sto — Country store or gas sta.
- P Sta — Power Station
- Ck H — Chicken House
- D — Dwelling

**LANDMARKS**
- FT — Fire tower
- TT — Transmission tower
- RT — Radio Tower or mast
- Air Bn — Airway beacon
- Bn — Non-lighted aid to navigation
- Lt — Lighted aid to navigation
- Tk — Low tank
- Tk elev — Tall tank
- Stk — Stack

**STREAMS, PONDS & BRIDGES**
- D — Largest ditches only
- DX — Small
- IS — Intermittent ditches
- PD — Probable drainage
- Cr — Creek
- Ca — Canal
- Brg — Bridge, (capacity & clearance)
- Cv — Culvert (capacity)
- Lev — Levee
- Dam — Dam
- P — Pond
- IP — Intermittent pond
# ROAD CLASSIFICATION FOR MAPS OF ALL SCALES

<table>
<thead>
<tr>
<th>CLASS</th>
<th>LABEL</th>
<th>STRUCTURE</th>
<th>LOADING</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Dependable hard-surface heavy duty road.</td>
<td>Concrete, asphaltic concrete bituminous Macadam, H-15 type structures.</td>
<td>Will bear heaviest loads with little maintenance.</td>
</tr>
<tr>
<td>2</td>
<td>Secondary, hard-surface all-weather road.</td>
<td>Surface-treated, oiled gravel, waterbound Macadam, structures generally lighter than H-15 but sturdy.</td>
<td>Will bear fairly heavy military loads in all weather if maintained.</td>
</tr>
<tr>
<td>3</td>
<td>Loose-surface graded, dry-weather road.</td>
<td>Gravel or stone surface, stable material, selected sand-clay, etc. Drained and graded.</td>
<td>Will bear light military loads in good weather.</td>
</tr>
<tr>
<td>4</td>
<td>Unimproved road.</td>
<td>Graded and drained earth, with very light structure.</td>
<td>Generally unsuitable for military loads.</td>
</tr>
<tr>
<td>4U</td>
<td>Truck road</td>
<td>Woods roads, farm roads, etc. over which a standard gage vehicle can be driven.</td>
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<tr>
<td>5</td>
<td>Trail</td>
<td>(Horse trails, foot trails, etc.)</td>
<td></td>
</tr>
</tbody>
</table>

Roads with more than two (2) lanes are indicated by note along road, e. g. 3 LANE. Change in lanes shown by tick at point of change. Main roads have two lanes unless otherwise marked.

Private roads are designated by the letter P after the road classification.

## WOODS CONCEALMENT CLASSIFICATION

- **Class A:** Trees over 10' high and thick enough to hide troops.
- **Class B:** Brush thick enough to hide troops but dense enough to impede progress.
- **Class C:** Scattered brush thick enough to hide troops but not thick enough to impede progress.
<table>
<thead>
<tr>
<th>Remarks</th>
<th>Decisions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Pending decision by the USGS, the old name of Ship Shoal Inlet will have to be applied, especially since it is also the title of a quadrangle. It is doubtful if the Board will modify this old name.</td>
<td>372758 USGS decision</td>
</tr>
<tr>
<td>2. Referred to USGS: apply this name pending its decision (formerly Black Rock Channel).</td>
<td>371758 USGS</td>
</tr>
<tr>
<td>3. U.S. G.S. Decision approved Black Rock Channel to cover both features, eliminating Bay Creek.</td>
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<td>4.</td>
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<td>12.</td>
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<td>13. See line 3, above</td>
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<td>14.</td>
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<td>18.</td>
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<td>19.</td>
<td>372757</td>
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<tr>
<td>20.</td>
<td></td>
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<tr>
<td>21. Apply this form pending USGS decision with respect to this or Goodwins Island.</td>
<td>372758 USGS decision = Goodwin I.</td>
</tr>
<tr>
<td>22. Apply this name rather than Great Drum Drain pending decision of USGS.</td>
<td>U.S.G.S. decision</td>
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<td>23.</td>
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<td>24.</td>
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<tr>
<td>25. Apply name two places; see line 22, above</td>
<td>372757 See line 22.</td>
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<td>26.</td>
<td>372758</td>
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<tr>
<td>Name on Survey</td>
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<tr>
<td>-------------------------------------------</td>
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</tr>
<tr>
<td>Ship Shoal Inlet</td>
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<tr>
<td>Smith Island</td>
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<tr>
<td>Black Rock Channel</td>
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<tr>
<td>Mink Island Bay</td>
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<td>Mink Creek</td>
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<tr>
<td>Little Inlet</td>
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<tr>
<td>Myrtle Island</td>
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<tr>
<td>Main Ship Shoal Channel</td>
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<td>Smith Island Beach</td>
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<tr>
<td>Bungalow Inlet</td>
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<td>Mink Island</td>
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<td>Big Creek Marsh</td>
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<td>Godwin Island</td>
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<td>Red Drum Drain</td>
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<td>Godwin Island Creek</td>
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<tr>
<td>South Bay</td>
<td></td>
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<tr>
<td>White Porch Channel</td>
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GEOGRAPHIC NAMES
Survey No. T-8180
<table>
<thead>
<tr>
<th>No.</th>
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<tr>
<td>1</td>
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## GEOGRAPHIC NAMES

**Survey No.** T-8180

**No. 2**

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<th>C</th>
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<th>Notes</th>
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<td>L. Hark 11/4/43</td>
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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.
- Published quadrangle at 1:20,000 scale
- 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 wetland 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 planeritable 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.

Copy of the original 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. Callen, 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. 278-0 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-8180
SHIP SHOAL INLET 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

For a report on the closest horizontal accuracy test see the descriptive report on survey T-8177.

No vertical accuracy test was performed on this sheet as there were no contours.

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.

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<tr>
<th>Survey</th>
<th>Scale</th>
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<tr>
<td>T-3191</td>
<td>1:20,000</td>
<td>1910-11</td>
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<td>T-3223</td>
<td>1:20,000</td>
<td>1910-11</td>
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<td>T-3835</td>
<td>1:40,000</td>
<td>1921</td>
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<tr>
<td>Smith Island (U.S.E.)</td>
<td>1:62,500</td>
<td>1919 (made from 1910 survey)</td>
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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:

The details of T-8180 are complete and adequate for chart correction.
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 February 12/42 By Peter New
under direction of D. H. Benson

B. G. Jones 12/6/45

Examined and approved:

Chief, Surveys Branch

Chief, Topography Section

Chief, Div. of Charts

Chief, Div. of Coastal Surveys