U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Air Photographic Topographic

Field No. Office No. T-8303

LOCALITY

State Virginia
General locality Hampton Roads
Locality Willoughby Beach

CHIEF OF PARTY
F. L. Gauilan
Fred. L. Peacock

DATE

LIBRARY & ARCHIVES
Partially Applied to Blots 836 and 452

Examined - no reaction 452

Applied to Ch. 1222 10/10/49 400

Rev. 7/15/49

Rev. 2/18/49
DATA RECORD

Quadrangle (II): 7 1/2 minute Norfolk North, Va. Project No. (II): C.S. 289
N 36° 25' W 76° 15' 7.5


Jan. 18, 1944

Completed survey received in office: 5/14/44

Reported to Nautical Chart Section: 5/17/44

Reviewed: 6/1/44 Applied to chart No. Date:

Redrafting Completed: 6/30/44

Registered: 7/8/46 Published: 1944

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

Scale Factor (III): None

Geographic Datum (III): N. A. 1927 Datum Plane (III): Mean Sea Level

Reference Station (III): WALL, 1929

Lat.: 36° 54' 17.581" (542.0m) Long.: 76° 17' 37.347" (924.6m) Adjusted

State Plane Coordinates (VI): Virginia, South Zone

X = 2,645.053.32 ft. Y = 215,627.77 ft

State grid not to be shown in published map.

Military Grid Zone (VI) "A"

Also shown Special Harbor Defense Grid, Norfolk Area.
### PHOTOGRAPHS (III)

<table>
<thead>
<tr>
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<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
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<td>12628(11) to 12632 Inc.</td>
<td>11/28/42</td>
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<td>Mean High-Water</td>
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<tr>
<td>12568</td>
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</table>

**Tide from (III):** Predicted tables 1942, Reference Station, Hampton Roads Naval Base, Va.

**Mean Range:** 2.5 ft.  
**Spring Range:** 3.0 ft.

**Camera:** (Kind or source) U. S. C. & G. S. nine lens camera (8½" focal length)

**Field Inspection by:** Donald G. Flippo, E. Earl Nugent  
**Contouring by:** E. Earl Nugent  
**date:** Jan. 1944

**Field Edit by:**  
**date:**

**Date of Mean High-Water Line Location (III):**

**Base Projection and Grids ruled by (III) P.J.H. – J.T.B.**  
" " " checked by: B.R.C.  
**date:** 2/23/44

**Control plotted by:** M. Trautman  
**date:** 3/1/44

**Control checked by:** M. Walworth  
**date:** 3/3/44

**Radial Plot by:** Joseph Steinberg & J. Edward Deal, Jr.  
**date:** 3/22 to 3/27/44

**Detailed by:** Raymond Glaser & Eleanor Herzog  
**date:** 3/29 to 5/15/44

**Reviewed in compilation office by:** W. H. Van Loon  
**date:** 5/15/44

**Elevations on Field Edit Sheet checked by:** J. Paine from field photos  
**date:**
STATISTICS (III)

Land Area (Sq. Statute Miles); 23

Shoreline (More than 200 meters to opposite shore); 31 Statute Miles

Shoreline (Less than 200 meters to opposite shore); 15 Statute Miles

Number of Recoverable Topographic Stations established; 11 (3 tidal bench marks, 5 bench marks, 3 hydrographic and topographic)

Number of Temporary Hydrographic Stations located by radial plot; None

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:
General Procedure in the Production of Topographic Quadrangles for the War Department

This quadrangle, together with similar adjoining maps produced under Project C.S. 289-41 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 templates) 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 Baltimoreampa 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.
1. About one-third of the area of this quadrangle is land area, the remainder is water area. The land area lies in Norfolk County, Virginia, along the eastern shore of Hampton Roads and includes part of the City of Norfolk. The Norfolk Naval Operating Base and Naval Air Station and several other military establishments, and developed areas.

The land is low and flat and the only twenty foot contour is around a small sand dune at Ocean View. Several tidal streams indent the area. The Lafayette River is navigable but Mason Creek is being filled-in in the lower part and will soon be "made land" within the limits of the naval reservation.

Many good roads lie in the area and they carry a heavy load of traffic. Several railroads have extensive yards in the area.

2. The field inspection is thought to be complete. Some construction work has been done in the area since the photographs were taken and the construction is continuing. Maps are being submitted for the areas of new construction and with the photographs furnished it is thought the necessary detail can be transferred from the maps.

Boush Creek is nearly completely filled in. Fill material is pumped in and then allowed to dry before a new batch is added. The notes on the photographs refer to this process.

A letter from the office of the Commanding Admiral of the Naval Operating Base states that no detail is to be shown inside of reservations under the Control of the Navy; this includes the Maritime Commission reservation. The matter has been referred to the Director for any further action as regards detail to be shown.

The buildings to be shown at Fort Wool are indicated on a photograph.

See also the Field Inspection Report for T-8299.

3. 1 to 12 See Report for T-8299.

13. There are no landing fields outside the bounds of the military reservations. The aeronautical aids are of a secret nature and are not be be shown.

14. 13 to 16 See Report for T-8299.
17. Some boundary lines have been shown on the photographs and maps are being submitted to fill in any voids. The boundary of the Maritime Commission reservation includes a strip of land on either side of the government owned railroad serving the dock but the railroad itself should be considered as detail inside a military reservation under the jurisdiction of the Navy.

See the Report for T-8296 for statement regarding the Norfolk City Limits.


Submitted by

E. Earl Nugent
Sr. Photo. Aid

Approved and forwarded

F.L. Gallen
Chief of Party
26 CONTROL:

Thirty three horizontal control stations were recovered and identified on the nine lens field photographs by the Field Party. Those falling within the detailed limits of the Map Manuscript are:

SCHOOL, 1943
FORT FELL BCC. (U.S.E.) 1939
WILL, 1943
L.E.H. (U.S.E.) 1932
BLACK STACK, 1929, r.1932
LAWN, 1943
GRANERY ISLAND L.H., 1903, r.1932
CHIM, 1929
DOK, 1943
CHEQUERED TANK, 1932
WALL, 1929
U.S. SHIPPING BOARD TANK, 1919, r.1932
MOORE, 1943
BABE, 1929
BRIDGE, 1934

Those falling just outside the limits of the Map Manuscript are:

SLATE COLORED HOUSE GABLE, 1906, 1919, 1942
YELLOW HOUSE ROUND CUPOLA, 1906, 1919, 1942
HALPTON CR. RED BEACON, 1919
VETERAN, 1941
RUGGLES, 1939
GOLF, 1941
UNION, 1941
CURVE, 1941
OLD POINT COMFORT L.H., 1866, 1896, 1919, 1929
DARLING WATCH HO. CHY., 1919
BUXTON HOSP. CUPOLA, 1919, 1931
NEWPORT NEWS MIDDLE GROUND L.H., 1903, 1932
CRANE, 1940
WEST NORFOLK TANK, 1932
SHELT, 1913, 1929
HOSPITAL, 1913, 1929
POWERHOUSE SOUTH CHY., 1913
GARRETT, 1912, 1932
26 CONTROL: (Continued)

RADIO TRANSMITTING TOWER, 1941

The Field Party established Field Inspection points, at well defined points of detail, near many of the horizontal control stations.

All of the horizontal control stations mentioned were used to establish photograph centers, secondary control points, and detail points.

27 RADIAL PLOT:

The radial plot for this Map Manuscript is part of Main Radial Plot No. 2 of Project C.S. 289, the descriptive report for which was included in the descriptive report for Survey No. T-8304, which was submitted to the Washington Office on May 5, 1944.

28 DETAILING:

The field inspection data furnished the Compilation Office was satisfactory. Most of this field inspection data was transferred directly to the office photographs and then detailed. In some instances it was advantageous to prick the detail points on the field photographs and detail directly from them.

The photographs were to good scale and it was possible to accomplish all detailing without the aid of the vertical projector.

Where office interpretation and field inspection data disagreed on the High-Water Line and areas adjacent thereto, the photographs were examined closely with the aid of the stereoscope and delineation obtained therefrom was accepted and detailed on the Map Manuscript.

All tree areas are shown with a symbol in green acid ink and classified according to instructions from the Washington Office.
Drainage, wide enough to show both shores clearly, has been shown in black acid ink. All other drainage has been shown with a single line in blue acid ink.

Two small areas along the northern limits of this Map Manuscript have been included in the Map Manuscript for Survey No. T-8314, which adjoins Survey No. T-8303 to the North. It is believed these areas will show to better advantage on this adjoining Map Manuscript. Appropriate notation has been made on Map Manuscript for Survey No. T-8303 calling attention to this change of detail area.

Detail has been omitted at the U.S. Naval Operating Base, the Naval Fuel Annex at Craney Island, and the Property of the U.S. Maritime Comm., used temporarily by the Army and Navy.

29 SUPPLEMENTAL DATA:

Numerous previous topographic surveys have been made by the U.S. Coast & Geodetic Survey, covering portions or all of the area of this Map Manuscript. None were available to the Compilation Office.

The Field Party furnished the Compilation Office the following plans:

Blueprint----------Bondal Site Plan Scale 1" equals 40'
Photostat-----------Carney Park House No. Plan " Unknown
Blue line print-----Craney Island, Naval Fuel Annex " 1" equals 200'
Black line print---Hyde Park Homes, Norfolk, Va. " 1" equals 100'
Photostat----------Kerrimack Park, House No. diagram " Unknown
Blueprint----------Montecello Village " 1" equals 100'
Printed Map--------Norfolk, Va. City Map " 3.3" equals 1 mi.
Blueprint----------Norfolk and Western Rwy. " 1" equals 100'
Blueprint----------Talbot Park Apts. Housing Project " 1" equals 40'
Black line print----U.S. Maritime Comm. Boundary Survey " 1" equals 200'
Black line print----Virginia Rwy. Co. Track Maps " 1" equals 400'
Blueprint----------Willoughby Bay Property " Unknown
30 MEAN HIGH-WATER LINE:

The stage of tide of all photographs used in the process of detailing this Map Manuscript was computed and found to be at Mean High-Water. The High-Water lines and marsh lines shown on this Map Manuscript have been detailed after careful stereoscopic examination of the photographs with the aid of data furnished by the Field Party.

31 LOW-WATER AND SHOAL LINES:

Approximate low-water and shoal lines visible on the photographs were detailed. None were indicated by field inspection data.

32 DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

Numerous notes are to be found on the discrepancy overlay recommending the investigation, during the field edit, of wrecks offshore, areas containing piling, a breakwater or bulkhead east of Crancy Is., and other structures which are shown on the nautical charts but which are not visible on the photographs.

33 WHARVES AND SHORELINE STRUCTURES:

All wharves and shoreline structures indicated by field inspection data, and others not indicated but visible on the nine lens photographs, have been detailed.

34 LANDMARKS AND AIDS TO NAVIGATION: See Chapter 397-44

According to the field report, Paragraph 11, a list of landmarks to be deleted from the charts will be submitted at a later date. Aids to navigation have been partially completed by that Field Party, and the remainder will be completed by the Field Edit Party.

However, the Field Party furnished the Compilation Office sextant fix locations for the following fixed aids to navigation:
34 LANDMARKS AND AIDS TO NAVIGATION: (Continued)

Anchorage Light F-1, occ. R 6 sec
Hampton Bar Light 16-A, occ. R. 3 sec
Hampton Roads Anchorage Light, Fl. R. 3 sec

One other fixed aid was identified on the field photograph by the Field Party and radially plotted on the Map Manuscript, namely:

Willoughby Spit Ferry Beacon, Fl. G. 1.5 sec

One other aid to navigation, namely Craney Island L. H. 1903, 1913, 1932, rebuilt 1934, is also a U. S. Coast & Geodetic Survey triangulation station.

Form 524 and Form 567 is not being executed for the above aids to navigation because comparison with nautical chart 400 showed that the sextant fix positions and the radially plotted positions coincided with the positions of the above aids as shown on the chart.

35 HYDROGRAPHIC CONTROL:

Eleven recoverable topographic stations were established by radial intersections. Three are believed to be of excellent value as partial hydrographic control, as long as they remain in position. They are:

FOO, 1943
GAB, 1943
IDA, 1943

The aids to navigation mentioned in Paragraph 34 are also believed to be of excellent value as partial hydrographic control, as long as they remain in position.

Three other recoverable topographic stations which are also bench marks, are believed to have limited value as partial hydrographic control. They are:

TIDAL B.M. 6, 1922 NAVAL OPERATING BASE
B. M. 2, 1916, WILLOUGHBY SPIT
L.E.D. B.H. 33 (U.S.E.)
35 HYDROGRAPHIC CONTROL: (Continued)

The 5 remaining recoverable topographic stations are also bench marks but are believed to be located too far inland to be of any value as hydrographic control. Form 524 is being submitted for each of the above 11 recoverable topographic stations.

36 LANDING FIELDS AND AERONAUTICAL AIDS:

According to Paragraph 13 of the Field Report, there are no landing fields outside the bounds of the military reservations. The aeronautical aids are of a secret nature and are not to be shown.

37 DISCREPANCY OVERLAY:

A discrepancy overlay has been prepared to accompany this Map Manuscript. On it are notes recommending investigation of detail believed doubtful. Other notes recommend investigation of details offshore from the High-Water Line. A set of general notes is included to aid in the interpretation of symbols shown on the Map Manuscript.

38 GEOGRAPHIC NAMES:

The results of a geographic names investigation have been furnished to the Compilation Office on a copy of the U. S. Geological Survey Newport News 15 minute quadrangle. All undisputed names have been shown on the Map Manuscript. A list of undisputed, disputed and recommended geographic names is attached to this descriptive report.

39 HORIZONTAL ACCURACY:

The horizontal accuracy of this Map Manuscript is believed to be within the limits prescribed for well defined and less well defined points of detail for War Mapping Projects. See Table traverse No 4

40 RECOMMENDATIONS FOR FUTURE SURVEYS:

The planimetry, as presented on this Map Manuscript, is believed to be complete. It is subject to corrections,
40 RECOMMENDATIONS FOR FUTURE SURVEYS: (Continued)
additions and deletions at the time of the field edit.

41 JUNCTIONS:
Satisfactory junctions have been made with the following:

To the North with Map Manuscript for Survey No. T-8314
To the West with Map Manuscript for Survey No. T-8304
To the South with Map Manuscript for Survey No. T-8296
To the East with Map Manuscript for Survey No. T-8302

42 REMARKS:
The description for the area of this Map Manuscript, as given in the field report, is adequate.

44 COMPARISON WITH EXISTING TOPOGRAPHIC SURVEYS:
Due to scale difference only a visual comparison could conveniently be made with the U. S. Geological Survey, Newport News 15 minute quadrangle. Many man made changes are evident. Common topographic features are in general fair agreement.

45 COMPARISON WITH NAUTICAL CHARTS:
Comparison was made with Chart 400, Scale 1:20,000. The chart covers the entire area of the Map Manuscript and being of the same scale, a minute comparison could be made. Numerous fixed aids to navigation, areas of piling, dolphins and other structures are shown on the chart, but are not visible on the photographs and could not be detailed on the Map Manuscript. Some man made changes are evident but all common topographic features are in very good agreement.

Comparison was made with Chart 452, Scale 1:20,000. The portion of this chart falling within the area of this Map Manuscript is in very good agreement with all common topographic features.

Due to scale difference only a visual comparison could be made with Chart 1222. Several additional fixed aids
45 COMPARISON WITH NAUTICAL CHARTS: (Continued)

to navigation appear on the Chart which are not shown on the Rap Manuscript. These have been noted on the discrepancy overlay for investigation at the time of the field edit. Common detail seemed to be in very good agreement.
Respectfully submitted:
May 15, 1944

Raymond Glaser
Sr. Eng. Draftsman

and

M. Eleanor Herzog
Asst. Photo Aid

Map Manuscript, Discrepancy Overlay and Descriptive Report Reviewed by:

Wm. H. Van Loon
Prin. Photo. Aid

Compilation of Map Manuscript Supervised by:

Joseph Steinberg
Asst. Photogrammetric Engineer

and

J. Edward Deal, Jr.
Asst. Photogrammetric Engineer

Approved and Forwarded:
May 16, 1944

Fred. L. Peacock
Commander C. & G. Survey
Officer-in-Charge
Baltimore Photogrammetric Office.
GEOGRAPHIC NAMES
Undisputed

Army Base
Algonquin Park
Bosh Creek
Bush Fluff ?
Chesapeake Bay
Colonial Hts.
Craney Island Flats
Craney Island
Craney Creek ?
Craney Is. Road
Craney Is. Light Ho.
Crocketts
Denby Park
Elizabeth City Co.
Fort Wool
Glenwood Park
Hampton Bar
Hampton Roads
Hampton Roads (town)
Lafayette River
Lafayette Park
Lambert Creek
Lambert Point
Lenox
Mason Creek
Monticello Village
Navy Base
Norfolk
Norfolk Co.
Norfolk and Western R.R.
Ocean View
Ocean View Blvd.
Sewall Point ?
Sewall Point Spit
Tanner Point
Titustown
Truckers
Virginian R.R.
West Overbrook
Willoughby Bank
Willoughby Bay
Willoughby Beach
Willoughby Spit
Winona

See field edit report and sheet
GEOGRAPHIC NAMES

Disputed
Tanner Creek

Recommended
Rosedale
FIELD EDIT REPORT
TO ACCOMPANY
QUADRANGLE T-8303
PROJECT CS-299 A-1
F. L. Callan  Chief of Party

3. The designation and elevation of each bench mark has been checked. The fly-level elevations are to be checked by the Washington Office.

18. The name "Bush Bluff" at Latitude 56-55.5, Longitude 76-20 is no longer in common usage and is not recommended for mapping purposes.

The name "Sawall Point" appears to have preference although there is still evidence that the spelling "Sewall Point" has been used as witnessed by signs on old stores and road signs. The sign for the road at Lat. 36-54.9, Long. 76-18 is spelled with an "e". A recent newspaper article about some happening in the vicinity of the point was headlined with the name spelled with an "a" and in the body of the article the name was spelled with an "e".

Local inquiry was made concerning the name "Croney Creek" at Lat. 36-53, Long. 76-21.5, and the consensus of local opinion is that the name "Croney Island Creek" is widely known while the name "Croney Creek" is little known.

46. The field edit was accomplished by visual inspection in the field making all corrections directly on a copy of the map manuscript. All bridges have been classified according to instructions. The various field edit notes have been inked on the ozalid copy of the compilation according to the following color scheme:

- Additions: Black
- Deletions: Green
- Drainage: Blue
- Contours: Brown
- Political districts: Violet
- Notes on discrepancy overlay: Red ink

47. The compilation is believed to be complete and accurate as shown on the field edited ozalid print.

49. No vertical accuracy test was run in this quadrangle as the only area above the twenty foot contour is a small area of sand dunes in the vicinity of Ocean View in the northeastern part of the quadrangle. There is a vertical accuracy test in quadrangle T-8302 to the east.

The horizontal accuracy test in this quadrangle will be scaled by the Washington Office. (Note: Kals filled in review section. Trammel No. 4) Four points in this quad. Greatest discrepancy: 0.4 mm.

This horizontal accuracy test is found with descriptive report T-8297
The junction on the west with quadrangle T-3304 is satisfactory. The junction on the east with quadrangle T-6509 indicates several minor discrepancies as follows:

The City limits of the City of Norfolk were not indicated in the northwest corner of quadrangle T-6302 and it may be possible that the political district name was allowed to overlap into the city.

At Lat. 36-54.5 a road 4W was not labelled on T-6302. This piece of road is needed to join a loose end on T-6503.

At Lat. 36-54.2 and Lat. 36-53.9 roads labelled road 2 on T-6303 are unlabelled and shown as double-full line on T-6302.

Submitted by:

Louis Levin
Sr. Photo. Aid

Approved and forwarded by:

F. L. Gallen
Chief of Party.
<table>
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<td>Railway Guide</td>
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<td>Chasapeake Bay</td>
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<td>Hampton Roads</td>
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<td>Norfolk (independent city)</td>
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<td>Elizabeth City County</td>
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<td>Norfolk and Western Ry.</td>
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*Names underlined in red approved by L. Hee on 6/8/44*
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. In addition 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 and outlines.

Descriptive Report.

Filed in the Photogrammetric Section—Surveying Branch

Field inspection photographs.

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

Field edit sheet.

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

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 L. T. Adams, 1944.

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

Season's report on field work by Commander F. L. Gellen, 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.
DIVISION OF CHARTS
SURVEYS BRANCH

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-8505
NORFOLK NORTH 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

A horizontal accuracy test was run in this quadrangle and found to be satisfactory. See the files in the Division of Photogrammetry.

The nearest vertical accuracy test was run in quadrangle T-8502.

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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Comparison with Nautical Charts Nos. 400, 850, 1222, 1227, 452

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:

T-8505 has been partially applied to charts 466-8-959.

The details of T-8505 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 6/11/44

under direction of D. H. Benson

Inspected by B. G. Jones 7/1/46

Examinined and approved:

K.T. Adams
Chief, Surveys Branch
Division of Photogrammetry

Chief, Topography Section

Robert Wood
Chief, Div. of Charts
Nautical Chart Branch

Raymond Coates
Chief, Div. of Coastal Surveys
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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.