### DESCRIPTIVE REPORT

<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>Air Photographic Topographic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Field No.</td>
<td>Office No.</td>
</tr>
<tr>
<td></td>
<td>T-8304</td>
</tr>
</tbody>
</table>

### LOCALITY

<table>
<thead>
<tr>
<th>State</th>
<th>Virginia</th>
</tr>
</thead>
<tbody>
<tr>
<td>General locality</td>
<td>James River</td>
</tr>
<tr>
<td>Locality</td>
<td>Newport News</td>
</tr>
</tbody>
</table>

#### 1944

**CHIEF OF PARTY**

F.L. Galen and

Fred. L. Peacock

---

**LIBRARY & ARCHIVES**

**DATE**
DATA RECORD
T- 8304

Quadrangle (II): 7½ minute  Project No. (II): C.S. 289


Instructions dated (II III): Copy filed in Descriptive
Mar. 13, Oct. 20, and Nov. 25, 1943 Report No. T-
Jan. 18, 1944  (VI)

Completed survey received in office: 5/5/44

Reported to Nautical Chart Section: 5/6/44
Reviewed: 5/27/44  Applied to chart No. Date:
Redrafting Completed: 4/29/44

Registered: 6/44  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): BANDEL, 1941
Lat.: 36° 54' 51.749"(1595.2m) Long.: 76° 28' 50.703"(1255.1m) Adjusted

State Plane Coordinates (VI): Virginia, South Zone
X = Not Available  Y =

Military Grid Zone (VI) "A"
Also shown is thousand yard special harbor defense grid, Norfolk
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>12693 to 12696 Inc.</td>
<td>11/28/42</td>
<td>3:20 P.M.</td>
<td>1:20,000</td>
<td>1.6 ft. above M.L.W.</td>
</tr>
<tr>
<td>12639 to 12642 Inc.</td>
<td>&quot;</td>
<td>1:55 P.M.</td>
<td>&quot;</td>
<td>2.2 ft. above M.L.W.</td>
</tr>
<tr>
<td>12628 to 12632 Inc.</td>
<td>&quot;</td>
<td>1:47 P.M.</td>
<td>&quot;</td>
<td>2.3 ft. above M.L.W.</td>
</tr>
</tbody>
</table>

Mean Range: 2.6 ft. Spring Range: 3.1 ft.
Camera: (Kind or source) U. S. Coast & Geodetic Survey nine lens (focal length 8½ inches)

J. N. Henningsen
Field Inspection by: K. B. Roche, Marvin C. Jenkins date: 1943
Contouring by: G. Bowker, Louis Levin and Morris W. Burr Jan. 1944
Field Edit by: date:

Date of Mean High-Water Line Location (III):
Same as date of nine lens photographs

Projection and Grids ruled by (III) J.T.B. - F.J.H. date: 2/23/44
" " " " checked by: B.R.C. date: 2/23/44
Control plotted by: Ruth Rudolph date: 3/6/44
Control checked by: M. Walworth date: 3/11/44
Radial Plot by: Joseph Steinberg & J. Edward Deal, Jr. date: 3/22 to 3/27/44
Detailed by: Harold Brooks and E. Whittemore date: 3/29 to 5/4/44
Reviewed in compilation office by: Harold Brooks date: 5/1 to 5/4/44
Elevations on Field Edit Sheet checked by: date:
STATISTICS (III)

Land Area (Sq. Statute Miles): 16

Shoreline (More than 200 meters to opposite shore): 26 statute miles

Shoreline (Less than 200 meters to opposite shore): 8 statute miles

Number of Recoverable Topographic Stations established: 15
(8 of which are bench marks)

Number of Temporary Hydrographic Stations located by radial plot:

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:
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 A2L 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.
Contours as shown below - Dec. 1943 to Jan. 1944.

Field Inspection only

J. N. Henningsen
Marvin C. Jenkins
Morris V. Barr

Gordon Bowker

Water

Shoreline

Louis Levin

B. Roche
1. The land area in this quadrangle lies on either side of Hampton Roads which is situated in about the center of the quadrangle. The land area north of Hampton Roads is low and flat with few topographic features, and is the point of a peninsula formed by the junction of the James River and Chesapeake Bay. The city of Newport News covers the entire area and there is only a small amount of undeveloped residential section. There are two main highways serving the area. U.S. Highway No. 60 and No. 168 run in a northwesterly direction toward Richmond, Virginia. A new four-lane highway, which is to serve as a direct line toward the towns of Hampton and Phoebus is being completed. The Chesapeake and Ohio railroad serves the city and has its terminal switching yards in the City of Newport News. The Newport News Shipbuilding and Drydock Company covers a large portion of the coast line in the upper central portion of the quadrangle, while the Hampton Roads Port of Embarkation installations and leases occupy the waterfront and certain areas in Newport News in the vicinity of the railroad yards. A coaling station and ferry slips for service between Newport News and Norfolk occupy the extreme southern tip of the peninsula. A radio station and towers approximately seventy-five feet high are about 1/4 mile northeast along the shore, and near the ferry. About 1/4 mile northeast of the tip of the peninsula and along the shore is a small airport which seems to have been used for a pre-war flying school. It is now abandoned.

The area south of Hampton Roads consists mainly of farmland and a few small wooded areas, there is one railroad line leading to the Nansemond Ordnance Depot situated along the southern bank of the James River. There are a few good roads leading into the area but the main highways lie to the south. This area drains in three directions, eastward into the Eastern Branch of the Elizabeth River, northward into the James River, and westward into the Nansemond River. There are small bluffs along the James and Nansemond River.

The area west of the Hampton Roads consists of marsh land with very little farmland and includes the village of Crittenden and Eclipse. U.S. Highway No. 17 runs through this area and in this vicinity is part of the James River Bridge System having a toll bridge across the Nansemond River.
2. The field inspection for this area is thought to be complete. In the area north of Hampton Roads the congested areas are marked and designated. The new highway and overpasses, built since the photographs were taken are shown. The following detailed layout maps are being submitted:

A. City of Newport News — shows street layout and boundaries.
B. Chesapeake and Ohio railroad property shows layout of tracks and switches. Points were pricked on the layout and transferred to the photographs for the area to be cut in by the compilation office. These points will enable the compiler to delineate the track system.
C. Hampton Roads Port of Embarkation — shows all property and leases of the Hampton Roads Port of Embarkation installation or military reservation. This map was secured from the Office for the Post Engineer. No effort was made to designate these properties on the photographs as they are on the whole probably temporary and to a large extent only for the duration of the war. The map is very easy to follow and it is left up to the discretion of the compilation office to show the portions thought advisable for a quadrangle compiled on this scale. Any information shown on maps of the NRPS that is of value to the compilation of our quadrangles may be used at will, by order of the Post Engineer. No information shown on this map is restricted.

The shoreline and drainage was inspected and inked by Marvin C. Jenkins and Joe N. Henningsen in January, 1944. The political boundary lines are correct as shown on the photographs. Public buildings were designated on the photographs by Marvin C. Jenkins and Morris W. Burr. A list of these buildings is attached to the photograph that the field inspection was accomplished on. A map of the Nansemond Ordnance Depot is also being forwarded.

3. The photographs for the area north of Hampton Roads are in accordance with photographs showing congested or residential sections. The congested areas show up well as to individual buildings and street systems. Individual buildings are readily identified as to shape and location. Public buildings were located in this manner. The shore line is sharp and clear cut, with shoal areas showing in a lighter tone than the deep water. The deep shipping channels show up in a dark color, which contrasts them from the shallow water. The photographs for the remainder of the quadrangle are typical of the area and no special information need be given.

4. A separate ACCURACY OF IDENTIFICATION REPORT has been submitted for the southern portion of the quadrangle. Horizontal control stations for the remainder of the area were recovered on Project 283.

5. See report for T-3295.

6. Contouring was carried on by a planelab party using standard Coast and Geodetic Survey equipment. The first operation was to establish a line of magnetic declination on the sheet. This was accomplished by orienting along a long straight stretch of road near the center of the photograph. The declination was penciled on the photograph and used in succeeding planelab set-ups, when it was not possible to locate the position by other methods. Contouring
6. Continued -

was done directly on the photographs. Contours were greatly
affected in this area by other than natural topographic features,
and do not necessarily follow the original topographic pattern.
Drainage was located by the stereoscope and checked in the field
by stadia shots.

7 to 13 See report for quadrangle T-8295. In the area north of Hampton
Roads all shore line detail was previously inspected on Project 283.

14. See report for quadrangle T-8295. In the Newport News area all
public photofiles are within the city limits and were not classified
and are to be taken from the street layout which is forwarded.

15 to 16 See report for quadrangle T-8295.

17. The boundary lines for the area north of Hampton Roads have been
shown correctly on the photographs. Existing maps are now sources
of information for county boundaries in the area south of the James
River due to the original records having been destroyed by fire.
The Nansemond-Norfolk county line has been indicated on photograph
12640 where it crosses a road. To the north it follows the stream
and to the south it is as shown on the 15 minute U.S.G.S. quadrangle.
The Nansemond-Isle of Wight county line is as shown on the U.S.G.S.
quadrangle sheet.


Submitted by:

Louis Levin
Sr. Photo. Aid

Approved and forwarded:

F. L. Gallen
Chief of Party
CONTROL:

The following horizontal control stations, which fall within the limits of this Map Manuscript, were recovered and identified on the 1:10,000 field photographs by the Field Inspection Party responsible for the identification of horizontal control for Project G.S. 283. They were transferred to the 1:20,000 photographs from these 1:10,000 field photographs at the Compilation Office. They are:

**FISHING 2, 1938**
**COOPER V.F.C., 1941**
**J.A.C. (U.S.E.), 1934**
**RAG, 1934**
**BARREL, 1941**
**CHUCKATUCK CR. BN., 1934**
**ADAM, 1934**
**NANSEMOND RIVER L.H., 1940, r.1941**
**DIXON, 1934**
**OWENS, 1934**
**FISH HO. OFF NANSEMOND R. (North gable), 1940, r.1941**
**NEWPORT NEWS W.G.H. RADIO TOWER, 1940**
**BUXTON HOSPITAL CUPOLA, 1919, r.1931**
**DARLING WATCH HO. CHY., 1919**
**SLATE COLORED HO. (gable), 1906, r.1919, r.1942**
**YELLOW HO. ROUND CUPOLA, 1906, r.1919, r.1942**
**NEWPORT NEWS MIDDLE GROUND L.H., 1903, r.1932**
**TANK NO. 4, 1932**
**TANK C. & O. ELEVATOR, 1932**
**BRICK CHY. NEAR ELEVATOR, 1919**
**CONE-SHAPED STAET, 1941**
**NEWPORT NEWS LOWER OF 2 TANKS, 1919, r.1942**
**NEWPORT NEWS HIGHER OF 2 TANKS, 1919, r.1942**
**BRICK STACK NEAR WARMICK HOTEL, 1932**
**NEWPORT NEWS, COURTHOUSE SQ. TOWER, 1906, r.1919, r.1942**
**NEWPORT NEWS, CHURCH SPIRE, 1913, r.1932**
**RED TANK, 1932**
**SHIPTARD CHY., 1919, r.1932**
**NEWPORT NEWS FOUNDRY LARGE BR. CHY., 1906, r.1919, r.1942**
**ORANGE TANK, 1941**
**NEWPORT NEWS S. BASE, 1927, r.1932**

In addition, the Field Inspection Party for War Mapping Project G.S. 289 recovered and identified on the 1:20,000 field photographs the following horizontal control stations:
CONTROL: (Continued)

BRADFORD HO. CUPOLA, 1934
BRADFORD, 1934
CRANE, 1940
FISH HO. OFF HOFFLER CR. N. GABLE, 1940, r.1941
MOND, 1932
MAYO, 1934
N.A.B. (U.S.E.), 1932, r.1934
NANSEMOND RIVER BRIDGE, EAST TOWER, 1934
PIE 2 1918 C (U.S.G.S.)

Wherever necessary the Field Inspection Party established field inspection points at well defined points of detail near many of the above horizontal control stations. This enabled a more satisfactory use of these horizontal control stations at the Compilation Office.

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

RADIAL PLOT:

The radial plot for this Map Manuscript is part of the Main Radial Plot No. 2 of Project C.S. 289, which includes Surveys Nos. T-8295, T-8296, T-8303 and T-8304.

The following 1:20,000 photographs were used in the radial plot:

Nos. 12575 to 12583 Inc.
12628 (11)
12629 to 12633 Inc.
12635 to 12643 Inc.
12693 to 12699 Inc.

Sufficient horizontal control was available to adequately control the orientation of the 1:20,000 photographs. Some of this control was recovered and identified by the Field Inspection Party responsible for horizontal control in Project C.S. 283 and the remainder was recovered and identified by the Field Inspection Party responsible for horizontal control for War Mapping Project C.S. 289. The Field Inspection Party responsible for the recovery and identification of horizontal control for Project C.S. 289 furnished the Compilation Office the "Accuracy of Identification Report Classification of Horizontal Control for the Area of Surveys Nos. T-8293, T-8294, T-8295, T-8296, T-8303, T-8304, and T-8305," which is attached to this descriptive report. The Compilation Office furnished the Field Inspection Party and the Washington
27 RADIAL PLOT: (Continued)

Office a list of horizontal control stations which the Compilation Office was able to transfer from the 1:10,000 field inspection photographs of Project C.S. 283 to the 1:20,000 photographs of Project C.S. 289, and for which it would not be necessary for the Field Inspection Party to make any recovery.

All operations in this radial plot were accomplished in the same manner as those described in the descriptive report for Main Radial Plot No. 1 of Project C.S. 289, which was submitted to the Washington Office on March 9, 1944.

A separate report has been made to the Washington Office of all horizontal control stations which could not be held during the running of this Main Radial Plot No. 2.

It is believed that a satisfactory radial plot has been accomplished.

28 DETAILING:

The field inspection data furnished the Compilation Office for this Map Manuscript was very satisfactory. All drainage and limits of marsh areas were verified by stereoscopic examination of the office photographs. Buildings were detailed in accordance with field inspection data. Some roads were not classified and have been noted for classification on the discrepancy overlay.

The high-water line was detailed from stereoscopic examination of the photographs with the aid of field inspection data.

The Compilation Office was furnished the following plans to aid in detailing this Map Manuscript. They are:

<table>
<thead>
<tr>
<th>Blueprint</th>
<th>Post Map &amp; Boundary Survey for Nansemond Ordnance Depot, Va. Scale 1&quot; equals 300' (See letter attached to the descriptive report)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Black &amp; White Print</td>
<td>Map of Newport News, Scale 1&quot; equals 800'</td>
</tr>
<tr>
<td>Blueprint</td>
<td>Map of Newport News, Va., Scale 1&quot; equals 400'</td>
</tr>
<tr>
<td>Blueprint</td>
<td>Right of Way and Track Map, Ches. &amp; Ohio R.R., Scale 1&quot; equals 200'</td>
</tr>
</tbody>
</table>
DETAILING: (Continued)

Blueprint Right of Way and Track Map, Ches. & Ohio R.R., Scale 1" equals 100'
Blueprint Newport News Terminal, Scale 1" equals 100'
Whiteprint Hampton Roads (Roads), Port of Embarkation, Scale 1" equals 300'

A list of the names of public buildings in Newport News which are shown on field inspection photograph No. 12641, has been typed and is attached directly to the Map Manuscript.

SUPPLEMENTAL DATA:

The following previous surveys, portions, or all of which fall within the area of this Map Manuscript, were made by the U. S. Coast & Geodetic Survey. They are:

<table>
<thead>
<tr>
<th>Survey</th>
<th>Year 1</th>
<th>Year 2</th>
<th>Scale</th>
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</thead>
<tbody>
<tr>
<td>T-501</td>
<td>1853</td>
<td></td>
<td>1:20,000</td>
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<tr>
<td>T-1008</td>
<td>1865</td>
<td></td>
<td>1:20,000</td>
</tr>
<tr>
<td>T-505</td>
<td>1851</td>
<td></td>
<td>1:20,000</td>
</tr>
<tr>
<td>T-497</td>
<td>1853</td>
<td></td>
<td>1:20,000</td>
</tr>
<tr>
<td>T-1265</td>
<td>1871-72</td>
<td></td>
<td>1:20,000</td>
</tr>
<tr>
<td>T-1353</td>
<td>1874</td>
<td></td>
<td>1:1200</td>
</tr>
<tr>
<td>T-2632</td>
<td>1903-1907</td>
<td></td>
<td>1:20,000</td>
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<tr>
<td>T-1897</td>
<td>1883</td>
<td></td>
<td>1:10,000</td>
</tr>
<tr>
<td>H-3045</td>
<td>1910</td>
<td></td>
<td>1:20,000</td>
</tr>
<tr>
<td>H-3039</td>
<td>1909</td>
<td></td>
<td>1:10,000</td>
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<td>H-3788</td>
<td>1915</td>
<td></td>
<td>1:10,000</td>
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<tr>
<td>T-3761</td>
<td>1918-19</td>
<td></td>
<td>1:10,000</td>
</tr>
<tr>
<td>T-4607</td>
<td>1931</td>
<td></td>
<td>1:10,000</td>
</tr>
<tr>
<td>T-6422b</td>
<td>1934</td>
<td></td>
<td>1:10,000</td>
</tr>
<tr>
<td>T-6422a</td>
<td>1934</td>
<td></td>
<td>1:10,000</td>
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<tr>
<td>T-8055</td>
<td>1941-42</td>
<td></td>
<td>1:10,000</td>
</tr>
</tbody>
</table>

Of the above previous surveys only T-8055 was available to the Compilation Office.

In addition, all the plans and maps mentioned in Paragraph 28 were furnished the Compilation Office by the Field Inspection Party.

MEAN HIGH-WATER LINE:

The stage of tide of all the photographs used in the process of detailing this Map Manuscript was computed and found to be just
30 **MEAN HIGH-WATER LINE:** (Continued)

below Mean High-Water.

31 **LOW-WATER AND SHOAL LINES:**

The approximate low-water and shoal lines were detailed from examination of the office photographs with the aid of field inspection data.

32 **DETAILS OFFSHORE FROM THE HIGH-WATER LINE:**

A damaged pier (not in use) is shown in the James River off Pig Point. A wreck, and an area which contains a protruding anchor, are shown just east of Hoffler Cr. off the south shore of the James River.

33 **WHARVES AND SHORELINE STRUCTURES:**

All wharves, piers and other shoreline structures indicated by field inspection data and those not indicated by field inspection data, but appearing on the nine lens photographs, have been detailed.

A note shown directly on the Map Manuscript explains in detail a pier shown at the Port of Embarkation, Hampton Roads (Roads).

A pier at Nansemond Ordnance Depot shown crossed out on a plan of the area, has been shown on the Map Manuscript and marked for possible deletion on the discrepancy overlay.

34 **LANDMARKS AND AIDS TO NAVIGATION:**

See Chart Letter 917(49) Copy enclosed

From examination of the nautical charts, falling in the area of this Map Manuscript, it is evident that many fixed aids to navigation are existing. However, the Compilation Office was not furnished any locations for these aids. Numerous notes are to be found on the discrepancy overlay calling to the attention of the Field Edit Party the location of these fixed aids as shown on the nautical charts.

35 **HYDROGRAPHIC CONTROL:**

15 recoverable topographic stations, for which Form 524
is being submitted, were established by radial intersections. The following 7 are considered of excellent value for partial control for any future hydrographic survey, as long as they remain in position:

- V.C.F. (name unknown)  FIL, 1943
- BAR, 1943  OWD, 1943
- RED, 1943  ZA-1, 1943
- ZA-4, 1943

The following 6 have limited value as partial control for any future hydrographic survey, as long as they remain in position:

- Tidal B.M. #32  Tidal B.M. #2  B.M.U.-262
- B.M. T-7  B.M. #1
- B.M. K-27

The remaining 2 recoverable topographic stations, which are also bench marks, are considered too far inland to be of any value for control for future hydrographic surveys,

- B.M. - J-27
- B.M. T-282

**LANDING FIELDS AND AERONAUTICAL AIDS:**

There are no landing fields within the limits of this Map Manuscript. The Compilation Office was not furnished any data on Aeronautical Aids.

**DISCREPANCY OVERLAY:**

A discrepancy overlay has been prepared to accompany this Map Manuscript. On it are such notes as are deemed likely to be of assistance during the field edit. A set of general notes is included to aid in the interpretation of the symbols shown on the Map Manuscript.

**GEOGRAPHIC NAMES:**

The results of a geographic name investigation have been furnished the Compilation Office on the U. S. Geological Survey
38 **GEOGRAPHIC NAMES:** (Continued)

Newport News, 15 minute quadrangle. Only the undisputed names have been shown on the Map Manuscript. A list of undisputed, disputed and recommended names is attached to this descriptive report.

39 **HORIZONTAL ACCURACY:**

The horizontal accuracy of this Map Manuscript is believed to be within the limits set forth for well defined and less well defined points of detail for War Mapping Map Manuscripts.

40 **RECOMMENDATION FOR FUTURE SURVEYS:**

The planimetry as presented on this Map Manuscript is believed to be complete, but is subject to field edit for corrections, additions and deletions.

42 **JUNCTIONS:**

The following satisfactory junctions have been made:

To the North with Map Manuscript for Survey No. T-8313
To the West with Map Manuscript for Survey No. T-8305
To the South with Map Manuscript for Survey No. T-8295
To the East with Map Manuscript for Survey No. T-8303

44 **COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:**

Comparison was made with Planimetric Survey No. T-8055. All common detail is in excellent agreement except the pier mentioned in Paragraph 33.

A visual comparison was made with U. S. Geological Survey, Newport News, Virginia quadrangle. About one-half the swamp area at the northern end of the Nansemond River Bridge is now cultivated land. Common detail was in general fair agreement. The detail shown on the quadrangle at the Nansemond Ordnance Depot has been omitted, in accordance with telephone instructions from the Washington Office.

45 **COMPARISON WITH NAUTICAL CHARTS:**

Comparison with nautical charts 400, scale 1:20,000, and 529, scale 1:40,000 was made and common topographic features
45 **COMPARISON WITH NAUTICAL CHARTS**: (Continued)

seem to be in general fair agreement.

A low-water sand area at the south shore of the James River, east of Hoffler Creek, is not visible on the 1:20,000 photographs. See Paragraphs 33 and 34 of this descriptive report.
Respectfully submitted
May 3, 1944

Edwin Whittemore, Jr.
Air Photo Observer

and

Harold R. Brooks
Sr. Engineering Aid

Map Manuscript, Discrepancy Overlay and Descriptive Report Reviewed by:

Harold R. Brooks
Sr. Engineering Aid

Compilation of Map Manuscript Supervised by:

Joseph Steinberg
Asst. Photogrammetric Engineer

and

J. Edward Deal, Jr.
Asst. Photogrammetric Engineer

Approved and Forwarded
May 5, 1944

Fred. L. Peacock
Commander C. & G. Survey
Officer-in-Charge
Baltimore Photogrammetric Office.
5. The designation and elevation of each bench mark has been checked. Fly-level elevations are to be checked by the Washington Office.

11. The fixed aids to navigation indicated by the Compilation Office on the discrepancy overlay were checked in the field. New positions are being furnished for all aids where no checked positions are available.

17. The Warwick-Elizabeth City County boundary does not run through the city of Newport News for in the State of Virginia incorporated cities have a separate political entity.

The county boundaries appearing on the map manuscript in violet ink were transferred from State Highway maps at a scale of one mile to the inch.

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 district: Violet
- Notes on the discrepancy overlay have been checked off in red ink.

47. The compilation is believed to be complete and accurate except for a few minor changes noted on the manuscript by the field edit party.

48. No vertical accuracy test was run in this quadrangle due to the small amount of land area in the quadrangle. The twenty foot contour is the only contour appearing in the quadrangle. Vertical accuracy tests were run in quadrangle T-6395 to the south, T-6505 to the west, and T-6515 to the north.

Horizontal Accuracy Test Traverse Line No. 2 (T-6295 & T-6301)
is found with discrepancy report T-6296.
There is no horizontal accuracy test in this quadrangle but there are traverses in the quadrangles on each side of this quadrangle. The test points will be scaled by the Washington Office. There is an horizontal accuracy test filed in Official Reference File of Review Section. The junction with T-8313 has been checked. The other junctions will be checked at the time the junction sheets are field edited.

Submitted by:

K.F. Phelps from H.C.

K.F. Phelps
Sr. Photo. Aid

Approved and forwarded by:

J.L. Gellman
Chief of Party
1. Grace Methodist Church
2. Calvary Baptist Church
3. Stonewall Jackson School
4. Telephone Building
5. Church (No name available)
6. Rodef Sholom Cong. Church
7. Newport News High School
8. J. W. Daniel School
9. 1st Presbyterian Church
10. Fire Station No. 1
11. Police Station
12. C. & O. Freight Station
13. City Hall
14. Greyhound Bus Depot
15. Armory
16. U. S. Customs Building
17. Trinity Lutheran Church
18. Gospel Hall
19. Public Library
20. Y.W.C.A.
21. First Christian Church
22. 1st Baptist Church
23. Health Department
25. Radio Station WQH
26. Norfolk Ferry Company
27. Church of God
28. 1st Baptist Ch. (Negro)
29. The Gospel Tabernacle
30. 1st Baptist Jefferson Pk.
31. Thomas Jefferson School
32. Baptist Tabernacle Church
33. Synagogue
34. Brother Brown's Baptist Church
35. Masonic Hall
36. St. Paul's M. E. Church
37. 2nd Baptist Church
38. Zion Baptist Church
39. House of Prayer Church
40. Wesley Grove Christian Ch.
41. 16th St. School

42. Mt. Maria Church
43. Huntington School
44. Macedonia Church
45. Carver Memorial Presbyterian Church
46. Episcopal Church
47. Newport News Primary School (White)
48. Orcutt Avenue Baptist Church
49. Huntington High School
50. Shipyard Community Center
51. Abysinnia Baptist Church
52. Calvary Christian Church
53. Antioch Baptist Church
54. Friends Church
55. Church of Christ
56. 1st Congregational Christian Church
57. Grace Episcopal Church
58. Bankhead McRuder School
59. 2nd Presbyterian Church
60. Chestnut Avenue M. E. Church
61. Trinity Baptist Church
62. St. James M. E. Church
63. Christian Union Church
64. Church of God
65. 2nd Baptist Church
66. Booker T. Washington School
67. 1st Baptist Church
68. Fire Department (Sub-Station)
69. Pentecostal Holiness Church
70. Buxton Clinic
71. Fire Department
72. First Baptist Church
73. Mt. Meriah Baptist Church
74. Ivy Memorial Baptist Church
75. School (No name)
76. Commissioner of Motor Vehicles
77. Wythe Presbyterian Church
78. Church of Christ
79. School
80. Fire Department
81. George Washington School
GEOGRAPHIC NAMES
Undisputed

Barrel Point
Batten Bay
Bennett Creek
Blink Horn Creek
Boat Harbor
Camp Stuart
Candy Island
Cedar Point
Chuckatuck Creek
Craney Island Road
Crittenden
Crittenden Road
East Island
Eclipse
Fishing Point
Hampton Flats
Hampton Roads
Hoffler Creek

Huntersville
James River
James River Bridge
Knotts Neck
Knotts Neck Road
Lee Landing
Middle Ground
Nansemond River
Nansemond River Toll Bridge
Newport News
Newport News Bar
Fig Point
Pike's Point
Salters Creek
Ragged Island
Ragged Island Creek
Ship Yard
Town Point
Twin Pines
**GEOGRAPHIC NAMES**

<table>
<thead>
<tr>
<th>Disputed</th>
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<tr>
<td>Cooper Creek</td>
<td>Coopers Creek</td>
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<tr>
<td>North Creek</td>
<td>Knotts Creek</td>
</tr>
<tr>
<td>Pig Point Ordnance Depot</td>
<td>Nansemond Ordnance Depot</td>
</tr>
</tbody>
</table>
Department of Commerce,  
U. S. Coast and Geodetic Survey,  
P. O. Box 627,  
Suffolk, Virginia  

Gentlemen:  

Reference is made to your letter of 28 December 1943 in which you requested us to furnish a map of this area indicating thereon all installations that we desire to have shown on the completed map.

This matter was taken up with Washington and they advised that such buildings and magazines that were shown on geodetic survey maps issued on or used prior to 7 December 1941 may be placed on the completed map.

There is inclosed a post map and boundary survey for this Depot, revision of 1 November 1941. However, it appears that additional buildings have been indicated on this map since the date of revision, and these have been marked with an "X" and should not be shown on your map.

C. B. Thumel,  
Colonel, Ord. Dept.,  
Commanding.

1 Incl.  
Map
ACCURACY OF IDENTIFICATION REPORT
CLASSIFICATION OF HORIZONTAL
CONTROL FOR THE AREA OF
LAMU RADIAL PLOT NO. 2
GS - 269(SOUTH)

SHET T-S293 (adjacent to the area of this main radial plot.)

POSITIVELY IDENTIFIED STATIONS:

U.S.G.S. Traverse Stations:
*(F.I.P.) Prim. Trav. Sta. 4, 1918
(F.I.P.) Prim. Trav. Sta. 5, 1918

DOUBTFULLY IDENTIFIED STATIONS:
none

STATIONS NOT IDENTIFIED:

Other stations in this quadrangle are too far removed from the area of this radial plot, to be of value in controlling the radial plot.

SHET T-S294

POSITIVELY IDENTIFIED STATIONS:

(F.I.P.) GLBE, 1934
KINS, 1934
(F.I.P.) NAU (ULU), 1934
(F.I.P.) ILW, 1934
(F.I.P.) ODOL, 1934
PIPE, 1934
(F.I.P.) SHACKLY, 1934
LAMY HILL TANK, 1932
(F.I.P.) STOCKY, 1934
TALER, 1934

*(F.I.P.) - Field Inspection Point established for this station.
SHRIST S-5294 - continued

DOUBLY IDENTIFIED STATIONS:

JULIET, 1954
JUL (USL), 1932
JULIA, 1954
JULIA, 1954
JULIUS, 1918

(F.I.P.) JULIUS, 1954

SUFFOLK, 1918

TROT R-L No. 1, 1934 (station mark not found)
SILVER, 1954

STATIONS NOT IDENTIFIED:

Stations recovered but not needed for control:

TEAL, 1934
TUXIS, 1954
THAL, 1934
FORT, 1934
GLORIA and BEOCON, 1954
GOLD, 1934
GIJES, 1934
LOBO, 1934
MAI (USL), 1934
LAI (USL), 1934
LADGO and RIVER LIGHT, 1940
BAHIA, 1934
GUGGLER, 1934
PHILLIPS, 1934
RUD, 1934
ROGAL, 1934
SACHL, 1934
SUFFOLK [Prim. Trav. Sta. No. 5], 1918; same as U.S.G.S. SP Prim. Trav. Sta., 1918.

MARSH LIGHT, 1934

Stations that have been destroyed:

THOMPSON, 1934

Stations searched for but not found:

CHURCH, 1918
DUP, 1934
ISAIAS, 1934
TROT, 1934 (station mark not found; R-L No. 1 recovered and identified.)
SP MCC., 1936

Stations not searched for:

none
POSITIVELY IDENTIFIED STATIONS:

(F.I.P.) IGEMI, 1918
(F.I.P.) LASCAIT.R, 1932
(F.I.P.) SURLY, 1918
VAR (U.S.E.D.), 1929
LY (U.S.E.D.), 1929
(F.I.P.) JEH (U.S.E.D.), 1929
U.S.G.S. Traverse Stations:
(F.I.P.) FT 13, 1918; RESET 1939. (This station reset by Virginia Highway Engineers in 1939; position probably lost.)
(F.I.P.) TT 28 T, 1938

DOUBTFULLY IDENTIFIED STATIONS:
none

STATIONS NOT IDENTIFIED:
Stations recovered but not needed for control:

JAT (U.S.E.D.), 1929
LAB (U.S.E.D.), 1929

Stations that have been destroyed:

SURLY ECC., 1932
WE (U.S.E.D.), 1929
U.S.G.S. Traverse Stations:
TT 26.T, 1938
TT 27 T, 1938. These stations were re-set in 1939 and the position lost.

Stations searched for but not found:

WAS (U.S.E.D.), 1929
WAV (U.S.E.D.), 1929
WAV (U.S.E.D.), 1929
WAX (U.S.E.D.), 1929
WAL (U.S.E.D.), 1929
WEK (U.S.E.D.), 1929
WED (U.S.E.D.), 1929
WEP (U.S.E.D.), 1929
WEB (U.S.E.D.), 1929
WEK (U.S.E.D.), 1929

Stations not searched for:

none.
SHRT T-5226

POSITIVELY IDENTIFIED STATIONS:

BAUGH, 1913
BRIDGE, 1912
CA.mILL, 1932
CA.mOLIC, 1932
CGIL, 1912
DG I.S. CAUL, 1932
HUGH STAHL, 1916 - (recovery of this station is doubtful.)
HOSPITAL, 1913
IUL, 1912
FOUL, 1913
IC ON (water tank), 1932
U.D.T, 1913 - (recovery of this station is doubtful.)
LAGT CORPUS TMC, 1932
WOOD, 1913

DOUBTFLY IDENTIFIED STATIONS:

I.M.ILL, 1929

STATIONS NOT IDENTIFIED:

Stations recovered but not needed for control:

I.A, 1912
PA.LMILL (U.L), 1913
IUL, 1912

Stations that have been destroyed:

PORT CITY TMC, 1932
FILA, 1912
U.L, 1912

Stations searched for but not found:

I.LI, 1912
LUL, 1912
PAUL, 1912
RILL, 1929
TA.L, 1929
I.M (U.W), 1929
IA.L (U.W), 1929

Stations not searched for:

The control stations, not listed above, occurring within the limits of this sheet, have not been searched for at the time of this report. The stations in the
narrow part of the sheet fell within the area in which no systematic search for all stations was required (see references under "STATIONS NOT IDENTIFIED" of this report). A systematic search will be made for the stations in the southern part of the sheet during the course of later field work.

STATIONS IDENTIFIED:

AL. 313, 1919
BLAkJ STICK, 1929
GILB. R.A. 7. B, 1932
G. L. 5, 1929
G. L. 5 Y. L. L. L. LIGHT, 1915 (Rebuilt 1934)
D. M., 1943
PORT TOL, 106(1939)
L. S., 1943
I. C. R. 1945
C. C. 1945
T. C. U.S. . S. L. 1919
A. R. 1929
H. A. 1943
S. O. O. L. 1945

STATIONS NOT IDENTIFIED:

Stations that have been destroyed:

AL. OIL, OIL. LOCK, 1932
I. L. 3, 1929

Stations searched for but not found:

R. P. B. GROUND AL. OIL. NO. 3, 1919
L. L. O. C. L. L. L. NO. 1, 1929
L. L. L. C. L. L. L. NO. 2, 1929

Stations not searched for:

No systematic search for all control stations was required for the area of this sheet (re: item no. 8 of The Director's instructions dated October 20, 1945). The recovery of control, within the limits of this sheet, was restricted to the finding and identification (on the photographs), of enough stations so disposed that the density of control is approximately double the minimum density of horizontal control, set down by the Director's instructions dated July 10, 1945.
POSITIVELY IDENTIFIED STATIONS:

(F.I.P.) BRADFORD, 1934
(F.I.P.) CRAIG, 1940
(F.I.P.) FISH HOUSE OFF KNOFLER CREEK, NORTH GABLE, 1940
LORD, 1932
(F.I.P.) NAS (USA), 1929
LARSALUND RIVER BRIDGE, EAST TOWER, 1934
U.S.G.S. Traverse Stations:
Prim. Trav. Sta. No. 2, 1913

DOUBTFULLY IDENTIFIED STATIONS:

BRADFORD HOUSE CUPOLA, 1934

STATIONS NOT IDENTIFIED:

Stations recovered but not needed for control:

CRANEY ISLAND EAST BASE, 1869
IAYO, 1934
LILAC BACH HOUSE, 1919 (station is a chimney on same house as the north gable of station FISH HOUSE OFF KNOFLER CREEK, NORTH GABLE, 1940).
LARSALUND DEPOT PIER LIGHT, 1940

Stations that have been destroyed:

YAKSCHOOL TACT, 1933
LAFFOLI SCHOOL MAICHI, 1934

Stations searched for but not found:

SOUTHERNLY OF FOUR INCH STICKS, 1919 (n.d.)
EASTERNLY OF FOUR INCH STICKS, 1919 (n.d.)
OLDI, 1934
FIG, 1909

Stations not searched for:

The control stations not listed above, that fall within the limits of this sheet were searched for during the course of field work on Project CS-223 (re: item no. 7 of The Director's instructions dated October 20, 1943.) Enough of the stations recovered on Project CS-223 were identified on the 1:10000 scale photographs of that project, and were transferable to the 1:20000 photographs of this project, for control in this radial plot.
POSITIVELY IDENTIFIED STATIONS:

M.G. Club, 1934

DOUBTFULLY IDENTIFIED STATIONS:

U.S.G.S. Traverse Station:
Prim. Trav. Sta. No. 1, 1918 C

STATIONS NOT IDENTIFIED:

stations recovered but not needed for control:

BUW, 1934
C.H. Hole, 1934
N.B.A., 1934
J.H. Co., 1934
L.C. (U.S.), 1934

stations not searched for:

The control stations not listed above, that fall within the limits of this sheet, were searched for during the course of field work on Project CS-283 (item no. 7 of The Director's instructions dated October 20, 1943). Alough the stations recovered on Project CS-283 were identified on the 1:10000 scale photographs of that project, and were transferrable to the 1:20000 scale photographs of this project, for control in this radial plot.

Submitted by

Eugene A. Maxwell
Superintendent, C. & G. Survey

Approved and Forwarded

F. L. Gallen
Chief of Party
**DEPARTMENT OF COMMERCE**
**U.S. COAST AND GEODETIC SURVEY**

**LANDMARKS FOR CHARTS**

Suffolk, Virginia
May 17, 1944

I recommend that the following objects which have (have not) been inspected from seaward to determine their value as landmarks, be charted on (deleted from) the charts indicated.

The positions given have been checked after listing.

<table>
<thead>
<tr>
<th>NAME AND DESCRIPTION</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>METHOD OF LOCATION</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
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<tr>
<td>Chuckatuck Creek Lt. 6</td>
<td>56 56</td>
<td>123 76</td>
<td>plane-table</td>
<td>May 44</td>
<td>529</td>
</tr>
<tr>
<td>Red Light, Newport News</td>
<td>56 57</td>
<td>1540 76</td>
<td>Air Photo. comp.</td>
<td>May 44 x 1222</td>
<td>400, 529</td>
</tr>
<tr>
<td>Red Light, Newport News</td>
<td>56 57</td>
<td>1209 76</td>
<td>Air Photo. comp.</td>
<td>May 44 x 1222</td>
<td>400, 529</td>
</tr>
<tr>
<td>Red Light, Newport News</td>
<td>36 57</td>
<td>1825 76</td>
<td>Air Photo. comp.</td>
<td>May 44 x K 1222</td>
<td>400, 529</td>
</tr>
</tbody>
</table>

All four lights are shown on manuscript T-8304. Will be shown on published map as less than 3rd order coastal station.

Manhouse Chart letter 190-1944 places Newport News Point Pier Lt. on end of jetwalk not where shown above.

Superseded by Chart Letter 917(49)

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.
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<th>Remarks</th>
<th>Decisions</th>
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<td>Railway Guide</td>
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<td>Norfolk County</td>
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<td>Nansemond County</td>
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<tr>
<td>Isle of Wight County</td>
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<td>Warwick County</td>
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<tr>
<td>Elizabeth City County</td>
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<tr>
<td>Newport News (independent city)</td>
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<tr>
<td>Chesapeake and Ohio Railway</td>
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<td>Atlantic Coast Line R.R.</td>
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<td>(Leading out of Newport News)</td>
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<td>Eastern Branch District</td>
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<td>(Nansemond Co.)</td>
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<td>Nansemond River Toll Bridge</td>
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<tr>
<td>26</td>
<td>Big Point</td>
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<td>Nansemond Ordnance Depot</td>
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<td>(if it is named)</td>
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<td>Name on Survey</td>
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<td>------------------------------</td>
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<tr>
<td>Small Boat Harbor</td>
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<td>Newport News Point</td>
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<td>Newport News Bar</td>
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<td>*Camp Stuart</td>
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<td>Salters Creek</td>
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<td>Hampton Flats</td>
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<tr>
<td>Newport News Middle Ground</td>
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<tr>
<td>/Deaf and Blind</td>
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<tr>
<td>Virginia School for Blind</td>
<td></td>
</tr>
</tbody>
</table>

Names underlined in red approved by L. Heck on 6/15/44.
RECORDS

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 swamp limits, refer to the published quadrangle for the finally adopted positions, outlines.

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 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.

Filled in Reproduction Branch

Glass negatives of the color separation drawings.

Filled in the Library

- Special report on field work by Commander E. 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.
DIVISION OF CHARTS
SURVEYS BRANCH

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-8504
NEWPORT NEWS 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 tests were run in quadrangles T-8295 to the south, T-8505 to the west, and T-8515 to the north.

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>Survey</th>
<th>Scale</th>
<th>Year</th>
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<tbody>
<tr>
<td>T-501</td>
<td>1:20,000</td>
<td>1855</td>
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<td>1:20,000</td>
<td>1851</td>
</tr>
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<td>T-1008</td>
<td>1:10,000</td>
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<td>1:20,000</td>
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<td>T-6422a</td>
<td>1:10,000</td>
<td>1954</td>
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<tr>
<td>T-6422b</td>
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</table>

Comparison with Nautical Charts Nos. 400, 452, 529.

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-8504 are complete and adequate for chart correction.

T-8504 has been partially applied to chart 452.
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 27 May 44  By Jack Rahn
under direction of D. H. Benson

Inspected by B. G. Jones  6/5/48

Examined and approved:

K.T. Adams  Robert Wilson
Chief, Survey Branch  Chief, Div. of Charts
Division of Photogrammetry  Nautical Chart Branch

Chief, Topography Section  Chief, Div. of Coastal Surveys
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>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-6054</td>
<td>Halfpence Shoal Lt. (1927)</td>
<td></td>
<td>56° 53'</td>
<td>78° 01'</td>
<td>1927</td>
<td>Photo 9054</td>
<td>1944</td>
<td>529</td>
</tr>
<tr>
<td></td>
<td>Nansamond River Lt. (1933)</td>
<td></td>
<td>38° 54'</td>
<td>76° 26'</td>
<td>1933</td>
<td>Triang. GP 422</td>
<td>1940</td>
<td>529</td>
</tr>
<tr>
<td></td>
<td>Nansamond River Ordinance Depot Pier Lt. (1933)</td>
<td></td>
<td>38° 55'</td>
<td>76° 25'</td>
<td>1944</td>
<td>Triang. GP 425</td>
<td>1940</td>
<td>529</td>
</tr>
<tr>
<td></td>
<td>Chuckatuck Creek Lt. 5 (1918)</td>
<td></td>
<td>36° 56'</td>
<td>84° 3'</td>
<td>1918</td>
<td>Photo 9054</td>
<td>1944</td>
<td>529</td>
</tr>
<tr>
<td></td>
<td>Chuckatuck Creek Lt. 6 (1941)</td>
<td></td>
<td>36° 56'</td>
<td>137° 8'</td>
<td>1941</td>
<td>Photo 9054</td>
<td>1944</td>
<td>529</td>
</tr>
<tr>
<td></td>
<td>Chuckatuck Creek Lt. 8 (1923)</td>
<td></td>
<td>38° 55'</td>
<td>864° 0'</td>
<td>1923</td>
<td>Triang. GP 189</td>
<td>1934</td>
<td>529</td>
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</table>

**Note:** Positions were not obtained for Nansamond River Ordinance Range Front and Rear Lts.

These Lts. not mentioned by field inspector.

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-6055</td>
<td>Chesapeake &amp; Ohio Railway Pier Lts. (1915)</td>
<td>NW Light</td>
<td>36° 57'</td>
<td>1832° 4'</td>
<td>1915</td>
<td>Photo 9006</td>
<td>1944</td>
<td>529</td>
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<tr>
<td></td>
<td></td>
<td>SE Light</td>
<td>36° 57'</td>
<td>1814° 7'</td>
<td></td>
<td></td>
<td>1944</td>
<td>529</td>
</tr>
<tr>
<td></td>
<td>Newport News Middle Ground Lt. (1931)</td>
<td></td>
<td>36° 56'</td>
<td>1297° 9'</td>
<td>1931</td>
<td>Triang. GP 41</td>
<td>1905</td>
<td>400</td>
</tr>
</tbody>
</table>

**Note:** Chesapeake & Ohio Pier Lts. were built after this survey.

Newport News Point Pier Lt. (1945) Chart Letter 190 (44)
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 G. Theurer

Chart Letter 917 (59)

S. V. Griffith
Chief of Party

<table>
<thead>
<tr>
<th>STATE</th>
<th>Charting Name</th>
<th>Description</th>
<th>Signal Name</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Datum</th>
<th>Method of Location and Survey No.</th>
<th>Date of Location</th>
<th>Harbor Chart</th>
<th>Offshore Chart</th>
<th>Charts Affected</th>
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<tbody>
<tr>
<td>Virginia - James River</td>
<td>T-3054</td>
<td>Fish House (N. Gable)</td>
<td></td>
<td>36 54</td>
<td>231.7</td>
<td>76 24</td>
<td>892.0 NA 1927</td>
<td>Triang. GP 423</td>
<td>1940</td>
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<td>400</td>
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<tr>
<td></td>
<td></td>
<td>Tank (Elev)</td>
<td></td>
<td>36 54</td>
<td>536.0</td>
<td>76 26</td>
<td>106.4</td>
<td>Triang. GP 41</td>
<td>1932</td>
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<tr>
<td></td>
<td></td>
<td>Tank (Elev)</td>
<td></td>
<td>36 54</td>
<td>547.1</td>
<td>76 26</td>
<td>106.7 160.7</td>
<td>Photo 8054</td>
<td>1943</td>
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<td>400</td>
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<td></td>
<td></td>
<td>SE Gable</td>
<td></td>
<td>36 55</td>
<td>90.1</td>
<td>76 29</td>
<td>34.2</td>
<td>Photo 8054</td>
<td>1944</td>
<td></td>
<td>400</td>
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<td></td>
<td></td>
<td>Fish House (N. Gable)</td>
<td></td>
<td>36 56</td>
<td>241.1</td>
<td>76 25</td>
<td>814.9</td>
<td>Triang. GP 423</td>
<td>1940</td>
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<td></td>
<td>T-3055</td>
<td>Stack</td>
<td></td>
<td>36 59</td>
<td>703.0</td>
<td>76 24</td>
<td>699</td>
<td>Photo 8055</td>
<td>1942</td>
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<td></td>
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<td>Cupola</td>
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<td>36 59</td>
<td>233.6</td>
<td>76 23</td>
<td>852.0</td>
<td>Triang. GP 419</td>
<td>1919</td>
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<td></td>
<td>Radio Tower (See Chart Letter 736(48))</td>
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<td>36 57</td>
<td>1454.4</td>
<td>76 24</td>
<td>1005.4</td>
<td>Triang. GP 423</td>
<td>1940</td>
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<td></td>
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<td>Tank</td>
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<td>36 57</td>
<td>1664.3</td>
<td>76 25</td>
<td>170.5</td>
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<td>1932</td>
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<td></td>
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<td>Tank</td>
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<td>36 58</td>
<td>285.3</td>
<td>76 25</td>
<td>904.3</td>
<td>Triang. GP 49</td>
<td>1932</td>
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<td>Chimney</td>
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<td>36 58</td>
<td>620.9</td>
<td>76 25</td>
<td>1284.1</td>
<td>Triang. GP 423</td>
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<td></td>
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<td>Tower</td>
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<td>36 58</td>
<td>1304.9</td>
<td>76 25</td>
<td>1122.1</td>
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<td>Spire</td>
<td></td>
<td>36 58</td>
<td>1501.9</td>
<td>76 25</td>
<td>348.1</td>
<td>Triang. GP 51</td>
<td>1919</td>
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</table>
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks becharted on the charts indicated.

The positions given have been checked after listing by G. Theurer

G. V. Griffith
Chief of Party.

| Chart Letter | 917 (49) |

<table>
<thead>
<tr>
<th>STATE</th>
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<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
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<td>-------</td>
<td>--------------</td>
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<tr>
<td>4055</td>
<td>Red Tank</td>
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<td></td>
<td>Stack</td>
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<tr>
<td></td>
<td>Orange Tank</td>
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<tr>
<td></td>
<td>Tank</td>
</tr>
<tr>
<td></td>
<td>Watch House Chimney</td>
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(Note: For more details, refer to the Under hydrographic Manual pages 800 to 804. Positions of charted landmarks and non-floating aids are given in the format specified.)
## NAUTICAL CHARTS BRANCH

**SURVEY NO. T-8304**  
**Nov 5-27-44**

### Record of Application to Charts

<table>
<thead>
<tr>
<th>DATE</th>
<th>CHART</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
</tr>
</thead>
</table>
| 11-19-47 | 400   |              | Before After Verification and Review.  
Partly Applied  
Sld #31 |
| 8-17-44  | 452   |              | Before After Verification and Review.  
Partly Applied |
| 12-1-49  | 452   | J.T. Gallagher | Before After Verification and Review.  
No correction considered adequately applied, till recommendation |

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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.