**Diag'd. on Diag. Ch. No. 78-3**

**FORM 504**

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

**DEPARTMENT OF COMMERCE**

**DESCRIPTIVE REPORT**

<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>Air Photographic Topographic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Field No.</td>
<td>CS-289-W</td>
</tr>
<tr>
<td>Office No.</td>
<td>T-8329</td>
</tr>
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</table>

**LOCALITY**

<table>
<thead>
<tr>
<th>State</th>
<th>Virginia</th>
</tr>
</thead>
<tbody>
<tr>
<td>General locality</td>
<td>Chesapeake Bay</td>
</tr>
<tr>
<td>Locality</td>
<td>East River - Piankatank River</td>
</tr>
</tbody>
</table>

**1942-145**

**CHIEF OF PARTY**

| F.L. Gellen & D.B. Sturmer |

**LIBRARY & ARCHIVES**

<table>
<thead>
<tr>
<th>DATE</th>
</tr>
</thead>
</table>
DATA RECORD

T-8329 & T-8342 (Part)

Quadrangle (II): 7½ Minute
J. C. G. S.
Mathews, Va.

Project No. (II): CS-289-W

Field Office:
Air Photographic Party No. 2
War Mapping Party No. 1
Compilation Office:
Baltimore Photogrammetric Office

Chief of Party:
Fred. L. Peacock
F. L. Gallen
P. E. Shurmer
Fred. L. Peacock

Instructions dated (II III):
Feb 24, 1944 (p1)
August 10, 1944 (w1) leveling & contouring
May 24, 1945 (w5)

Completed survey received in office: May 2, 1946
Reported to Nautical Chart Section: 5/19/46

Reviewed: May 23, 1946
Applied to chart No. 534
Date: 4/3/49
1222
4/27/49

Bedrafting Completed:

Registered: 10/3/49

Compilation Scale: 1:20,000
Published: 1948
Published Scale: 1:24,000

Scale Factor (III): None

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

Reference Station (III): BLOANNON 1932, r. 1944

Lat.: 37° 26’ 37,922” 1166.0m, Long.: 76° 17’ 32.969” 810.5 m Adjusted

Unadjusted

State Plane Coordinates (VI):
Va. South

X = 2,640,820.73 Feet
Y = 411,808.16 Feet

Military Grid Zone (VI) A

Plotted by: 1449 5/20/46
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>12587-1</td>
<td>11-28-42</td>
<td>60th meridian 12:24 PM</td>
<td>1:20,000</td>
<td>1.0 above M.L.W.</td>
</tr>
<tr>
<td>12628-1</td>
<td>11-28-42</td>
<td>1:31 PM</td>
<td>1:20,000</td>
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<tr>
<td>12652-1</td>
<td>11-28-42</td>
<td>2:15 PM</td>
<td>1:20,000</td>
<td>1.2 above M.L.W.</td>
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Tide from (III); Predicted Tables Reference Station Hampton Roads, Va., with corrections for Wolf Trap Light, and Cherry Point, Piankatank River.
Mean Range: 1.2 and 1.5
Spring Range: 1.4 and 1.8

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

Field Inspection by: Kerwin B. Roche (Boat, Off, Party) date: Sept. ‘44 - Jan. ‘45
(0)■■(n)■■(2)■■(4)■■(8)■■(2)■■(4)■■(5)■■(4)■■(1)■■(9)■■(1)■■(2)■■(5)■■(4)
(Ln)■■(a)■■(t)■■(u)■■(t)■■(n)■■(e)■■(r)■■(a)■■(y)■■(s)■■(b)■■(o)■■(n)■■(1)■■(9)■■(4)■■(5)■■(4)■■(1)■■(2)■■(5)
(0)■■(n)■■(u)■■(t)■■(v)■■(o)■■(u)■■(r)■■(o)■■(x)■■(a)■■(b)■■(c)■■(d)■■(e)■■(f)■■(g)■■(h)■■(i)■■(j)■■(k)■■(l)■■(m)■■(n)■■(o)■■(p)■■(q)■■(r)■■(s)■■(t)■■(u)■■(v)■■(w)■■(x)■■(y)■■(z)■■(1)■■(2)■■(3)■■(4)■■(5)■■(6)■■(7)■■(8)■■(9)■■(0)
Field Edit by: (n)■■(u)■■(t)■■(v)■■(o)■■(u)■■(r)■■(o)■■(x)■■(a)■■(b)■■(c)■■(d)■■(e)■■(f)■■(g)■■(h)■■(i)■■(j)■■(k)■■(l)■■(m)■■(n)■■(o)■■(p)■■(q)■■(r)■■(s)■■(t)■■(u)■■(v)■■(w)■■(x)■■(y)■■(z)■■(1)■■(2)■■(3)■■(4)■■(5)■■(6)■■(7)■■(8)■■(9)■■(0)
(Marvin C. Jenkins) date: April ‘44 - June ‘44

Date of Mean High-Water Line Location (III): Same as date of Photographs.

Projection and Grids ruled by (III) S.R. date: 12-1-44

" " " checked by: B.H.C. date: 12-1-44

Control plotted by: Raymond Glaser date: 12-18-44

Control checked by: John M. Reinoldi date: 12-27-44

Radial Plot by: J. Edward Deal, Jr. & John M. Reinoldi date: Dec. 1944

Detailed by: James L. Harris & Mildred M. Trautman date: 8/23/45 to 11/15/45, 12/17/45
Jan. 1945

Reviewed in compilation office by: Albert C. Mauck, Jr. date: Nov. 5-9, 1945
Nov. 26-30, 1945

Elevations on Field Edit Sheet checked by: M.G.N. date: 5/16
STATISTICS (III)

Land Area (Sq. Statute Miles): 51 Statute Miles (Approx.)

Shoreline (More than 200 meters to opposite shore): 55 Statute Miles.

Shoreline (Less than 200 meters to opposite shore): 35 Statute miles. (Measured along approximate center line of stream only).

Number of Recoverable Topographic Stations established: 69
14 Bench Marks 1 Azimuth Mark
45 Topographic Stations
9 Non-Floating Aids to Navigation
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:
FIELD REPORT
MAP MANUSCRIPT
Survey Nos. T-8329 & T-8342 (Part)

Chesapeake Bay
East River - Piankatank River
Project No. CS-289-W-2

1. DESCRIPTION OF THE AREA:

Quadrangle Nos. T-8329 and T-8342 (Part) includes the area between East River, Piankatank River, and Chesapeake Bay in the eastern part of Mathews county, Virginia. One large island, namely, Gwynn island, is included in the area of this Survey.

The terrain of this area is very flat with the exception of the area in the vicinity of Cow Neck where the elevation ranges from sea level to a maximum of thirty feet. The streams draining the area are relatively short, flowing directly into tide water creeks and are not a part of any extensive drainage system. There are large wooded areas in the central and northwestern part of this survey.

The terrain immediately adjacent to the Mean high-Water Line along the Chesapeake Bay is mostly sand beach, while that along the creeks and coves is mostly marsh.

The principal industries in the area are fishing and farming.

2. COMPLETENESS OF FIELD INSPECTION:

The original field inspection work for the area of this Survey was made by a War Mapping Field Party under the Director's instructions, dated February 22, 1944. These instructions contemplated that the area of Project No. CS-289-W-2, of which this Survey is a part, and extensive areas to the south and west thereof, would be field inspected for recovery and identification of control and with respect to shoreline and interior detail on the photographs, but without any work for delineation of relief, before June 30, 1944. Due to the large areas involved end to the necessity of completing field work on specified quadrangles along the northern and southern margins of Project No. CS-289, the field inspection processes in this area had to be speeded up and the work was more hurriedly done than is usual or desirable.

As a result of a changed program, new instructions were issued August 10, 1944, which called for the necessary levelling and contouring in the area of Project No. CS-289-W-2, for the delineation of relief, and including a check to ascertain the completeness and accuracy of the previous shoreline and detailed field inspection work, to be performed by a Field Sub-Party under the jurisdiction of the Baltimore Photogrammetric Office. This Sub-Party began operations in the area in Spetember, 1944. It immediately became apparent that the previous shoreline field inspection had been too hurriedly carried on. While
2. **COMPLETENESS OF FIELD INSPECTION:** (Cont'd.)

The area in question is admittedly one difficult to interpret for topographic mapping and, in many localities, the interpretation is a matter of the topographer's choice, the Civil Service employee in immediate charge of the Sub-Party disagreed so radically from the previous interpretation that he deemed it necessary to make a complete new shoreline field inspection and did so on his own initiative.

Later when the differences in the two interpretations were available to the Baltimore Photogrammetric Office, the Officer-in-Charge requested the Commissioned Officer then in charge of the Sub-Party to make a few spot re-checks to determine which interpretation should be accepted. He reported, and demonstrated by a separate interpretation of his own, in a few selected especially difficult areas, that the later interpretation by the Field Sub-Party in the fall of 1944, was superior and should be used.

The identification of the horizontal control is complete except as noted under Side heading No. 4, Horizontal Control, of this report. The identification and field inspection of the mean High-Water Line, foreshore and offshore details, are complete except for the mean Low-Water Line. The field inspection of the interior area is complete.

3. **INTERPRETATION OF THE PHOTOGRAPHS:**

Sufficient notes have been made on the photographs to enable the Compilation Office to augment the field interpretation by analogy where necessary.

4. **HORIZONTAL CONTROL:**

The recovery and identification of horizontal control was done in accordance with the instructions for Project No. CS-289.

All of the horizontal control stations within the area of this Survey were recovered in good condition with the following exceptions:

- BUDDY (VFC), 1920 - Not found
- BROOK (VFC), 1920 - Lost
- CALLIS (VFC), 1920 - Lost
- COCKEREL (VFC), 1920 - Not found
- CORH (VFC), 1920 - Not found
- CRANK (VFC), 1920 - Not found
- GUM (VFC), 1920 - Lost
- HALL (VFC), 1937 - Not found
- HILL (VFC), 1937 - Not found
- LANK (VFC), 1920 - Not found
- MILL (VFC), 1920 - Not found
- SAND (VFC), 1920 - Not found
- WASH (VFC), 1920 - Not found

Forms No. 526, Recovery Note, have been submitted for ten of the Horizontal Control Stations by this office and the remainder presumably submitted by the Chief of War Mapping Party No. 1.
5. **VERTICAL CONTROL:**

Fourteen marked bench marks were recovered and identified on the field photographs. They are as follows:

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-268</td>
<td>L-290</td>
</tr>
<tr>
<td>U-268</td>
<td>S.M. 5, 1916</td>
</tr>
<tr>
<td>V-268</td>
<td>Tidal B.M. 4, 1907</td>
</tr>
<tr>
<td>W-268</td>
<td>B.M. 8, 1916 (USGS)</td>
</tr>
<tr>
<td>X-268</td>
<td>B.M. 13 (USGS)</td>
</tr>
<tr>
<td>Y-268</td>
<td>B.M. 19, 1916 (USGS)</td>
</tr>
<tr>
<td>K-290</td>
<td>Magnetic Station (U.S.C. &amp; G.S.) 1942</td>
</tr>
</tbody>
</table>

In addition to the above vertical control, fly levels were run along the main roads and elevations were established at all main road intersections. The error of closure of these fly level lines was less than 0.5 of a foot.

6. **CONTOURS AND DRAINAGE:**

Contouring was effected by a planetable party using standard Coast Survey methods and equipment.

All contouring was done on the photos using 10' contour intervals. Cultural features were used to supplement planetable "shots" to locate the contours wherever possible. Hand level lines were run in the very thickly wooded and brush areas to supplement the planetable "shots". These lines were generally run to obtain elevations in the bottoms of drains or to set contours down ridges where accuracy could be maintained and elevations obtained without an additional set-up for the table. These lines were always short and distances were paced from the rod as located by planetable "shots". Traverses were tied in to predetermined locations and elevations and all accepted lines had closures of 0.9' or less. All accepted traverses were tied in horizontally within 10 meters. A very satisfactory way to mark points in wooded areas is to cut the bark from a live tree to get a white surface, then the lead of ordinary blue scripto pencil will merge with the tree sap giving an indelible effect that makes notes and elevations clearly visible and weather proof for months after the notes are made. This makes recovery of points and elevations easy for the topographer.

Drainage for this Survey was put in by using the stereoscope and checked in the field by planetable.

7. **MEAN HIGH-WATER LINE:**

All of the Mean High-Water Line has been identified on the photographs in accordance with Supplemental instructions for shoreline inspection.

The Mean High-Water Line, as reviewed during the fall 1944 field inspection, should be used for compilation of the map manuscript.
8. MEAN LOW-WATER LINE:

The Mean Low-Water Line has not been identified on the field photographs.

9. WHARVES AND SHORELINE STRUCTURES:

All of the wharves, piers, and other shoreline structures, visible on the photographs, within the area of this Survey have been identified on the field photographs.

The character and condition of these piers and wharves have been noted on the photographs.

10. DETAILS OFFSHORE FROM THE MEAN HIGH-WATER LINE:

All detail outside the Mean High-Water Line, revealed by photography, has been identified on the field photographs, accompanied by appropriate notes.

11. LANDMARKS AND AIDS TO NAVIGATION:

Six previously charted Non-Floating Aids to Navigation falling within the limits of this Survey were field inspected. One of these six, namely: Roane Point, Fl. W. 5 sec., has been located by sextant fix. The remaining five have been identified on the field photographs.

In addition to these, two Aids to Navigation not previously charted were field inspected and are recommended for charting. These two Non-floating Aids to Navigation have been located by sextant fix and the data for determining their positions have been furnished the Compilation Office.

One Small Red Beacon located at the head of Edwards Creek has been identified on field photograph No. 12591. It is not known whether this is privately owned or not.

12. HYDROGRAPHIC CONTROL:

54 Recoverable Topographic Stations, which includes 45 topographic Stations and 9 Non-Floating Aids to Navigation.

Form No. 524 has been submitted for each of these stations.

14. ROAD CLASSIFICATION:

In accordance with the Army War College Circular, dated January 12, 1942, "Classification of Roads".
15. **BRIDGES:**

The dimension and vertical clearance of the bridge at the entrance of Milford Haven are shown on the field photographs.

16. **BUILDING AND STRUCTURES:**

In accordance with instructions, buildings not to be shown on the Map Manuscript, have been indicated on the field photographs. Public buildings have been identified and named.

17. **BOUNDARY MONUMENTS AND LINES:**

All political boundaries within the area of this Survey have been shown on the field photographs. These boundaries were obtained from existing local county maps and verified in the field.

18. **GEOGRAPHIC NAMES:**

This has been made the subject of a special report submitted by J. W. Stingley, Jr., Topographic Engineer, of War Mapping Field Party No. 1, dated May 1944.
26. CONTROL:

The field inspection party recovered and identified on the 1:20,000 field photographs the following horizontal control stations:

Seventeen Horizontal Control Stations falling within the limits of the Map Manuscript are:

* ALMA (VFC) 1937, r. 1944
* BILLUPS (VFC) 1920, r. 1944
* BOHANNON 1922, r. 1944
* CARL (VFC) 1941, r. 1944
* EDWARDS (VFC) 1920, r. 1944
* GEORGE (VFC) 1941, r. 1944
* HOOK (VFC) 1920, r. 1944
* HUGHES (VFC) 1937, r. 1944
* IRON (VFC) 1920, r. 1944
* JOE (VFC) 1920, r. 1944
* LEVY (VFC) 1920, r. 1944
* MATHES LOCKOUT TOWER 1942, r. 1944
* MILES (VFC) 1937, r. 1944
* MOORE (VFC) 1937, r. 1944
* NEXT (VFC) 1937, r. 1944
* SOPER (VFC) 1937, r. 1944
* WHANG (VFC) 1937, r. 1944

Fourteen Horizontal Control Stations falling outside the limits of the Map Manuscript are:

* ARMISTEAD (VFC) 1937, r. 1944
* BOSS (VFC) 1920, r. 1944
* CEDAR (VFC) 1936, r. 1944
* EAST (VFC) 1905, r. 1920, r. 1930, r. 1944
* GINNY (VFC) 1920, r. 1944
* GREEN (VFC) 1936, r. 1944
* GRINNELL (VFC) 1921, r. 1944
* NORTH 1905, REF. MARK, (VFC) 1924, r. 1930, r. 1944
* PERSIM MON (VFC) 1936, r. 1944
* REED (VFC) 1936, r. 1944
* SPIT (VFC) 1936, r. 1944
* STINGRAY POINT LIGHTHOUSE 1900, r. 1918, r. 1932, r. 1944
* STOVE "HF" 1920, r. 1944
* THOMAS (VFC) 1937, r. 1944
26. **CONTROL**: (CONT'D.)

* Identified by a well defined substitute station. The positions of these substitute stations have been shown on the reverse side of the map manuscript with a 2½ millimeter orange ink circle.

All of the above mentioned Horizontal Control Stations were used to control the radial plot.

27. **RADIAL PLOT:**

The radial plot for this map manuscript is part of the Radial Plot for Project No. US-289-W-2. Satisfactory results were obtained. The Descriptive Report for this Radial Plot was submitted to the Washington Office November 30, 1945. Field in Division of Photogrammetry later attached to descriptive report T-8327.

28. **DETAILLING:**

The field data, horizontal (control) stations, and horizontal pass points available for the compilation of the survey were adequate.

The photographic coverage of this Survey was satisfactory.

All detailed was accomplished in accordance with the field data and careful office interpretation of the photographs.

All drainage wide enough to show both shores to advantage has been shown in black acid ink. All other drainage has been shown with a single line in blue acid ink with the standard symbols for perennial and intermittent streams.

Tree areas have been shown with a symbol in green acid ink and classified according to instructions received from the Washington Office.

29. **SUPPLEMENTAL DATA:**

The following previous surveys of the area of this map manuscript have been made by the United States Coast and Geodetic Survey.

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<thead>
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<th>Survey</th>
<th>Year</th>
<th>Scale</th>
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<td>1853</td>
<td>1:20,000</td>
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<tr>
<td>T-504</td>
<td>1855</td>
<td>1:20,000</td>
</tr>
<tr>
<td>T-1100</td>
<td>1869</td>
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<td>T-2869</td>
<td>1807-06</td>
<td>1:20,000</td>
</tr>
<tr>
<td>T-2715</td>
<td>1935-06</td>
<td>1:20,000</td>
</tr>
</tbody>
</table>

None of these previous Surveys were available to the Compilation Office.
30. **MEAN HIGH WATER LINE:**

The Mean High-Water Line bordering along firm ground has been detailed in accordance with the field inspection data and is shown with a heavy-weight black acid ink line. The outer limits of marsh areas, bordering the Mean High-Water Line, have been shown with a full light-weight black acid ink line and the included area detailed with the conventional marsh symbol.

The Mean High-Water Line and the marsh lines have been detailed in accordance with the field inspection data as furnished by the Field Sub-Party operating in the Fall of 1944, with slight modifications resulting from a re-check by Lieutenant Dale E. Sturmer in early 1945. (See paragraph 2 of this Report).

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

The approximate position of the Low-Water Line was not shown on the Map Manuscript because no field data was furnished the Compilation Office.

The approximate limits of shoal areas were detailed in accordance with the field data and are shown with a short dashed black acid ink line, accompanied with the note "Shoal".

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

The offshore details include wrecks, numerous piling, some crab pot stakes, and one rock, identified as Hydrographic Station "RAME". All of these details have been shown in accordance with field inspection data.

33. **WHARVES AND SHORELINE STRUCTURES:**

All wharves, piers, fences, jetties, and other shoreline structures have been shown in accordance with field inspection data and accompanied with descriptive notes.

34. **LANDMARKS AND AIDS TO NAVIGATION:**

Nine Non-Floating Aids to Navigation, the existence of which were verified by the Field Inspection Parties of 1943 and 1944, lie within the detail limits of this Map Manuscript. Six of these Aids to Navigation are lighted beacons which have been previously charted. Two are day beacons not previously charted. The ninth is a small red beacon located at the head of Edwards Creek. The Field Inspection Unit did not furnish sufficient data as to whether this is a privately owned and operated day beacon.

The previously charted Aids to Navigation are shown on the Map Manuscript with 2 ½ millimeter full-line black acid ink circles, with name and character of light as taken from the 1945 Light List. The two day beacons are shown on the Map Manuscript with 2 ½ millimeter full-line black acid ink circles.
34. LANDMARKS AND AIDS TO NAVIGATION: (cont'd.)

circles, with descriptions as furnished by the field inspection unit, and the 
small Red Beacon is shown with a dotted 28 millimeter black acid ink circle.

The positions of five of the lighted beacons were determined by photo-
grammetric methods and the sixth by sextant fix. The positions of the two Day 
Beacons were determined by sextant fix locations. The position of the Small 
Red Beacon was determined after its location was transferred to the map 
manuscript directly from the field photograph using previously established photogrammetric 
(control) points in the immediate vicinity for control.

The positions of these Non-Floating Aids to Navigation are being 
submitted on Form No. 567.

The names of the Fixed Aids to Navigation are as follows:

CHERRY POINT Fl. W. 5 sec.
STOVE POINT Fl. R. 5 sec.
QUEENS CREEK Fl. R. 5 sec.
MILFORD HAVEN ENTRANCE Fl. W. 5 sec.
ROANE POINT Fl. W. 5 sec.
HOOK ISLAND Fl. W. 5 sec.
DAY BEACON, Red triangle on single pile 
OLD DAY BEACON, Black square on single pile

35. HYDROGRAPHIC CONTROL:

Forms No. 524 are being submitted for 47 Photo (Topographic) Stations, 
in addition to the nine Non-Floating Aids to Navigation listed in paragraph 34, 
the following are believed to be of value as partial hydrographic control for 
any future hydrographic survey as long as they remain in position. Namely:

WILL, 1944       KIRK, 1944       CALL, 1944
WAVE, 1944       JOGO, 1944       BROWN, 1944
TWIN, 1944       JENN, 1944       BIRD, 1944
TRAV. 1944       HUNST, 1944      BETTY, 1944
SPILE, 1944       HARV, 1944       BETH, 1944
SHORE, 1944       HAMMOND (Gravity Sta.)BAKE, 1944
SANOR, 1944       U.S.C.& G.S., 1937, r. 1944. APART, 1944
SAIL, 1944        HAMM, 1944       ALLEN, 1944
ROGER, 1944       HAIR, 1944       ALBE, 1944
RIDS, 1944        GRAY, 1944       ABAN, 1944
RICH, 1944        GULF, 1944       BOHANNON, 1944 (1932 Az.Mk.)
REST, 1944        GAYLE, 1944       TIDAL B.M. 4, 1907
FINS, 1944        FISH, 1944
FETE, 1944        ERIC, 1944
MELS, 1944        EMPTY, 1944
LOCK, 1944        DOWN, 1944
LEAN, 1944       CLAY, 1944
KRESS, 1944       CLAUD, 1944

The three beacons whose positions were determined by sextant fixes are 
considered to be Photo Topographic Stations because each of the sextant fixes 
include points, positions of which were not available until the photogrammetric 
survey had been compiled.
35. **HYDROGRAPHIC CONTROL:** (Cont'd.)

The thirteen remaining Photo (Topographic) Stations, which are Bench Marks, are believed to be too far inland for use as hydrographic control.

36. **LANDING FIELDS AND AERONAUTICAL AIDS:**

There are no landing fields or Aeronautical Aids within the limits of this Survey.

38. **GEOGRAPHIC NAMES:**

The results of a geographic names investigation were furnished the Compilation Office on a copy of the U. S. geological Survey, Mathews, Virginia, 15 minute Quadrangle, and a special report on investigation of Geographic Names, dated May 1944, submitted by Lieutenant Commander F. L. Gallen. A List of Geographic Names is attached to this 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.

Believed to be within 0.5 mm.

40. **RECOMMENDATIONS FOR FUTURE SURVEYS:**

The topography as presented on this Map Manuscript is believed to be complete, but is subject to corrections, additions, and deletions at the time of the field edit.

41. **REMARKS:**

The description, as furnished in the field report, adequately describes the area of this Map Manuscript.

42. **JUNCTIONS:**

Satisfactory junctions have been made with the following:

To the south with Map Manuscript for Survey No. T-8328.
To the west with Map Manuscript for Surveys No. T-8330 and T-8341.

To the north of the map manuscript is the Piankatank River; to the east is the Chesapeake Bay.
44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:


In general, planimetry common to the quadrangles and to the map manuscript are in good agreement, except that the land known as Rigby Island has filled in to form a peninsula, as shown on the map manuscript.

Minor differences are discussed in the "Notes to Reviewer" attached to this Descriptive Report.

45. COMPARISON WITH NAUTICAL CHARTS:

U. S. Coast and Geodetic Survey Chart No. 494, scale 1:40,000, published at Washington, D. C., September 1943, corrected to August 17, 1944. (Common area).

U. S. Coast and Geodetic Survey Chart No. 534, scale 1:40,000, published at Washington, D. C., April 1933, corrected to August 17, 1944. (Common area).

Minor differences between the map manuscript and the above-mentioned charts are discussed in the "Notes to Reviewer" and "Notes to Hydrographic Party".
Respectfully Submitted
December 18, 1945

Mildred M. Trautman
Photogrammetric Aid

Map manuscript and Descriptive Report reviewed by:

Albert C. Bauck, Jr.
Photogrammetric Aid

Compilation of Map Manuscript Supervised by:

Harry R. Rudolph
Photogrammetric Aid

Approved and Forwarded,
January 7, 1946

Fred. L. Peacock
Commander, C. & G. Survey
Officer-in-Charge,
Baltimore Photogrammetric Office
<table>
<thead>
<tr>
<th>Chart</th>
<th>Date</th>
<th>Chart</th>
<th>Date</th>
<th>Chart</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Location:**
- Small Red Beacon, Edwars Creek
- Day Beacon (Red), Middle Grounds

**State:** Virginia

**Chief of Party:** G. W. Griffith

---

**Instructions:**
- The positions given have been checked after being inspected from seaward to determine their values as landmarks.
- I recommend that the following objects, which have (continued), be struck out.
- Nonfolding Aids to Navigation

**Department of Commerce**

**Form:** 409

---

**Date:** 25 May 1946
<table>
<thead>
<tr>
<th>Date</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>32 May 1946</td>
<td></td>
</tr>
</tbody>
</table>

**General Notes:**
- The positions given have been checked after being plotted on (dashed frame) the chart indicated.
- I recommend that the following objects which have ( mano-loc) been inspected from seaward to determine their value be included.

**Correction:**
- Strike out one.

**To Be Chartered:**
- February 1945

**Department of Commerce:**
- U.S. Coast and Geodetic Survey
Piankatank District: 1940 Census Bureau Map has Piankatank, but this form is rejected by U.S. in B 6th Report.

Mathews County
Chesapeake District

Geographic Names
( undisputed )

Back Creek
Barn Creek
Beaverlet
Blakes
Bohannon
Burton Point
Callis Creek
Callis Wharf
Cardinal
Chapel Creek
Cherry Point
Chesapeake Bay
Chesnut Point
Cockrell's Point
Cow Neck
Crab Neck
Cricket Hill
Diggs
East River
East River Road ( State No. 12 )
Edwards Creek
Fannys Point
Fitchetts
Garden Creek
Godfrey Bay
Godsey Creek
Grottoes
Gwynn
Gwynn Island
Gwynnsville Point
Hallieford
Hickorynut Cove
Hicks Wharf
Hills Bay
Hills Creek
Hole in the Wall
( Narrow Oahhannah )
Hudgins
Iron Point
Lamb
Lanes Creek
Lee-Jackson School
Littley's Neck
Long Point
Mathews
Mathews County Fair Grounds
Gwynn's Ridge Road

State Nos 14, 19, 22, 23, 24

Middle Grounds - ? not a geographic name

Miles Creek
Miles Store
Milford Haven
Mill Point
Moon
Morris Creek
Narrows Point
North River Road ( State No. 14 )
Old Fort
Onemo
Oneto Road
Piankatank River
Point Breeze
Port Haywood
Put-in-Creek
Queens Creek
Haines Creek
Redart
Retz
Rigby Island
Ruff
Salem Church
Sandy Point
Sarah
Sharp Point
Stokes Creek
Stuts Creek
Tabbs Creek
Tabernacle
Thomas Creek
Todds Point
Ware Point
Warehouse Creek
Weston Creek
White Neck
Whites Creek ( S. side Milford Haven )
Williams Post Office
Williams Wharf
Winter Harbor
Woodas Creek
Woodas Point
Whites Creek ( S. edge of sheet )

( see next page for names entered in red ink )
GEOGRAPHIC NAMES

(Disputed)

- Billups Creek
- Piankatank Road = State No. 198 to junction with No. 14
- Sage Point
- Billups Creek State No. 14
- North River Road = No longer disputed. Names blackened manuscript as in accordance with Field Edit data.

From Field Edit Report (finals deleted in some cases to agree with general rules):

- Back Creek
- Bethel Beach
- Kenney Creek
- Kibble Pond
- Miller Cove
- Postle Cove
- Winder Creek

Names preceded by . are approved

L. Hecht 4/8/47
<table>
<thead>
<tr>
<th>Station</th>
<th>U.S.G.S. Quadangle</th>
<th>Recovery Date</th>
<th>Pricking Data</th>
</tr>
</thead>
<tbody>
<tr>
<td>* ALMA (VFC) 1937</td>
<td>Mathews 9-28-44</td>
<td>9-28-44</td>
<td>Positive</td>
</tr>
<tr>
<td>** BAOGAKES (VFC) 1937</td>
<td>Mathews 4-44</td>
<td>4-44</td>
<td>Not pricked</td>
</tr>
<tr>
<td>** BENDALL (VFC) 1937</td>
<td>Mathews 10-20-44</td>
<td>10-20-44</td>
<td>Positive</td>
</tr>
<tr>
<td>** BALLUPS (VFC) 1920</td>
<td>Mathews 4-44</td>
<td>4-44</td>
<td>Not pricked</td>
</tr>
<tr>
<td>** BOB (VFC) 1937</td>
<td>Mathews 4-26-44</td>
<td>4-26-44</td>
<td>Positive</td>
</tr>
<tr>
<td>** BOAT (VFC) 1937</td>
<td>Mathews 4-44</td>
<td>4-44</td>
<td>Not pricked</td>
</tr>
<tr>
<td>** BOHANNON, 1932 (U.S.C. &amp; G.S.)</td>
<td>Mathews Lost</td>
<td>Lost</td>
<td>Positive</td>
</tr>
<tr>
<td>** BOHANNON 2, 1942</td>
<td>Mathews 5-2-44</td>
<td>5-2-44</td>
<td>Positive</td>
</tr>
<tr>
<td>** BUDDY (VFC) 1920</td>
<td>Mathews Not found</td>
<td>Not found</td>
<td>Positive</td>
</tr>
<tr>
<td>** BROOK (VFC) 1920</td>
<td>Mathews 4-44</td>
<td>4-44</td>
<td>Not pricked</td>
</tr>
<tr>
<td>** CALLIS (VFC) 1920</td>
<td>Mathews 5-2-44</td>
<td>5-2-44</td>
<td>Positive</td>
</tr>
<tr>
<td>** CARL (VFC) 1941</td>
<td>Mathews 4-44</td>
<td>4-44</td>
<td>Not pricked</td>
</tr>
<tr>
<td>** CLEVER (VFC) 1920</td>
<td>Mathews 4-44</td>
<td>4-44</td>
<td>Not pricked</td>
</tr>
<tr>
<td>** CRANK (VFC) 1920</td>
<td>Mathews 4-44</td>
<td>4-44</td>
<td>Not pricked</td>
</tr>
<tr>
<td>** EDWARDS (VFC) 1920</td>
<td>Mathews 4-44</td>
<td>4-44</td>
<td>Positive</td>
</tr>
<tr>
<td>** FARM (VFC) 1920</td>
<td>Mathews 4-44</td>
<td>4-44</td>
<td>Not pricked</td>
</tr>
<tr>
<td>** GARNETT (VFC) 1937</td>
<td>Mathews 4-44</td>
<td>4-44</td>
<td>Not pricked</td>
</tr>
<tr>
<td>** GEORGE (VFC) 1941</td>
<td>Mathews 4-44</td>
<td>4-44</td>
<td>Positive</td>
</tr>
<tr>
<td>** HALL (VFC) 1937</td>
<td>Mathews 4-44</td>
<td>4-44</td>
<td>Not pricked</td>
</tr>
<tr>
<td>** HAZEL (VFC) 1937</td>
<td>Mathews 4-44</td>
<td>4-44</td>
<td>Not pricked</td>
</tr>
<tr>
<td>** HILL (VFC) 1937</td>
<td>Mathews 4-44</td>
<td>4-44</td>
<td>Not pricked</td>
</tr>
<tr>
<td>** HOOK (VFC) 1920</td>
<td>Mathews 4-44</td>
<td>4-44</td>
<td>Not pricked</td>
</tr>
<tr>
<td>** HUNLEY (VFC) 1937</td>
<td>Mathews 4-44</td>
<td>4-44</td>
<td>Not pricked</td>
</tr>
<tr>
<td>IRON (VFC) 1920</td>
<td>Mathews 4-5-44</td>
<td>4-5-44</td>
<td>Positive</td>
</tr>
<tr>
<td>** JOE (VFC) 1920</td>
<td>Mathews 4-44</td>
<td>4-44</td>
<td>Not pricked</td>
</tr>
<tr>
<td>** LAND (VFC) 1920</td>
<td>Mathews 4-44</td>
<td>4-44</td>
<td>Not pricked</td>
</tr>
<tr>
<td>** LEVY (VFC) 1920</td>
<td>Mathews 4-44</td>
<td>4-44</td>
<td>Not pricked</td>
</tr>
<tr>
<td>** MACHEM (VFC) 1937</td>
<td>Mathews 6-20-44</td>
<td>6-20-44</td>
<td>Positive</td>
</tr>
<tr>
<td>** MARSH (VFC) 1920</td>
<td>Mathews 4-44</td>
<td>4-44</td>
<td>Not pricked</td>
</tr>
<tr>
<td>** MATHES LOCKOUT TOWER, 1942</td>
<td>Mathews 9-27-44</td>
<td>9-27-44</td>
<td>Positive</td>
</tr>
<tr>
<td>** MILES (VFC) 1937</td>
<td>Mathews 4-44</td>
<td>4-44</td>
<td>Not pricked</td>
</tr>
<tr>
<td>** MILL (VFC) 1920</td>
<td>Mathews 4-44</td>
<td>4-44</td>
<td>Not pricked</td>
</tr>
<tr>
<td>** MOORE (VFC) 1937</td>
<td>Mathews 4-44</td>
<td>4-44</td>
<td>Not pricked</td>
</tr>
<tr>
<td>** NAT (VFC) 1937</td>
<td>Mathews 4-44</td>
<td>4-44</td>
<td>Not pricked</td>
</tr>
<tr>
<td>** NEAT (VFC) 1937</td>
<td>Mathews 4-44</td>
<td>4-44</td>
<td>Not pricked</td>
</tr>
<tr>
<td>** POPLAH (VFC) 1937</td>
<td>Mathews 4-44</td>
<td>4-44</td>
<td>Not pricked</td>
</tr>
<tr>
<td>** PUT-IN (VFC) 1937</td>
<td>Mathews 4-44</td>
<td>4-44</td>
<td>Not pricked</td>
</tr>
<tr>
<td>** RAILES (VFC) 1937</td>
<td>Mathews 4-44</td>
<td>4-44</td>
<td>Not pricked</td>
</tr>
<tr>
<td>** ROCK (VFC) 1920</td>
<td>Mathews 4-44</td>
<td>4-44</td>
<td>Not pricked</td>
</tr>
<tr>
<td>** SAND (VFC) 1920</td>
<td>Mathews 4-44</td>
<td>4-44</td>
<td>Not pricked</td>
</tr>
<tr>
<td>** SHARP (VFC) 1937</td>
<td>Mathews 4-44</td>
<td>4-44</td>
<td>Not pricked</td>
</tr>
<tr>
<td>Station</td>
<td>U.S.G.S. Quadrangle</td>
<td>Recovery Date</td>
<td>Prickling Date</td>
</tr>
<tr>
<td>-------------------</td>
<td>---------------------</td>
<td>---------------</td>
<td>----------------</td>
</tr>
<tr>
<td>** SHINAULT (VFC) 1937 **</td>
<td>Mathews ✓</td>
<td>4-44</td>
<td>Not pricked</td>
</tr>
<tr>
<td>** SOMERS (VFC) 1937 x**</td>
<td>Mathews ✓</td>
<td>4-44</td>
<td>Not pricked</td>
</tr>
<tr>
<td>* WHALE (VFC) 1937 *</td>
<td>Mathews ✓</td>
<td>4-22-44</td>
<td>Positive</td>
</tr>
<tr>
<td>** SPITZER (VFC) 1937 x**</td>
<td>Mathews ✓</td>
<td>4-44</td>
<td>Not pricked</td>
</tr>
<tr>
<td>** STOKES (VFC) 1937 x**</td>
<td>Mathews ✓</td>
<td>4-44</td>
<td>Not pricked</td>
</tr>
<tr>
<td>** TANK (VFC) 1937 x**</td>
<td>Mathews ✓</td>
<td>4-44</td>
<td>Not pricked</td>
</tr>
<tr>
<td>** THURSTON (VFC) 1937 **</td>
<td>Mathews ✓</td>
<td>4-44</td>
<td>Not pricked</td>
</tr>
<tr>
<td>** UP (VFC) 1937 x**</td>
<td>Mathews ✓</td>
<td>4-44</td>
<td>Not pricked</td>
</tr>
<tr>
<td>** WARE (VFC) 1937 **</td>
<td>Mathews ✓</td>
<td>4-44</td>
<td>Not pricked</td>
</tr>
<tr>
<td>** WASH (VFC) 1937 **</td>
<td>Mathews ✓</td>
<td>Not found</td>
<td></td>
</tr>
<tr>
<td>* WHARF (VFC) 1937 *</td>
<td>Mathews ✓</td>
<td>9-27-44</td>
<td>Positive</td>
</tr>
<tr>
<td>** WILLIAMS (VFC) 1937 **</td>
<td>Mathews ✓</td>
<td>4-44</td>
<td>Not pricked</td>
</tr>
</tbody>
</table>

* Identified by a substitute station. The positions of these substitute stations have been shown on the reverse side of the map manuscript with a small orange ink circle.

** Not used to control the Radial Plot.
FIELD EDIT REPORT  
T-8329, Mathews Quadrangle (3722.5/7615.0)  
Project CS 289 W-2  
Aziel LaFaye, Chief of Party

The field edit survey was made by Aziel LaFaye, Photogrammetric Engineer, between March 18, 1946 and April 25, 1946, in accordance with the Director's Field Edit Instructions dated August 24, 1945.


Roads, buildings, contours, and drainage were checked by riding in a truck over every passable road in the quadrangle. The shoreline and offshore details were checked by walking along the shoreline or observing from strategic locations from which a large portion of the shoreline would be visible. Aids to navigation were located or checked by plane-table cuts. Geographic names and political boundaries were checked with local residents, posted signs, and county records.

All results of the field edit survey are shown on the field edit sheet, or reference is made on this sheet to a photograph on which the correction or addition can be determined. (Field Edit sheet is filed in the Division of Photogrammetry.)

Information obtained during the field edit survey and supplementing the 1945 Field Inspection and Compilation Reports for Project CS 289 W-2 follows:

4. Horizontal Control.

Station Fare, V.F.C., 1920 has been washed out. This information is also submitted on Form 526. (forwarded to geodrey) M.G.M. [Deleted from manuscript.]

5. Vertical Control.

The location and labeling of Bench Marks were checked and found to be correct.

6. Contours and Drainage.

In the northwest corner of the sheet, there are two isolated 20' contours. The ten foot contour is found throughout the quadrangle. It follows closely the shoreline and near the shoreline of the numerous tide-water creeks.

Nearly all inland streams are at tide-water level. There is no well defined drainage pattern such as found on higher land.

The small piers in this quadrangle are constantly changing in number and position. A few newly constructed ones were added. Many others were deleted or marked "Ruins" because of their present poor condition.


One duck blind west of Sandy Point was located by plane-table cuts.

The areas of crab-pot stakes shown on the west side of Godfrey Bay have been deleted by the field editor. These stakes are rather small and rarely stay in place more than one season. Most of them are already destroyed in that area. To locate every area of crab-pot stakes on the quadrangle would take considerable time and fill the sheet with information which would be correct for only one season.

11. Landmarks and Aids To Navigation.

The following aids to navigation were checked by plane-table cuts and their position found to be satisfactory:

<table>
<thead>
<tr>
<th>AID</th>
<th>LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fl. W 5 Sec.</td>
<td>1 Mi. northwest of Iron Point</td>
</tr>
<tr>
<td>&quot; R 5 &quot;</td>
<td>1 Mi. west of Cherry Point</td>
</tr>
<tr>
<td>&quot; W 5 &quot;</td>
<td>1 Mi. northwest of Cherry Point</td>
</tr>
<tr>
<td>&quot; R 5 &quot;</td>
<td>On wood jetty in south end of Hills Bay</td>
</tr>
<tr>
<td>&quot; W 5 &quot;</td>
<td>On stone jetty, southeast side of Hills Bay</td>
</tr>
</tbody>
</table>

The following aids to navigation were located by plane-table cuts:

<table>
<thead>
<tr>
<th>AID</th>
<th>LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nun #2</td>
<td>South end of Hills Bay</td>
</tr>
<tr>
<td>Black Can #1</td>
<td>Hills Bay</td>
</tr>
<tr>
<td>Black Can #5</td>
<td>1½ Mi. west of Cherry Point.</td>
</tr>
<tr>
<td>Black Can #3</td>
<td>1 Mi. north of Cherry Point.</td>
</tr>
<tr>
<td>Black Can #/1</td>
<td>2 Mi. northeast of Cherry Point.</td>
</tr>
<tr>
<td>Day Marker (Black)</td>
<td>Middle Grounds, south Gwynn Is.</td>
</tr>
</tbody>
</table>
The Black Day Marker listed above is not in its original position. It was destroyed and replaced by local fishermen as near to its original position as they could determine. The Red Day Marker was destroyed and never replaced.

Black Can #1 northeast of Cherry Point could not be located by plane-table cuts any closer than shown. It was felt that this is sufficiently close and that additional work from a motor launch would not be worth while.

14. Road Classification.

Because of the additional classification, Rd. 4U under war mapping, some of the Rd. 4's now properly become Rd. 3. A few roads have been improved during the past year.

15. Bridges.

Bridges were found to be correctly indicated. Appropriate notes were made where necessary.


Many buildings were deleted on this sheet. Most of the buildings deleted are small barns, chicken houses, sheds and hog pens.

Several buildings were added. Their approximate position was circled on the field edit sheet and their exact position was indicated on a photograph.

17. Boundary Monuments and Lines.

There were two minor changes in the magisterial district lines. Where the Plankatank-Westville District Line leaves Stutta Creek, it follows a line fence between two farms to St. Hwy. 641.

Where the Chesapeake-Westville District Line leaves Put In Creek, it follows a ditch easterly to St. Hwy. 14; thence north along St. Hwy. 14 to St. Hwy. 611.

18. Geographic Names.

<table>
<thead>
<tr>
<th>Feature Name</th>
<th>Recommended By</th>
<th>Occupation</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beck Creek</td>
<td>H.S. Forrest</td>
<td>Fishermen</td>
<td>Diggs F.O.</td>
</tr>
<tr>
<td>North River Rd.</td>
<td>C.J. Hyatt</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Plankatank Rd.</td>
<td>S.J. German</td>
<td>Farmer</td>
<td>Foster F.O.</td>
</tr>
<tr>
<td>Winder Cr.</td>
<td>C.T. Huddins</td>
<td>Land Surveyor</td>
<td>Mathews, Va.</td>
</tr>
<tr>
<td>Miller's Cove</td>
<td>E.D. Owens</td>
<td>Farmer</td>
<td></td>
</tr>
<tr>
<td>Keeneys Cr.</td>
<td>C.L. Lewis</td>
<td>Chief Warrant</td>
<td>Huddins F.O.</td>
</tr>
<tr>
<td>Postle's Cove</td>
<td></td>
<td>Bos'n U.S.C.G.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Ret'd</td>
<td></td>
</tr>
</tbody>
</table>
Geographic Names Cont'd

<table>
<thead>
<tr>
<th>Feature Name</th>
<th>Recommended By</th>
<th>Occupation</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kibbles Pond</td>
<td>R.N. Gossey</td>
<td>Postmaster</td>
<td>Gwynn P.O.</td>
</tr>
<tr>
<td>Bethel Beach</td>
<td></td>
<td>State Road Marker</td>
<td></td>
</tr>
</tbody>
</table>

One State Highway Sign posted near Gwynn Island Bridge stated "Milford Haven River". It is locally known as simply Milford Haven. It is shown as Milford Haven on the county maps.

North River Rd. is the road which runs through the west-central portion of the quadrangle from West to East thence South to Mathews Court House.

The road in the extreme southwest corner of the sheet is labeled North River Road and it is locally called that. It is recommended that this name be deleted so that there will not be two North River Roads on the same sheet.

Flanktank Rd. is well known as the road that begins at the intersection of Highways 14 and 198 and continues north and west along the Flanktank River.

The body of water north of Winter Harbor in the southeast corner of the quadrangle has no well known name. The field edit party consulted local residents in an attempt to determine the name of this body of water as well as some of the coves about Winter Harbor. No new names were found.

45. Comparison with Nautical Chart #1223

The inshore and shoreline information compiled on this quadrangle should supersede any and all such information now shown on Chart #1223.

There is an opening through the north end of Rigby Island.

The Channel out of Garden Creek is now closed.

46. Accuracy Tests

There were four short accuracy tests run in this quadrangle. They are located as follows:

Test #1 Int. 37 24' Long. 76 22'
Test #2 Int. 37 30' Long. 76 21'
Test #3 Int. 37 26' Long. 76 23'
Test #4 Int. 37 25' Long. 76 18'
48. Accuracy Tests Cont'd:

<table>
<thead>
<tr>
<th>Points Tested</th>
<th>Points In Error Less Than ( \frac{1}{4} ) Int.</th>
<th>Points In Error ( \frac{1}{4} ) to full</th>
<th>Hor. Cl.</th>
<th>Vert. Cl.</th>
</tr>
</thead>
<tbody>
<tr>
<td>TEST #1</td>
<td>22</td>
<td>22</td>
<td>0</td>
<td>0.6mm</td>
</tr>
<tr>
<td>TEST #2</td>
<td>12</td>
<td>11</td>
<td>1</td>
<td>0.4mm</td>
</tr>
<tr>
<td>TEST #3</td>
<td>11</td>
<td>11</td>
<td>0</td>
<td>0.3mm</td>
</tr>
<tr>
<td>TEST #4</td>
<td>11</td>
<td>11</td>
<td>0</td>
<td>0.4mm</td>
</tr>
</tbody>
</table>

There were no points out over a full interval.

Total Points tested 55

" " within \( \frac{1}{4} \) contour interval, 54

98% of points within \( \frac{1}{4} \) contour interval.

49. Review of First Proof.

Mr. R.W. Orrell of Cardinal, Va. has consented to review one of the first proofs of this quadrangle. His very favorable qualifications have been stated in the Field Edit Report of T-8330.

Respectfully Submitted,

Azriel Lafave
Photogrammetric Engr.
DIVISION OF PHOTOGRAMMETRY

REVIEW OF TOPOGRAPHIC QUADRANGLE T-8329

An office inspection of T-8329 was made prior to field edit. Planimetric and topographic features of questionable interpretation were called to the field editor's attention on one of the single-weight prints of T-8329, accompanied by pertinent notes in red ink. The materials necessary for field edit were then forwarded to the field. Upon the receipt of the field edit data, the reviewer applied all of the necessary information to the manuscript and the descriptive report.

27. RADIAL PLOT:

Each of the office photographs within the area of the survey were oriented separately under the manuscript and positions of the planimetric details checked by radial cuts. The accuracy of such details was found to be well within the allowable error. No horizontal accuracy test was made on this quadrangle. Four vertical accuracy tests were made within the area of the quadrangle by the field edit party and the points tested are well within the prescribed accuracy specified by the National Standards of Map Accuracy. The results of these vertical accuracy tests are fully described in the field edit report.

28. DETAILING:

All corrections and additions have been applied to the manuscript in accordance with the field inspection data, the U. S. C. & G. S. nine-lens, 1:10,000 scale photographs taken 28 November 1942, and the field edit data. All of the revisions were made in the same colored inks as used by the compiler.

The original woodland areas were field inspected and compiled in accordance with the Director's instructions, dated 22 February 1944. These woodland areas have been reclassified by the reviewer in accordance with new instructions "Field Inspection and Compilation of Wooded Areas on Planimetric and Topographic Maps", dated 30 June 1945. The field inspection data were used in aiding the reviewer in the reclassification of these wooded areas.

A drafting overlay was prepared to facilitate the process of smooth drafting.

34. LANDMARKS AND AIDS TO NAVIGATION:

The red day marker at Middle Grounds was reported destroyed by the field edit party and was therefore deleted from the manuscript during the review. The black day
marker, also at Middle Grounds, was reported destroyed and replaced by local fisherman. The new position, as shown on the manuscript, was redetermined by planetable cuts and now lies approximately 0.9 mm. further to the southeast. The non-floating aid to navigation Small Red Beacon, at the head of Edwards Creek, was reported as gone by the field edit party. Forms 567 have been submitted for these beacons, copies of which are attached to this report.

Nun buoy No. 2 and Black Can buoy No. 1, at Hills Bay, were also located by planetable cuts by the field edit party. They have been shown on the manuscript with small black acid ink circles accompanied by pertinent notes. These floating aids to navigation will not be shown on the published quadrangle.

38. COMPARISON WITH PREVIOUS TOPOGRAPHIC SURVEYS:

The planimetric and topographic features appearing on the following surveys are superseded by survey T-8329 in all common areas for charting purposes:

<table>
<thead>
<tr>
<th>T-503</th>
<th>1:20,000</th>
<th>1853</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-504</td>
<td>1:20,000</td>
<td>1853</td>
</tr>
<tr>
<td>T-1100</td>
<td>1:20,000</td>
<td>1869</td>
</tr>
<tr>
<td>T-1101</td>
<td>1:20,000</td>
<td>1860-68</td>
</tr>
<tr>
<td>T-2715</td>
<td>1:20,000</td>
<td>1905-6</td>
</tr>
<tr>
<td>T-2869</td>
<td>1:20,000</td>
<td>1907-8</td>
</tr>
</tbody>
</table>

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:


In general, planimetry common to the quadrangle and the manuscript are in good agreement except for the discrepancies noted in the descriptive report under notes to the reviewer.

The features shown on survey T-8329 supersede those appearing on the above-mentioned quadrangle.

45. COMPARISON WITH NAUTICAL CHARTS:

The following nautical charts have been compared with survey T-8329:

<table>
<thead>
<tr>
<th>454</th>
<th>scale 1:40,000</th>
<th>1943</th>
</tr>
</thead>
<tbody>
<tr>
<td>534</td>
<td>scale 1:40,000</td>
<td>1933</td>
</tr>
</tbody>
</table>

This survey has not been applied to these charts at the date of this review.
FUTURE SURVEYS:

The Notes for Reviewer and for Hydrographic Parties as prepared by the compilation office were removed from the descriptive report because the information desired has been applied by the reviewer from the field edit data with the exception of the following features which are recommended for investigation during future hydrography:

Wreck in Hills Bay just S.W. of Narrows Point.

One floating aid to navigation in Chesapeake Bay N.E. of Gwynn Island, Ref. Cl.

The ruin of a long pier at the north shore of the entrance to Warehouse Cove.

The above features appear on Chart 534, scale 1:40,000, published April 1933, reissued April 1939.

Reviewed by:

Michael G. Misulia
Photogrammetrist
23 May 1946

Reviewed under the direction of S. V. Griffith

Approved by:

B. C. Jones, Technical Asst. Chief, Nautical Chart Branch
Div. of Photogrammetry Division of Charts

Chief, Div. of Photogrammetry Chief, Div. of Coastal Surveys
<table>
<thead>
<tr>
<th>DATE</th>
<th>CHART</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>4/18/49</td>
<td>534</td>
<td>Edwards</td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td>6/27/49</td>
<td>1222</td>
<td>IE.</td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td>5/10/51</td>
<td>494</td>
<td>C.M. Wilson</td>
<td>Before After Verification and Review</td>
</tr>
</tbody>
</table>

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart.
Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.