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DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R.S. Patton, Director

State: Maryland

DESCRIPTIVE REPORT

Topographic

Hydrographic

Sheet No. F 4709

LOCALITY

Chesapeake Bay
Vicinity of
Wicomico River Project

Project No. 88

1932

CHIEF OF PARTY

E. H. Bernstein, H. & G. Engr.

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DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO. 4709

TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. _____

REGISTER NO. 4709

State Maryland

General locality Chesapeake Bay

Locality Vicinity of Wicomico River

Scale 1:5,000
1:10,000 Date of survey Aug., 1932, 192

Vessel _____

Chief of Party E. H. Bernstein

Surveyed by C. F. Chenworth

Inked by C. F. Chenworth

Heights in feet above _____ to ground to tops of trees

Contour, Approximate contour, Form line interval _____ feet

Instructions dated Aug., 17, 1931, 192

Supplemental Instructions: July 8, 1932

Remarks: _____

7/8/32

DESCRIPTIVE REPORT

(To Accompany Topographic Sheet F.

Wicomico River

Instructions dated Aug. 17, 1931.

Supplemental Instructions dated July 8, 1932.

The small patches of topography on this sheet that are to the 1:5000 scale are the results of single set-ups at main scheme triangulation stations, the purpose being to show the triangulation stations with respect to prominent topographic features. *

The patch of topography which is done on a 1:10,000 scale and on which a small projection is constructed is the result of running the shore line south-west from triangulation station Hall 2 to a junction with shore line as shown by old survey. Much washing back of the shore line has taken place in the time between the old survey and the new as is evident by the difference in the pencil line denoting the old shore line and the inked one showing the shore line at the present time.

This shore line was run by traverse after setting up at station Hall 2 and orienting on Hall Pt. Beacon. Set-ups were checked by resecting on Shark Fin Shoal Light (not shown on sheet) and proper connection was obtained at wooded point as shown.

Respectfully submitted
E. H. Bernstein
Lieut. U. S. C. & G. Survey

APPROVED:-

E. H. Bernstein

E. H. Bernstein.

Lieutenant, U. S. Coast & Geodetic Survey.
Chief of Party.

* The intention was to show the nearest features to the triangulation stations which could be used for spotting the stations on air photographs. All features shown were accurately determined by plane table methods. The nearest road intersections are shown in all cases. A further use of the inserts would be in the compilation of airway maps and in the recovery of the stations.

The inserts at stations Green, Widgeon and Wimbrow are oriented by declination only and are subject to perhaps several degrees of error.

E. H. Bernstein
E. H. Bernstein
Chief of Party

REVIEW OF TOPOGRAPHIC SHEET 4709

1. The survey satisfies the specific instructions.

2. The short traverse locating shore line as shown in one of the inserts was not closed on a triangulation station or on a three point fix but resections on triangulation stations "Hall Point Beacon" and "Shark Fin Shoal Light" furnished a fair check on the azimuth and distance. Station "Shark Fin Shoal Light" is not shown on the sheet but is in a direction normal to the line of traverse, (Lat. $38^{\circ}-12.1'$, Long. $75^{\circ}-59.2'$). The rather large holes pricked for stations "Hall 2" and "Hall Point Beacon" may have caused a small error in orienting the planetable at station "Hall 2" but since the traverse is short and resections back on station "Hall Point Beacon" were available, the azimuth should not be in error to any considerable amount.

3. The detail shown in the other inserts on this sheet is sufficient to establish the positions of the triangulation stations on air photographs. Where the planetable was oriented by the declinoaire the azimuth should be ignored and the triangulation station located on the photographs by using a tracing and distances scaled from the topographic sheet.

4. For this type of work aluminum mounted paper would be better than Whatman's paper because it does not shrink or distort to any appreciable extent, and because a more accurate drawing can be made on the hard surfaced paper than on the Whatman's. On this particular sheet T4709, the distances are too short to be seriously affected by paper distortion.

5. The most economical method of obtaining this information for use with air photographs would be to have the triangulation party observe directions and make tape measurements to corners of houses, ~~wood~~^{road} intersections or any prominent detail close to the triangulation station at the same time that the reference marks are cut in. This information could be entered on the station description cards with a sketch where necessary. Sketches should not be made to replace a complete written description and, where necessary, could be made on an additional station description card, Form 525, and attached to the written description. This was done by R. W. Woodworth for some of his ^{Triangulation} stations in the vicinity of New York City with excellent results.

Examined and approved:

[Signature]
Chief, Chart Division
[Signature]
Chief, Field Records.

B.G. Jones
B. G. Jones,
Assistant Cartographic Engineer.

[Signature]
Chief, Section of Field Work
[Signature]
Chief, Div. of H. & T.