

# 8118

Form 504

## U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

### DESCRIPTIVE REPORT

Type of Survey Air Photographic

Sheet

Field No. T-8118

Office No.

#### LOCALITY

State Maryland

General locality Chesapeake Bay  
(Eastern Shore)

Locality Honga River

N3815-W7607.5/7.5

194 2

#### CHIEF OF PARTY

Lieut. Comdr. F.L. Gallen

Lieut. Comdr. Kenneth G. Crosby

#### LIBRARY & ARCHIVES

DATE

## DATA RECORD

T- 8118

Quadrangle (II): Honga

Project No. (II): CS-278-C

Field Office: Salisbury, Md.

Chief of Party: F. L. Gallen

Compilation Office: Tampa, Fla.

Chief of Party: K. G. Crosby

Instructions dated (II III):  
Mar. 4, Mar. 27, August 13, 1942.Copy filed in Descriptive  
Report No. T- (VI)

Completed survey received in office:

Reported to Nautical Chart Section:

Reviewed: 1/1/43

Applied to chart No.

Date:

Redrafting Completed:

Registered:

Published:

Compilation Scale: 1:20,000

Published Scale:

Scale Factor (III): Unity

Geographic Datum (III): N. A. 1927

Datum Plane (III): Mean Sea Level

Reference Station (III): DOG 1929

Lat.: ~~38° 18' 29.585 (912.2 m.)~~ ~~38° 18' 29.585 (912.2 m.)~~ Long.: ~~76° 13' 31.766 (771.8 m.)~~ ~~76° 13' 31.766 (771.8 m.)~~ Adjusted  
 38° 18' 29.585 (912.2 m) 76° 13' 31.766 (771.8 m) Unadjusted

State Plane Coordinates (VI):

*To be added when received from  
computing section.*

X =

Y =

Military Grid Zone (VI)

"A"

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
8817	4/14/42	3:44 P.M.	1:19,600	1.2 ft.
8818	4/14/42	3:46 P.M.	1:19,600	1.2 ft.
8821	4/14/42	3:57 P.M.	1:19,600	1.2 ft.
8822	4/14/42	3:59 P.M.	1:19,600	1.2 ft.
8823	4/14/42	4:01 P.M.	1:19,600	1.2 ft.
8833	4/14/42	4:28 P.M.	1:19,600	1.2 ft.

Tide from (III): Predicted tables for Barren Island, Chesapeake Bay, Md.

Mean Range: 1.4 ft.

Spring Range: 1.6 ft.

Camera: (Kind or source) U.S.C. & G. S. nine lens (focal length  $8 \frac{1}{4}$ )

Field Inspection by: T. A. Zary

date: May 1942

Field Edit by: L. G. Chambers

date: Oct. 1942

Date of Mean High-Water Line Location (III): April 14, 1942.

Projection and Grids ruled by (III) Washington Office date:

" " " checked by: Washington Office date:

Control plotted by: C. H. W.

date: Aug. 1942

Control checked by: F. H. E.

date: Aug. 1942

Radial Plot by: F.H.E., C.H.W., C.A.J.P.

date: Aug. 1942

Detailed by: C.A.J.P.

date: Aug. 1942

Reviewed in compilation office by: E. L. M.

date: Sept. 1942

Elevations on Field Edit Sheet  
checked by: Salisbury Office

date: Oct. 1942

### STATISTICS (III)

Land Area (Sq. Statute Miles):	20.5
Shoreline (More than 200 meters to opposite shore):	70.0
Shoreline (Less than 200 meters to opposite shore):	35.0
Number of Recoverable Topographic Stations established:	nine
Number of Temporary Hydrographic Stations located by radial plot:	none
Leveling (to control contours) - miles:	18.5

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:



DESCRIPTIVE REPORT  
TO ACCOMPANY  
SHEET NO. T-8118

GENERAL

This sheet was compiled in accordance with "Instructions for Defense Mapping Project CS 278", dated March 4, 1942.

The general location of the area covered by this map drawing, is Maryland, Chesapeake Bay (eastern shore), Honga River. The terrain of the Honga River area is comprised of very flat marshlands with low sandy beaches on the east shores. The Hoopersville Islands separate the Honga River from Chesapeake Bay. These islands, having a fairly dense population, are the most developed area on this map. The mainland in the northeastern portion is extensively covered with woodlands.

The roads and streets are shown by a center line. On the smooth draft they should be shown (by double lines) 30 feet wide. On the causeway joining Lower and Middle Hoopersville Islands the road is shown with a double line and on the smooth draft the same width should be used.

All buildings visible on the photographs have been shown. Public buildings have not been indicated, because these were not identified by the field inspector.

CONTROL

The following 12 triangulation stations established by this Bureau appear within the tracing limits of this sheet, and were used for control:

<u>STATION</u>	<u>DATE</u>	<u>ESTABLISHED BY</u>
Dog	1929	Jack Senior
New	1929	Jack Senior
Keenes	1910	C. C. Yates
Kerwin	1910	C. C. Yates
Hosier Memorial Church Spire	1910	C. C. Yates
Mount Zion M.E. Church Spire	1910	C. C. Yates
Bridge	1910	C. C. Yates
Shad	1912	J. B. Boutelle
Covey <i>Covey</i>	1912	J. B. Boutelle
Asquith	1910	C. C. Yates
Windmill 2	1898	F. W. Perkins
Hoopersville M.E. Church Spire	1910	C. C. Yates

Triangulation stations: East, Bay, Paul, Hooper, Island Light House, and Cusick appear on this sheet but fall outside of the detailing limits.

MAIN RADIAL PLOT

A continuous radial plot was laid on August 13 and 14, 1942 to locate radial points, hydrographic and topographic stations, bench marks and photographic centers. The plot extended over the area covered by quadrangles 9, 10, 11, 23, 24, 25 and 37; (Sheets T-8108, 8109, 8110, 8119, 8117 & 8136.

The usual practice of laying the main radial plot was followed. This consists of plotting and checking the control on the survey sheets and then



transferring these points to base grid sheets by matching individual grid squares. The amount of adjustment in each grid square was negligible. The grid sheets were taped to the plotting table and allowed to remain for twenty-four hours before any templates were laid. Prior to laying the templates the base grid sheets were examined for movement and where such movement had occurred the grid sheets were given a final adjustment and all matched grid lines were in excellent agreement.

The plot consisted of twenty-four templates. Templates Nos. 8817 and 8822 showed 14 triangulation stations. Template No. 8825 showed 11 triangulation stations. Templates Nos. 8821, 8823, 8830 showed 10 triangulation stations. Templates Nos. 8818, 8820, 8832, 8833, 9057 and 9058 showed 9 triangulation stations. Template number 8839 showed 8 triangulation stations. The remaining six templates showed from 2 to 6 triangulation stations.

The templates which were most rigidly fixed by triangulation control were laid first. The templates having the least control were laid by rigidly holding what triangulation was available while at the same time holding well established points as determined by radial intersections of the previous more rigidly controlled templates. Agreement along the flight lines as well as intersections of radial lines to the adjacent photograph centers was excellent throughout.

No excessive tilt was encountered in any of the templates. Template No. 8831 was omitted because one of the chambers was apparently incorrect. Templates No. 8815 and 8833 were omitted because they were superfluous, ample excellent intersections already having been obtained by the surrounding templates.

This radial plot was laid by one of the Senior Engineering Aides, assisted by two Photogrammetric Aides. The time consumed in laying this plot amounted to 28 man hours.

All of the intersections were transferred from the radial plot to the survey sheets by again matching the grid squares to those of the base grid sheets. The majority of the points were located by common intersections of 4 to 6 radial lines. About 15 percent of the points were located by common intersections of three radial lines only. One percent of the points were located by two radial lines. Further investigation of these last named points is to be made by the individual detailers. No points were picked in triangles of error. Where such triangles of error occurred, the radial lines were transferred on to the survey sheets so that these points may be further investigated by the individual detailers. Triangles of error occurred in less than 0.5% of all points transferred.

It is believed that the excellent agreement of all of the templates along the flight lines, the ample and rigid control by triangulation stations, and the numerous common intersections of radial lines indicate that the positions of the picked points are not more than  $\frac{0.25}{0.50}$  m.m. from the correct location.

Various colored inks were used on the mounted office prints and on the survey sheets to designate triangulation, traverse and topographic stations, etc. The following key is furnished for this information.



## Photographs

Triangulation & Traverse Stations.....2.5 m.m. blue circle  
 Marked Hydro & Topo Signals.....2.5 m.m. green circle  
 Radial Points (Main Plot).....2.5 m.m. red circle  
 Radial Points (Additional).....3.5 m.m. red circle  
 Photograph Centers.....Double Circle

## Survey Sheets

Triangulation Stations.....3.5 m.m. high black triangle  
 Hydro & Topo Stations.....2.5 m.m. black circle  
 Radial Points (Main Plot).....2.5 m.m. purple circle on back  
 Radial Points (Additional).....3.5 m.m. purple circle on back  
 Radial Points (questionable).....3.5 m.m. green circle on back

## NON-FLOATING AIDS

Non-floating aids appearing on this sheet have been listed on Form 567 which has been made a part of this report. All of these navigation aids were plotted from sextant fixes. Bentley Point Light could not be plotted and it will be necessary to locate this light in the field. *See R 46, page 5 of this report for changes in position of aids.*

## INTERPRETATION OF PHOTOGRAPHS

The photographs were clear and with the exception of "poor scale", no peculiar difficulties in interpretation were encountered.

## FIELD INSPECTION

Field inspection was made by T. A. Zary (Photogrammetric Aid) during the month of May, 1942. The field inspection covered only shore line delineation and control points such as triangulation stations and topographic stations. The detailer has made a special overlay on which he has indicated what further field inspection is necessary to complete this map drawing.

## BRIDGES

Type and kind of structures have been indicated and the horizontal and vertical clearances noted. This information was taken from the "List of Bridges Over Navigable Waters of the U. S. ". *See Field Edit sheet for further classification*

## DETAILING

This sheet was detailed in accordance with current instructions for the project (letter of March 4, 1942). The sheet was prepared for inking by rubbing it with dry magnesium carbonate and then washing it. The ink has adhered well and no reinking has been necessary. The scale of the photographs was poor with the exception of one photograph, No. 8817, which was fair. No additional radial points were intersected. However, several of the radial points were relocated by intersections by the detailer because they apparently were in error. The stereoscope was employed to determine the exact positions of the buildings and the streets in the more densely settled areas.

Symbols have been used wherever time could be saved without reducing



the correctness of interpretation of the map. The legend of symbols used by the compiler has been made a part of this report. The highways were classified from county and state highway maps.

JUNCTIONS

This map drawing joins Sheet No. T-8109 on the north, sheet No. T-8119 on the east, sheet No. T-8136 on the south, and sheet No. T-8117 on the west. All junctions are in agreement.

LANDMARKS

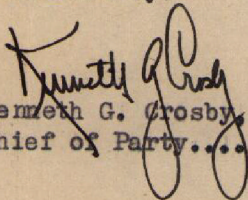
No prominent landmarks appear on this sheet. See page 5, TP 11 for landmarks recommended by Field Edit party.

Respectfully submitted,

Cornelius A. J. Pauw,  
Senior Engineering Aid

C.A.J.P.

Forwarded by:

  
Kenneth G. Crosby  
Chief of Party....



DESCRIPTIVE REPORT TO ACCOMPANY  
T-8118 HONGA QUADRANGLE  
War Mapping Project CS-278-C  
F. L. Gallen, Chief of Party

7. The small island shown south of Swan Island on Chart No. 1224 did not show on the photographs. It was cut in from Middle Hooper Island, and is shown on the manuscript. *This was omitted on the published quadrangle but will be added to negatives so as to show when the quadrangle is reprinted.*
11. A list of landmarks and permanent aids to navigation is attached to this report. A copy of this list was forwarded direct to the Chart Division. *Added to negatives so as to show when the quadrangle is reprinted.*
12. Nine recoverable topographic stations were established to aid in future hydrographic surveys. *Added.*
14. & 15.  
The additional data called for on the overlay sheet has been added directly on the map manuscript.
- The Hooper Island Bridge (as shown on the manuscript) is known locally as The Fishing Creek Bridge. The Middle Island Bridge (as shown on the manuscript) is known locally as The Hooper Island Bridge.
18. The Geographic Names investigation covering this sheet is the subject of a special report. See "Special Report on Investigation of Geographic Names. Maryland-Virginia, Tangier to Taylors Island. Project CS-278-C (North) October 1, 1942."
46. The field edit of this sheet was accomplished by a two-man party in charge of L. G. Chambers. It consisted mainly of visual checking the detail shown on the compilation. It was necessary to shift the compiled location of several of the lights. This was accomplished by the use of the planetable. At least three cuts were taken to each light. All additions are shown in black ink and the deletions are shown in green ink. The corrections are shown directly on the manuscript, in red ink.
47. The compilation was found adequate except for the points noted on the overlay sheet. It was necessary to make a few minor changes in the compiled data. This is shown on the manuscript as described above.



-E-

48. There are no accuracy tests on this sheet. For the nearest horizontal accuracy test refer to sheets T-8108 and T-8242.

Respectfully submitted,

*L. G. Chambers*

L. G. Chambers,  
Senior Photogrammetric Aid

Approved:

*F. L. Gallen*

F. L. Gallen,  
Chief of Party.

Note:

Subsequent to the receipt of the field edit survey in this office a horizontal accuracy test was run for quadrangles T-8109, T-8118, and T-8119. The traverse books, computations, and G.P.A. are filed in the Photogrammetric Section. The traverse was compared with the manuscripts in this office and the results are shown on the next page.

*B. G. Jones*

B. G. Jones

~~x Position corrected on the manuscript during the review. The errors were due to detailing rather than the main plot~~

# HORIZONTAL ACCURACY TEST COMPARISONS

△ Cusick to △ St. Thomas

Traverse position listed as P.P.  
Compilation position listed as M.M.

Point		Lat.	Long.	Dif. in m.m.
6. B.M. G-52	P.P. 38°21'	1834.6	76°08' 89.4	0.4
	M.M.	1826.8	94.1	
		- 7.8	+ 4.7	
7. o of House 100' to L	P.P. 38°21'	1688.8	76°08' 65.6	0.4
	M.M.	1682.2	71.5	
		- 6.6	+ 5.9	
8. Hwy & Dch. to R & L	P.P. 38°21'	256.5	76°08' 538.5	0.6
	M.M.	244.4	535.8	
		- 12.1	- 2.7	
9. B.M. H-52	P.P. 38°21'	+11.7	76°08' 648.2	0.8
	M.M.	- 4.5	643.2	
		- 16.2	- 5.0	
*10. o House 86' to L	P.P. 38°20'	+1258.1	76°08' +1001.1	0.4
	M.M.	1266.3	1004.5	
		+ 8.2	+ 3.4	
11. B.M. A-59	P.P. 38°20'	811.3	76°08' +1456.1 = 76°09' - 0.9	
	M.M.	800.5		+ 4.3
		- 10.8		+ 5.2
12. Hwy & Rd to R.	P.P. 38°20'	476.7	76°08' 1417.5	0.65
	M.M.	463.8	1418.9	
		- 12.9	+ 1.4	
13. Hwy & Rd. to R.	P.P. 38°19'	1784.9	76°08' 1249.0	0.9
	M.M.	1768.3	1257.4	
		- 16.6	+ 8.4	
14. B.M. B-59	P.P. 38°19'	970.9	76°08' 881.5	0.26
	M.M.	962.2	884.4	
		- 8.7	+ 2.9	
15. o Barn (center of 3) 44' to R.	P.P. 38°19'	602.9	76°08' 378.4	1.1
	M.M.	580.0	379.0	
		- 22.9	+ 0.6	

\* It would seem that this point is really a rd. intersection  
TP1S on ozalid field test sheet

Test shows consistent error of plot. Detail on East side of sheet is south of correct position.



GEOGRAPHIC NAMES LIST  
FOR T-8118

Asquith Island ✓  
Back Creek ✓  
Barren Island ✓  
Bentley Cove ✓  
Bentley Point ✓  
Bluff Point ✓  
Carrol's Landing ✓  
Cat Cove ✓  
Cedar Point ✓  
Cedar Point ✓  
Charity Point ✓  
Charles Creek ✓  
Chesapeake Bay ✓  
Clay Point ✓  
Crapo ✓  
Dicks Point ✓  
Doc's Point ✓ *omit apostrophe - see L. Heck's name list*  
Ferry Point ✓  
Fishing Creek ( The Creek ) ✓  
Fishing Creek ( The Town ) ✓  
Fishing Point ✓  
Fox Creek ✓  
Flag Cove ✓  
Flowers Cove ✓  
Gunners Cove ✓  
Gunners Island ✓  
Hell Hook Marsh ✓  
Hooper Island Pier ✓ *( Hickory Cove ✓  
Hickory Point ✓ )*  
Hoopersville ✓  
Honga River ✓ *Honga*  
Horse Point ✓  
Joe's Cove ✓  
Keenes Point ~~Keene Point~~ ✓  
Kerwin Neck ✓  
Lakes Cove ✓  
Lakesville ✓  
~~Long Creek~~ Long Cove ~~Long~~ ✓  
Long Point ✓  
Lower Wroten Island Point ✓  
Lowes Creek ✓  
Meekins Neck ✓  
Middle Hooper Island ✓  
Muddy Hook Cove ✓  
Nan's Point ✓  
Old House Point ✓  
Opossum Island ✓  
Parks Neck ✓  
~~Paul Cove~~ Paul's Cove ✓  
~~Paul's Point~~



## Remarks.

## Decisions

1		U.S.G.B.
2		583761
3		"
4		"
5		"
6		"
7		"
8		" U.S.G.B.
9		"
10		"
11		"
12		"
13		"
14		"
15		"
16		"
17		"
18		"
19		583762 U.S.G.B.
20		"
21		" U.S.G.B.
22		"
23		"
24		"
25		"
26		" U.S.G.B.
27		"
M 234		

# GEOGRAPHIC NAMES

Survey No. T-8118

10 "HONGA" quadrangle  
No. 1

GEOGRAPHIC NAMES											
Survey No. T-8118											
Hatteras Quadrangle											
No. 1											
Name on Survey											

## Remarks.

## Decisions

1		583762
2		"
3		"
4	Long Cove/Creek referred to ULGB: apply Long Cove pending its decision	"
5		"
6		"
7		"
8		" U.S.G.S.
9		"
10		"
11		"
12		"
13		"
14		"
15		"
16		"
17		"
18		"
19		"
20		"
21		"
22		"
23		"
24		"
25		"
26		582762
27		"

# GEOGRAPHIC NAMES

Survey No. T-8118

No. 2

Name on Survey

	A. On Chart No.	B. On previous survey No.	C. On U. S. quadrangle Maps	D. From local information	E. On local Maps	F. P. O. Guide or Map	G. Rand McNally Atlas	H. U. S. Light List	K.	
✓ <u>Gunners Island</u>										1
✓ <u>Gunners Cove</u>										2
✓ <u>Long Point</u>										3
✓ <u>Long Cove</u>										4
✓ <u>Upper Hooper Island</u>										5
✓ <u>Clay Point</u>										6
✓ <u>Tar Bay</u>										7
✓ <u>Copacuna Island</u>										8
✓ <u>Barren Island</u>										9
✓ <u>Old House Point</u>										10
✓ <u>Back Creek</u>										11
✓ <u>Long Point</u>										12
✓ <u>Snake Point</u>										13
✓ <u>Terry Point</u>										14
✓ <u>Lot Island</u>										15
✓ <u>Lot Island Creek</u>										16
✓ <u>Mans Point</u>										17
✓ <u>Flowers Cove</u>										18
✓ <u>Pons Point</u> (west side Upper Hooper Island)										19
✓ <u>Horse Point</u>										20
✓ <u>Sand Point</u>										21
✓ <u>Sols Point</u>										22
✓ <u>Sols Point Gut</u>										23
✓ <u>Tyler Creek</u>										24
✓ <u>Tyler Cove</u>										25
✓ <u>Bluff Point</u>										26
✓ <u>Cat Cove</u>										27



## Remarks.

## Decisions

1		382761
2		"
3		" U.S.G.B.
4		"
5		"
6		" U.S.G.B.
7		"
8		"
9		"
10		"
11		"
12		"
13		"
14		"
15		"
16		"
17		"
18		"
19		"
20		"
21		"
22		382762
23		382761
24		
25		
26		
27		

# GEOGRAPHIC NAMES

Survey No. T-8118

No. 3

Name on Survey

	On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List	
A.	B.	C.	D.	E.	F.	G.	H.	K.	
✓ Fox Creek ✓									1
✓ Fox Cove ✓									2
✓ Squith Island ✓									3
✓ Taylor Point ✓									4
✓ Windmill Point ✓									5
✓ Hanga River ✓									6
✓ Middle Hooper Island ✓									7
✓ Bentley Point ✓									8
✓ Bentley Cove ✓									9
✓ Mill Cove ✓									10
✓ Windmill Cove ✓									11
✓ Cedar Point ✓ (west shore / Squith Island)									12
✓ Flag Cove ✓									13
✓ Swan Island ✓									14
✓ Hickory Point ✓ (east side Middle Hooper Island)									15
✓ Hickory Cove ✓ " " "									16
✓ Hooper Island Pier ✓									17
✓ Hoopersville ✓									18
✓ Tom's Point ✓ (Middle Hooper Island)									19
✓ Tom Cove ✓									20
✓ Dicks Point ✓									21
✓ Does Point ✓									22
✓ Muddy hook Cove ✓									23
									24
									25
									26
									27

Names underlined in red approved  
by L. Heck 02/11/42

Geographic Names List  
For T-8118

Pon<sup>y</sup>'s Point ✓ *omit apostrophe*  
Pot Island ✓  
Pot Island Creek ✓  
Sand Point ✓  
Seven Oaks Point ✓  
Smoke Point ✓  
Sol's Point ✓ *omit apostrophe*  
Sol's Point Gut ✓ " "  
Swan Island ✓  
Tar Bay ✓  
Taylor Point ✓  
The Canal ✓  
Tom Cove ✓  
Tom Point ✓  
Tom's Point ✓ *omit apostrophe*  
Tylers Cove ✓  
Tylers Creek ✓  
Upper Hooper Island ✓  
Upper Wroten Island Point ✓  
Wallace Creek ✓  
Wheatley Point ✓  
Wheatley Point Cove ✓  
Windmill Cove ✓  
Windmill Point ✓  
Worlds End Creek ✓  
Wroten Island ✓

NAMES FOUND IN GEOGRAPHIC NAMES  
REPORT, NOT SHOWN IN COMPILATION  
T-8118

Aaron's Cove  
Blackwater(Lina Rd. Settlement)  
Hearn's Cove  
Hearn's Creek  
Hickory Cove  
Hickory Point  
Hickory Point  
Hickory Point Gut.  
Housepoint  
Insley's Cove  
Paul Point  
The Abscess  
Wallace Creek Marsh

apply - see index list



TO BE CHARTED }  
STRIKE OUT ONE  
~~TO BE DELETED~~

Salisbury, Maryland      October 30, 1942

## LANDMARKS FOR CHARTS

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

The positions given have been checked after listing. <sup>Yes.</sup>

77 2 14

F. H. Gallen.

**F. L. Gallen**  
*Chief of Party.*

[illegible]

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.



DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

T-8118

TO BE CHARTED } STRIKE OUT ONE  
~~TO BE DELETED~~~~LANDMARKS FOR CHARTS~~  
PERMANENT AIDS TO NAVIGATION  
Salisbury, Md.

Oct. 30, 1942

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. *gfw.*

*J. L. Gallen*

F. L. Gallen

Chief of Party.

GENERAL LOCALITY	NAME AND DESCRIPTION	POSITION						METHOD OF LOCATION	DATE OF LOCATION	CHARTS AFFECTED				
		LATITUDE		LONGITUDE		DATUM	HARBOR CHART			INSHORE CHART	OFFSHORE CHART			
		O	I	D. M. METERS	O							I	D. P. METERS	
	Honga River, Md.													
	Tar Bay Light "3" <i>rebuilt 1948</i>	38	20	<i>48.43</i> 1494	76	14	<i>51.96</i> 1262	N.A. 1927	Sextant	1942	X		1224	<i>1224</i>
	Tar Bay Light "4" "	38	20	35.51 1095	76	14	24.38 592	"	"	"	X		1224	
	Tar Bay Light "5" "	38	20	37.69 1162	76	14	10.29 250	"	"	"	X		1224	
	Fishing Creek Light <i>built 1926</i>	38	20	46.02 1419	76	14	2.88 70	"	Plane-table	10/42	X		1224	
	Honga River Upper Light <i>rebuilt 1948</i>	38	21	4.57 141	76	13	8.11 197	"	"	"	X		1224	
	Hunting Ridge Point Light	38	20	12.16 375	76	11	52.74 1281	"	"	"	X		1224	
	Wroten Island Light <i>1940</i>	38	18	51.18 1578	76	12	30.26 735	"	"	"	X		1224	
	Middle Island Bridge Light "1" "	38	17	41.97 1294	76	12	47.39 1151	"	"	"	X		1224	
	Middle Island Bridge Light "3" <i>1948</i>	38	18	1.23 38	76	12	1.15 28	"	Sextant	1942	X		1224	
	Bentley Point Light	38	17	26.79 826	76	09	21.12 513	"	Plane-table	10/42	X		1224	
	Windmill Point Shoal Light	38	16	1.39 43	76	09	2.39 58	"	Sextant	1942	X		1224	

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.



DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY  
LANDMARKS FOR CHARTS

TO BE CHARTED  
TO ~~BE OBSERVED~~ } STRIKE OUT ONE

1101 E. Broadway, Tampa, Fla. 9-7-42 193

I recommend that the following objects which have (*have not*) been inspected from seaward to determine their value as landmarks, be charted on ~~(existing charts)~~ the charts indicated.  
The positions given have been checked after listing.

Lieut. Comdr. Kenneth G. Crosby *Kenneth G. Crosby* Chief of Party.

GENERAL LOCALITY (Eastern Shore)		POSITION		METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED				
		LATITUDE	LONGITUDE										
NAME AND DESCRIPTION		°	'	D. M. METERS	°	'	D. P. METERS	DATUM					
TAR BAY NO. 3 LIGHT <i>rebuild 1942</i>		38	20	1494	76	14	1262	N.A. 1927	Sex- tant	1942	X		1224
TAR BAY NO. 4 LIGHT "		38	20	1095	76	14	592	"	"	"	X		1224
TAR BAY NO. 5 LIGHT "		38	20	1162	76	14	250	"	"	"	X		1224
FISHING CREEK LIGHT		38	20	1414	76	14	109	"	"	"	X		1224
HONGA-UPPER RIVER LIGHT		38	21	185	76	13	171	"	"	"	X		1224
HUNTING RIDGE POINT LIGHT		38	20	1564	76	12	69	"	"	"	X		1224
WROTEN ISLAND LIGHT		38	18	1612	76	12	692	"	"	"	X		1224
<i>rebuild 1942</i> MIDDLE ISLAND BRIDGE NO. 1 Light		38	17	1275	76	12	1133	"	"	"	X		1224
<i>rebuild 1948</i> MIDDLE ISLAND BRIDGE NO. 3 Light		38	18	38	76	12	28	"	"	"	X		1224
WINDMILL POINT SHOAL LIGHT		38	16	43	76	09	58	"	"	"	X		1224
Bentley Point Light - - -		-	-	-	-	-	-	-	-	-	-	-	-
Should be re-observed													

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." 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.

## ROAD CLASSIFICATION FOR MAPS OF ALL SCALES

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

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

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

### WOODS CONCEALMENT CLASSIFICATION

Class A: Trees over 10' high and thick enough to hide troops.

Class B: Brush thick enough to hide troops but dense enough to impede progress.

Class C: Scattered brush thick enough to hide troops but not thick enough to impede progress.

## DIVISION OF CHARTS

### SURVEYS BRANCH

#### Review of Air Photographic Survey T-8118 (Honga Quadrangle) January 1943

This and the adjoining air photographic surveys were made for the preparation of topographic quadrangles for the War Department. The main divisions of the field surveys and office compilation in preparing these quadrangles are listed as follows for future reference:

#### FIELD WORK

1. Air photography
2. Field inspection for the identification of control and for the classification and clarification of planimetric details on the photographs
3. Leveling and contouring: Contouring was accomplished by planetable directly on prints of the air photographs.

#### PHOTOGRAMMETRIC OFFICES

4. Compilation of all planimetric details and of contours from the photographs onto a celluloid manuscript: This compilation of details was accomplished for all of the war mapping quadrangles in either the Baltimore or Tampa Photogrammetric Office.

#### FIELD WORK

5. Field edit and completion surveys: Upon completion of the manuscripts, prints were furnished to the field party for ground examination of the maps as to completeness. Necessary corrections were made by planetable. These surveys included systematic horizontal and vertical accuracy tests which are recorded in special reports.

## WASHINGTON OFFICE

6. Review: Following the field edit the maps were reviewed in the Washington Office as regards conformance to specifications and to prepare them for smooth drafting.
7. Drafting and reproduction: Smooth color separation drawings were made on metal-mounted blue lines and the quadrangles were printed from these drawings.

The check list containing a record of all work in the Washington Office is filed in the Photogrammetric Section.

The map manuscripts were compiled at the scale of 1:20,000 and include information of interest to this Bureau, not all of which was shown on the printed quadrangles. For this reason a cloth back copy of the rough drawn manuscript will be filed in the vault, together with a cloth back copy of the printed quadrangle.

### Contemporary Surveys

None

### Previous Surveys

T-8118 has been compared with and supersedes the sections of the following previous surveys which it covers: T-255, 1848; T-265, 1848; H-2475, 1900; T-2564, 1901; T-4445, 1929 (all to 1:20,000 scale); and T-4710, 1932 (1:5000 scale).

### Nautical Chart 1224 (printed 10-21-42)

T-8118 had not been applied to chart 1224 at the date of this review. A comparison with this chart shows that there is now no bridge from Parks Neck to Wroten Island and three additional landmarks are recommended.

The office review disclosed errors in the radial plot in the southeast section of the quadrangle and all details around Parks Neck and Asquith Island were revised. The changes in geographic positions amounted to from 0 to 2 millimeters.

Reviewed under direction of D.H. Benson

Inspected by B.G. Jones *B.G.*

Robert W. Knaf  
Chief, Surveys Branch

K.T. Adams  
Chief, Section of Topography

J.B. Borden  
Chief, Division of Charts

G. Thule  
Chief, Division of Coastal  
Surveys



## NAUTICAL CHARTS BRANCH

SURVEY NO. T-8118

### Record of Application to Charts

[illegible]

M-2168-1

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.