8151

8151

Form 504
Rev. June 1941
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Air Photographic
Plane Table
Hydrographic

Sheet
Survey No. T-8151
(Field)

MARYLAND
MARION
QUADRANGLE
N3800 - W7545/7.5

LOCALITY

State Maryland

General locality Chesapeake Bay

Locality Big Annemessex River,
vicinity of Marion

1942

CHIEF OF PARTY
Lieut. Comdr. F. L. Gallen.
Lieut. Comdr. Kenneth G. Crosby

U. S. GOVERNMENT PRINTING OFFICE 315551

January 16, 1945

Form T-1

DATA RECORD

T- 8151

Quadrangle (II): Marion N3800-W7545/7.5 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, Aug. 13, 1942. Copy filed in Descriptive Report No. T- (VI)

Completed survey received in office: 10/5/42

Reported to Nautical Chart Section: 10/42

Reviewed: 2/4/43 Applied to chart No. Date:

Redrafting Completed: 8/12/43

Registered: 1/16/45 Published: 2/15/44

Compilation Scale: 1:19,640 Published Scale: 1:31,680

Scale Factor (III): 1.018

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

Reference Station (III): NOBLE 1934

Lat.: 38°-05'-12.361"(381.1m) Long.: 75°-47'-43.814" (1067.7 m) Adjusted ~~Unadjusted~~

State Plane Coordinates (VI):

Maryland single Zone

X = 1,146,696.51 Feet Y = 94,582.38 Feet

Virginia South Zone

X = 2,778,350.19 Feet Y = 649,574.03 Feet

Military Grid Zone (VI) "A"

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
			Mean	
8648	4/14/42	10:36	1:19,640	1.5
8649	"	10:38	1:19,640	1.5
8650	"	10:40	1:19,640	1.5
8786	"	2:55	1:19,640	1.2
8787	"	2:57	1:19,640	1.2

Tide from (III): Crisfield, Chesapeake Bay, Md.

Mean Range: 1.9 Spring Range: 2.3

Camera: (Kind or source) U.S.C. & G. S. 9 lens

Field Inspection by: J.C.Lajoye, C.Hanavich, D.B.Hancock date: 1942 Apr. May July

Field Edit by: J. J. Young date: Oct.1942

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

Projection and Grids ruled by (III) Washington date:

" " " checked by: Washington date:

Control plotted by: L. C. B. date: July 1942

Control checked by: A.L.K., C.H.W. date: July,Aug.1942

Radial Plot by: Several of Tampa Office Personnel date: July,Aug.1942

Detailed by: L.C.B. date: Aug.1942

Reviewed in compilation office by: E.L.M., J.H.S.B. date: Sept.1942

Elevations on Field Edit Sheet checked by: Salisbury Office date: Oct.1942

STATISTICS (III)

Land Area (Sq. Statute Miles): 43.25

Shoreline (More than 200 meters to opposite shore): 53

Shoreline (Less than 200 meters to opposite shore): 40

Number of Recoverable Topographic Stations established: 13

Number of Temporary Hydrographic Stations located by radial plot: None

Leveling (to control contours) - miles: 51

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-8151

GENERAL

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

The general locality of the area covered by this sheet is Maryland, Chesapeake Bay, Big Annemessex River, vicinity of Marion.

The land area of this quadrangle is comprised of cultivated fields, marsh land and wooded areas.

All large and permanent buildings have been shown.

Roads have been shown by a centerline and should be smooth drafted 30 feet wide, unless subsequent field inspection shows that there are some highways more than 30 feet in width. Streets have been double lined in congested areas and have been rough drafted 30 feet wide if less than 30 feet wide.

CONTROL

Four triangulation stations lie within the boundaries of this sheet. Three of these triangulation stations were used for control, the fourth, Colburn, was not recovered in the field. The three stations used for control are as follows:

NAME OF STATION	YEAR	ESTABLISHED BY
Noble	1934	J. Bowie
Geog.	1907	C. C. Yates
Moon	1907	C. C. Yates

Twelve hydrographic and topographic stations were located by the radial plot. The picking cards for two bench marks, L8 and M8, and one topographic station, Cap 1942, were not received until after the radial plot had been run, and therefore have been "picked-direct" on the sheet.

According to a communication from L. W. Swanson, dated June 26, 1942, the picking card for Upper Fairmount Church Spire has been either lost or mislaid. The field photograph on which the station was picked was not available at the time of detailing, and therefore the station is not shown on the sheet. Plotted in Washington office.

MAIN RADIAL PLOT

A radial plot was laid on August 25, 1942, to locate radial points, hydrographic and topographic stations, bench marks and photographic centers, for Sheet No. T-8151.

The scale of this sheet is 1:19,640 and, therefore, it was not included with the main radial plot covering Sheet Nos. T-8150, T-8161 and T-8162, as these last named sheets were to a scale of 1:20,000.

The usual practice of laying the radial plot was followed. This consists of plotting and checking the control on the survey sheet and then transferring these points to the base grid sheet by matching individual grid squares. The grid sheet was taped to the plotting table. To the south there was taped an extension of the grid squares to a scale of 1:19640, on which were plotted three triangulation stations. To the north there was taped the base grid of Sheet No. T-8133. Templates were laid immediately after the base grids were taped down.

The plot consisted of 7 templates. One template showed 7 triangulation stations and two templates each, showed 6, 5, and 4 triangulation stations, respectively. Two flight lines covered this area from north to south. The westernmost flight was laid first. Excellent agreement along the flight lines, as well as intersections of radial lines to adjacent photograph centers was obtained. Ninety-five percent of the triangulation stations were intersected by radial lines. Excessive tilt occurred on template Nos. 8785 and 8788. The maximum tilt observed was two and one-half inches.

This radial plot was laid by one Senior Engineering Aid, assisted by one Photogrammetric Aid. The time consumed in laying this plot amounted to 5 man-hours.

All of the intersections were transferred from the radial plot to the survey sheet by again matching the grid squares to those of the base grid sheet. The majority of the points were located by common intersections of 4 to 6 radial lines. About fifteen percent of the points were located by common intersections of 3 radial lines only. Two percent of the points were located by intersection of 2 radial lines only. Further investigation of these last named points is to be made by the detailer. No points were picked in triangles of error. The transferring of the radial intersections was done immediately upon completion of the radial plot. The adjustments of the base grids were checked at that time and found to be in perfect agreement. It is believed that the excellent agreement of all of the templates along the flight lines, and the excellent intersections obtained through control stations indicate that the positions of the radial points picked are not more than 0.25 m.m. from their correct positions.

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 (Office Prints)

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
Bench Marks	3.5 m.m. high black crosses

INTERPRETATION OF PHOTOGRAPHS

The photographs were clear and the scale was good, so that no trouble was experienced in their interpretation.

FIELD INSPECTION

The field inspection was made by J. C. Lajoye, C. Hanovich, and Douglas B. Hancock during April, May and July 1942.

At the time of detailing, only the shoreline had been inspected, therefore, the vegetation classifications are based of photographic interpretation only, and should be checked in the field. Classification of the main roads was taken from the State Wide Highway Planning Board Map for Somerset County; all other roads were classified from the photographs. The classification of all roads should be checked in the field.

All schools, churches, post offices, cemeteries, bridges, powerlines, etc. should be located by field inspection.

The legend used by the field inspection party and the draftsman has been made a part of this report.

TOPOGRAPHY

No contours are shown on this sheet. At the time of detailing, elevations had been determined on only the southern portion of the sheet. Points of known elevation have been shown by a small black cross with the elevation to the nearest foot. The highest point thus determined is B.M. M. 8 with an elevation of 9 feet.

NON-FLOATING AIDS

One non-floating aid, Red Beacon, 1942, was located by the radial plot, duly listed on form 567 and made a part of this report.

JUNCTIONS

This sheet joins T-8133 on the north, T-8150 on the west, T-8152 on the east, and T-8161 on the south. There are several discrepancies along the junction with Sheet T-8152 due to the fact that the sheets were controlled by two different radial plots,* neither of which was available when the other was run. The junction with sheet T-8133 is good. The junctions with sheets T-8150 and T-8161 were made by projection, since there was a scale difference, and are in good agreement.

* T-8151 replotted and detailed to bring to a junction with T-8152 after test traverse indicated errors in original plot.

COMPARISON WITH OTHER SURVEYS

Due to large scale differences, no accurate comparison with other surveys could be made.

GEOGRAPHIC NAMES

The geographic names on the sheet were taken from the Maryland State Highway Planning Board map of Somerset County, from U.S.C. & G.S. chart 1224, and from the picking cards for this sheet. All names should be

checked in the field, and an investigation of geographic names should be made.

LANDMARKS

No landmarks were designated on the field photos, but field investigation should be made of possible landmarks.

Respectfully submitted,

Lawrence C. Bonham

Lawrence C. Bonham
Photogrammetric Aid

Forwarded by:

Kenneth G. Crosby,
Chief of Party....

FIELD EDIT REPORT
QUADRANGLE T-8151
F.L.Gallen,Chief of Party

5. See descriptive report for quadrangle T-8132.

9. Questions concerning shoreline structures are answered on the overlay sheet. Additions or deletions are shown on the map manuscript.

11. Five non-floating aids to navigation are shown on this sheet. One, "Red Beacon 1942" (properly known as Long Point Light)located by radial plot, was checked by planetable cuts. The other four were also located by planetable cuts from control points on shore. Form 567 has been filled out and a copy appended hereto. The landmark Upper Fairmount Church Spire, is a triangulation station. It is the same structure now charted as a steeple in Upper Fairmount.

14. Roads were classified in accordance with instructions.

15. Bridges were classified in accordance with instructions.

16. Buildings have been classified in accordance with instructions.

17. Political boundary lines have been checked in the field.

18. Geographic names were covered in the geographic names report for Project CS-278-C (North).

46. Field edit was accomplished by visual inspection in the field, additions to the map manuscript being made thereon in black ink (except for a pond at approximately 38°01' N, 75°48' W, which is shown in blue). Deletions are in green.

47. The map is, for the most part, adequate and accurate. It should be noted, however, that many of the buildings are plotted over-size.

48. No vertical accuracy test was made in this quad, as there are no contours. For the nearest horizontal accuracy test see T-8133 and T-8153. Horizontal test traverse run from Δ Colbourne to Δ Cristfield Standpipe after field edit, showed errors in plot which have been corrected by replot of sheet.

Submitted by,

J. J. Young

J. J. Young,
Photogrammetric Aid

Approved:
~~F.L.G~~ E.H.Kurath for
F. L. Gallen,
Chief of Party

Accuracy Test - Δ Colburn to Δ Crisfield Standpipe T-8151

Point		Latitude		Longitude		Difference (mm.)
1 & 2						
℄ Rd & Rd. to R		38° 01'	-181.8	75° 45'	+367.3	
	m.m.		-184.0		+373.7	0.338
			+2.2		-6.4	
3		38° 01'	-251.3	75° 45'	+988.2	
℄ Rd & Bridge	m.m.		-261.5		+986.2	0.502
			+10.2		+2.0	
4		38° 01'	-2003	75° 45'	-62.9	
⊙ house	m.m.		-168.2		-29.2	
85' to R	m.m.		-234.5		-60.0	1.716
			+34.2		-2.9	
5		38° 01'	-91.1	75° 46'	+653.4	
℄ "T" rd. int.	m.m.		-101.1		+663.4	0.707
			+10.0		-10.0	
6		38° 00'	+1190.3	75° 46'	+600.4	
⊙ house	m.m.					Not on sheet
46' R						
7		38° 00'	+530.2	75° 46'	+960.4	
℄ Rd. & Rd. L	m.m.		+510.0		+952.0	1.091
			+20.2		+8.4	
8		38° 00'	+365.4	75° 47'	+29.4	
⊙ house, 151' R	m.m.		+328.6		+40.0	1.916
			+36.8		-10.6	
9		38° 00'	+33.2	75° 47'	+433.0	
℄ Rd. & Culvert	m.m.		+37.0		+426.2	0.389
			-3.8		+6.8	

Form 567
(Rev. April 1942)

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

T-8151

LANDMARKS FOR CHARTS

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

Chart letter 581, 1942

Salisbury, Md. Nov. 6, 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.

E. H. Kurch for
F. L. Gallen
Chief of Party.

GENERAL LOCALITY: Tangier Sound, Md.

NAME AND DESCRIPTION	POSITION: LATITUDE ° ′	LATITUDE D. M. METERS	LONGITUDE ° ′	LONGITUDE D. P. METERS	DATUM	METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
*SPIRE, church (△ Upper Fairmount Church Spire)	38 06	720.8	75 48	213.2	N.A. 1927	Triangu-lation	1942		x		1224
Note: This spire is the same as the one now charted as a steeple in Upper Fairmount											

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.

U. S. GOVERNMENT PRINTING OFFICE 16—27869-1

Form 567
(Rev. April 1942)

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

T-8151

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

~~LANDMARKS FOR CHARTS~~
PERMANENT AIDS TO NAVIGATION

Salisbury, Maryland

Chart letter 581, 1942
Nov. 5, 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.

E. H. Kusch for
F. L. Gallen
Chief of Party.

GENERAL LOCALITY TANGIER SOUND, MD.

NAME AND DESCRIPTION	POSITION						METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
	LATITUDE			LONGITUDE								
	°	′	D. M. METERS	°	′	D. P. METERS	DATUM					
JACKSON ISLAND LIGHT "1"	38	02	471	75	50	833	1927 N.A.	Plane-table	1942		x		1224
DOUGHERTY CREEK BEACON "3"	38	01	1563	75	50	883	"	"	"		x		1224
DOUGHERTY CREEK BEACON "5"	38	01	991	75	50	571	"	"	"		x		1224
GOOSE CREEK LIGHT "1"	38	05	1211	75	~~51~~ 52	362	"	"	"		x		1224
LONG POINT LIGHT	38	03	711	75	48	397	"	Radial Plot	"		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.

U. S. GOVERNMENT PRINTING OFFICE 16—27869-1

Form 567
(Rev. April 1942)

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

Sheet T-8151

LANDMARKS FOR CHARTS

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

Tampa, Florida — Sept. 29, 1942, 19__

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.

Kenneth G. Crosby — *Chief of Party.*

GENERAL LOCALITY: Chesapeake Bay, Md. / NAME AND DESCRIPTION	POSITION					METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
	LATITUDE		LONGITUDE		DATUM						
	° ′	D. M. METERS	° ′	D. P. METERS							
Red Beacon (Long Point Light)	38 03	711	75 48	397	N.A. 1927	Radial Plot	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.

U. S. GOVERNMENT PRINTING OFFICE 16—27869-1

ABBREVIATIONS

ROADS

W — Width (feet bet. shoulders)
P — Private road
OP — Overpass
UP — Underpass
X — Abandoned trail, road, etc.
RR — Railroad tracks; as 2 tracks

WOODS CLASSIFICATION

Density Classification

1 — Scattered
2 — Thinly wooded
3. — Heavily wooded
4 — Densely wooded

Types of woods

D — Deciduous
P — Evergreen and pine
R — Brush
S — Scrub
Y — Cypress
L — Young trees (LP—young pines LD—young deciduous trees)

SHORE LINE

HWL — Mean high water; fast land
LWL — Low water line
LL — Light line; marsh shore line
M — Marsh inshore limits
MW — Marsh grass in water
Dk — Dock
Pier — Pier
Se W — Sea wall
Bkhd — Bulkhead
Jet — Jetty
Dol — Dolphin
Pile — Pile
S — Sand
Mud — Mud
Rk — Rock or rocky
Sty — Stony
Conc — Concrete
Wo — Wood
Blf — Bluff
Dune — Dune

BOUNDARIES

F — Fence
Sty F — Stone fence
F B — Fire Break
Hdg — Hedge
Park — Park
Cem — Cemetery
Co — County
Md. — Maryland
Va. — Virginia
Bdy — Boundary

VEGETATION

C — Cultivation
Gr — Grass

BUILDINGS

Ho — House
Ba — Barn
Sh — Shed
Bldg — Building
Bo Ho — Boat House
Ch — Church (give name)
Ct Ho — Court House (give name)
P O — Post Office (give name)
Sch — School (give name)
Hos — Hospital (give name)
RR Sta — Railroad station
Sto — Country store or gas sta.
P Sta — Power Station
Ck H — Chicken House
D — Dwelling

LANDMARKS

FT — Fire tower
TT — Transmission tower
RT — Radio Tower or mast
Air Bn — Airway beacon
Bn — Non-lighted aid to navigation
Lt — Lighted aid to navigation
Tk — Low tank
Tk elev — Tall tank
Stk — Stack

STREAMS, PONDS & BRIDGES

D — Largest ditches only
DX — Small
IS — Intermittent stream
PD — Probable drainage
Cr — Creek
Ca — Canal
Brg — Bridge, (capacity & clearance)
Cv — Culvert (capacity)
Lev — Levee
Dam — Dam
P — Pond
IP — Intermittent pond

ROAD CLASSIFICATION FOR MAPS OF ALL SCALES

CLASS	LABEL	STRUCTURE	LOADING
1	Dependable hard-surface heavy duty road.	Concrete, asphaltic concrete bituminus 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.

SHEET No. T— 8151

SUPPLEMENTARY SURVEYS

	Name	Date	Hours
Control surveys	X	June	3
Planetable Surveys			
		Total	3

FIELD INSPECTION SUPPLEMENTARY SURVEYS

Preparation of Photographs	ALK	June	½
Field Work			
Inking Notes			
Coast Pilot Notes			
Geographic Name Reports			
Land Marks for Charts			
Description Cards & Recovery Notes			
		Total	½

MAIN RADIAL PLOT

Scale Plot			
Projection on Base Sheet	CAJP	Aug.	1½
Projection on Survey Sheet			
Control Plotted	LCB	July	1
Control Checked	ALK, CHW	July, Aug.	¾
Control Trans. to Base Sheet	LCB	July	1
Transfer Checked	ALK	July	¼
Control Picked on Photograph	CAJP, LCB	June, July	3½
Control Checked on Photograph	ALK, RDE	June, July	1¼
Hydro & Topo. Stations Picked	X	June	13½
Radial Points Picked	CHW, LCB	June, Aug.	9
Adjacent Centers Picked	X	May, June	10½
Templates	X	June, Aug.	22
Radial Plot	X	July, Aug.	10
Radial Points Transferred	CAJP	Aug.	1
Transfer Checked	LCB	Aug.	1
H & T Stations Scaled & Checked	LCB, VFS	Sept.	6¾
Additional Radial Points	LCB	Aug.	1
Investigation of Radial Points	LCB	Aug.	4
		Total	87½

DETAILING

Rough Draft	LCB	Aug.	100
Smooth Draft			
		Total	100

COMPILATION

Name overlay	LCB	Sept.	12
Descriptive Report	LCB	Sept.	5
Field Review	ELM, JHSB	Sept.	23
			40

Total time spent on Sheet | 231 hours

X=Several of Office Personnel

SHEET No. T—8151

PHOTOGRAPHS

Number	Date	Time	Stage of Tide
8648	4-14-42	10:36	+ 1.5
8649	"	10:38	+ 1.5
8650	"	10:40	+ 1.5
8786	"	2:55:30	+ 1.2
8787	"	2:57:00	+ 1.2

Tide from predicted tables for: Crisfield, Chesapeake Bay, Md.

CAMERA: U. S. Coast and Geodetic Survey Nine Lens (focal length 8¼ inches)

SCALE

Mean scale of Photographs	1:19,640
Scale of Survey Sheet	1:19,640

STATISTICS

Area (land)	43.25	Square statute miles
Shoreline (more than 200 m. from opposite shore)	53	Statute miles
Shoreline (creeks)	88	Statute miles
Roads, streets, trails, and railroads	125	Statute miles

REFERENCE STATION

Station: NOBLE 1934

Datum: N.A. 1927

Latitude: 38° 05' 12.361" (381.1 m.)

Longitude: 75 47 43.814" (1067.7 m.)

GEOGRAPHIC NAMES LIST FOR T-8151

Acre Creek
Acre Marsh
Big Annemessex River
Broad Creek
Chance Pond
Charles Point
Colbourne Creek
Crane Cove
Daugherty Creek
Drum Point
Drum Point Cove
East Creek
Fairmount
Fairmount Neck
Fishing Island
Flatcap Point
Flatland Cove
Fords Cove
Gales Creek
Goose Creek
Hall Creek
Hazard Cove
Hazard Island
Holland Creek
Holland Neck
Holland Point
Hopewell
Jackson Island
Jericho Marsh
Joes Cove
Joes Gut
Jones Creek
Lawsons Marsh
Long Point
Manokin
Marion
Mine Cove
Mine Island
Mine Creek
Moon Creek
Moon Bay
Mud Point
Muddy Creek
Myrtle Point
N.Y. Phila. & Norfolk R. R. → Pennsylvania (Crisfield Branch)
Pat Island
Persimmon Point
Prickly Point
Red Hole
Rock Hole
Rock Pond
Rumbley
St. Pierre Marsh
Sandy Point
Scott Point
Shirtpond Cove
Teague Creek
Thru Creek
Tulls Branch
Tulls Corner
Upper Fairmount
Upper Hill
Ward Creek
Wear Point
West Creek

Add
Flatland Marsh.
Horsehead Point
Wolftrap creek
Manokin River

T-8151

No. 1

	Remarks	Decisions
1		379757
2		380757
3	Referred to USGB: apply Moon Bay pending its decision	380758
4		" USGB
5		" "
6		"
7	Recent USGB decision: marked on name overlay	" "
8		"
9		"
10		"
11		"
12		"
13	Does not exist at present	"
14		"
15		"
16		"
17		380758
18		"
19		" USGB
20		"
21	This is creek flowing into south side Big Annemessex River	"
22		"
23		"
24		"
25		"
26	Referred to USGB: apply Colbourn Creek pending its decision	"
27		"

M 234

GEOGRAPHIC NAMES

Survey No. T-8151

MARION quadrangle

No. 1 Name on Survey	On Chart No. A.	On previous survey No. B.	On U. S. quadrangle Maps C.	From local information D	On local Maps E	P. O. Guide or Map F	Rand McNally Atlas G	U. S. Light List H	K	
East Creek										1
Marion										2
Moon Bay										3
Charles Point										4
Persimmon Point										5
Gales Creek										6
Horsehead Point										7
Hall Creek										8
Myrtle Point										9
Holland Point										10
Tulls Corner										11
Tukls Branch										12
Chance Pond										13
Mud Point										14
Holland Creek										15
Holland Neck										16
Hopewell										17
Rock Hole										18
Flatcap Point										19
Acre Creek										20
Daugherty Creek										21
Wear Point										22
Jones Creek										23
Jackson Island										24
Big Annemessex River										25
Colbourn Creek										26
Long Point										27

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	Remarks	Decisions
1		380758
2		"
3		"
4		"
5		"
6		"
7		"
8		"
9		"
10		"
11		"
12		"
13	According to very recent USGB decisions, the application of this name has been changed, and	" USGB
14	part of former Jericho Marsh has been named Flatland Marsh: latter name added to overlay	" "
15		"
16		"
17		381758
18		"
19		"
20		" USGB
21		" "
22		"
23		381757
24		"
25	Dougherty creek changed to Annemessex	"
26	Canal between Little Annemessex River and Dougherty Creek by Geographic Board 12/30/43	379758
27	Omit this name for southwest end of channel from Little to Big Annemessex River	"

GEOGRAPHIC NAMES

Survey No. T-8151

No. 2 Name on Survey	On Chart No. A,	On previous survey No. B,	On U. S. quadrangle Maps C,	From local information D	On local Maps E	P. O. Guide or Map F	Rand McNally Atlas G	U. S. Light List H	K	
Scott Point										1
Crane Cove										2
Fairmount										3
Muddy Creek										4
Flatland Cove										5
Shirtpond Cove										6
Hazard Cove										7
Mine Creek										8
Prickly Point										9
Goose Creek										10
Rumbley										11
Drum Point										12
Jericho Marsh										13
Flatland Marsh										14
Drum Point Cove										15
Sandy Point										16
Manokin River										17
Teague Creek										18
Broad Creek										19
Fishing Island										20
Wolftrap Creek										21
St. Pierre Marsh										22
Manokin										23
Upper Fairmount										24
Upper Hill										25
West Creek										26
Daugherty Creek (to southward into Little Annemessex River)										27

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T-8151 No. 3

	Remarks.	Decisions
1		380758
2		"
3		"
4		"
5		"
6		"
7		"
8		"
9		"
10		"
11		"
12		"
13		"
14		"
15		"
16		Railway Guide
17		
18	Off limits of this sheet	381758
19	To be deleted according to Names Report	380758
20		
21		
22		
23		
24		
25		
26		
27		

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GEOGRAPHIC NAMES

Survey No. T-8151

No. 3

Name on Survey	On Chart No. A,	On previous survey No. B,	On U. S. quadrangle Maps C,	From local information D	On local Maps E	P. O. Guide or Map F	Rand McNally Atlas G	U. S. Light List H	K	
Acre Marsh										1
Ward Creek										2
Lawsons Marsh										3
Rock Pond										4
Thru Creek										5
Red Hole										6
Joes Cut										7
Joes Cove										8
Moon Creek										9
Fords Cove										10
Fairmount Neck										11
Hazard Island										12
Mine Cove										13
Mine Island										14
Pat Island										15
Pennsylvania (Crisfield Branch)										16
										17
St. Pierre Point										18
Ward										19
				Names underlined in red approved						20
				by L. Heck on 11/25/42						21
										22
										23
										24
										25
										26
										27

M 234

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.

Black and white cloth-mounted copy of the published quadrangle at 1:20,000 scale. 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.

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.

Supplementary traverse and level records.

Field notes, computations, lists of positions, and tabulations of results of horizontal and vertical accuracy tests.

Reproduction proof.

Correction sheet (copy of quadrangle showing in red changes to be made when next printed.)

Check lists of work performed on each sheet in the Washington Office during review, drafting, edit, and reproduction.

Original celluloid manuscript.

Copies of specifications and all instructions to field parties and field offices.

Filed in Reproduction Branch

Glass negatives of the color separation drawings.

Filed in the Library

Special report on field work by Commander K. 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.

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

This quadrangle, together with similar adjoining maps produced under Project C.S.278-C, 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.

DIVISION OF CHARTS

SURVEYS BRANCH

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-8151

MARION 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 - Refer to page 6 of this Descriptive Report for the results of the horizontal accuracy test over this area. As there is no point within the area of this quadrangle exceeding 10 feet in elevation, a vertical accuracy test was deemed unnecessary.

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.

T-270	1849	1:20,000	
T-272	1849	1:20,000	
T-2550	1901	1:20,000	
T-2551	1901	1:20,000	
"Deal Island"	1903	1:62,500	U.S.G.S.

Comparison with Nautical Charts Nos. 1224

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:

Only minor differences in shoreline were apparent during comparison of the chart and the manuscript.

The following revisions of the map manuscript were found to be necessary and were accomplished as a part of this review:

It was found that detail along the junction with quadrangle T-8152 was not in agreement. Consequently, a horizontal accuracy test traverse was run from △ Colburn to △ Crisfield Standpipe, covering this quadrangle and a portion of quadrangle T-8161 to the south.

This test indicated that the radial plot for this quadrangle was in error by amounts in excess of one millimeter. The plot, therefore, was relaid on both sheets, using the established traverse points as an aid in controlling the plot. Further investigation showed that it was necessary to redetail the entire eastern edge and part of the southern edge of quadrangle T-8151, thus effecting a satisfactory junction with T-8152 to the east. This necessitated the redetailing of the northern portion of T-8161. The plot was relaid on both sheets in the Washington Office and the redetailing was accomplished during review.

Reviewed 2/4/43 By Jack L Rehn
under direction of D. H. Benson

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

Examined and approved:

Robert W Knecht
Chief, Surveys Branch

L. S. Gordon
Chief, Div. of Charts

K.T. Adams
Chief, Topography Section

G Rude
Chief, Div. of Coastal Surveys