

8498

Diag'd. on diag. ch. No. 1218-2 & 1219

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Air Photo. Compilation

Field No. _____ Office No. 1-8498

LOCALITY

State Delaware

General locality Atlantic Coast

Locality Lewes

1943

CHIEF OF PARTY

Lieut. Comdr. F. L. Callen

Lieut. Comdr. K. G. Crosby

8498

Applied to Cht. 379
Partially Applied ch 1218 after review
fully " " 411

S.R. 4/5/45
Benson 8/14/46
WE 1/53

DATA RECORD

T- 8498

Quadrangle (II): Lewes

Project No. (II): 302-B

Field Office:

Chief of Party: F.L. Gallen
Ray L. Scheppe

Compilation Office: Tampa, Fla.

Chief of Party: K.G. Crosby

Instructions dated (II III): 3/18/43

Copy filed in Descriptive
Report No. T- (VI)
Div. Photogram. Office Files

Completed survey received in office: 5 Oct. 1943

Reported to Nautical Chart Section:

Reviewed: 3 Jan. 1943

Applied to chart No. 379 1218

5 April, 1945
Date: 14 Aug. 1944 partial

Redrafting Completed: 9 Feb. 1944

Registered: 20 Jan. 1948

Published: 1943

Compilation Scale: 1:20,000

Published Scale: 1:25000

Scale Factor (III): 1.00

Geographic Datum (III): N.A. 1927

Datum Plane (III): M.S.L. 1929

Reference Station (III): Broadkill, 1933

Lat.: 38°49'42"283(1303.8 m) Long.: 75°12'44"205(1066.3) Adjusted
m. Unadjusted

State Plane Coordinates (VI): Broadkill, 1933

Delaware-single zone

X = 558,229.58 ft.

Y = 301,753.99 ft.

Military Grid Zone (VI)

"A"

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
13334	4/4/43	1:11	1:20,000	0.9' above M.L.W.
13348	4/4/43	1:30	"	0.4' " "
13349	4/4/43	1:41	"	0.4' " "
13350	4/4/43	1:44	"	0.4' " "

(No record of date and times of photographs in the Tampa Office)

Tide from (III): *Breakwater Harbor corrected to Broadkill River entrance from Tide Table.*

Mean Range: 4.4'

Spring Range: 5.2'

Camera: (Kind or source) USC&GS 9 lens

Field Inspection by: L. W. Eurr

date:

Field Edit by: *W. Bever, Jr. Topo. Engr.*

date: *Nov., 1943*

Date of Mean High-Water Line Location (III):

Projection and Grids ruled by (III) Wash. Office

date: -

" " " checked by: " "

date: -

Control plotted by: Washington Office

date: -

Control checked by: " "

date: -

Radial Plot by: " "

date: -

Detailed by: W. E. Snyder, Photo. Aid

date: Sept. 1943

Reviewed in compilation office by: *A.L. Kidwell, Jr. Topo. Engr.*

date: Sept. 1943

J.H.S. Billmyer, Asst. Photo. Engr.

Elevations on Field Edit Sheet

checked by: *W. Bever, Jr. Topo. Engr.*

date: *Nov., 1943*

STATISTICS (III)

Land Area (Sq. Statute Miles): 31

Shoreline (More than 200 meters to opposite shore): 9.8 statute miles

Shoreline (Less than 200 meters to opposite shore): 57.0 " "

Number of Recoverable Topographic Stations established: None

Number of Temporary ~~Hydrographic~~ Topographic Stations located by radial plot: 7

Leveling (to control contours) - miles: 39.3 st. m.

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:

Three landmarks were listed for charting (letter 864-43); (see Field Ed. Rpt.)

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

This quadrangle, together with similar adjoining maps produced under Project C.S. 302, 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. 1943

Ground inspection of the photographs for identification of control points, and classification and clarification of planimetric details on the photographs.

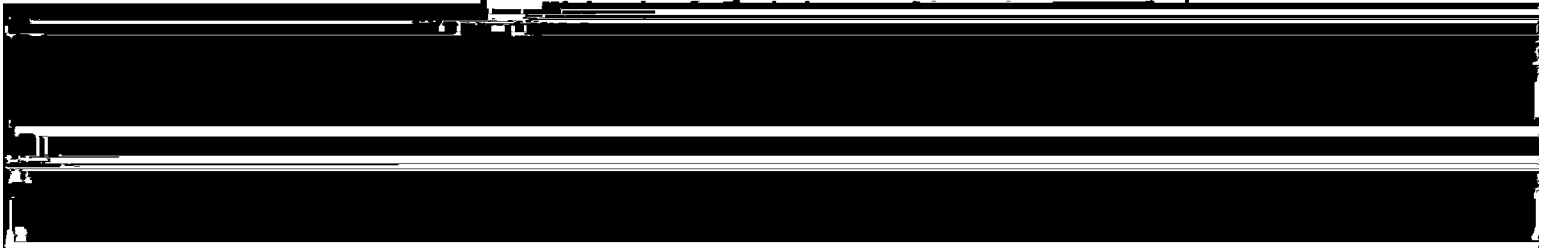
Contouring by planetable directly on the photographs. Supplementary vertical control was established by means of an extensive subordinate level net, furnishing unmarked elevations at road intersections, driveways, and numerous other points identifiable on the photographs.

COMPILATION OF MANUSCRIPT

Compilation on the map manuscripts by radial plot methods (celluloid hand templates) 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



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 "blue-line" 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.

FIELD INSPECTION REPORT
QUADRANGLE T-8498
Project CS-302-B
F. L. Gallen, Chief of Party

1. DESCRIPTION OF AREA:

This quadrangle which lies entirely in Sussex County, Delaware consists of beach, sand dunes and marsh formed by the Delaware Bay on the north, with well developed farms and rolling timberland in the south and west portions. Elevations range from sea level on the north to 32 feet in the south and west portions. There is usually drainage in the timbered areas, while the farmland is drained by a few ditches in the places where drainage is found. The farm and wooded areas vary from sharply rolling terrain in the south and west portion to low marshy areas along the Delaware Bay. The farm and timberland have a light sandy soil and is well drained through the drainage pattern caused by Broadkill Creek, which runs from west to east in the central portion of the quadrangle. This creek is fed by many small tributaries and ditches, many of the smallest branches and ditches being intermittent. Broadkill Creek is navigable for small boats and is affected by tidal changes throughout the quadrangle. Delaware State highways Nos. 14 and 16 serve the western and southern portion of the quadrangle, while Delaware No. 18 serves the town of Lewes. Numerous well maintained county and local roads enable the residents of this area to reach the main highways in all kinds of weather. The timberland over the quadrangle consists of mixed pine, cedar and deciduous trees which have a heavy undergrowth of brush and vines. There is one small town, Lewes, located in the southwest corner of the quadrangle. The villages of Nassau, Murray Corners, Overbrook and Broadkill Beach serve local communities over the area. The Pennsylvania, Philadelphia, Baltimore and Washington railroad runs across the south portion of the quadrangle and serves the town of Lewes.

2. COMPLETENESS OF FIELD INSPECTION:

The field inspection is thought to be complete. Buildings, churches, cemeteries, roads and trees have all been classified. Only the buildings circled are to be shown on the map drawing. Those that are only circled and not designated are to be classed as houses or dwellings. Trails are shown with a dashed line, thus -----. Marsh areas are enclosed by a dashed blue line and designated "marsh". Low ground areas are designated "L.G.". The drainage to be shown on the completed sheet is shown on the field sheet. There is one main highway on this quadrangle, Delaware No. 14 crossing the quadrangle, which has been labeled. Delaware Nos. 16 and 18 are also labeled. It is thought that all necessary information is shown on the field sheet that should be shown on the map drawing. Classification of bridges and culverts which have been designated on the photos or any other small items erroneously omitted will be noted by the field edit party.

3. INTERPRETATION OF THE PHOTOGRAPHS:

The photographs for this quadrangle are typical to corresponding areas of this type. The deciduous trees show up rather grayish in color and generally are found in the lower areas or swampland, while the mixed pine

and deciduous trees show up dark and are found on the higher ground. It is noticed that in the marsh areas a large number of small ditches show up. These ditches were dug for mosquito control purposes and are left up to the discretion of the compiling office to show. It is thought that sufficient notations have been made by the topographer to clarify all questions of the compiler. In any case, it is thought that nothing should be shown on the compilation which is not noted on the photo or does not have a notation for something similar on some other part of the photo or photos for this quadrangle.

4. HORIZONTAL CONTROL:

The horizontal control for this quadrangle was recovered and pricked on photographs which were submitted to the Washington office in May, 1943. A list of this recovery is attached to this report.

5. VERTICAL CONTROL:

Bench marks were recovered and pricked on both Recovery and topo. photos in April and May, 1943. A list of recovery is attached to this report. Supplementary level lines were run over the main roads in this quadrangle to provide sufficient control for the planetable party. The level elevations are shown in black, while planetable elevations are shown in brown. These level lines were run and adjusted by a separate party and were assumed correct as submitted by them, except where elevations were found in error when a tie was made by a planetable party through intermediate lines. Elevations found in error were corrected. All elevations run by the level party are shown in the centerline of the road unless otherwise noted on the photo and may be used on the finished map drawing as ground elevations. Closures over .35 foot were adjusted and over 1.0 foot ~~were~~^{are}. Very few lines had to be adjusted, as many closures were of such an accuracy that they needed no adjustment.

6. CONTOURS AND DRAINAGE:

Contouring was carried on by a four-man planetable party using Standard Coast Survey equipment. The first operation in contouring was to establish a line of magnetic declination on the sheet. It was established by orienting along a long straight stretch of road near the center of the photograph. The declinoire was used to orient the table on following set-ups where it was not possible to locate the position by inspection. The date and time of day were recorded near the declination line. All contouring was done directly on the photos and, whenever possible, cultural features were used to locate the contours. It was not found necessary to use the hand level to any extent. Whenever short hand level lines were run into areas that were too densely wooded for planetable methods, the distances were paced to the shots or photographic features were used to locate them. Most of the elevations were taken by actual planetable shots, as a large portion of the contours ran in the open or along the edge of the wooded areas and therefore, readily accessible. Much of the drainage shown on the photo was located by stereoscope or by actual inspection of the drainage of the field. Where located by stereoscope, it was frequently checked in the field by stadia shots or pacing and was found to check very well. The stereoscope was found to be very helpful in shaping the contours and it is thought that contouring in this type of country with both survey methods and the stereoscope will produce a very satisfactory system of contours.

There were no large vertical closures, none exceeding .5 ft. with the plane-table. Several small closed and depression 20 ft. contours are shown that were not shown by previous topographic surveys. The contours in general follow previous topographic surveys relatively well. The contours on this quadrangle have been subjected to a vertical accuracy test and are well within the limits required.

7-13. The items under these headings in the field inspection report do not apply to this area.

14. ROAD CLASSIFICATION:

Roads were classified according to instructions issued by the Army War College, Washington, D. C.

15. BRIDGES AND CULVERTS:

Classification of bridges and culverts will be done on the field edit sheet. Bridges and main culverts have been indicated on the photo.

16. BUILDINGS AND STRUCTURES:

All buildings to be shown on the manuscript are circled in red. Buildings not labeled are to be classed as dwellings. Barns, churches, stores and other buildings are labeled. Any building not labeled is to be deleted.

17. BOUNDARY MONUMENTS AND LINES:

City, military and reservation boundaries are shown directly on the photos for this quadrangle. Political boundaries will be located during the time of field edit.

18. GEOGRAPHIC NAMES:

Geographic Names for this quadrangle are the subject of a special report by A. J. Wraight in Project CS-302-B.

19. JUNCTIONS:

Junctions with T-8497 on the west, T-8499 on the east and T-8501 on the south have been made and are in agreement. Delaware Bay bounds this quadrangle on the north.

20. PHOTOGRAPHS USED:

Photographs used in surveying this area are Nos. 13349 and 13333.

Approved and forwarded:

F. L. Gallen

F. L. Gallen
Chief of Party

Submitted by:

Morris W. Burr

Morris W. Burr
Engineering Aid

CONTROL PROJECT 302B
QUADRANGLE T-8498

STATION	CLASS	PHOTO NO.	DATE	INITIAL
HORIZONTAL CONTROL:-----				
Broadkill, 1933	R-M	13350	5/1/43	L.G.C.
Delaware Breakwater Rear Range Light House, 1882	R-M	13334	5/1/43	L.G.C.
Green Hill Light, 1903	R-M	13334	5/1/43	L.G.C.
DeVries, 1933	R-A	13334	4/30/43	L.G.C.
Monument near DeVries, 1933, N.D.	R-A	13334	4/30/43	L.G.C.
Lewes Episcopal Church Spire, 1896	R-A	13334	4/30/43	L.G.C.
Lewes Methodist Church Spire, 1896	R-A	13334	4/30/43	L.G.C.
Lewes Presbyterian Church Spire, 1896	R-A	13334	4/30/43	L.G.C.
Lewes Standpipe, 1906	R-A	13334	4/30/43	L.G.C.
Measured Mile Upper Range Rear Light (TOPO)	R-M	13334	5/1/43	L.G.C.
Roosevelt Inlet Channel Front range Light (TOPO)	R-M	13334	5/1/43	L.G.C.
Roosevelt Inlet Rear Range Light (TOPO)	R-M	13334	5/1/43	L.G.C.
Roosevelt Inlet North Jetty Light (TOPO)	R-M	13334	5/1/43	L.G.C.
Roosevelt Inlet South Jetty Light (TOPO)	R-M	13334	5/1/43	L.G.C.
Plum, 1882	D-M	-----	5/3/43	L.G.C.
Broadkill, 1882	L-M	-----	5/1/43	L.G.C.
Holstein, 1840, N.D.	L-M	-----	5/5/43	J.H.H.
Hazard, 1841, D.H.M.	L-M	-----	5/5/43	J.H.H.
Fisher, 1840, D.H.M.	L-M	-----	5/5/43	L.G.C.
Lewes Entrance, 1841, D.H.M.	L-M	-----	5/5/43	L.G.C.
Lewes, 1882	L-A	-----	4/20/43	C.R.F.
North Range West, 1910	L-A	-----	4/20/43	C.R.F.
Big Tree, 1841	L-A	-----	4/20/43	C.R.F.
P.T.S. No. 6, 1917	L-A	-----	5/1/43	L.G.C.
North Range West, 1918(C)	D-A	-----	4/22/43	H.C.J.
Pilot Town, 1841, D.H.M.	D-A	-----	4/22/43	H.C.J.
Lewes Big Flagstaff, 1882	D-A	-----	4/22/43	H.C.J.
Lewes Schoolhouse, 1882, N.D.	D-A	-----	4/22/43	H.C.J.
Lewes Spire, 1841-42, N.D.	D-A	-----	4/22/43	H.C.J.
VERTICAL CONTROL:-----				
Q 2 (Reset 5/2/43)	R-A	13347	4/30/43	L.W.H.
R 2	R-A	13347	4/30/43	L.W.H.
26-3(1928) USED	R-M	-----	5/1/43	L.G.C.
27-16(Queen Anne) USED	R-A	-----	4/29/43	L.G.C.
Tidal 30	R-A	13334	4/30/43	L.G.C.
Tidal 32	R-A	13334	4/30/43	L.G.C.
Tidal 33	R-A	13334	4/30/43	L.G.C.
Tidal 34	R-A	13334	4/30/43	L.G.C.
Tidal 35	R-A	13334	4/30/43	L.G.C.

F. L. Callen
Chief of Party

Joe H. Henningsen, Prin. Photo. Aid.
In charge, sub-party.

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.

**FIELD INSPECTION
PROJECT CS-285**

BUILDINGS

B - Barn
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 station
P Sta - Power Station

BOUNDARIES

BDY - Boundary
F B - Fire Break
EDG - Edge
Park - Park
Cem - Cemetery
Co - County

LANDMARKS

FT - Fire Tower (give name)
TT - Transmission Tower
RT - Radio Tower or mast
Air Bu - Airway Beacon
Bu - Non-lighted aid to
navigation
Lt - Lighted aid to
navigation
Lk - Low tank
Tk elev - Tank elevated on
structure
Stk - Stack

GENERAL

X - delete; except where it
pertains to elevations
Use only the abbrev. listed
on this page. Do not make
up abbreviations.

SHORE LINE

HVL - Mean high water; fast land
LWL - Low waterline
LL - Marsh shore line
M - Marsh
MF - Marsh grass in water
Dk - Dock
Pier - Pier
Se W - Sea Wall
Bhd - Bulkhead
Jet - Jetty
Dol - Dolphin
Pile - Pile
S - Sand
Lnd - Land
Rk - Rock or rocky
Sty - Stony
Cons - Concrete
Wo - Wood
Blf - Bluff
Dune - Dune

STREAMS AND PONDS

D - Largest ditches only
DX - Small ditch (delete)
IO - Intermittent stream
FD - Probable drainage
Cr - Creek
Ca - Canal
Cv - Culvert
Lvc - Levee
Dam - Dam
P - Pond
IP - Intermittent pond

VEGETATION

Gr - Grass
Sw - Swamp
Cy Sw - Cypress Swamp

ROAD AND TOLL CLASSIFICATION

<u>First Symbol</u>	<u>One Lane</u>	<u>Two Lane</u>
A	3 m.p.h.	10 tons
B	50 tons	15 tons
C	15 tons	10 tons
D	10 tons	7 tons
E	5 tons	5 tons
F	Light vehicles only	

Second Symbol

Vertical Clearance	A - over 14 feet
	B - over 13 feet
	C - over 12 feet
	D - over 11 feet, etc.

Third Symbol

Horizontal Clearance	A - over 18 feet
	B - over 17 feet
	C - over 16 feet
	D - over 15 feet, etc.

Fourth Symbol - Year of Classification

WOODS AND BRUSH

TYPE

D	Deciduous
E	Ever, green
Cy	Cypress

CONCEALMENT

Z	Trees 10 feet or more in height, and thick enough when in foliage to conceal troop and vehicles.
Y	Brush and undergrowth thick enough to impede foot troops and conceal troops lying down.
X	Scattered trees not thick enough to conceal troops.
W	Scattered brush not thick enough to conceal troops.

PHYSICAL FEATURES

EG	Higher ground - usually appears in light tone on photograph; either wooded or cultivated area; may be scrub trees or brush. (usually not symbolized on photographs.)
LG	Low areas - generally appears dark on photograph; becomes swampy during rainy season; often covered with dense growth of brush.
SL	Swamp - ground covered with water or boggy most of the time; lower in elevation than LG; wooded and/or brush.
H	Salt marshes

NOTE: The above areas are not outlined but sufficient notes are made on each photograph so that the variation in tones can be correctly interpreted in the office.

34. Three landmarks were listed for charting (letter 864-43) See Fld Edit Rpt.

1. Lewis Standpipe 1920
2. Lewis Episcopal Church Spire, 1836
3. Tower

Nos. 1 & 3 are on chart 1218 (1942, cor. 1943) } L.T.S. 19 Jan. 1948
No 1 is on chart 379 (1946)

35. Five stations (M.H. Bainbridge, sheet B-Cowie, 1945), for which fms 5, 24 were filed ~~under T-8498~~ subsequent to ~~map~~ ^{of this map} compilation & publication, were added to the manuscript at time of registration (for more accurate plotting) by L.T. Stevens (Jan. 1948). They were transferred to the vault copy.

YAK KIL VEX HUT COO

COMPILATION REPORT
TO ACCOMPANY
SHEET NO. T-8498

26. CONTROL

Although there were but ^{few} ~~several~~ control stations within the tracing limits of the sheet, most of which fell within a small area, these stations with those on the adjoining sheets were sufficient to control the plot. All stations could be held ~~to~~.

27. RADIAL PLOT

The main radial plot, which was run in the Washington Office, is discussed in the Compilation Report for sheet T-8502.

28. DETAILING

The photographs, from which the detailing was done, were of good scale and clear. The field inspection was satisfactory and complete, so no trouble was experienced in the interpretation of the photographs.

The contours were inked on the back of the sheet in black acid ink as some trouble was had with the red ink.

All railroads, roads, and buildings should be checked very closely by the field edit party as the compiler had trouble in using the stereoscope, being unable to use the magnifying stereoscope at all due to a physical abnormality.

Satisfactory junctions were made with the adjoining quadrangles.

29. SUPPLEMENTAL DATA

No graphic control surveys by this Bureau, or maps and plans by organizations, were used to supplement the photographs or field inspection.

34. LANDMARKS AND AIDS TO NAVIGATION

Six lighted non-floating aids to navigation were located by the radial plot. Forms 524 are being submitted for five of these lights, and although all six have been charted and listed on the "Light List", their positions are listed on attached Form 567.

Chart 864-43

35. HYDROGRAPHIC CONTROL

One topographic station, suitable for the control of hydrographic surveys, is being submitted on Form 524. This station, "Tank (Edwards Dock)", is probably unsuitable for a landmark; the tank being but seven feet high.

Destroyed in Sept. 1944 hurricane. New Form 524 filed by T. B. Reed, 1945 (R.)

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES

In comparing the sheet with U.S.G.S. Cape Henlopen quadrangle, (Edition of 1937), the only major difference between the two surveys is the presence now of Roosevelt Inlet. This inlet was constructed in 1937.

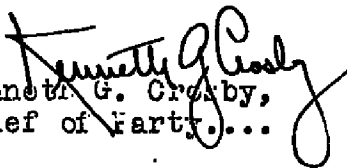
45. COMPARISON WITH NAUTICAL CHARTS

No comparison could be made with the latest nautical charts, as the only chart available in the Tampa Office was a bromide print of U.S.C. and G.S. Chart 1219, published February 1931 on a scale of 1:80,000.

Respectfully submitted,

William L. Snyder,
Photogrammetric Aid

Forwarded by:


Kenneth G. Crosby,
Chief of Party...

FIELD EDIT REPORT
QUADRANGLE T-8498
PROJECT CS 302 B
Ray L. Schoppe, Chief of Party

1. DESCRIPTION OF AREA:

See field inspection report.

2. COMPLETENESS OF FIELD INSPECTION:

Complete except for minor changes, corrections, and deletions noted by the field edit party on the compilation.

3. INTERPRETATION OF PHOTOGRAPHS:

Photographs were not used except in checking level elevations.

4. HORIZONTAL CONTROL:

See field inspection report.

5. VERTICAL CONTROL:

See field inspection report.

6. CONTOURS AND DRAINAGE:

The field edit party was on the alert for discrepancies, none were found.

7. MEAN HIGH WATER LINE:

The mean high water line was checked visually; no discrepancies or changes were found.

8. LOW WATER LINE:

Not applicable.

9. WHARVES AND SHORELINE STRUCTURES:

Shoreline structures were investigated in the field and found to be complete and accurate.

10. DETAILS OFFSHORE FROM HIGH WATER LINE:

There were no offshore details within the limits of this quadrangle.

11. LANDMARKS AND AIDS TO NAVIGATION:

Six permanent non-floating aids to navigation have been submitted for charting by the compilation office. Three landmarks, one new, have been submitted for charting on form 567 by the field edit party.

12. HYDROGRAPHIC CONTROL:

See compilation report item 35.

13. LANDING FIELDS AND AERONAUTICAL AIDS:

There were no landing fields or aeronautical aids within the limits of this quadrangle.

14. ROAD CLASSIFICATION:

All roads have been classified and shown in accordance with instructions from the Army War College dated Jan. 12, 1942. There are no state highway numbers 16 and 18 in this quadrangle; a statement to this effect in the field inspection report, item 1, is in error.

15. BRIDGES:

Bridge classifications were made in accordance with instructions from the War Department dated July 23, 1942 and have been shown in key on the sheet by C. C. Fryer, Jr. Topo. Engr.

16. BUILDINGS:

All farm buildings except dwellings and chicken houses have been classified as barns (b). This includes all substantial sheds, garages, stables, and so forth. Due to the large number of chicken houses, they were classified separately as chicken houses (ckh). In this area, usually permanent structures of large size.

In congested areas and towns, buildings were not classified with the exception of public buildings which were classified according to standard topographic practice.

17. BOUNDARY MONUMENTS AND LINES:

The boundaries of political sub-divisions of Sussex County have been added by the field edit party. Other political boundaries added by the field inspection party were checked by this party.

18. GEOGRAPHIC NAMES:

See field inspection report.

19. Discrepancies: Notes and discrepancies referred to the field edit party in the compilation report, item 28, have been investigated and correctly shown on the compilation.

20 - 45. These items do not apply to this report.

46. METHODS:

This quadrangle was field edited on the compilation. Discrepancies not covered by suitable symbols were noted on the compilation by a sentence and an arrow to the point in question.

All symbols used during the field edit are standard topographic symbols, except that a green "X" was used for deletions and a tick mark was used to show the limits of deletions and points of change in road classification. The following color scheme was used:

Deletions - - - - - Green
Water culture - - - - - Blue
Political boundaries - - Violet
Additions, classifications,
names, bench marks,
level elevations - - - Black

47. ADEQUACY OF THE COMPILATION:

The compilation was found to be complete and adequate with few additions necessary, except for known deficiencies, such as additions, classification of roads, woods, bridges, and public buildings.

48. ACCURACY TESTS:

Horizontal: A separate report of the horizontal accuracy test has been previously forwarded. *Filed in topo. review unit files under proj. 302-B*

Vertical: See field inspection report, item 6.

Test contour run on field photo # 13347, and was satisfactory.

Submitted by:

Wendell Bever

Wendell Bever, Jr. Topo. Engr.

Approved by:

Ray L. Schoppe

Ray L. Schoppe,
Chief of Party

STRIKE OUT ONE

TO BE CHARTED
TO BE DELETED

LANDMARKS FOR CHARTS

Georgetown, Delaware November 23, 1943

November 23, 1943

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. *C. H.*

Ray, L. Schoppe

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.

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.

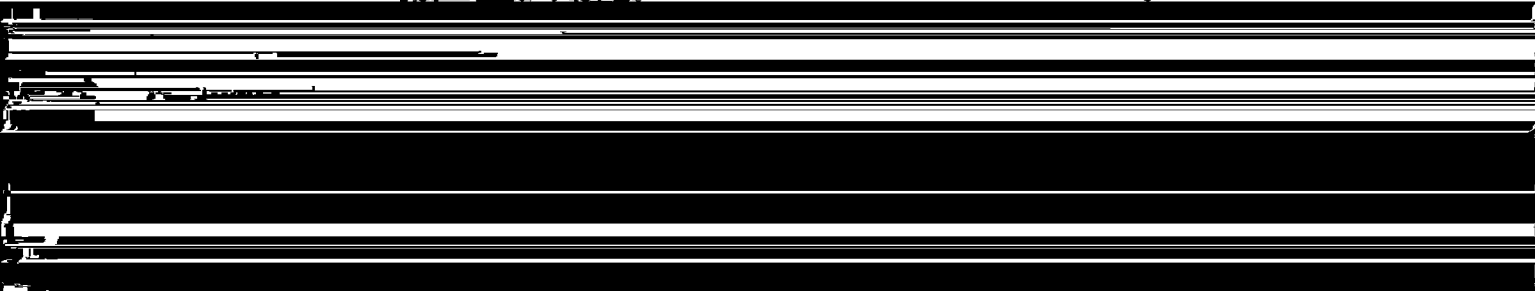
Black and white cloth-mounted copy of the published quadrangle at 1:20,000 scale. This copy is filed to preserve original survey detail shown on the manuscript at 1:20,000 scale which may not have been shown on the published sheet. For woodland, refer to the published quadrangle for the finally adopted outlines.

Descriptive Report.

Filed in the Photogrammetric Division.

Field inspection photographs.

Contoured photographs (on which planetable contouring



Field edit sheet.

Descriptions of recoverable topographic stations (Form 524), filed in Review Section.

Supplementary traverse and level records.

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

Reproduction proof.

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

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 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.

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.

REVIEW REPORT
Topographic Map T-8498
Lewes, Delaware
1944

Subjects not used in this review report were properly covered in other parts of the Descriptive Report, or are inapplicable.

44. COMPARISON WITH EXISTING TOPOGRAPHIC SURVEYS

T-1503	1882	1/20,000
2633	1903	1/10,000
4668	1931	1/10,000

U.S.G.S. CAPE HENLOPEN 15' ed 1937

The present survey supersedes the above surveys in their common areas.

45. COMPARISON WITH NAUTICAL CHARTS

379		1/20,000
1218	1942	1/80,000

This survey supersedes the charts in their shore and planimetric detail for their common areas.

T-8498 had not been applied to the charts as of the date of this review. (Jan 1943)

This report prepared by Lord J. Stevens from reviewers notes in Jan 1948.

Reviewed by

Under direction of

Lillian Lee
3 Jan, 1943

Douglas H. Benson
Chief, Review Section

[Signature]

T-8498

No. 1

Remarks

Decisions

1		
2		
3		Railway Guide
4		Road Maps
5		
6		
7		
8		387751
9		"
10		"
11		"
12		"
13		"
14	(Not Canerical Creek)	" USGB
15	(Includes what has hitherto been charted as	" USGB
16	Lewes Creek, eastward from Broadkill River,	"
17		"
18		"
19		"
20		"
21		"
22		"
23		" USGB
24		"
25		"
26		"
27		"

GEOGRAPHIC NAMES

Survey No. T-8498

"Lewes" quadrangle

1 Name on Survey

	A.	B.	C.	D.	E.	F.	G.	H.	K.	
Delaware Bay	✓									1
Sussex County	✓									2
Pennsylvania R.R. (Delmarva Division)				✓						3
State Highways Nos. 14, 15 , 18				✓						4
District 1 (Cedar Creek)										5
District 10 (Lewes and Rehoboth)										6
										7
Lewes	✓									8
Lewes beach	✓									9
Lewes Bridge	✓									10
Pilottown	✓									11
Lewes Yacht Club	✓									12
Roosevelt Inlet	✓									13
Canary Creek	✓									14
Lewes and Rehoboth Canal	✓									15
Ditch Creek	✓									16
Great Marsh	✓									17
Salt Ponds										18
Pilottown Road	✓									19
Fisher Creek	✓									20
Green Hill	✓									21
Black Hog Landing	✓									22
Black Hog Gut	✓									23
Nassau	✓									24
New Road	✓									25
Hells Neck	✓									26
Wescoat Corners	✓									27

T-8498

No. 2

Remarks

Decisions

1		387751
2		"
3		"
4		"
5		"
6		"
7		"
8		"
9		"
10		387752
11		"
12		"
13		"
14		"
15		"
16		"
17		"
18		"
19		"
20		"
21		"
22		388751 USGB
23	(Not Creek)	"
24		" USGB
25		"
26		388752 USGB
27		"

GEOGRAPHIC NAMES

Survey No. T-8498

2	Name on Survey	A.	B.	C.	D.	E.	F.	G.	H.	K.	
	Murray Corners	✓									1
	Cuskerstown	✓									2
	Ebenezer Branch	✓									3
	Block House Pond	✓									4
	Lewis and Rehoboth Road	✓									5
	White's Pond	✓									6
	Mellvains Ditch										7
	Gills Neck	✓									8
	Gills Neck Road	✓									9
	Star Landing	✓									10
	Overbrook	✓									11
	Red Mill Pond	✓									12
	Nassau Road	✓									13
	Round Pole Bridge	✓									14
	Russell Landing	✓									15
	Black Landing	✓									16
	Doty Glade	✓									17
	Covington Neck	✓									18
	Hollad Mill Pond	✓									19
	Oyster Rocks Road	✓									20
	Oyster Rocks Neck	✓									21
	Broadkill River	✓									22
	Broadkill Inlet	✓									23
	Old Mill Creek	✓									24
	Veasey Inlet (Closed)										25
	Broadkill Sound	✓									26
	Broadkill Beach	✓									27

M 234-

T-8498

No. 3
Decisions

Remarks

1		388752
2		"
3		"
4		"
5		"
6		"
7		"
8		"
9		"
10		"
11		"
12		"
13		"
14		"
15		"
16		"
17		"
18		"
19		"
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GEOGRAPHIC NAMES

Survey No. T-8498

GEOGRAPHIC NAMES											
Survey No. T-8498											
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	
	<u>Waterloo</u> ✓	✓									1
	<u>Primehookd Inlet</u> ✓	✓									2
	<u>Primehook Creek</u> ✓	✓									3
	<u>Primehook Beach</u> ✓	✓									4
	<u>Primehook Neck</u> ✓										5
	<u>Primehook Ditch</u> ✓	✓									6
	<u>Petersfield Ditch</u> ✓	✓									7
	<u>Petersfield Island</u> ✓	✓									8
	<u>Broadkill Neck</u> ✓	✓									9
	<u>Broadkill Neck Road</u> ✓	✓									10
	<u>Robertson Landing</u> ✓	✓									11
	<u>Wiltbank Landing</u> ✓	✓									12
	<u>Davidson Marsh</u> ✓	✓									13
	<u>Long Reach</u> ✓	✓									14
	<u>No Mans Friend Reach</u> ✓	✓									15
	<u>Holland Mill Creek</u> ✓	✓									16
	<u>Green Island</u> ✓	✓									17
	<u>Oyster Rocks</u> ✓	✓									18
	<u>Hazzard Landing</u> ✓	✓									19
	<u>Flatland Reach</u> ✓	✓									20
	<u>White Neck</u> ✓	✓									21
	<u>Wall Island</u> ✓	✓									22
	<u>Beverdam Creek</u>										23
											24
											25
											26
											27

Names underlined in red approved
by L. Heck on 1/31/44

M 234

Names underlined in red approved
by L. Heck on 1/31/44