

8776

Fig. No. 7-5

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey PHOTOGRAPHIC SURVEYING

Field No. 25-7(14)-C Office No. 7-5725

LOCALITY

State MARYLAND & DELAWARE

General locality SWINE CREEK & DELMAR, DEL.

Locality SWINE CREEK ON DELMAR PENINSULA

194 6

CHIEF OF PARTY

W. J. Jones, Chief of Field Party.

T. A. Reed, Baltimore Photogrammetric Office

LIBRARY & ARCHIVES

DATE December 27, 1951

8228

DATA RECORD

T- 8776

Quadrangle (II):

Project No. (II): Ph-7(46)C

Field Office:
Camden, New Jersey

Chief of Party: E. L. Jones

Compilation Office:
Baltimore Photogrammetric Office

Chief of Party: Thos. B. Reed

Instructions dated (II III):
25 March 1946, 19 July 1946Copy filed in Descriptive
Report No. T- (VI)

Completed survey received in office:

Reported to Nautical Chart Section:

Reviewed: 27 Oct. 1949 Applied to chart No. 572 Date: Nov. 1951

Redrafting Completed: 3. 16 - 1951 March 13, 1951

Registered: 20, Nov. 1951 Published:

Compilation Scale: 1:10,000 Published Scale:

Scale Factor (III): 1.000

Geographic Datum (III): N.A. 1927 Datum Plane (III): M. H. W.

Reference Station (III): Bethel, U.S.E. 1934

Lat.: 39° 31' 58.224" (1795.6m) Long.: 75° 46' 51.450" (1228.7m) Adjusted
~~Unadjusted~~

State Plane Coordinates (VI): 1. Maryland 2. Delaware

X = 1. 1,143,850.41
2. 397,244.57Y = 1. 621,244.66
2. 358,467.65

Military Grid Zone (VI) ———

PHOTOGRAPHS (III)
75th meridian

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
46-D-1968	3/12/46	12:29	1:10,000	0.1 above MLW
46-D-1969	"	"	"	"
46-D-1970	"	"	"	"
46-D-1971	"	12:31	"	"
46-D-1972	"	"	"	"
46-D-1973	"	"	"	"
46-D-1974	"	"	"	"
46-D-1975	"	"	"	"

Predicted Tide Tables for the Atlantic Ocean for 1946.
Tide from (III): Reference Station -- Reedy Point, Delaware, with
corrections to Chesapeake City, Md. and *Summit Bridge, Del.

Mean Range:

Spring Range:

* 2.5'
* 3.3'

* 2.9'
* 3.7'

Camera: (Kind or source)

U.S. Coast and Geodetic Survey single lens camera. Wide angle, type "D"--
Focal length 12".

Field Inspection by:
E. L. Jones

date: August 1946

Field Edit by:

date:

J. D. Weiler

December 1948

Date of Mean High-Water Line Location (III): Same as date of photographs
supplemented with field inspection obtained during August, 1946

Projection and Grids ruled by (III) T.L. Janson

date: 11 Sept. 1946

" " " checked by: T.L. Janson

date: 11 Sept. 1946

Control plotted by: Leroy A. Senasack

date: 7 Nov. 1946

Control checked by: George O. Fellers

date: 7 Nov. 1946

Radial Plot by: Harry R. Rudolph

date: 15 July 1947

Detailed by: Gladys S. Nottenburg

date: 23 June to 11 August
1947

Reviewed in compilation office by:
J.W. Vonasek

date: 8/14/47 to
8/20/47

Elevations on Field Edit Sheet
checked by:

date:

STATISTICS (III)

Land Area (Sq. Statute Miles): 8.33

Shoreline (More than 200 meters to opposite shore): 2 miles (statute)

Shoreline (Less than 200 meters to opposite shore): 11 miles (statute)
(Measured along the center line of the canal)

Number of Recoverable Topographic Stations established: 23 *

Photo Hydro Points

Number of ~~Temporary Hydrographic Stations~~ located by radial
plot: None

Leveling (to control contours) - miles:

Roman numerals indicate whether the item is to be entered
by, (II) Field Party, (III) Compilation Party, or, (VI) the
Washington Office.

When entering names of personnel on this record give the
surname and initials (not initials only).

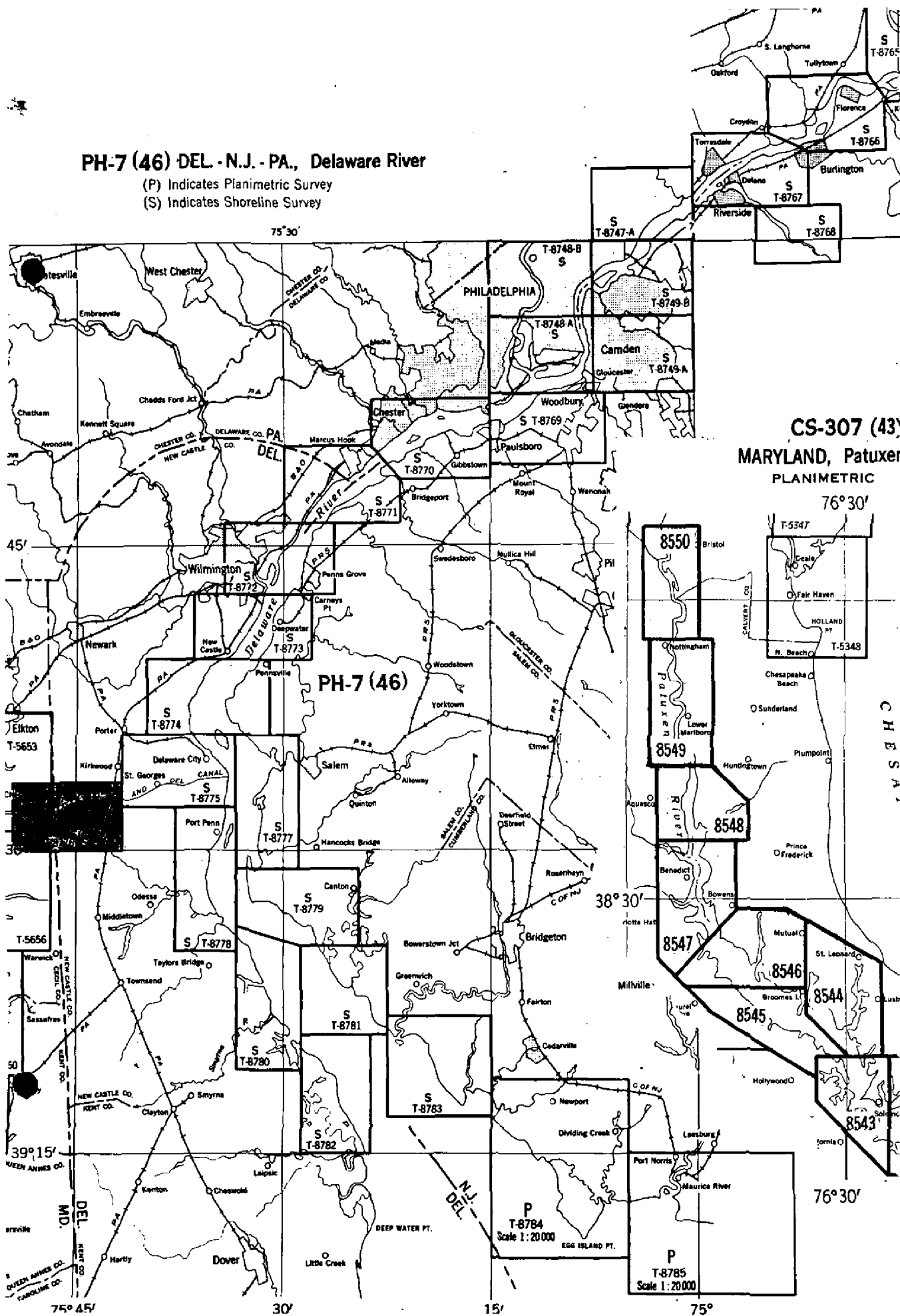
Remarks:

*One of the recoverable topographic stations, Canal Lt. No. 31,
lay almost on the flight line. Therefore its positions had to
be plotted by holding the position of Canal Lt. No. 29 and No. 30.
Back Creek Lt. 13 and Back Creek Lt. 14 could not be radially
plotted because of insufficient photograph coverage. *They fell
west of the map limit.*

PH-7 (46) DEL. - N.J. - PA., Delaware River

(P) Indicates Planimetric Survey

(S) Indicates Shoreline Survey



- 4 -

FIELD ^{Inspection} REPORT

SHORELINE MANUSCRIPT, SURVEY NO. T-8776

The field inspection report for this survey is part of a combined report for shoreline surveys Nos. T-8775 and T-8776. For Field data covering survey No. T-8776 see the above mentioned field inspection report which will be attached to the descriptive report for Survey No. T-8775. -

MAP T-8776

PROJECT NO. PH-7(46)C

SCALE OF MAP 1:10,000

SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ν -COORDINATE LONGITUDE OR x -COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
EAST BRIDGE, NORTH COUNTERPOISE, 1934	G-2880 Pg. 71	N. A. 1927	39° 32' 50.105"			1545.2 (305.2)	
EAST BRIDGE, SOUTH COUNTERPOISE, 1934	G-2880 Pg. 71	"	75° 42' 09.010"			215.1 (1217.5)	
CHESAPEAKE CITY, THIRD LIFT BRIDGE NORTH PIER, 1933	G-1751 Pg. 128	"	39° 32' 48.004"			1480.4 (370.0)	
CHESAPEAKE CITY, THIRD LIFT BRIDGE SOUTH PIER, 1933	G-1751 Pg. 128	"	75° 42' 09.323"			222.6 (1210.1)	
MIDDLE BRIDGE, NORTH COUNTERPOISE, 1934	G-2880 Pg. 71	"	39° 32' 50.131"			1546.0 (304.4)	
CHESAPEAKE CITY, THIRD LIFT BRIDGE SOUTH PIER, 1933	G-1751 Pg. 128	"	75° 42' 08.871"			211.8 (1220.8)	
MIDDLE BRIDGE, SOUTH COUNTERPOISE, 1934	G-2880 Pg. 71	"	39° 32' 47.951"			1478.8 (371.6)	
CHESAPEAKE CITY, THIRD LIFT BRIDGE SOUTH PIER, 1933	G-1751 Pg. 128	"	75° 42' 09.480"			226.4 (1206.3)	
MIDDLE BRIDGE, NORTH COUNTERPOISE, 1934	G-2880 Pg. 71	"	39° 32' 32.821"	$y = 5' 61, 910.19 \text{ ft (Del)}$		1012.2 (838.2)	
MIDDLE BRIDGE, SOUTH COUNTERPOISE, 1934	G-2880 Pg. 71	"	75° 43' 33.638"	$y = 412, 757.70 \text{ "}$		803.2 (629.5)	
CHESAPEAKE CITY, LIFT BRIDGE SOUTH PIER, 1933	G-1751 Pg. 128	"	39° 32' 30.685"	$y = 511, 693.90 \text{ "}$		946.3 (904.1)	
BETHEL (U.S.E.) 1934	G-2880 Pg. 68	"	75° 43' 33.017"	$y = 412, 803.61 \text{ "}$		788.4 (644.3)	
SUB. STA. BETHEL (U.S.E.)	G-1751 Pg. 128	"	39° 32' 30.67"			945.9 (904.5)	
CHES. CITY, CATH- OLIC CHURCH SPIRE, 1898	Mash. Office	"	75° 43' 33.17"			792.1 (640.6)	
CHESAPEAKE CITY, LIFT BRIDGE NORTH PIER, 1933	G-1751 Pg. 128	"	39° 31' 58.224"	$y = 558, 427.65 \text{ ft}$		1795.6 (54.8)	
			75° 46' 51.450"	$y = 397, 244.57 \text{ ft}$		1228.7 (204.2)	
			39° 32'			12.3 (1838.1)	
			75° 46'			1259.0 (173.9)	
			39° 31' 53.34"			1645.0 (205.4)	
			75° 48' 38.68"			923.8 (509.2)	
			39° 32' 32.80"			1011.6 (838.8)	
			75° 43' 33.52"			800.4 (632.3)	

1 FT. = 3048006 METERS
COMPUTED BY: L.A. Senasack

DATE 11/6/46

CHECKED BY: G.O. Fellers

DATE 11/6/46

M-2388-12

COMPILATION REPORT

SHORELINE MANUSCRIPT, SURVEY NO. T-8776

T-8776 is one of 12 shoreline manuscripts in Project No. Ph-7(46)C located along the Delaware River and Bay. These surveys are to be compiled in accordance with instructions dated 25 March 1946 and 19 July 1946 by graphic photogrammetric methods. Survey No. T-8776 includes the area of the C&D Canal from Long creek to a point just east of the canal bridge of the P.R.R.

26. CONTROL

See layout of control in radial plot report submitted to the Washington Office on July 15, 1947. A list of stations on Form No. M2388-12 is included in this report.

27. RADIAL PLOT

Refer to combined Radial Plot report for Survey No. T-8776 and the western half of T-8775, submitted to the Washington Office on July 15, 1947. *In Div. of Photogrammetry General Files.*

28. DELINEATION

The compilation is in accordance with the written instructions pertaining to Project NO. Ph-7(46), dated 19 July 1946.

Since the area of this survey was covered by only a single flight, delineation of some photographic detail was accomplished by orienting the photographs between widely spaced photo points.

Back Creek Lt. 13 and Back Creek Lt. 14, which fall just off the limits of the manuscript, could not be plotted because of insufficient photograph coverage. (See side heading 2 of field report).

30. MEAN HIGH WATER LINE

The shoreline was delineated from single lens photographs (1:10,000 scale field ratio prints) in accordance with the field identification shown thereon. Where no inspection was furnished, (approximately 30%) a stereoscopic study of the photographs was employed for delineation.

31. MEAN LOW WATER LINE

No part of the mean low water line was identified by the field party. Therefore, no portion of the mean low water line was delineated on the map manuscript. (See side heading 8 of field inspection report).

See also Review Report.

32. DETAILS OFFSHORE FROM THE MEAN HIGH WATER LINE

Delineated in accordance with field identification. (See side heading 10 of field inspection report).

33. WHARVES AND SHORELINE STRUCTURES

Delineated in accordance with field identification.

34. LANDMARKS AND AIDS TO NAVIGATION

See Form 567 attached to this report for Survey No. T-8776.

35. HYDROGRAPHIC CONTROL

No photo hydro points were identified by the field party; however, 34 fixed aids to navigation were identified as hydrographic control, two of which were not plotted due to insufficient photo coverage. See headings 2 and 12, and discrepancy sheet of field report. *Attached to Descrip Rpt T-8775 See Review Report also*

36. LANDING FIELDS AND AERONAUTICAL AIDS

None.

38. GEOGRAPHIC NAMES *814*

Geographic names were taken from final names standards, dated 12/9/46 and 12/18/46, furnished by the Washington Office. A list of geographic names is attached to this report.

The Marine Railway west of Chesapeake City was shown with a geographic name "Marine Railway" on the final names standards. It is doubtful that this is a geographic name.

39. JUNCTIONS:

The junction to the east with Survey No. T-8775 has been made and is in good agreement.

The north, west, and south boundaries of Survey No. T-8776 are the project limits.

40. BOUNDARIES

The portion of the Maryland-Delaware state boundary identified by the field party has been delineated on this map manuscript. *See Review Report.*

41. BRIDGES:

All bridge information for the area covered by this report as

41. BRIDGES (Continued)

listed in the U.S. Engineers "List of Bridges Over Navigable Waters in the U.S." dated 1 July 1941 was verified in the field, all clearances were carefully measured with a steel tape, and the published descriptions and clearances were found to be correct except for the following discrepancies; which were not reported to the Local District Engineer:

1. The Summit, Delaware, vertical lift highway bridge, has a vertical clearance above estimated MHW, span closed, of 70.90 feet, span open, 138.9 feet. *H.C.I. = 162.8*
2. The Canal, Delaware, vertical lift, Pennsylvania R.R. bridge, has a vertical clearance, above estimated MHW, span closed, of 48.20 feet, span open, 137.7 feet. *H.C.I. = 169.5*

The Chesapeake City, Md. vertical lift bridge was destroyed in July 1942.

The above clearances were measured from an estimated high water line on bridge fenders or piles, to the lowest point of the superstructure. Clearances above MHW for these bridges are not listed in the "List of Bridges".

44. COMPARISON WITH EXISTING TOPOGRAPHIC SURVEYS

Survey No. T-8776 has been compared in detail with the U. S. Geological Survey Elkton and Wilmington quadrangles, scale 1:62,500, and was found to be in good agreement.

45. COMPARISON WITH NAUTICAL CHARTS

Survey No. T-8776 has been compared with Nautical Chart No. 570, scale 1:20,000, and found to be in fair agreement.

The following topographic information shown on T-8776 is of sufficient importance to warrant immediate application to the chart:

None.

The following topographic details above the plane of mean high water are not shown on this manuscript, but are believed to still exist and should be carried forward on the chart.

None.

Low water features are shown in part and should be completed by the hydrographic party.

Respectfully submitted
20 August 1947

Charles S. Nottenburg
Cartographer (Photogrammetric)
Compilation and Descriptive
Report

Harry P. Rudolph
Supervisor

Joseph W. Brown
Photogrammetric Engineer
Photogrammetric Office
Reviewer

Approved and Forwarded
9 September 1947

Thos B. Rand
Officer in Charge
Baltimore Photogrammetric
Office

FIELD EDIT REPORT
Photogrammetric Shoreline Survey T-8776
Project Ph-7(46)C
Riley J. Sipe, Chief of Party

Field edit of this manuscript was completed during November 1948 by John D. Weiler, Photogrammetrist.

46. METHODS

Field edit of this sheet was done by truck, driving along roads adjacent to the Chesapeake and Delaware Canal. All of the canal was visible from these roads.

All data added to the map manuscript were either cut in by planetable methods or plotted from topographic features.

47. ADEQUACY OF THE MAP MANUSCRIPT

(Corrections and additions have been made as indicated below)

The map manuscript was correct as far as shown, but should have additional detail incorporated with that already shown. The character of the foreshore should be corrected as shown on the field edit sheet. Additional buildings exist in the vicinity of Chesapeake City and should be compiled as indicated on Photos. D 1969 and D 1968.

Only part of the hachuring along the Canal banks was shown. To give a true representation of the area, it should be delineated as shown on the field edit sheet.

There are two landmarks at Chesapeake City that were not identified by the original field inspector. They consist of an elevated water tank and a skeletal steel radio tower. They have been pricked on Photo D 1969. Forms 567 and 524 are submitted.

All roads were reclassified according to Photogrammetry Instructions No. 10. Highway numbers were also shown.

Attention is called to the new bridge and road under construction at Chesapeake City. It will not be completed for approximately 1 1/2 years. It will be elevated throughout the city with piers constructed throughout the length of the bridge shown on the field edit sheet.

The corrected manuscript was reviewed by the bridge tenders at the Canal and Summit Bridges, and also the gate tender at the Chesapeake City Ferry. Lifelong residents of the area, they found no errors.

Submitted
1 December 1948

John D. Weiler
John D. Weiler
Photogrammetrist

NOTES FOR
HYDROGRAPHIC PARTIES

DELAWARE RIVER

SHORELINE MANUSCRIPT, SURVEY NO. T-8776

PROJECT NO. Ph-7(46)C

The 2½ millimeter circles identifying the Chesapeake and Delaware Canal lights indicate the positions of the recoverable photo (topographic) stations.

Survey No. T-8776 has been compared to Nautical Chart No. 570, scale 1:20,000, and found to be in fair agreement.

The following topographic information shown on T-8776 is of sufficient importance to warrant immediate application to the chart.

None.

The following topographic details above the plane of mean high water are not shown on this manuscript, but are believed to still exist and should be carried forward on the chart:

None.

Low water features are shown in part and should be completed by the hydrographic party.

Respectfully submitted
20 August 1947

Gladye S. Nottenburg
Photogrammetric Cartographer

Approved and forwarded
9 September 1947

Thos O. Rind

Officer in Charge
Baltimore Photogrammetric Office

GEOGRAPHIC NAMES

- Anchorage Basin
- Back Creek
- Bethel
- Canal
- Chesapeake and Delaware Canal
- Chesapeake City
- Crystal Run
- East Point
- Goose Point
- Green Point
- Guthrie Run
- Joy Run
- Long Creek
- Lumms Pond
- Marine Railway (merely descriptive)
- U. S. Government Wharf

- Summit Bridge
- P.R.R.
- U.S. 213

Names preceded by •
are approved. 1/29/48
L. Heck

Additional check 10/26/49
L.H.

- Craig's Ponds
- Delaware
- New Castle County
- Maryland
- Cecil County
- Del. Hwy. # 71
- " " # 896
- Md. " # 285 (not 225)
- " " # 284
- " " # 286
- " " # 342

(no available map
assigns a number
to the extension
into Delaware of
Md. No. 285)

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NON-FLOATING OR LANDMARKS FOR CHARTS

TO BE CHARTED
~~TO BE DELETED~~

STRIKE OUT ONE

Baltimore, Maryland.

26 August 1947

I recommend that the following objects which have ~~(Annoyed)~~ 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 by Joseph M. Yonasek

Thos. B. Reed

Chief of Party

STATE	MARYLAND	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION		METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	CHARTS AFFECTED	
					LATITUDE	LONGITUDE			HARBOR CHART	INSHORE CHART
					D. M. METERS	D. P. METERS	DATUM			
			CHURCH SPIRE, CHESAPEAKE CITY				N.A.			
			SPIRE CATHOLIC CHURCH		39 31	1645.0 75 48	923.8	1927	Tri.	1898
										X 570

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and non-floating 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.

19 48

Chief of Party

[illegible]

71. Form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. 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 SURVEYNONFLOATING AIDS ~~OR EXPOSURE MARKS~~ FOR CHARTS**TO BE CHARTED**
~~FOR DELETION~~ STRIKE OUT ONE

Baltimore, Md.

25 August

1947

I recommend that the following objects which have ~~(been examined)~~ 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 by

*Joseph W. Vonnasek**Thos. B. Reed*

Chief of Party

STATE	MARYLAND AND DELAWARE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION				METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART			CHARTS OF LOCATION AFFECTED
					LATITUDE	D. M. METERS	LONGITUDE	D. P. METERS	DATUM		HARBOR CHART	INSHORE CHART	OFFSHORE CHART	
Chesapeake & Delaware Canal	No. 25				39 32 1274	75	41 1109	1927	N.A. radial #18776	1946	X			570
Chesapeake & Delaware Canal	No. 26				39 32 1409	75	41 1084		"	"	X			570
Chesapeake & Delaware Canal	No. 28				39 32 1542	75	42 613		"	"	X			570
Chesapeake & Delaware Canal	No. 29				39 32 1323	75	42 825		"	"	X			570
Chesapeake & Delaware Canal	No. 30				39 32 1170	75	43 143		"	"	X			570
Chesapeake & Delaware Canal	No. 31				39 32 1130	75	42 1349		"	"	X			570
Chesapeake & Delaware Canal	No. 32				39 32 940	75	44 670		"	"	X			570
Chesapeake & Delaware Canal	No. 33				39 32 826	75	44 655		"	"	X			570
Chesapeake & Delaware Canal	No. 34				39 32 795	75	45 778		"	"	X			570
Chesapeake & Delaware Canal	No. 35				39 32 499	75	46 7		"	"	X			570
Chesapeake & Delaware Canal	No. 37				39 32 556	75	45 1416		"	"	X			570
Chesapeake & Delaware Canal	No. 38				39 32 295	75	46 542		"	"	X			570
Chesapeake & Delaware Canal	No. 39				39 32 44	75	46 621		"	"	X			570
Chesapeake & Delaware Canal	No. 40				39 32 200	75	46 1411		"	"	X			570

7. Form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmark 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.

NONFLOATING AIDS ORBITS AND MATRICES FOR CHARTS

STRIKE OUT ONE

Baltimore, Maryland

25 August, 1947

I recommend that the following objects which have ~~been~~ been inspected from seaward to determine their value as landmarks, be charted on ~~(attached)~~ the charts indicated.

The positions given have been checked after listing by _____

Joseph A. Vorasek

Joseph A. Vornasek

Thos. B. Reed

Chief of Party:

STATE	CHARTING NAME	DESCRIPTION	POSITION			D. P. METERS	DATUM	METHOD OF LOCATION AND SURVEY	DATE OF LOCATION	CHARTS AFFECTED		
			LATITUDE D. M. METERS	LONGITUDE D. P. METERS						HARBOR CHART	INSHORE CHART	OFFSHORE CHART
	Chesapeake & Delaware Canal No. 41		39 32 150	75 46	1418	N.A. 1927	21.1106	1946	X			570
	Chesapeake & Delaware Canal No. 42		39 32 83	75 47	781	"	"	"	X			570
	Chesapeake & Delaware Canal No. 43		39 31 1772	75 47	751	"	"	"	X			570
	Chesapeake & Delaware Canal No. 44		39 31 1408	75 48	370	"	"	"	X			570
	Chesapeake & Delaware Canal No. 45		39 31 1227	75 48	553	"	"	"	X			570
	Back Creek No. 15		39 31 1681	75 49	598	"	"	"	X			570
	Back Creek No. 16		39 31 1567	75 49	638	"	"	"	X			570

The form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. 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.

Addendum to Descriptive Report

Survey No. T-8776

Project Ph-7(46)

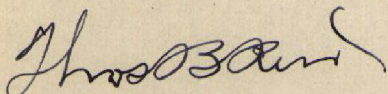
The new bridge and road under construction at Chesapeake City was plotted on the map manuscript from information shown on U.S.E. plans, File No. 19501, Drawer No. 298, Sheet 1 of 35, January 1946.

It was discovered when transferring the data on the plan to the manuscript that the N-S lines of the Delaware State Grid on the manuscript should be approximately 120 meters W of their ruled position. This fact was indicated and proven when the grid position of a point on the span, shown on the plan, was plotted and the remainder of the bridge and approaches plotted from this initial point. It was noted by comparison with common detail on the manuscript, that the bridge plotted 120 meters E of where afore-mentioned plans indicated it to be. Further investigation, comparison with Quadrangles etc., proved that it was the N-S grid lines on this manuscript that were in error by the above stated amounts.

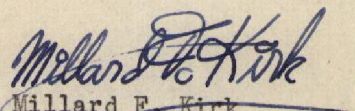
It is recommended that the Delaware State grid shown on this manuscript be checked and redrawn in their correct position. *See Review Report*

Approved & Forwarded

Respectfully submitted
25 May 1949



Thos. B. Reed,
Officer in Charge,
Baltimore Photogrammetric Office


Millard E. Kirk
Cartographer

Review Report T-8776
Shoreline Survey
27 October, 1949

31. Mean Low-Water Line.--The compilation report states that no part of the MLL was delineated. But the photographs were taken at 0.1 ft. above the MLL, so that the outer margin of the sand areas on either side of the canal is at approximate M.L.W. The Long Creek channel on T-8776 is the low water channel.

35. Hydrographic Control.--Twenty-one of the 34 fixed aids mentioned in the compilation report fall in the area of T-8776. These are:

Chesapeake & Delaware Canal Lights Nos. 25, 26, 28,
29, 30, 31, 32, 33, 34, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45;
Back Creeks Nos. 15 & 16.

Form 567 is attached to this report and Forms 524 are filed under T-8776 in the General Files of the Division of Photogrammetry.

37. Delaware State Grid X-coordinates.--(see Willard F. Kirk's letter attached hereto). Using both T-8776 (joining on the east) and the coordinates of Bethel in the western part of the map to check the position of the Delaware X-coordinates, it was found that they were drawn on T-8776 118.5 meters east of their true position. Marginal ticks were placed on the northern and the southern parallels to provide for re-drafting.

40. Boundaries.--A state boundary monument at Bethel Church Cemetery was recovered and the boundary line was indicated on photograph D-1971(1946) by the field inspector.

Three published maps,

U.S.G.S. Elkton Quadrangle, 1:62,500
Nautical Chart 570, 1:20,000
New Castle County, Del.St.Hwy.Dept, 1941, 1:62,500

were used to check the location of the state boundary. The boundary as drawn on the published maps has an azimuth of 48°19' west, or 43', greater than on the map manuscript. The line on T-8776 was altered to agree with the published maps.

45. Comparison with Previous Topographic Surveys.--No earlier maps cover the area of T-8776.

15. Comparison with Nautical Charts.--The number of dolphins on T-8776 at the Anchorage area and near Summit and Canal bridges differ from those on the chart.

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Review Report T-3776

The Pipeline and Cable area at Chesapeake City occupies a considerably narrower strip on T-3776, i.e., between the proposed new highway bridge and the former highway bridge.

The north bank of the canal from a point opposite Bethel to Light No. 30 has been extensively terraced.

47. Adequacy of the Compilation.-This map is adequate and complete as shoreline survey for charting purposes and meets the required standard of accuracy.

Reviewed by:

Lena T. Stevens
L. T. Stevens

Approved by:

S. V. Griffith
Chief, Review Section H.R.B. 12/4/51
Division of Photogrammetry

H. B. Edmonston
Chief, Nautical Chart Branch
Division of Charts

O. S. Reading
Chief, Div. of Photogrammetry

W. M. Scaife
Chief, Div. of Coastal Surveys

Applied to client 572 (p. 1 of 1) 20, 1951 4 S.S. F.M.A.

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