4797



Form 504
Ed. June, 1928

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

R. S. Patton, *Director*

Maryland

*State:* Virginia.

# DESCRIPTIVE REPORT

*Topographic* / ~~*Hydrographic*~~ } *Sheet No.* A 4797

LOCALITY

Assateague Island

Southward from Ocean City, Md.

1933

CHIEF OF PARTY

Ray L. Schoppe.

U. S. GOVERNMENT PRINTING OFFICE: 1931

4797

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

DESCRIPTIVE REPORT TO ACCOMPANY
TOPOGRAPHIC SHEET
NO. A
1933
OCEAN CITY, MARYLAND TO
Latitude 37°55 00
Longitude 75°19 00
ASSATEAGUE ISLAND, MD. and VA.

U.S.C. & G.S.S. LYDONIA.
Ray L. Schoppe,
Commanding.

PLANE - TABLE POSITIONS TO ACCOMPANY SHEET #A, 1933

| NAME | LAT | D.M. | LONG | D.P. | HEIGHT | DESCRIPTION & REMARKS |
|---|---|---|---|---|---|---|
| | o ' | Meters | o ' | Meters | Feet | |
| Roof | 38-19 | 1273.2 | 75-05 | 314.4 | 60 | House on pier. Center of roof. |
| Pier | 38-19 | 1209.1 | 75-05 | 181.2 | 15 | Pier, center of end. |
| End | 38-19 | 946.0 | 75-05 | 459.5 | 10 | So. end of boardwalk |
| Boat | 38-19 | 827.5 | 75-05 | 630.8 | 15 | C.C. Boathouse, center east gable. |
| Fish | 38-19 | 477.0 | 75-05 | 939.8 | | Hydrographic signal |
| Ban | 38-18 | 1795.7 | 75-05 | 1055.4 | | " " |
| Bee | 38-18 | 1287.7 | 75-05 | 1233.1 | 10 | No. end of piling |
| Low | 38-18 | 782.5 | 75-05 | 1441.3 | 10 | So. end of piling |
| Dog | 38-18 | 410.6 | 75-06 | 169.1 | | Hydrographic signal |
| Key | 38-17 | 1799.8 | 75-06 | 352.7 | | " " |
| Easy | 38-17 | 1371.3 | 75-06 | 534.2 | | " " |
| Far | 38-17 | 915.3 | 75-06 | 746.8 | | " " |
| Try | 38-17 | 545.4 | 75-06 | 899.1 | | " " |
| Had | 38-17 | 264.4 | 75-06 | 1116.3 | | " " |
| Ben | 38-16 | 1462.9 | 75-06 | 1275.0 | | " " |
| Jam | 38-16 | 601.0 | 75-07 | 131.2 | | " " |
| Kis | 38-16 | 214.9 | 75-07 | 293.9 | | " " |
| Pad | 38-15 | 1640.9 | 75-07 | 425.1 | | " " |
| New | 38-15 | 1185.5 | 75-07 | 602.4 | | " " |
| Nan | 38-15 | 733.3 | 75-07 | 830.7 | | " " |

| NAME | LAT | D.M. | LONG | D.P. | HEIGHT | DESCRIPTION & REMARKS |
|---|---|---|---|---|---|---|
| | o ' | Meters | o ' | Meters | Feet | |
| Dim | 38-15 | 301.3 | 75-07 | 1015.8 | | Hydrographic signal |
| Pet | 38-14 | 1701.6 | 75-07 | 1243.4 | | " " |
| Rig | 38-14 | 557.5 | 75-08 | 239.9 | | " " |
| Bo | 38-14 | 90.0 | 75-08 | 442.1 | | " " |
| Sam | 38-13 | 1532.8 | 75-08 | 572.1 | | " " |
| Loc | 38-13 | 1052.3 | 75-08 | 681.7 | | " " |
| Dig | 38-13 | 631.4 | 75-08 | 921.6 | | " " |
| Cow | 38-12 | 1573.5 | 75-08 | 1336.7 | | " " |
| Fly | 38-12 | 1101.6 | 75-09 | 127.8 | | " " |
| Row | 38-12 | 688.8 | 75-09 | 178.2 | | " " |
| Ho | 38-11 | 1685.3 | 75-09 | 373.8 | 30 | Drill pole, No. Beach, C.G. White |
| Nit | 38-11 | 1074.6 | 75-09 | 753.6 | | Hydrographic signal |
| Jug | 38-11 | 586.6 | 75-09 | 851.7 | | " " |
| Lan | 38-11 | 213.3 | 75-09 | 978.2 | | " " |
| Will | 38-10 | 1666.2 | 75-09 | 895.9 | 5 | Wreck, Center So. End |
| Tit | 38-10 | 1082.4 | 75-09 | 1339.9 | | Hydrographic signal |
| Bug | 38-10 | 731.9 | 75-09 | 1394.7 | | " " |
| Zed | 38-10 | 157.5 | 75-10 | 139.6 | | " " |
| Cat | 38-09 | 1385.2 | 75-10 | 319.4 | | " " |
| Rip | 38-09 | 884.2 | 75-10 | 261.1 | | " " |
| Red | 38-09 | 436.9 | 75-10 | 388.8 | | " " |
| Mo | 38-08 | 1776.8 | 75-10 | 510.5 | | " " |
| Sue | 38-08 | 1393.3 | 75-10 | 703.5 | | " " |

| NAME | LAT | D.M. | LONG | D.P. | HEIGHT | DESCRIPTION & REMARKS |
|---|---|---|---|---|---|---|
| | o ' | Meters | o ' | Meters | Feet | |
| Ann | 38-08 | 410.1 | 75-10 | 1004.0 | | Hydrographic signal |
| Mary | 38-07 | 1790.5 | 75-10 | 1156.5 | | " " |
| Flo | 38-07 | 1374.9 | 75-10 | 1344.5 | | " " |
| Boy | 38-07 | 969.3 | 75-11 | 22.3 | | " " |
| Ted | 38-07 | 439.3 | 75-11 | 63.2 | | " " |
| Fan | 38-06 | 1752.4 | 75-11 | 79.1 | | " " |
| Gil | 38-06 | 1238.1 | 75-11 | 335.4 | | " " |
| Abe | 38-06 | 729.0 | 75-11 | 490.8 | | " " |
| Bug | 38-06 | 356.5 | 75-11 | 841.8 | | " " |
| Can | 38-05 | 1745.0 | 75-11 | 1024.8 | | " " |
| Dam | 38-05 | 1283.6 | 75-11 | 1203.2 | | " " |
| Eco | 38-05 | 814.6 | 75-11 | 1383.6 | | " " |
| Gob | 38-04 | 1532.4 | 75-12 | 418.0 | | " " |
| Her | 38-04 | 1015.1 | 75-12 | 784.1 | | " " |
| It | 38-04 | 657.6 | 75-12 | 1038.4 | | " " |
| Job | 38-03 | 1580.7 | 75-12 | 1420.6 | | " " |
| Kid | 38-03 | 1097.1 | 75-13 | 400.1 | | " " |
| Lip | 38-03 | 579.0 | 75-13 | 496.8 | | " " |
| Bob | 38-03 | 152.4 | 75-13 | 735.8 | | " " |
| Mic | 38-02 | 1641.5 | 75-13 | 1132.9 | | " " |
| Nut | 38-02 | 1090.9 | 75-13 | 1366.0 | | " " |
| Oar | 38-02 | 676.9 | 75-14 | 299.4 | | " " |
| Pas | 38-02 | 96.6 | 75-14 | 521.9 | | " " |

| NAME | LAT | D.M. | LONG | D.P. | HEIGHT | DESCRIPTION & REMARKS |
|---|---|---|---|---|---|---|
| | o ' | Meters | o ' | Meters | Feet | |
| Cuo | 38-01 | 1440.9 | 75-14 | 729.8 | | Hydrographic signal |
| Rip | 38-01 | 841.2 | 75-14 | 1036.3 | 40 | Drill pole at Pops Island C.G. |
| Tom | 38-01 | 455.5 | 75-15 | 1384.5 | | Hydrographic signal |
| Ut | 38-00 | 1776.6 | 75-15 | 260.7 | | " " |
| Van | 38-00 | 1352.9 | 75-15 | 525.6 | | " " |
| Wik | 38-00 | 772.7 | 75-15 | 843.6 | | " " |
| Xer | 38-00 | 223.2 | 75-15 | 1212.9 | | " " |
| You | 37-59 | 1171.8 | 75-16 | 350.8 | | " " |
| Zum | 37-59 | 840.3 | 75-16 | 576.7 | | " " |
| Apo | 37-59 | 486.8 | 75-16 | 769.6 | | " " |
| Bat | 37-59 | 70.1 | 75-16 | 1065.6 | | " " |
| Cus | 37-58 | 1457.0 | 75-16 | 1324.3 | | " " |
| Dic | 37-58 | 995.0 | 75-17 | 188.9 | | " " |
| Egg | 37-58 | 640.6 | 75-17 | 469.8 | | " " |
| Fill | 37-58 | 162.5 | 75-17 | 797.2 | | " " |
| Gum | 37-57 | 1647.0 | 75-17 | 1009.6 | | " " |
| Hip* | 37-57 | 1350.2 | 75-17 | 1173.7 | | " " |
| Ike* | 37-57 | 881.5 | 75-17 | 1421.3 | | " " |
| Jim* | 37-57 | 384.5 | 75-18 | 250.5 | | " " |
| Kit* | 37-56 | 1727.9 | 75-18 | 468.1 | | " " |
| Lob* | 37-56 | 1190.1 | 75-18 | 722.2 | | " " |
| Muk* | 37-56 | 780.5 | 75-18 | 855.9 | | " " |
| Nac* | 37-56 | 399.2 | 75-18 | 1068.5 | | " " |
| Off* | 37-55 | 1808.8 | 75-18 | 1347.1 | 15 | Boathouse, Center East Gable |

| NAME | LAT | D.M. | LONG | D.P. | HEIGHT | DESCRIPTION & REMARKS |
|---|---|---|---|---|---|---|
| | o ' | Meters | o ' | Meters | Feet | |
| Pus* | 37-55 | 1768.6 | 75-18 | 1203.3 | | Hydrographic signal |
| Que* | 37-55 | 1248.7 | 75-18 | 1441.4 | | " " |
| Raz* | 37-55 | 710.7 | 75-19 | 214.9 | | " " |
| Slo* | 37-55 | 400.5 | 75-19 | 354.1 | | " " |
| Tic* | 37-54 | 1719.9 | 75-19 | 552.0 | | " " |

NOTE: *Temporary Hydrographic Signals Not Used For Control All Of Which Are Destroyed.

NOTE: All Locations Listed As Hydrographic Signals Are Of A Purely Temporary Nature And Are Not Recoverable.

Work on this sheet was done in accordance with Instructions dated April 27, 1933, Project No. 143.

A shore party from the Ship LYDONIA arrived in Ocean City, Maryland on April 17, 1933 to build signals for hydrographic control for the field season. The party consisted of seven men and the officer in charge. Truck No. 158 was assigned for its use.

Topography was done in conjunction with the signal building and was for the purpose of photo-topographic control.

The party returned to the ship on June 20, 1933 after having completed its signal building assignment.

A 1:10,000 topographic sheet joining this sheet on the south was also partly completed at that time.

The prominent, and only, landmarks along the coast from Ocean City, Maryland to Assateague Island are the two black steel water tanks at Ocean City, and the North Beach, Green Run, and Popes Island Coast Guard Stations. The coast is low and flat and has no natural identifying characteristics.

The southern water tank at Ocean City is located by 1908 triangulation. The position of the northern water tank is shown on photographs of the area, but does not appear on our charts. It might easily be confused with the Convent Water Tower which is shown, and which, since recent building has completely obscured it from the seaward side, is not obvious, and is no longer of value as a landmark.

(Par. continues on page 2.)

Page 2.

The steel tank is approximately 200 yards North North West of the Convent Water Tower.

Topographic control was based upon triangulation along the coast. The Coast Guard Stations, and Ocean City Water Tank were located in 1907 - 1908. The control for the locations of hydrographic signals was done by Lieutenant I. E. Rittenburg in 1933.

All closing errors were appreciably under the allowable and were adjusted on the sheet by the usual method.

A 100 meter wire was used for measuring distances between plane-table set-ups.

A storm on August 23, 1933 subsequent to the topographic work somewhat changed the general topography of the shore line. Several inlets were cut through the Island, some of which may be permanent. The exact extent of the change of the general outline of the beach can not be determined without a re-survey.

Finis.

Ray L Schoffle.

T 4797 (1933), 1:20,000. North American datum.

This sheet was used in shoreline investigation of T 5200 and T 5201.

The following errors were noted:

(1) Topographic signal Off is the same as triangulation station Assateague, Boathouse on beach, east gable, 1932. An error of ± 30 meters exists here.

(2) Triangulation station Rome is plotted ± 14 meters in error.

(3) The projection is in error up to about 0.7 mm.

Frank G. Evans

Aug 17, 1935

K.T. Adams
FIELD RECORDS (C)

L. O. Colbert
Chief, Division of Charts

Chief, Section Field Work

Chief, Div. of Hyd'y and Top'y

Form 537a
11—5813

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

# TOPOGRAPHIC TITLE SHEET

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

Field No. A

REGISTER NO. 957

States Maryland -- Virginia.

General locality Atlantic Coast.

Locality Ocean City and Assateague Island.

Scale 1:20,000 Date of survey May,1933 XXX

Vessel (LYDONIA)

Chief of Party Ray L. Schoppe

Surveyed by D. H. Konichek

Inked by D. H. Konichek

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated April. 27, 1933 XXX

Remarks: For Air-Photo Control and location of Hydrographic signals only.

GPO