

# 8133

RESTRICTED

# 8133

RESTRICTED

Form 504

## U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

### DESCRIPTIVE REPORT

Type of Survey Air Photographic

Sheet  
Field No. T-8133 Office No. \_\_\_\_\_

#### LOCALITY

State Maryland

General locality Chesapeake Bay

Locality Monie

N3807.5-W7545/7.5

194 2

#### CHIEF OF PARTY

Lieut. Comdr. Kenneth G. Crosby

Lieut. Comdr. F. L. Gallen

LIBRARY & ARCHIVES

DATE \_\_\_\_\_

T8133

Form T-1

## DATA RECORD

T- 8133

Quadrangle (II): Monie

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):  
March 4, 1942, March 27, 1942, August 13, 1942

Copy filed in Descriptive  
Report No. T- (VI)

Completed survey received in office:

Reported to Nautical Chart Section:

Reviewed:

Applied to chart No.

Date:

Redrafting Completed:

Registered:

Published:

Compilation Scale: 1:19,640

Published Scale:

Scale Factor (III): 1.018

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

Reference Station (III): Oriole 1934

Lat.: 38° 10' 29" 386 (906.1 m) Long.: 75° 48' 36" 324 (884.2 m) Adjusted  
~~Unadjusted~~

Maryland System - Single Zone  
State Plane Coordinates (VI):

X = 1,142,080.35

Y = 126,594.63

Military Grid Zone (VI) "A"

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
8650	4/14/42	10:40 A.M.	1:19,640	1.3 ft.
8651	4/14/42	10:42 A.M.	1:19,640	1.3 ft.
8652	4/14/42	10:42 A.M.	1:19,640	1.3 ft.
8788	4/14/42	2:57 P.M.	1:19,640	2.0 ft.
8789	4/14/42	2:58 P.M.	1:19,640	2.0 ft.
8790	4/14/42	2:59 P.M.	1:19,640	2.0 ft.

Tide from (III): Predicted tables for Chesapeake Bay, Great Shoals Lighthouse,  
Monie Bay, Maryland.

Mean Range: 2.3 ft. Spring Range: 2.8 ft.

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

Field Inspection by: C. Hanavich date: June 1942

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

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

Projection and Grids ruled by (III) Washington Off. date:

" " " checked by: Washington Office date:

Control plotted by: L.C.B. & M. M. S. date: June, July 1942

Control checked by: A.L.B. & C.H.W. date: June, August 1942

Radial Plot by: A.L.K., L.C.B. & M.M.S. date: July 1942

Detailed by: M. M. Slavney date: July, August 1942

Reviewed in compilation office by: J.A.G. date: September 1942

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

# STATISTICS (III)

T8133

Land Area (Sq. Statute Miles):	47.5
Shoreline (More than 200 meters to opposite shore):	59.0
Shoreline (Less than 200 meters to opposite shore):	85.0
Number of Recoverable Topographic Stations established:	four
Number of Temporary Hydrographic Stations located by radial plot:	none
Leveling (to control contours) - miles:	36.0

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- 8133

T8133

GENERAL

This sheet was compiled from nine-lens aerial photographs in accordance with, " Instructions for Defense Mapping Project C.S. 278," dated March 4, 1942.

The general locality of the area covered by this sheet is Maryland, Chesapeake Bay, in the vicinity of Monie Bay.

The shoreline area of this sheet is largely marshy. Where the shoreline is solid the area adjacent is generally under cultivation.

Land areas, with the exception of the marshes, are generally evenly divided between cultivated fields and wooded areas. The wooded areas are composed of mixed coniferous and deciduous trees.

As far as possible, labels have been used to identify vegetation. Symbols have been used where it was felt a label would be misleading or superfluous.

All roads are shown on this sheet by centerline only. These roads are to be shown on the finished map drawings 30 feet wide.

CONTROL

Control for this sheet consists of the following U. S. Coast and Geodetic Survey triangulation and Topographic stations.

NAME OF STATION	YEAR	ESTABLISHED BY:
Mt. Vernon High School Chimney	1932	E. H. Bernstein
Mt. Vernon Church	1901	W. I. Vinal
Monie Bethel Church Spire	1901	"
Tall Chapel	1932	E. H. Bernstein
Pen- Pendletons, house chimney	1907	C. C. Yates
<del>Wab</del> Wab	1907	"
Fitz	1907	"
Locust	1907	"
St. Pierre	1901	W. I. Vinal
Oriole	1934	John Bowie, Jr.
Can	1932	E. H. Bernstein
Holland	1932	"

Note: "Can" and "Holland" are topographic Stations.

### MAIN RADIAL PLOT (Deal Island)

A continuous radial plot was run on July 15, 1942, for the purpose of locating all photograph centers, all hydrographic stations, topographic stations, bench marks, azimuth marks and radial points. The plot extended over the entire area covered by quadrangles T-8133, T-8134, and T-8150.

The plot consisted of 13 templates, made in accordance with "Notes on Radial Plotting of Nine-lens Photographs", dated April 9, 1940.

Practically all templates were rigidly fixed by control furnished by previously established triangulation or traverse.

Agreement along the flight line was excellent and the intersection of radial lines to photograph centers on adjacent flight lines was good.

The usual practice of laying a plot was followed. Control was plotted on the survey sheets and transferred to the base grids by matching individual grid squares. There were only slight adjustments necessary when making the transfers. Prior to the laying of the first template, the base grids were securely taped to the plotting table, allowed to remain for 24 hours, and adjusted for any movement that had occurred. All points located by the radial plot were transferred and checked on the survey sheet by matching individual grid squares.

Various colored inks were used on the photographs and the survey sheet to designate triangulation stations, traverse stations, topographic and hydrographic stations, etc. The following key is furnished for reference:

#### Photographs

Triangulation & Traverse Stations ...	2.5 m.m. blue circle
Hydro & Topo Stations .....	2.5 m.m. green circle
Radial Points in Main Plot .....	2.5 m.m. red circle
Radial Points ( Additional) .....	3.5 m.m. red circle
Photographs Centers .....	Double white circle

#### Survey Sheet

Triangulation and Traverse Stations...	3.5 m.m. high black triangle
Hydro and Topo Stations .....	2.5 m.m. black circle
Radial Points on Main Plot.....	2.5 m.m. purple circle on back of sheet
Radial Points ( Additional) .....	3.5 m.m. purple circle on back of sheet
Photograph Centers .....	Double circle on back of sheet.

The radial plot left all intersections east of 75° 47' extremely weak because they were the result of points picked on one flight of pictures



Flight line overlap here was insufficient. To strengthen this portion of the survey the single lens field prints were utilized by the compiler and a new radial plot was made directly upon the survey sheet. Intersections on radial points were strengthened on many old points and sufficiently strong intersections were achieved to pick necessary new radial points on the survey sheet.

#### INTERPRETATION OF PHOTOGRAPHS

The photographs were clear and easily interpreted, However, the scale was consistently poor with the exception of photograph 8651.

#### FIELD INSPECTION

There was no field inspection on this sheet with the exception of minor shoreline delineations. No vegetation notes were found for this sheet; no highway classifications were found for this sheet, in fact, field inspection on this sheet was conspicuous by its absence. An overlay is forwarded with the sheet for use in the field edit.

#### DETAILING

The acetate was prepared for inking by rubbing with dry magnesium carbonate and then washing with water. The ink has adhered so well that no re-inking has been necessary.

Mention is made here that although H & T station, "E" is shown on the sheet it is not stamped or marked. Neither does description distances check the plotting on the field print. The field edit should check this station for correct plotting.

Roads that are classified on the survey sheet have been classified with the information furnished on Somerset County map published by the Maryland State Roads Department in conjunction with the United States Bureau of Public Roads from data obtained by the Maryland State-Wide Highway Planning Survey. Roads that are labelled simply "Road" are to be investigated in the field edit. These latter roads are probably of class "4 V" or "4 UP".

#### JUNCTIONS

This sheet joins T-8121 on the north, T-8134 on the west and T-8151 on the south; all of these junctions are in good agreement. Sheet T-8132, done by the Baltimore Office is in agreement from  $38^{\circ} 07' 30''$  to  $38^{\circ} 13'$  with the exceptions noted on the matching strip of T-8132. From  $38^{\circ} 13'$  to  $38^{\circ} 15'$  the junction is poor. In some instances road junctions are 30 meters off. The compiler feels that with the radial points as shown on T-8133 it would be improper to throw all the adjustment necessary for junction on sheet T-8133.

COMPARISON WITH OTHER SURVEYS

Survey of other agencies are of such scale that accurate comparisons could not be made.

GEOGRAPHIC NAMES

Geographic names on this sheet were taken from U. S. Coast & Geodetic Survey Chart M. 1224; and Somerset County map by the Maryland State Roads Department.

LANDMARKS

There are no prominent landmarks within the limits of this sheet.

Respectfully Submitted  
*Milton M. Slavley*  
Milton M. Slavley  
Senior Engineering Draftsman

Forwarded

*K. G. Crosby*  
K. G. Crosby,  
Chief of Party.



DESCRIPTIVE REPORT TO ACCOMPANY  
T-8133War Mapping Project CS-278-BC (Field work)  
F.L.Gallen, Chief of Party.GENERAL DESCRIPTION OF AREA

Approximately fifteen percent of the territory is water surface and twenty five percent marshland. The remaining sixty percent is divided between agriculture, woods and hamlets devoted mainly to fishing.

The highest land is in the northeast corner of the quadrangle where an elevation of 15.1 feet is reached at longitude  $75^{\circ} 45.8'$  W, latitude  $38^{\circ} 14.1'$  N. Drainage is effected by the Manokin and Wicomico Rivers, Monie, Little Monie, Back, Broad and St. Peter's Creeks, and by numerous smaller streams and ditches traversing the area.

The northern and southern halves of the quad are separated by an excellent concrete highway (Maryland State Road 363), while the extreme north end of the quad is served by a good, hard-surfaced road of the secondary class. The southern part of the quad, due to the irregularity of its features, is not crossed by any so-called "through roads", but most points are accessible by means of fourth class roads.

The soil is somewhat sandy in the agricultural areas and is not conducive to the best kind of farming.

SURVEY METHODS:

Survey methods were essentially the same as described under like heading in the descriptive report on T-8132, except that there were no contours on T-8133.

FIELD INSPECTION OF AIR PHOTOS

See descriptive report for T-8132.

LEVELING:

Same method as T-8132.

Photos used: nine lens 8668 and 8788, single lens 10101.

CONTOURING:

None. All elevations were under 20 feet.

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FIELD EDIT

See descriptive report for T-8132, wherein paragraphs A, B, C, D and E of section seven apply to this report also.

F. Drainage

Map manuscript shows addition of such drainage features as were lacking, including a rather long ditch in the western part of the quad.

G. Marsh Areas

Outlines were found correct for the most part. Corrections have been indicated on the map manuscript.

H. Shorelines

Shoreline correction consisted almost entirely of addition of piers where they were not shown on the manuscript.

I. Aids to Navigation

Wicomico River Lights "14" and "17" were located by planetable cuts and are shown on the map manuscript. Form 567 has been submitted directly to the Chart Division and a copy is also appended hereto.

J. Landmarks for Charts

Form 567 has been submitted to the Chart Division and a copy is also appended hereto.

K. & L.

See descriptive report for T-8132, applicable to this quad also.

M. Railroads

The railroad shown on chart 1224 at 38°07' N, 75°49' W should be deleted. It is no longer in existence.

JUNCTIONS

Junctions of all lines were checked. This manuscript joins T-8121 on the north, T-8132 on the east, T-8151 on the south and T-8134 on the west.



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REMARKS:

In reference to H. & T. Station "E" at  $38^{\circ}14'30''$  N,  $75^{\circ}52'15''$  W, this station was investigated in the field and its correct position determined, as shown on the map manuscript. The station is marked by a 1 inch iron pipe set in concrete. The concrete is labeled "E". In view of the character of the station, the date could not very well be stamped on it. This point was referred to under "Detailing" in the descriptive report from the Compilation Office.

The plotted position of H. & T. Station "M" 1942, was also corrected on the map manuscript.

Corrections were made on the field edit sheet. Black ink was used for additions, green ink for deletions, and blue ink for drainage.

Respectfully submitted,

  
Joseph J. Young,  
Photogrammetric Aid.

Approved:

  
F. L. Gallen,  
Chief of Party.

TESTS FOR HORIZONTAL ACCURACY  
QUADRANGLE NO. T-8133  
PROJECT 278-C

This test consists of a traverse between triangulation station WIDGEON (1932) and station ORIOLE (1934). The traverse is 9.50 statute miles in length and contains 20 test points, 18 of which fall within the boundaries of this quadrangle. The traverse closure is one part in 17,700. Since the closing error is only .86 meters, no adjustment of the discrepancy was made. The test points are referred to in the computations as P. P. No. (Photograph point number) and the test points as scaled from the map manuscript are referred to as M. M. No.

TABULATION OF TEST POINTS

Description of Point	Test Point Number	Lat.	Long.	Difference in mm.
	P. P. No. 2	38-15-15.7	75-46- 269.9	
	M. M. No. 2	Not compiled		
Inter road & road 60°	P. P. No. 3	38-14-1401.3	75-46- 258.5	
	M. M. No. 3	38-14-1376.3	75-46- 250.8	1.308 ✓
Inter road & woods line	P. P. No. 4	38-14- 542.6	75-45-1346.2	
90°. Less well defined.	M. M. No. 4	38-14- 531.6	75-45-1332.7	.871 ✓
Inter road & road 85°	P. P. No. 5	38-14- 267.6	75-45-1164.2	
	M. M. No. 5	38-14- 251.3	75-45-1148.7	1.125 ✓
Inter road & woods line 90°	P. P. No. 6	38-13-1644.7	75-45- 849.2	
Less well defined.	M. M. No. 6	38-13-1625.6	75-45- 829.2	1.383 ✓
Inter road & road 80°	P. P. NO. 7	38-13-1184.4	75-45- 444.6	
	M. M. No. 7	38-13-1169.8	75-45- 432.0	.964 ✓
Inter road & road 80°	P. P. No. 9	38-12-1625.6	75-45- 396.2	
	M. M. No. 9	38-12-1616.8	75-45- 393.8	.456
Inter road & road 90°	P.P. No.10	38-12- 854.8	75-45-1334.1	
	M.M. No.10	38-12- 862.7	75-45-1337.2	.425
Inter road & tree line 90°	P. P. No.11	38-12- 779.9	75-46-295. 5	
	M. M. No.11	38-12- 782.9	75-46-305. 1	.497



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TABULATION OF TEST POINTS  
(Continued)

Description of Point	Test Point Number	Lat.	Long.	Difference in mm.
Inter road & road 90°	P. P. No. 12 M. M. No. 12	38-12- 484.6 38-12- 484.7	75-46-1209.0 75-46-1218.6	.489
Inter road & road 90°	P. P. No. 13 M. M. No. 13	38-12- 88.1 38-12- 82.8	75-46-1136.6 75-46-1146.8	.554
Inter road & road 80°	P. P. No. 14 M. M. No. 14	38-11-1425.7 38-11-1424.1	75-46-1203.1 75-46-1208.2	.267
Inter road & road 70°	P. P. No. 15 M. M. No. 15	38-11-1146.4 38-11-1151.9	75-47- 50.8 75-47- 53.8	.313
Inter road & road 80°	P. P. No. 16 M. M. No. 16	38-11- 420.0 38-11- 411.1	75-47- 181.6 75-47- 191.4	.662
Inter road & road 80°	P. P. No. 17 M. M. No. 17	38-11- 353.9 38-11- 349.2	75-48- 76.1 75-48- 94.6	.954
Inter road & road 80°	P. P. No. 18 M. M. No. 18	38-11- 326.4 38-11- 322.1	75-48- 626.5 75-48- 632.5	.369
Inter road & road 45°	P. P. No. 19 M. M. No. 19	38-10-1341.3 38-10-1332.4	75-48- 337.1 75-48- 344.4	.576
Corner of Building	P. P. No. 20 M. M. No. 20	38-10- 857.7 38-10-862.7	75-48- 690.2 75-48- 696.4	.398

P. P. No. 3 through P. P. No. 7, which appear in the northeast corner of the map, indicate that the map error exceeds the allowable tolerance. It should be noted that P. P. No. 4 and P. P. no. 6 are less well defined points.

The balance of the test, namely: from P. P. No. 9 through P.P. No. 20 indicate that the accuracy of the maps almost meets the requirements of the instructions. Of these last 12 points, four points show a map error of more than .5 mm.

Submitted by

*Emil H. Kirsch*

Emil H. Kirsch,

Lieutenant

U.S. Coast & Geodetic Survey

Approved:

*F. L. Gallen*

F. L. Gallen,  
Chief of Party

**TO BE CHARTED  
TO BE DELETED**

**STRIKE OUT ONE**

LANDMARKS FOR CHARTS  
PERMANENT AIDS TO NAVIGATION

Salisbury, Md.

~~Oct. 22~~, 19~~42~~

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

The positions given have been checked after listing.

J. H. Gallen

**F. L. Gellert**

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.

**STRIKE OUT ONE**

Salisbury, Md.

Oct. 22, 1942

The positions given have been checked after listing.

*L. H. Galien.*

**F. L. Gallen**

Chief of Party

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.





GEOGRAPHIC NAMES LIST FOR T-8133

Back Creek  
 Bay Point  
 Bay Point  
~~Bethel~~  
 Beths Gut  
 Big Gut  
 Broad Creek  
 Broad Creek  
 Broad Point  
 Champ  
 Champ Point  
 Clifton Point  
~~Cormon Point~~(R) (Cormal Point)  
 Crab Point  
 Dames Quarter Marsh  
 East Point  
~~Edwin~~ Ellis Bay  
 Fishing Island  
~~Fishing Point~~  
~~Gean~~ Quakin Creek  
 Goose Creek  
 Goose Point  
~~Habnab~~(R) (Venton)  
 Harpers Creek  
 Holland Point  
 Hughs Creek  
 Inverness  
 Island Point  
 Jason  
 Jason Creek Johnson Creek  
 Letter Cove  
 Letter Creek  
 Little Creek  
 Little Monie Creek  
 Locust Point  
 Macks Gut  
 Maddox Island  
 Marsh Gut  
 Monie  
 Monie Bay  
 Monie Creek Monie Neck  
 Mongrel Neck  
 Monie Marsh  
 Monie Point  
 Mt. Vernon Mt. Vernon Beach  
 Nail Point  
 Oriole  
 Pigeon Creek(R) (St. Peters Creek)  
 Pigeonhouse Cr (vsrB-recent)



Raccoon Point  
Revels Point ~~Revels Neck~~  
Round Point  
St. Peters Creek  
St. Peters Marsh  
St. Pierre Island  
St. Pierre Marsh  
St. Pierre Point  
St. Stephen (R) (St. Stephens)  
Semi Point  
Sob Point ~~Top Point~~  
Victor Creek  
Victor Neck  
Victor Point ~~Webster Cove~~  
Wingate Point  
Wolftrap Creek  
Wicomico River  
Manken River

NAMES FOUND IN GEOGRAPHIC NAMES REPORT  
NOT SHOWN ON COMPILATION

Rock Creek



8318T

T-8133

No. 1  
Decisions

Remarks

1		381757
2		"
3		"
4		" USGB
5		"
6		"
7	Recent USGB decision, referred back to Board because of names report re Habnab: apply Venton pending revision	" <i>Venton re-affirmed</i>
8	Edwin to be deleted per Names Report	"
9		"
10		"
11		"
12		"
13		381758
14		"
15		" USGB
16		"
17		"
18		" USGB
19		"
20	Recent decision: apply this name pending its possible revision	" <i>Re-affirmed</i> USGB
21		"
22		"
23		"
24		"
25		" USGB
26	Not Chance: put P.O. in smaller type so that it is not part of the name of the village.	"
27		"
N 234		



# GEOGRAPHIC NAMES

Survey No. T-8133

MONTE quadrangle

No. 1

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.	
✓	✓								1
✓	✓								2
✓	✓								3
✓	✓								4
✓	✓								5
✓	✓								6
✓	✓								7
✓	✓								8
✓	✓								9
✓	✓								10
✓	✓								11
✓	✓								12
✓	✓								13
✓	✓								14
✓	✓								15
✓	✓								16
✓	✓								17
✓	✓								18
✓	✓								19
✓	✓								20
✓	✓								21
✓	✓								22
✓	✓								23
✓	✓								24
✓	✓								25
✓	✓								26
✓	✓								27

## Remarks

## Decisions

1		381758
2		" USGB
3	To be deleted per Names Report	"
4	Recent Board decision: not Pigeon Creek	" USGB
5		382758
6		"
7		"
8		"
9		"
10		"
11		"
12		"
13		"
14		"
15	To be deleted per names report	"
16		"
17		"
18		"
19		"
20		"
21		"
22		"
23		"
24		"
25		382757
26		"
27		"

# GEOGRAPHIC NAMES

Survey No. T-8133

No. 2

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.

✓ Monie ✓

1

✓ St. Stephen ✓

2

✓ ~~Bethel~~

3

✓ Pigeonhouse Creek ✓

4

✓ Monie Bay ✓

5

✓ Monie Creek ✓

6

✓ Little Monie Creek ✓

7

✓ Monie Neck ✓

8

✓ Little Creek ✓

9

✓ Mt. Vernon ✓

10

✓ Holland Point ✓

11

✓ Wingate Point ✓

12

✓ Wicomico River ✓

13

✓ Ellis Bay ✓

14

✓ ~~Victor~~

15

✓ Monie Marsh ✓

16

✓ Sob Point ✓

17

✓ Bay Point ✓

(in Monie Bay)

18

✓ St. Peters Marsh ✓

19

✓ Marsh Gut ✓

20

✓ Nail Point ✓

21

✓ Monie Point ✓

22

✓ Island Point ✓

23

✓ Semi Point ✓

24

✓ Jason ✓

25

✓ Harper Creek ✓

26

✓ Jason Branch ✓

27

T-8133

No. 3

Remarks.

Decisions

1		381758
2		"
3		"
4		"
5		"
6		"
7		"
8		"
9		"
10		"
11		382758
12		"
13		"
14		"
15		"
16		"
17		"
18		"
19		"
20		"
21		County Maps
22		"
23		"
24		"
25	Not Quarters	"
26		"
27		"

# GEOGRAPHIC NAMES

Survey No. T-8133

No. 34

Name on Survey

	A, On Chart No.	B, On previous survey No.	C, On U. S. quadrangle Maps	D, From local information	E, On local Maps	F, P. O. Guide or Map	G, Rand McNally Atlas	H, U. S. Light List	K	
✓ ✓ Round Point ✓										1
✓ ✓ Champ Point										2
✓ ✓ <u>St. Pierre Marsh</u> ✓										3
✓ ✓ <u>Dames Quarter Marsh</u> ✓										4
✓ ✓ <u>Crab Point</u> ✓										5
✓ ✓ <u>Broad Point</u> ✓										6
✓ ✓ <u>East Point</u> ✓										7
✓ ✓ <u>Letter Cove</u> ✓										8
✓ ✓ <u>Letter Creek</u> ✓										9
✓ ✓ <u>Mangrove Neck</u> ✓										10
✓ ✓ <u>Victor Point</u> ✓										11
✓ ✓ <u>Victor Neck</u> ✓										12
✓ ✓ <u>Victor Creek</u> ✓										13
✓ ✓ <u>Bay Point</u> ✓ (in Wicomico River)										14
✓ ✓ <u>Hughes Creek</u> ✓										15
✓ ✓ <u>Macks Gut</u> ✓										16
✓ ✓ <u>Beths Gut</u> ✓										17
✓ ✓ <u>Mt. Vernon Beach</u> ✓										18
✓ ✓ <u>Webster Cove</u> ✓										19
✓ ✓ <u>Johnson Creek</u> ✓										20
✓ ✓ <u>No. 12 Nanticoke</u> ✓										21
✓ ✓ <u>No. 5 Mt. Vernon</u> ✓										22
✓ ✓ <u>No. 1 West Princess Anne</u> ✓										23
✓ ✓ <u>No. 2 St. Peters</u> ✓										24
✓ ✓ <u>No. 11 Dames Quarter</u> ✓										25
✓ ✓ <u>No. 6 Fairmount</u> ✓										26
✓ ✓ <u>No. 13 Westover</u> ✓										27

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

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

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

### WOODS CONCEALMENT CLASSIFICATION

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

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

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

## DIVISION OF CHARTS

### SURVEYS BRANCH

#### Review of Air Photographic Survey T-8133 (Monie Quadrangle) January 1943

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

#### FIELD WORK

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

#### PHOTOGRAMMETRIC OFFICES

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

#### FIELD WORK

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



## WASHINGTON OFFICE

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

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

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

### Contemporary Hydrographic Surveys

None

### Comparison with Previous Surveys

T-8133 has been compared with T-4704, 1:10,000, 1931, and is adequate to supersede that section of the latter survey which it covers with the exception of the floating aids to navigation shown on T-4704.

### Nautical Charts 1224 and 567

T-8133 had not been applied to the above charts at the date of this review. T-8133 shows numerous changes in shoreline details and in interior details for correction of these charts.

With reference to the accuracy tests, page 8 of this report, the northeast section of the quadrangle has been revised during this review and is now adequate for redrafting and publication. Details of the revisions are given in the attached copy of a letter to the Photogrammetric Office.

Reviewed under direction of D.H. Benson

Inspected by B. G. Jones

*Robert W. Knaf*

Chief, Surveys Branch

*J. S. Jordan*

Chief, Section of Topography  
DIVISION OF CHARTS

*K. T. Adams*

Chief, Division of Charts  
Section of Topography

*G. H. Hilde*

Chief, Division of Coastal  
Surveys

DEPARTMENT OF COMMERCE

AND REFER TO NO: 826-RCR

U. S. COAST AND GEODETIC SURVEY

WASHINGTON 25

COPY

November 21, 1942

To: Lieutenant Commander K. G. Crosby,  
U. S. Coast and Geodetic Survey,  
1101 East Broadway,  
Tampa, Florida

From: The Director  
U. S. Coast and Geodetic Survey.

Subject: Accuracy Test on Topographic Quadrangle T-8133.

With reference to the letter of November 18 from this office regarding the accuracy tests on topographic quadrangles T-8108 and T-8133, there are enclosed a copy of the results of the accuracy test run by the field party on T-8133, an ozalid print of T-8133 on which the accuracy test traverse line is indicated in red, and a copy of the results obtained after relaying the plot in this office.

The position errors which were in excess of the specified limits fall along the eastern border of T-8133 and very near the flight line of photographs 8651, 52 and 53. There were similar errors in the junction of details between T-8133 and 8132.

In replotting the work in this office quadrangles T-8132 and 8133 were fastened together and two flights of photographs were used, namely the flight line 8651, 52 and 53 and the flight line 8667, 68 and 69. The errors in the original plot of T-8133 was apparently due to the fact that only photographs 8651, 52 and 53 were used, making the plot weak on the eastern side of the quadrangle.

It is realized that T-8132 was plotted in the Baltimore Office and that the manuscript was not readily available for your use at the time. However, where adjoining quadrangles are plotted in different compilation offices it is necessary that the junctions be compared. Where differences are encountered arrangements shall be made between the compilation offices for the transfer of junction details and photographs necessary to determine the cause and correct the error.



(Signed) L. O. Colbert