

8161

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Form 504 Rev. June 1941	
DEPARTMENT OF COMMERCE U. S. COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
Air Photographic Plane Table Hydrographic	Sheet T-8161 Survey No. (Field)
MARYLAND - VA.  CRISFIELD QUADRANGLE  N 3752.5 - W 7545/7.5	
LOCALITY	
State	Maryland
General locality	Chesapeake Bay
Locality	Vicinity of Crisfield
1942	
CHIEF OF PARTY Lieut. Comdr. F. L. Gallen. Lieut. Comdr. Kenneth G. Crosby	

U. S. GOVERNMENT PRINTING OFFICE 315551

February 6, 1945

## DATA RECORD

T- 8161

Quadrangle (II): **Crisfield**Project No. (II): **CS-278-C**Field Office: **Salisbury, Md.**Chief of Party: **E.L. Gallen,**Compilation Office: **Tampa, Fla.**Chief of Party: **K.G. Crosby****Mar. 4, Mar. 27, Aug. 13, 1942.**

Instructions dated (II III):

~~Copy filed in Descriptive  
Report No. T- (VI)~~Completed survey received in office: **10/12/42**Reported to Nautical Chart Section: **10/42**Reviewed: **1/16/43**

Applied to chart No.

Date:

Redrafting Completed: **11/6/43**Registered: **2/6/45**Published: **3/18/43**Compilation Scale: **1:20,000**Published Scale: **1:21,680**Scale Factor (III): **Unity**Geographic Datum (III): **N.A. 1927**Datum Plane (III): **Mean Sea Level**Reference Station (III): **PEYTON 1932**Lat.: **37-58-07.259 (223.8)**Long.: **75-49-17.821 (435.0)**Adjusted  
~~\_\_\_\_\_~~

State Plane Coordinates (VI):

X = **Md. 1,139,735.77**    Y = **Md. 51,484.52 (Single Zone)**  
      **Va. 2,772,056.76**        **Va. 606,375.74 (South Zone)**

Military Grid Zone (VI) **A**

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
8784	4/14/42	2:53 P.M.	1:20,000	1.2 ft.
8785	4/14/42	2:54 P.M.	"	1.2 ft.
8847	4/14/42	10:34 A.M.	"	1.5 ft.

Tide from (III): Crisfield, Md.

Mean Range: 1.9 Spring Range: 2.3

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

Field Inspection by: J.G. Lajoie, S.C. Dionisio  
D.B. Hancock, H.M. Eldridge

1942  
date: May  
June  
July  
date: Oct.

Field Edit by: John R. Evans

Date of Mean High-Water Line Location (III): 4/14/42

Projection and Grids ruled by (III) Washington

date:

" " " checked by: Washington

date:

Control plotted by: L.C.B.

date: Aug. 1942

Control checked by: C.H.W.

date: Aug. 1942

Radial Plot by: Tampa Office

date: Aug. 1942

Detailed by: A.L.K.

date: Aug. 1942

Reviewed in compilation office by: E.L.M.

date: Sept. 1942

Elevations on Field Edit Sheet  
checked by: Salisbury Office

date: Oct. 1942

### STATISTICS (III)

Land Area (Sq. Statute Miles):	20.9
Shoreline (More than 200 meters to opposite shore):	34.9
Shoreline (Less than 200 meters to opposite shore):	39.0
Number of Recoverable Topographic Stations established:	3
Number of Temporary Hydrographic Stations located by radial plot:	none
Leveling (to control contours) - miles:	6.3

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-8161

GENERAL

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

The general locality of the area covered by this quadrangle is Maryland, Chesapeake Bay, vicinity of Crisfield.

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

All large and permanent buildings have been shown. In detailing the town of Crisfield, the "Topographic Instructions of the United States Geological Survey" were followed in that rows of buildings in which the buildings were less than 50 feet apart, were shown as a solid block. All buildings larger than 25 feet square were shown to scale. Buildings less than that size were shown by the standard 25 feet square symbol.

Roads have been shown by a centerline and should be smooth drafted 30 feet in width. Streets have been double-lined and have been rough drafted 30 feet wide if less than 30 feet wide.

CONTROL

Thirteen triangulation stations lie within the boundaries of the quadrangle. Only three of these stations were recovered by the field party and one of the three, Watermelon Hummock, 1849, was located by a F.I.S. and could not be picked on the photographs. The stations used for control were as follows:

NAME OF STATION	YEAR	ESTABLISHED BY
Peyton	1932	C. D. Meaney
Crisfield Mt. Pleasant Ch. Sp.	1898	F. W. Perkins

Three of the other stations were plotted on the sheet because they are probably recoverable. They are:

Crisfield Standpipe, 1932

Crisfield Emanuel Church Spire, 1898, M.S.F.S.

Asbury Church Spire, 1898, M.S.F.S. *Destroyed by fire See recovery note 1933.*

Crisfield Standpipe is obviously recoverable because it was used as a station in several sextant fixes. The other two are spires of churches which are probably still standing.

MAIN RADIAL PLOT

A continuous radial plot was laid on August 24 and 25, 1942, to locate radial points, hydrographic and topographic stations, bench marks, and photographic centers. The plot extended over the area covered by sheets Nos. T-8150, T-8161, T-8162 and T-8164.

The grid sheets were taped to the plotting table and allowed to remain

for 48 hours before any templates were laid. The grid sheets were examined for movement and where such movement had occurred a final adjustment was made prior to laying the templates. The usual practice of laying the main radial plot was followed. Triangulation stations were plotted on the survey sheets and transferred to the base grid sheets by matching individual grid squares. The amount of adjustment between the grid squares of the base sheets and the survey sheets was negligible.

The plot consisted of 17 templates. Template No. 8537 showed 11 triangulation stations. Template No. 8536 showed 9 triangulation stations. Templates Nos. 8647 and 8979 showed 8 triangulation stations. Template No. 8978 showed 6 triangulation stations. The remaining 12 templates showed from 0 to 5 triangulation stations; two templates with 5 stations, 3 with 4 stations, and 5 with 3 stations.

The templates of the westernmost flight were laid first, even though these were not the most rigidly controlled. The end-templates of this flight were rigidly controlled. A parallel flight to the east was laid next, which was not rigidly controlled by triangulation. The easternmost portion of the plot was laid last and had the strongest triangulation control. The gap between this easternmost portion and the first two flights was laid without any triangulation control. The templates in this gap were laid so as to yield the maximum number of radial intersections with the previous more rigidly controlled templates. After two trials, perfect agreement along the flight lines was obtained and 82 percent of the triangulation stations were intersected by radial lines. Fairly good radial point intersections occurred throughout the plot. A number of templates indicated considerable tilt. Three templates were omitted because they were superfluous and lacked control.

This radial plot was laid by one Senior Engineering Aid, assisted by two photogrammetric Aids. The time consumed in laying this plot amounted to 15 man-hours.

All of the intersections were transferred from the main radial plot to the survey sheets by again matching the grid squares to those of the base grid sheets. Sixty percent of the points were located by common intersections of 4 radial lines. Thirty percent of the points were located by common intersections of 3 radial lines. The remaining ten percent were located by common intersections of 5 to 7 radial lines. About five percent of the points could not be picked, there being fairly large triangles of error. Where these triangles of error occurred, the radial lines were transferred on to the survey sheets so that these points may be further investigated by the individual detailers.

Although the triangulation stations were not uniformly distributed, leaving large areas of the plot without control, it is, nevertheless, believed that the positions of the radial points picked are not more than 0.25 m.m. of their correct locations.

Various colored inks were used on the mounted office prints and on the survey sheets to designate triangulation, traverse and topographic stations, etc. The following key is furnished for this information:

### Photographs (Office Prints)

Triangulation & Traverse Stations.....2.5 m.m. blue circle  
Marked Hydro. & Topo. Signals.....2.5 m.m. green circle  
Radial Points (Main Plot).....2.5 m.m. red circle  
Radial Points (Additional).....3.5 m.m. red circle  
Photograph Centers.....Double circle

### Survey Sheets

Triangulation Stations.....3.5 m.m. high black triangle  
Hydro. & Topo. Stations.....2.5 m.m. black circle  
Radial Points (Main Plot).....2.5 m.m. purple circle on back  
Radial Points (Additional).....3.5 m.m. purple circle on back  
Radial Points (Questionable).....3.5 m.m. green circle on back  
Bench Marks.....3.5 m.m. high black crosses

### INTERPRETATION OF PHOTOGRAPHS

The photographs were clear and no trouble was experienced in their interpretation, although the scale was poor on all but one photograph. This photograph, No. 8647, covered all of the land area on the sheet and was used for the greater part of the detailing.

### FIELD INSPECTION

The field inspection was made by J. C. Lajoie, S. C. Dionisio, Douglas B. Hancock and E. M. Eldridge during May, June and July 1942.

The field inspection of the shoreline was complete except for a few areas which the detailer showed as marsh.

The vegetation was not classified in the field but was classified tentatively by the draftsman by comparison with other inspected areas. It is suggested that this classification be checked in the field.

Only the state highways in the vicinity of Crisfield were shown on the field inspection sheets. The draftsman classified the other roads by referring to a county map of the area. This classification should be checked in the field.

All schools, churches, cemeteries, saw mills, etc. should be located in the field. A powerline extending parallel to State Highway 413 in the northwestern corner of the sheet could not be found on the photograph and should be located by the field party.

Two islands, Ware Pt. Island and Watkins Island, are shown on the U. S. Coast and Geodetic Survey Chart 1224 of the area but could not be found on the photographs. This should be checked on by the field party.

These features to be investigated are indicated on an overlay to the sheet.

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

### TOPOGRAPHY

No contours appear on the sheet. The elevations of points along the main roads have been shown at intervals of one mile and less where this information was available. The highest elevation found in the area was 11 feet. Three bench marks are located within the area but the elevations of these were not available and should be added to the sheet later.

### NON-FLOATING AIDS

Sextant fixes on five non-floating aids were made by the field inspection party but these positions, with one exception, could not be plotted on the sheet because of the doubtful position of Janes Island Light (sheet 8162). The Janes Island Light has been rebuilt and no geographic position of the new location is available; too, the light could not be located by the main radial plot because of the difficulty of picking it on the photographs. These lights may be plotted when the position of the Janes Island light has been established. *Janes Id. Lt. position established by plane table cuts & reported on form 567 Nov. 2, 1942 by R.L. Gallen.*

The one light plotted has been recorded on form 567, which has been made a part of this report.

### JUNCTIONS

This sheet joins T-8151 on the north, T-8160 on the east, T-8165 on the south and T-8162 on the west. The junction with T-8162 is very good. The junction with T-8151 had to be projected because sheet T-8151 was detailed to the scale of 1:19,640; this junction checks satisfactorily. The junction with sheet T-8160 agrees and there is no land junction with T-8165.

### COMPARISON WITH OTHER SURVEYS

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

### GEOGRAPHIC NAMES

The geographic names used on this sheet were taken from the Maryland State Wide Highway Planning Board Map of Somerset County, Maryland, and U. S. Coast & Geodetic Survey Chart No. 1224, Chesapeake Bay, Smith Point to Cove Point.

### LANDMARKS

The area should be inspected from the seaward for prominent features that could be charted as landmarks. *Landmark list & aid list submitted by field edit party.*

Respectfully submitted,

*Albert L. Kidwell*

Albert L. Kidwell,  
Photogrammetric Aid

Forwarded by:

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



FIELD EDIT REPORT  
T-8161  
Project CS-278-C  
F. L. Gallen, Chief of Party

5. VERTICAL CONTROL

Wye level elevations were established at 1/4 mile intervals along all principal roads and at all main intersections. Stadia rods were read to the tenth and estimated to the hundredth.

Errors of closures greater than one foot necessitated re-running the line. Closure errors less than 0.3 of a foot were not adjusted and closures ranging from 0.3 - 1.0 foot were adjusted by distributing the error proportionately among the elevations set.

10. The positions of lights and beacons were determined by the intersection of cuts taken from three planetable positions.

11. See form 567 - Landmarks For Charts.

14. Roads were classified according to instructions.

15. Bridges classified by special party under the direction of C. C. Fryer.

16. Classification of buildings was according to instructions received in October which resulted in more deletions than was experienced on previous quadrangles.

17. State boundaries were obtained from the text - Triangulation In Maryland by Hugh C. Mitchell. Political districts were obtained from maps prepared by the Maryland State Roads Commission.

18. Geographic names were taken from the special report compiled by A. J. Wraight, Photogrammetric Aid. (Report for CS-278-C (North).

46. All additions, deletions, and corrections were made on the map manuscript and transferred to a smooth copy after completion of the field work.

The inking on field edit maps was done in accordance with the following scheme:

<u>FEATURES</u>	<u>COLOR</u>
Additions, bench marks, wye level elevations and crosses	Black
Deletions	Green
Contours, elevations, by topo.	Brown
Drainage features	Blue

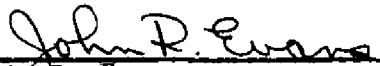
47. The manuscript was complete enough so that very few additions were required. It is believed that the manuscript meets requirements for accuracy.

48. The absence of contours eliminated a vertical accuracy check.


A horizontal accuracy traverse was run in quads T-8159 and T-8167.

49. The triangulation stations CRISFIELD IMMANUEL SPIRE 1898- M.S. F.S. and ASBURY CHURCH SPIRE 1898 - M.S.F.S. are to be deleted. Crisfield Immanuel Church was razed in 1909 and Asbury Church was destroyed by fire.

Submitted by

  
John R. Evans,  
Junior Topographic Engineer

Approved:

  
F. L. Gallen,  
Chief of Party

-7.20

# Accuracy Test - A Colburn to A Crisfield Standpipe T-8161

Point	Latitude	Longitude	Difference (mm.)
-------	----------	-----------	------------------

10	38°00' - 514.2	75°47' + 996.3	
① House m.m.	- 513.2	+ 994.0	0.128
89' L	- 1.0	+ 2.3	

11	38°00' - 538.6	75°48' + 725.5	
Int	- 542.6	+ 720.5	0.321
"T" Rd.	+ 4.0	+ 5.0	

12	37°59' + 1016.5	75°48' + 783.6	
① House	+ 919.0	+ 787.1	1.883
82' L	+ 37.5	- 3.5	

13	37°59' + 804.4	75°49' + 259.0	
① Hwy & Rd. L	+ 787.2	+ 264.5	0.904
	+ 17.2	- 5.5	

14	37°59' + 800.1	75°49' + 651.9	
① Hwy & Bridge	+ 785.1	+ 651.0	0.752
	+ 15.0	+ 0.9	

15	37°59' + 744.7	75°49' + 1180.7	
① Int.	+ 723.2	+ 1176.0	1.11
"T" Rd.	+ 21.5	+ 4.7	

16	37°59' + 415.3	75°49' + 1268.6	
① Store m.m.	+ 409.0	+ 1263.3	0.412
55' R	+ 6.3	+ 5.3	

# Accuracy Test - Δ Colburn to Δ Crisfield Standpipe, T-8161

Point	Latitude	Longitude	Difference (mm.)
-------	----------	-----------	---------------------

17	37° 59'	-44.7	72° 50' + 242.9	
House	m.m.	-56.0	+223.5	
79'R		+11.3	+19.4	1.123

18	37° 59'	-73.1	72° 50' + 867.8	
± Rd.		-84.1	+860.0	0.674
± Rd.R.		+11.0	+ 7.8	

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

**Sallybury, Md.**

Nov. 2

I recommend that the following objects which have ~~(been inspected)~~ 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. *✓* *21/2*

*LL 24 1*

*Chart letter #581*

*1942*

**F. L. Gallen**  
*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.

~~TO BE DELETED~~  
TO BE CHARTED

**STRIKE OUT ONE**

## LANDMARKS ON CHARTS PERMANENT AIDS TO NAVIGATION

**Salisbury, Md.**

**No. 2**

1942

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 (~~charts~~<sup>charts</sup>) the charts indicated.

The positions given have been checked after listing. ✓✓✓

Chart letter #581  
1942

Chief of Party.

**H. L. Gallon**

[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.

**T-8161**

~~TO BE EXCHANGED~~  
~~TO BE DELETED~~

**STRIKE OUT ONE**

**Salisbury, Md.**

Nov. 2 1942

## LANDMARKS FOR CHARTS

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

The positions given have been checked after listing. ✓

Chart letter #581.  
1942

Chief of Party.

**H. T. Gallen**

[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.

## LANDMARKS FOR CHARTS

Tampa, Florida

Sept. 30, 1942

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

I recommend that the following objects which have (have not) been inspected from seaward to determine their value as landmarks, be charted on ~~(instead from)~~ the charts indicated.

The positions given have been checked after listing.

~~James D. Gandy~~  
Kenneth G. Crosby;

**Chief of Party.**

GENERAL LOCALITY	Chesapeake Bay, Maryland	POSITION				METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED	
		LATITUDE		LONGITUDE								DATUM
		°	'	°	'							
NAME AND DESCRIPTION												
North Entrance Light		37	57	280	75	51	1397	N.A. 1927	Sextant	1942		1224
<p>FOUR OTHER FIXED AIDS OCCUR ON THIS SHEET BUT WILL HAVE TO BE PLOTTED AFTER THE POSITION OF JAMES ISLAND LIGHT (SHEET T-8162) HAS BEEN DETERMINED (SEE PARAGRAPH ON NON-FLOATING AIDS, THIS DESCRIPTIVE REPORT).</p>												
<p>VOID: See planetable position on Form 567, F. A. Gallen, 11/2/42, herein.</p>												

The 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  
QUADRANGLE T-8161

Accomack County -OK.  
Andy's Point  
Ape Hole Creek  
Bedsworth  
Big Island  
Big Ware Point Creek  
Birdtown  
Broad Creek  
Broad Creek Gut  
Cash  
Cedar Creek  
Cedar Gut  
Cedar Island Marsh  
Colbourne Creek  
Cow Gap Creek  
Cow Gap Island  
Crisfield  
Crooked Creek  
Crooked Creek Gut  
Daugherty Town  
East Creek  
East Creek Gut  
Eastward Point  
Fishing Ditch  
Gap Point  
Gunby Creek  
Horse Creek  
Horses Ditch  
Howard  
Hummock Point  
Indian Hummock  
Indian Hummock Cove  
Island Gut  
James Island  
Jenkins Creek  
Jersey  
Jersey Island  
Johnson Creek  
Jones Creek  
Landing Gut  
Langford Marsh  
Langford Sand  
Lawson

Lawson Marsh  
Lawsonia  
Little Annemessex River  
Little Ware Point Creek  
Long Point Island  
Long Point  
Maryland Bdry.  
Massey Creek - where?  
Nelson  
New York, Phila. & Norfolk R. R.  
Oak Hummock Gut  
Oyster Shell Point  
Parsonville  
Pocomoke Sound  
Rushy Ponds  
Sackertown  
Somerset County  
Somers Cove  
Straight Gut - 6  
Sterling  
The Prong  
Tyler  
Virginia Bdry.  
Ward  
Ware Point  
Ware Point Island  
Ware Point Marsh  
Watkins Island  
West Creek  
West Creek Point - where?  
Westward Point  
Whitewood Gut

Pennsylvania R.R.  
(Crisfield Branch)  
according to  
1841 Reilly's Gds

4-2161

No. 1

Remarks.

Decisions

1		37757
2		"
3		"
4		"
5	Use <u>Hammock</u> , not <u>Hunmock</u>	"
6	" "	"
7	Nemes report has both Longford and Langford: apply Langford pending further inquiry to field party: Field party reported	"
8	Langford as correct spelling.	"
9		"
10		"
11		"
12		
13		379758-759
14		"
15		"
16		"
17		"
18		"
19		"
20		"
21		"
22		"
23		"
24		"
25		USGB
26	James I - recent USG-B decision	"
27	Apply James Island pending decision by U.S.G.B.	"
28		

# GEOGRAPHIC NAMES

Survey No. T-8161

Stationing to Triangle

No. 1

Name on Survey

	A.	B.	C.	D.	E.	F.	G.	H.	K.	
✓ East Creek			✓							1
✓ Gunby Creek			✓							2
✓ Personville			✓							3
✓ East Creek Gut			✓							4
✓ Indian Hermock Cove			✓							5
✓ Indian Hermock			✓							6
✓ Langford Marsh			✓							7
✓ Langford Sand			✓							8
✓ Howard			✓							9
✓ Andys Point			✓							10
✓ Whitewood Gut			✓							11
✓ Pocumoke Sound			✓							12
✓ Grisfield			✓							13
✓ Badaworth			✓							14
✓ Johnson Creek			✓							15
✓ Horse Creek			✓							16
✓ Ape Hole Creek			✓							17
✓ Lawsonia			✓							18
✓ Broad Creek			✓							19
✓ Jenkins Creek			✓							20
✓ Birdtown			✓							21
✓ Jersey Island			✓							22
✓ Sackertown			✓							23
✓ Hammock Point			✓							24
✓ Little Annemessex River			✓							25
✓ West Creek			✓							26
✓ Jones Island			✓							27

## Remarks.

## Decisions

1		170000-750
2	See p. 9 of Desc. Report: name OK but present evidence of feature is faint	"
3		"
4		"
5	See p. 9 of Desc. Report: name OK if feature now exists	"
6		"
7		"
8	Name to be deleted, according to subsequent letter from field party	"
9	Apply this name pending further inquiry to field party: several U.S.M. blueprints call this	"
10	Back check: Field party reported Back as correct name	"
11		"
12		"
13		" USGB
14		"
15		"
16		"
17		"
18		"
19		"
20		"
21	Preferable to omit the BIG for larger feature.	"
22		"
23		"
24		"
25		"
26		"
27		"
28		"



# GEOGRAPHIC NAMES

Survey No. T-2161

No. 2

Name on Survey

On Chart No. A, On previous survey No. B, On U. S. quadrangle Maps C, From local information D, On local Maps E, P. O. Guide or Map F, Rand McNally Atlas G, U. S. Light List H, K

Name on Survey	A	B	C	D	E	F	G	H	K	
<u>Long Point</u>			✓							1
<u>Watkins Island</u>			X							2
<u>Long Point Island</u>			✓							3
<u>Big Island</u>			✓							4
<u>Ware Point Island</u>			X							5
<u>Ware Point</u>			✓							6
<u>Oystershell point</u>			✓							7
<u>Jones Creek</u>			X							8
<u>Back Creek</u>			✓							9
<u>Island Gut</u>			✓							10
<u>Horseshoe ditch</u>			✓							11
<u>Daughterly Town</u>			✓							12
<u>Conners Cove</u>			✓							13
<u>Jersey</u>			✓							14
<u>Nelson</u>			✓							15
<u>Lawson</u>			✓							16
<u>Tyler</u>			✓							17
<u>Lawson Marsh</u>			✓							18
<u>Ware Point Marsh</u>			✓							19
<u>Long Point</u>			✓							20
<u>Ware Point Creek</u>			✓							21
<u>Little Ware Point Creek</u>			✓							22
<u>Oak Hammock Gut</u>			X							23
<u>Massey Creek</u>			✓							24
<u>Rushy Ponds</u>			✓							25
<u>Fishing Ditch</u>			✓							26
<u>Cow Bay Creek</u>			✓							27

## Remarks.

## Decisions

1		50710-759
2		"
3		"
4		"
5		"
6		"
7		"
8		"
9		"
10		"
11		"
12		"
13		"
14	Approved in names report, but apparently not on compilation	"
15		"
16	Approved in names report, but not found on compilation: presumably on east side of creek	"
17	On 1936 U.S.L. blueprint 91150: also name of a new light in 1942 light list.	"
18	This spelling officially approved by Virginia State Assembly Jan. 15, 1940	
19	In agreement with 1941 Railway Guide	
20		
21	On a 1936 U.S.L. blueprint of Crisfield Harbor (91150)	
22		
23	In Virginia	379757
24		378757
25		
26		
27		

# GEOGRAPHIC NAMES

Survey No. 1-2161

No. 1

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	
✓ <u>Cow Gap Island</u>			✓						1
✓ <u>Swamp Creek cut</u>			✓						2
✓ <u>Eastward Point</u>			✓						3
✓ <u>Westward Point</u>			✓						4
✓ <u>Straight Cut</u>			✓						5
✓ <u>Landing Cut</u>			✓						6
✓ <u>Cedar Creek</u>			✓						7
✓ <u>Cedar cut</u>			X						8
✓ <u>The Prong</u>			✓						9
✓ <u>Cedar Island Marsh</u>			✓						10
✓ <u>Cracked Creek</u>			✓						11
✓ <u>Cracked Creek Cut</u>			✓						12
✓ <u>Cash</u>			✓						13
✓ <u>Sterling</u>			X						14
✓ <u>Ward</u>			X						15
✓ <u>West Creek Point</u>			X						16
✓ <u>Hop Point</u>			✓						17
✓ <u>Accomack County</u>			✓						18
✓ <u>Pennsylvania R.R. (Crisfield Branch)</u>			✓						19
✓ <u>McCready Memorial Hospital</u>			✓						20
									21
									22
<u>Drum Bay</u>			✓						23
<u>Long Point</u>			✓						24
<u>Atlantic</u> (Political district) Va			✓						25
<u>Lawson's No. 8</u> (No.)			✓						26
<u>Asbury No. 12</u> (-)			✓						27

Names underlined in red approved  
by Latteck on 11/21/42  
2/5/43

## 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.  
published quadrangle at 1:20,000 scale.  
Black and white cloth-mounted copy of the/~~map~~ ~~manuscript~~. This copy is filed to preserve original survey detail shown on the manuscript at 1:20,000 scale which may not have been shown on the published sheet. For ~~political boundaries~~, woodland, ~~marsh~~, and ~~swamp limits~~, refer to the published quadrangle for the finally adopted positions.

Descriptive Report.

### Filed in the Photogrammetric Section - Surveys Branch

Field inspection photographs.

Contoured photographs (on which planetable contouring work was performed.)

Field edit sheet.

Descriptions of recoverable topographic stations (Form 524), filed in Reviewing Unit.

Supplementary traverse and level records.

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

Reproduction proof.

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

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

Original celluloid manuscript.



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

Filed in Reproduction Branch

Glass negatives of the color separation drawings.

Filed in the Library

Special report on field work by Commander K. T.  
Adams, 1944.

Special report on office work by B. G. Jones, 1944.

Season's report on field work by Commander F. L.  
Gallen, 1944.

Season's report on field work by Commander R. L.  
Schoppe, 1944.----

Delivered to the Army Map Service in accordance  
with the contract

Film negatives and film positives of the color  
separation drawings.

All color separation drawings.

~~Original celluloid manuscript.~~

A correction sheet consisting of a copy of the  
first edition of the quadrangle with notes in red  
indicating changes desirable at the next printing.

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

This quadrangle, together with similar adjoining maps produced under Project C.S.278-C, was prepared by the Coast and Geodetic Survey for the War Department under "General Specifications for War Department Mapping Program" issued about December 1941, in which is incorporated the "Standard of Accuracy for a National Map Production Program" issued by the Bureau of the Budget under date of June 10, 1941.

The general procedure in the production of this and the adjoining quadrangles was:

### FIELD SURVEYS

Aerial photography with the Coast and Geodetic Survey nine-lens camera, with airplane and flight crew furnished by the U. S. Coast Guard. The photographs were taken to the scale of 1:20,000.

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

Contouring by planetable directly on the photographs. Supplementary vertical control was established by means of an extensive subordinate level net, furnishing unmarked elevations at road intersections, drive-ways, 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 ground. This included inspection for completeness and accuracy as well as the location by planetable methods of additional details, checking of nautical and aeronautical aids to navigation, etc.

Accuracy Tests - Application of systematic horizontal and vertical accuracy tests to check the maps for conformity with the specifications. These tests consisted of comparison of the map position and elevation of selected random points with the true position and elevation as independently determined by standard survey methods.

#### PROCESSING IN THE WASHINGTON OFFICE

Review - Examination of the manuscript for accuracy and completeness of compilation and compliance with specifications, correcting where necessary; addition of military and state grids and other special features; and verification of the general adequacy of the manuscript as a basis for the production of a finished map.

Drafting and Reproduction - Preparation of smooth color separation drawings on 1:20,000 scale on metal-mounted "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.

## DIVISION OF CHARTS

### SURVEYS BRANCH

#### REVIEW OF AIR PHOTOGRAPHIC SURVEY T-8161

#### CRISFIELD QUADRANGLE

This quadrangle manuscript has been examined for completeness, accuracy, and conformity with the specifications. It is adequate for smooth drafting, reproduction and publication. Revisions found to be necessary in this office are discussed on the next page.

Horizontal and Vertical Accuracy Refer to pages 7 and 8 of this report for a copy of the horizontal accuracy test report. Nine points were tested, six of which were found to exceed 0.5 mm. The maximum displacement was 1.883 mm.

Refer to the field edit sheet for quadrangle T-8166 for the nearest vertical accuracy test.

#### Previous Surveys

This manuscript has been compared with the following previous topographic surveys of this Bureau and other agencies. This map is satisfactory to supersede the previous surveys over the common area.

T-272	1:20,000	1849	
T-528	1:20,000	1851	
T-2551	1:20,000	1902	
Crisfield	1:62,500	1902	U.S.G.S.

#### Comparison with Nautical Charts No. 1224

The manuscript has not been applied to the charts at the date of this review. The following comments are pertinent to the compilation and correction of nautical charts: Broad Creek, between Jenkins Creek, south of Crisfield and Pocomoke Sound has a dredged channel running its entire length. Only the southerly portion of this channel is shown on the chart. The northerly portion, however, is distinctly visible on the nine-lens photographs and has been added to the manuscript. This channel should also be shown in its entirety on the chart.



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

Due to the results of the horizontal accuracy test (six of nine tested points being found to exceed the allowable error of 0.5 mm), the area in the immediate vicinity of this test was replotted and redetailed. In order to eliminate matching of small separate pieces, a new base sheet was used. The new compilation is a direct tracing of the original manuscript, except in the aforementioned area.

*The changes were more extensive than indicated by the above statement. Practically the entire area above lat.  $37^{\circ}58'$ , and the section between lat.  $37^{\circ}57'$  and  $37^{\circ}58'$  and west of  $75^{\circ}50'$  ~~was~~ were redetailed.*

*B.G. Jones*

Reviewed 1/16/43 By *Ralph Moore Perry*  
under direction of D. H. Benson

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

Examined and approved:

*Robert W. Gray*  
Chief, Surveys Branch

*J. S. Borden*  
Chief, Div. of Charts

*K. T. Adams*  
Chief, Topography Section *Adams*

*Raymond R. Egan*  
Chief, Div. of Coastal Surveys

## NAUTICAL CHARTS BRANCH

SURVEY NO. T-8161

### Record of Application to Charts

[illegible]

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.