

# 8241

# 8241

Form 504	
U. S. COAST AND GEODETIC SURVEY	
DEPARTMENT OF COMMERCE	
DESCRIPTIVE REPORT	
Type of Survey .....	
Field No. T-8241	Office No. T8241
LOCALITY	
State Maryland	
General locality Eastern Shore	
Locality Little Choptank River	
194 2	
CHIEF OF PARTY	
Wm. D. Patterson	
LIBRARY & ARCHIVES	
DATE April 29, 1943	

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

REG. NO.

13241

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. **T-8241**

REGISTER NO. **8241**

State **Maryland**

General Locality **Eastern Shore**

Locality **Little Choptank River**

Scale **1:20,000** Date of survey **Aug. 13 to Sept. 2**, 19 **42**

Vessel **War Mapping Field Party No. 1**

Chief of party **Wm. D. Patterson**

Surveyed by **John R. Smith, Wendell Bever, C. C. Fryer**

Inked by **Wendell Bever**

Heights in feet above **M.S.L.** to ground ~~to tops of trees~~

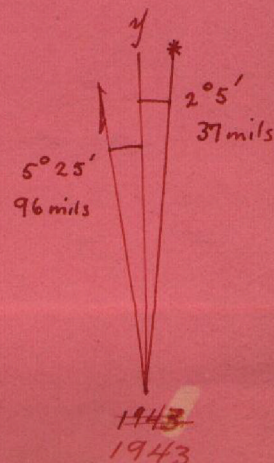
Contour, ~~Approximate contour, Form line~~ interval **20** feet

Instructions dated **August 13**, 19 **42**

Remarks: **Project CS-238-A**

**Contouring and Field Edit on Map Manuscript.**

GPO 266853



May-1937

April-1942

2 Photos # 8827  
# 8828

April 1942

rest are 1937

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DESCRIPTIVE REPORT TO ACCOMPANY  
T-8241  
MARYLAND  
WAR MAPPING PROJECT CS-288-A  
WM. D. PATTERSON, CHIEF OF PARTY

1. INSTRUCTIONS:

This work was executed under the Director's instructions dated August 13, 1942, and supplemental instructions dated August 13, 1942.

2. GENERAL DESCRIPTION OF AREA:

This area is comprised of a series of necks and points extending out into Chesapeake Bay, and the Little Choptank River. Low, flat farm land, and heavily wooded areas are equally distributed throughout the area covered by this sheet. There are some small areas of marsh land on the outer extremities of the necks and points.

3. ORGANIZATION OF WORK:

The survey operations on this quadrangle was undertaken in the following order:

- a - Supplementary levels
- b - Field edit
- c - Bridge classification

Operation (a) was performed by a four-man party, operation (b) by a two-man party, and operation (c) by a special two-man party due to the specialized nature of the work.

4. LEVELS:

Supplemental levels were run on this sheet by John R. Smith, Photogrammetric Aid, August 13, 1942.

These levels were controlled from Coast and Geodetic Survey, Geological Survey, and Army Engineers bench marks, and proceeded levels mentioned in paragraph 13 of the instructions for this project which were to be done in summer and fall of 1942.

A Wye level with 16 foot rods, graduated in feet and tenths was used. Elevations were read to the nearest tenth of a foot and estimated to the nearest hundredth. Elevations were taken along the centerline of all the principal roads at intervals of one fourth mile at intersections with other roads, hedges, fences, and etc. These points were identified on nine lens photographs.



All supplemental level lines were closed except for a few spur lines of less than  $1\frac{1}{2}$  miles in length, and along roads where the 2nd order levels were to be later run. Level lines whose closure exceeded one foot were rerun, minor level lines (not used for the control of other lines) were not adjusted if the closing error was less than  $3/10$  foot. Temporary bench marks were set along the main level lines for the control of minor level lines. Elevations to the nearest  $1/10$  foot were furnished to the topographer. Level ties with the 2nd order unadjusted bench marks were made by John R. Smith, Photogrammetric Aid, August 27, 1942, after the supplemental levels had been run. There were no discrepancies in the supplemental levels over .11 foot.

All supplemental level elevations have been inked in black on the sheet to the nearest  $1/10$  foot and will be of value should five foot contours be added at a later date. All level elevations on this sheet were checked against the original level records by Wendell Bever, Photogrammetric Aid, September 8, 1942.

5. CONTOURING:

*Δ Dolan 1934, also a B.M. not so indicated on field edit sheet. Elevation shown on field edit sheet incorrect as received, and corrected in office.*

*Note: B.M. G 63 was incorrect as to elevation marked on field edit sheet. Correct elevation 6.2 feet noted on sheet in this office.*

Since there were no ground elevations exceeding 7 feet, no contours were shown.

6. FIELD EDIT:

This sheet was field edited by Wendell Bever, Photogrammetric Aid, August 31, to September 2, 1942.

All symbols used during the field edit are standard topographic symbols, except that a green X was used for deletions and a green tick mark was used to indicate the limits of deletions and also the change points in road classification. A list of abbreviations used during the field edit is contained in the back of this report.

a. BOUNDARIES:

The boundaries of the political districts were drawn on the sheet from maps furnished by the Washington Office, after they were verified locally.

b. BUILDINGS:

All farm buildings except dwellings have been classified as "b" (barns). This includes large substantial sheds, chicken houses, and etc.

In general, there were few additions or deletions of buildings on this sheet. A great number of those to be added were partially or wholly obscured by radial control point circles and descriptions of these control points.

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c. BENCH MARKS

All bench marks of the 1942 2nd order level lines have been located on this sheet by tape distances to detail shown on the map assembly. Descriptions for these bench marks are to be submitted by the 2nd order level party.

There are no other permanent bench marks, except as stated above, on this sheet.

d. BRIDGES

Bridge classifications were made by C. C. Fryer, Senior Photogrammetric Aid, while operating as a special 2-man field party. The classifications are in accordance with the instructions from the War Department dated July 23, 1942, and have been shown in black on the sheet.

Culverts (span of 20 feet or less, as classified by U.S. Bureau of Public Roads) have not been indicated on the map manuscript, except for the very weak culverts which have been so labeled since this is believed to be useful information.

e. FIELD CULTURE:

All field culture, such as wire fences, brush along fence lines, field ditches and wagon tracks, have been deleted from the map manuscript. There were no stone fences on this sheet.

f. GEOGRAPHIC NAMES:

In accordance with the instructions no special investigation of geographic names were made. However, the field edit party was on the alert for name discrepancies and new names. None were found on this sheet.

g. DRAINAGE:

No discrepancies were found in the drainage shown on the map assembly.

h. POWER LINES AND TELEPHONE LINES:

Power lines were treated in accordance with the standard Geological Survey practice, i.e. only trunk power transmission lines were shown, except where the lines are in less developed rural areas and not along the principal highways.

Telephone lines were treated in accordance with the Supplemental Instructions from the Director, dated August 13, 1942.

No power lines or telephone lines are shown on this sheet.

i. SHORELINE

No discrepancies were found in the shoreline except that a concrete bulkhead has been shown on Cook Point.

Docks of a temporary nature have been deleted from the sheet.

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j. ROADS:

All roads have been classified and shown in accordance with instructions from the Army War College dated January 12, 1942.

k. WOODS:

The woods areas have been classified for concealment, types of trees, and density. A key of the classification is contained in the back of this report.

7. JUNCTIONS:

This sheet joins quadrangle No. T-8248 on the north, No. T-8242 on the east, project CS-278 on the south and the Chesapeake Bay on the west.

The roads and woods classification (Field Edit) is in agreement with sheet No. T-8242 at its junction.

8. STATISTICS:

SUPPLEMENTAL LEVELS, statute miles.....	13.4
CONTOURS, Sq. Statute Miles .....	0.0
FIELD EDIT, Sq. Statute Miles .....	10.4

9. REMARKS:

This sheet was inked by Wendell Bever, Photogrammetric Aid, September 7-8, 1942.

Submitted by

Field Supervisor

Edmund L. Jones  
Lieut. U.S.C. & G. S.

Wendell Bever  
Photogrammetric Aid

John P. Smith  
Engineering Aid.

APPROVED:

Wm. D. Patterson  
Wm. D. Patterson, Chief of Party

## DIVISION OF CHARTS

## SURVEYS BRANCH

APRIL 23, 1943

## Review of Topographic Map T-8241 (Sharps Island, Md.)

This map is one of a series of  $7\frac{1}{2}$  minute, scale 1:31,680, quadrangles produced by this Bureau for the War Department.

The field and office operations on this work are as follows;

1. Field Work - This includes the establishment, recovery, and identification on the photographs of horizontal control; the field inspection of details not clear on the photographs; recovery and establishment of vertical control for contouring, contouring usually done directly on photographs; and investigation of geographic names, road classifications, political boundaries, etc.
2. Compilation of Map Manuscripts - Following the field work the maps are compiled from the aerial photographs and field data in either the Baltimore or Tampa Photogrammetric Offices. The maps are compiled as rough drawings on celluloid and are termed "Map Manuscripts".
3. Field Edit and Completion Surveys - After completion of the photogrammetric compilation work each map manuscript is forwarded to the Washington Office where it is reproduced and a lithographic print is sent to the field for ground examination and verification. This step in the work is termed "Field Edit", which includes a detailed examination of the map details as regards both accuracy and completion. This step of the work also includes accuracy tests of both horizontal and vertical accuracy.
4. Office Review and Smooth Drafting - Following the completion of the field edit each map is reviewed, smooth drafted, reproduced and printed in the Washington Office. The review work comprises a detailed examination of each map as regards conformance to specifications and certain work required to prepare the manuscripts for drafting. A check list showing in detail the steps in the review and smooth drafting and the name of employees responsible for each phase of the work is filed in the Photogrammetric Section for each map.



The photogrammetric compilation and field edit work are done at scale 1:20,000 whereas the final printing is at either 1:25,000 or 1:31,680. The field work and photogrammetric compilation includes the selection of landmarks, location of fixed aids to navigation, and other details required for nautical charts but which may not be shown on the final printed map. For this reason the 1:20,000 scale field edit sheet or a reproduction thereof is registered together with a cloth back copy of the final five color print of each map.

In the case of T-8241, operations <sup>previously</sup> 1 and 2 as listed above were omitted. This area had been ~~subsequently~~ covered by 1:10,000 scale planimetric maps T-5715 and T-5718 compiled from aerial photographs. These maps were reduced and assembled into quadrangle form in this office and printed copies forwarded to the field party. The field edit and completion of map details and the contouring were then all accomplished under operation 3.

KTA

Contemporary Surveys

None

Previous Surveys

For comparison with previous topographic surveys in this area refer to the review of planimetric maps T-5715 and T-5718. *BAG*

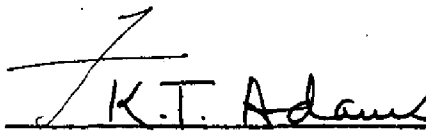
Nautical Charts

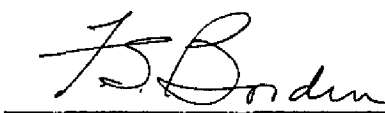
T-8241 had not been applied to the nautical charts at the date of this review.

Reviewed under direction of D. H. Benson

Inspected by B. G. Jones

  
Chief, Surveys Branch

  
Chief, Section of Topography

  
Chief, Division of Charts

  
Chief, Division of Coastal Surveys

## 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.

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T-8241, No. 1

	Remarks	Decisions
1		U.S.G.N.
2		385762 "
3		" "
4	<i>Not on this Good.</i>	385762-65
5		385762
6		385762-65
7		"
8	<i>Not on this Good</i>	"
9	One application of name sufficient; it was formerly a single island	385762 "
10		"
11	<i>not on this good</i>	385762
12	<i>not on this good</i>	"
13		" "
14		" "
15		"
16	Abbreviate as I, not Is. ✓	"
17		"
18		"
19		"
20		385763
21	One application of name sufficient.	"
22	Omit: off limits this sheet	
23		"
24		" "
25		"
26		"
27		"
M 234		

# GEOGRAPHIC NAMES

Survey No. T-8241

"Sharpe Island" 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.	
Thetaphake Bay ✓									1
Little Choptank River ✓									2
Luccachanna Neck ✓									3
Parsons Creek									4
Mooney Point ✓									5
Mooney Neck ✓									6
Travers Cove ✓									7
Cutworm Cove									8
James Island ✓									9
James Point ✓									10
Hudson Creek									11
Casson Point									12
Casson Neck ✓									13
Brooks Track ✓									14
Hioll Cove ✓									15
Red Island ✓									16
Reared Point ✓									17
Hills Point Neck ✓									18
Thomas ✓									19
Hills Point Cove ✓									20
Hills Point ✓ (Point de vue)									21
<del>Hills Point</del> (small village)									22
Hills Point ✓									23
Drumrock Bay ✓									24
James ✓									25
Hudson ✓									26
Covey Point ✓									27

# GEOGRAPHIC NAMES

Survey No. T-8241  
No. 2 **T8241**

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	
Covey Creek ✓										1
Choptank River ✓										2
Cook Point Cove ✓										3
Tripp Bay ✓										4
Sharna Island ✓										5
Speedens Chart										6
										7
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Names underlined in red approved  
by L. Heck on 11/1/44

T8241

1527

	Remarks	Decisions
1		386762
2		"
3		" U.S.G.B.
4		" "
5		386762 "
6	To be deleted, according to Des. Rep. T-5715	385762
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## NAUTICAL CHARTS BRANCH

SURVEY NO. T-8241

### 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.