

Original

8264

8264

Form 504	
U. S. COAST AND GEODETIC SURVEY	
DEPARTMENT OF COMMERCE	
DESCRIPTIVE REPORT	
Type of Survey	Air Photographic Topographic
Field No.	Office No. T-8264
LOCALITY	
State	Maryland
General locality	Chesapeake Bay
Locality	Western Shore
South River - Quadrangle	
1944	
CHIEF OF PARTY Ray L. Schoppe Fred. L. Peacock	
LIBRARY & ARCHIVES	
DATE	May 29, 1946

DATA RECORD

T- 8264

Quadrangle (II): 7½ minute South River Project No. (II): CS 288 A
N 3852.5 - W 7630

Field Office: Chief of Party: Ray E. Schoppe
War Mapping Field Party #2

Compilation Office: Baltimore, Md. Chief of Party: Fred. L. Peacock

Instructions dated (II III): Copy filed in Descriptive
May 13, 1943 Report No. T- (VI)

Completed survey received in office: 5/16/44

Reported to Nautical Chart Section: 5/17/44

Reviewed: 6/5/44 Applied to chart No. Date:

Redrafting Completed: 8/5/44

Registered: 5/46 Published: 1944

Compilation Scale: 1:20,000 Published Scale: 1:31,680

Scale Factor (III): None

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

Reference Station (III): LETTS, 1933

Lat.: 38° 53' 56.926" (1755.4m) Long.: 76° 32' 05.582" (134.5m) ~~Adjusted~~
Adjusted

State Plane Coordinates (VI): Maryland Single Zone

X = 932,372.79 ft. Y = 388,482.12 ft.

Military Grid Zone (VI) A

B overlapping

STATISTICS (III)

Land Area (Sq. Statute Miles): Approx. 49.

Shoreline (More than 200 meters to opposite shore): 43 Statute Miles

Shoreline (Less than 200 meters to opposite shore): 15 Statute Miles
Measured along approx. centerline only

Number of Recoverable Topographic Stations established: 17 Bench Marks

Number of Temporary Hydrographic Stations located by radial plot: None

Leveling (to control contours) - miles: 105

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:

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

This quadrangle, together with similar adjoining maps produced under Project C.S. 289C, 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:

PREPARATION OF BASE MAPS

Assembly into quadrangle base sheets by photographic means of previously produced planimetric maps of the area. These maps were compiled by this Bureau from aerial photographs taken in 1938 and were published in 1939 on the scale of 1:10,000. Lithographic prints of the quadrangle base sheets on cloth-mounted paper were furnished to the field parties and similar prints in red ink on celluloid sheets were furnished to the compilation office.

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. The field parties were permitted to make field inspection notes either on the photographs or on the planimetric base sheet.

Contouring by planetable, directly on the photographs or on the planimetric base sheet at the option of the field party. The contouring for this quadrangle was done on the photographs.

Supplementary vertical control was established by means of an extensive subordinate level net, furnishing unmarked elevations at road intersections, driveways, and numerous other points identifiable on the photographs.

COMPILATION OF MANUSCRIPT

Revision of the planimetric base map from the new photographs and addition of contours and corrections obtained by the field parties. ~~ANo~~ radial plot was made for this work, using the red-line celluloid sheet as a base.

FIELD EDIT

Comparison of a copy of the corrected 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.

DESCRIPTIVE REPORT TO ACCOMPANY
QUADRANGLE T-8264

Project CS 288 A

Ray L. Schoppe, Comdr., Chief of Party

1. Description of the Area. This is a $7\frac{1}{2}$ -minute quadrangle bounded by longitudes $76^{\circ}37'30''$ and $76^{\circ}30'00''$ and latitudes $38^{\circ}52'30''$ and $39^{\circ}00'00''$. It is near Chesapeake Bay, and is accessible from the bay by several inlets, and mainly, South River. The shorelines are most irregular, and furnish many summer resort opportunities, which may be reached either by water or by a network of good roads.

South River, flowing from the northwest corner through the central eastern portion of the quadrangle, is the principal drainage. The topography at the headwaters and tributaries of the river is characterized by narrow steep ridges with many isolated contours. The area adjacent to and surrounding the lower portion of the river is marked by a more rolling trend. The elevations for the entire area vary from mean sea level to over 200 feet above mean sea level in the southeast corner of the quadrangle.

Approximately one-third of the area is wooded, the remaining portions being given to agriculture and suburban residences. Most of the wooded areas are found in the bottom lands, and on the steep hill sides. The farms usually occupy the higher land, for drainage reasons. Nearly the entire northwest corner of the quadrangle is wooded; this is the watershed for the Annapolis Water Works.

2. Completeness of Field Inspection. A planimetric map was furnished for the area, but since the contouring was done on photographs, the field inspection for the clarification and classification of detail was completed on the photographs.

3. Interpretation of the Photographs. The photographs were taken at such a time of day that the extremely long shadows of the trees give a fuzzy effect to the photographs and obscure a large portion of the detail.

Evergreen (pine) trees appear in the darkest tones, and the deciduous appear in lighter tones. Evergreen usually grows on the higher land, and deciduous in the bottoms and along the slopes. A narrow band of deciduous growing in a general area predominant in evergreen is a good indicator of drainage.

4. Horizontal Control. Most of the recovery was completed at the time of the field work for the planimetric map. A few stations were recovered to tie the new control plot to the previously compiled area. Refer to descriptive report for original planimetric map, and control report of Wendell Bever, Junior Topographic Engineer.

5. Vertical Control. Supplemental fly levels were run by P. A. McAdam, Engineering Aid, using Wye level. Lines were run within one-half foot of error, 0.47 foot being the largest closure, and that error affected only one point of a fly loop. Each error of over 0.10 foot was adjusted over the whole loop in which it occurred.

All U. S. Coast and Geodetic Survey and Geological Survey bench marks were recovered or searched for, and several U. S. Department of Engineers bench marks and Maryland State Survey bench marks were used.

Levels were run on part of quadrangle T-8265 in conjunction with quadrangle T-8264.

6. Contours and Drainage. The contouring was begun on June 17, 1943, and completed on October 23, 1943. Contouring was started before delineating the areas to be contoured, and containing drainage, were received from the Washington Office. When these photographs were available, contouring was accomplished only in those areas requested, except where a natural boundary could be reached a short distance away.

It will be noted on photographs 12810 and 12812 that the areas worked do not coincide with those proposed by the Washington Office. This could not be avoided, as full photographic coverage had not been furnished at the time of contouring. Most of this area does not have great changes in elevation, hence there was little trouble with overlay.

Because full nine-lens photographic coverage was not furnished, contouring was accomplished both on nine-lens photographs and single lens contact prints. Photographs used were nine lens numbers 12810, 12812, 12816, 12817, 12819, 12820, 12821, 13261, 13262; and single lens prints numbers AHR 6-9, AHR 6-13, AHR 6-14, AHR 6-15, AHR 6-16, AHR 5-42, AHR 5-43, and AHR 5-44.

Contouring was done directly on the photographs. No attempt was made to keep the work of one photograph in one quadrangle; in fact, to obtain a good coverage, the same photographs for this quadrangle contain a portion of the adjacent eastern, western, and southern quadrangles. The chief attempt was made to keep the work as near the center portion of the photographs, in an effort to minimize distortion and large changes in scale.

The field work was done by two methods, depending on the density of the wooded areas, accessibility for planetable, and the amount of control available. The major portion was done by planetable on the nine-lens photographs, by a four-man party, thoroughly covering the area in an effort to locate all surface changes and to classify the culture of the land. Elevations were carried by direct levels, vertical angles, and the step method. All planetable traverses closed with a vertical accuracy of less than two feet, and the usual closure was less than one foot. Distances were measured by stadia and plotted directly on the photograph. Many cuts were taken to points of detail and elevations computed for these points by vertical angles and scaled distances. The contours were drawn in pencil in the field, based on points and elevations determined in the field. Each evening the day's work was viewed

under the stereoscope, and occasionally shapes were changed slightly; then the contours were inked in brown.

8264

The drainage on the photographs was drawn at the Washington Office. It was checked by stadia in all the main draws and the majority of the short drains of 1,000 feet in length or less. It was found to be very good. Occasionally changes were made where it was found to be in error. Early in the work such corrections were made by removing the office drainage, and substituting corrections. At a later date, according to new instructions, the drainage was corrected with blue ink, and the office drainage deleted.

By using only the center portions of the photographs as marked and determining the scale factor for the area in question, it was found that traverses checked very well and the planetable position could be relied upon, because the overlay was reduced to a minimum.

In densely wooded areas where planetable mapping would be slow and tedious single lens coverage was furnished, and an abundance of control contours sketched on these photographs. The method used is as follows: Drainage was drawn on the photographs under the stereoscope and inked. Ridge lines and all prominent high points were marked with a yellow pencil. All available contour road crossings and other data were transferred from the nine lens to the single lens photographs.

In the steep country experience proved the stereoscope drainage a source of dependable control. Trails, tobacco beds, and tree densities also afforded control. The ridge lines could not be depended upon for control because experience showed where there was a sharp break on one side and a gentle slope on the other the tendency was to place the ridge line adjacent to the sharp break, which was parallel to the true ridge line but often several hundred feet beyond the true top of the ridge. This ridge line was used, however, as an aid in shaping the contours after its position was shifted in the field.

It was imperative that the photograph be set up with elevations, and the whole day's work planned before the field work was actually begun.

On the single lens photograph, a two man party ran hand level lines to various control points and distances were measured by pacing. The usual method was to traverse drains, trails, and ridges after the position of the ridge line was determined. Every effort was made to keep the distances between horizontal control points under 1500 feet. When such points were reached and there was any appreciable error in position, the error was prorated throughout the traverse. Most of the hand level traverses were closed on the water, a supplemental level point, or a planetable elevation. The usual vertical closure was less than two feet. Any vertical closure in excess of five feet necessitated further field work in an effort to locate the error and determine the amount the contours should be shifted.

In the South River area there were generally two contours near the river. Here a single lens party walked along the shore, and when doubtful as to the position of the contours, short hand level traverses were run from the water to desired points. Starting points were abundant

because the water elevation was determined by the planetable and there were points in the marsh and many other definable points of detail for position. Where horizontal control was not available, the planetable was used in the woods to shorten distances between control for the single lens party, or a compass line was sometimes used.

While the single lens party was working, the planetable party was reduced to two men. It spent its time traversing roads, working in the open where cuts were possible and setting up future work for the single lens party.

In the evening the day's work was reviewed under the stereoscope. Occasionally minor changes were made in shapes, and then the work was transferred to the nine lens photograph, using a tracing.

There was considerable difference in scale between the two photographs. Most of the single lens photographs were short about five per cent. When the tracing was made, all detail possible was transferred and the tracing shifted to fit the detail of one photograph to the other. Away from roads and other points it was necessary to shift the tracing to conform with the drainage of both photographs.

7. Mean High-Water Line. Inasmuch as the area was covered by planimetric maps, there was no systematic investigation made to determine the location of the mean-high-water line. In regions where it was convenient, the mean high-water line was located on the photograph, and later compared with the compilation. In no instance was the compilation found to be in error.

8. Low-Water Line. No attempt was made to locate the low-water line.

9. Wharves and Shoreline Structures. Most shoreline structures are correct on the compilation. The principal wharves are shown. The smaller wharves of a private nature were not marked either on the compilation or the photographs, but are clearly definable, and can be taken from the photographs.

10. Details offshore From the High-Water Line. None were noted.

11. Landmarks and Aids to Navigation. No systematic investigation was made of aids to navigation, since this was covered at the time the planimetric map was prepared. Aids to navigation were noted in the field and a visual comparison made with those on chart 566, Chesapeake Bay, Thomas Point to Sandy Point.

It might be well to add to the Coast Pilot, Atlantic Coast, Section C, fourth edition, 1937, the following information:

1. The Edgewater Bridge crossing South River is a 24-hour draw.
2. The Riva Bridge crossing South River is a sunrise to sunset draw.

All other Coast Pilot data is adequate.

12. Hydrographic Control. Refer to descriptive report for original planimetric maps.

13. Landing Fields and Aeronautical Aids. There are no public landing fields or aeronautical aids within the area. About one mile south of the Edgewater Bridge along State Highway #2, near the junction of State Highway #214, is a small private hangar. It is marked on photograph 12819. The landing field was about one-half mile long, and has been turned over to agricultural purposes for the duration of the war. The field accommodated planes of the cub class, and is expected to be used for this purpose after the war.

There are no prominent towers or beacons on the area, which would serve as aeronautical aids. South River and bridges would serve best as aids. Secondary aids are State Highways Nos. 50, 2, 214, and 468.

14. Road Classification. All roads were classified with the exception of congested resort areas. In such areas the roads are of "3" classification unless otherwise noted.

15. Bridges. Bridges were classified according to instructions by C. C. Fryer, Junior Topographic Engineer, and are shown on photograph 12816.

16. Buildings and Structures. All buildings were classified or deleted. Circled buildings bearing no identification are dwellings. When there was no doubt the dwellings were marked (d).

17. Boundary Monuments and Lines. Boundaries for all cemeteries, and city limits were shown on the photographs. A small portion of Annapolis city limits are in this quadrangle. The incorporate limits of Annapolis were obtained with the aid of the City Engineer in Annapolis, and are shown on photograph 12813.

18. Geographic Names. This will be the subject of a special report.

19. Junctions. The northern boundary of this quadrangle adjoins a revised U. S. Geological Survey quadrangle. The contours on the Geological Survey quadrangle did not fit their land. Due to an error

in printing the contours were displaced several hundred feet. It can be noted that the twenty and forty foot contours are several hundred feet over the water in many places. Much care was taken in contouring the boundary; in fact a traverse was made along it.

The junctions on the east and south were both continuations of this topographer's work. No junction was made on the west, as the work on that quadrangle had not been accomplished at the time of this survey.

20. Political Boundaries. Political boundaries were determined according to instructions by C. C. Fryer, Junior Topographic Engineer, and are shown on photograph 12818.

46. Methods. The field edit was done on nine lens photographs. In some areas it was necessary to contour on the single lens prints, but there were so many cultural changes that it was more advantageous to use the outer chambers of the nine lens photographs, instead of running in the culture.

The field edit was done in red ink, all culture to be shown was circled and identified. Deletions were made by "X"-ing out.

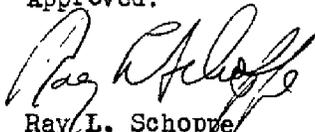
47. Adequacy of the Compilation. Since the field work was done on photograph, no statement can be made as to the adequacy of the compilation. One point was noted, however, that the roads shown on the compilation, of the "4" class, were often obliterated, and others should be added. Such details stand correct as indicated on the photographs.

48. Accuracy Tests. An unofficial profile accuracy test was made by W. A. Rasure, Principal Photogrammetric Aid, for the assistance of the topographer, and all contours tested fell well within the required accuracy limits. Refer to report on quadrangle T-8255.

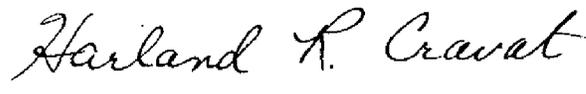
The horizontal accuracy test has been run, and will be forwarded direct to the Washington office.

49. Data. Bench marks are shown on chart paper print, which also contains fly levels. Political boundaries are shown on photograph 12818. Fly levels are shown (besides on chart paper print) on photograph 12817. Photograph 12816 shows control and bridges; photographs 12816, 12817, 12819, show contours and field inspection; photographs (single lens) AHR 6-9, AHR 6-13, AHR 6-14, AHR 6-15, and AHR 6-16 show contours.

Approved:


Ray L. Schoppe
Chief of Party

Respectfully submitted:


Harland R. Cravat
Junior Topographic Engineer
December 22, 1943

26 CONTROL:

The Compilation Office was furnished a red line print on celluloid, scale 1:20,000, showing a polyconic projection containing a reproduction of assembled portions of planimetric Map Drawings for Surveys Nos. T-5344 and T-5419. This reproduction covered most of the area of this Map Manuscript. A small area in the southwest corner of this Map Manuscript was not covered by reproduced previous planimetric surveys.

Eight U. S. Coast & Geodetic Survey triangulation stations were recovered and identified on the nine lens field photographs by the Field Inspection Party. All were used to establish photograph centers, secondary control, and detail points for this Map Manuscript.

Those horizontal control stations falling within the limits of the Map Manuscript are:

FERRY, 1933
LETTTS, 1933
ANNAPOLIS STANDPIPE, 1933
WORKS, 1933

Those falling just outside the limits of the Map Manuscript are:

CROWNSVILLE, 1933
DAVIDSONVILLE, 1933
MARRIOTT 2, 1933
TOBACCO

The Field Inspection Party established field inspection points at well defined points near five of the above eight horizontal control stations.

In addition to the above eight horizontal control stations there is shown on the Map Manuscript, inside and outside the limits of detail, forty-four horizontal control stations which were not recovered for use in Project C.S. 288. These were evidently recovered and used by the parties responsible for the compilation of planimetric Map Drawings for Surveys Nos. T-5344 and T-5419.

27 RADIAL PLOT:

The radial plot for this Map Manuscript is part of Main Radial Plot No. 1 of Project C.S. 288, the descriptive report for which was submitted to the Washington Office on March 24, 1944.

28 DETAILING:

Nine lens photographs were used to revise the portion of this Map Manuscript showing the reproduced, previous planimetric drawings, and also for detailing the new compilation work in the southwest corner.

The Field Inspection Party furnished the Compilation Office with satisfactory field inspection data, partly on nine lens photographs and partly on single lens photographs.

New roads, buildings, drainage, shoreline structures, and other details were added, while details no longer existing were deleted. All revision of the Map Manuscript was accomplished by orienting the photographs under the red line print on celluloid and using common points of detail as control. The new detail in the southwest corner of the Map Manuscript was accomplished by the usual air photo compilation methods used for nine lens photographs.

All revision and new detail was confined to the limits of this $7\frac{1}{2}$ minute quadrangle.

29 SUPPLEMENTAL DATA:

The Compilation Office was furnished a paper print of the red line print on celluloid showing level data. The bench marks and the elevations located on this print were transferred directly to the Map Manuscript.

The following previous surveys made by the U. S. Coast and Geodetic Survey were not available to the Compilation Office:

Survey No.	Date	Scale
T-248	1847-55	1:20,000

29 SUPPLEMENTAL DATA: (Continued)

Survey No.	Date	Scale
T-249	1847	1:20,000
T-2394	1899	1:20,000

30 MEAN HIGH-WATER LINE:

The stage of tide of the nine lens photographs was computed. Those photographs made on Dec. 4, 1942 were at or near, Mean High-Water. Those made on Jan. 12, 1943 were at Mean Low-Water.

The Field Inspection Party made no systematic investigation of the Mean High-Water Line. Only those changes in the Mean High-Water Line, which were discernible upon examination of the photographs at the Compilation Office, were made on the Map Manuscript.

31 LOW-WATER AND SHOAL LINES:

No data was furnished the Compilation Office by the Field Inspection Party on the approximate Low-Water and shoal lines. Any approximate Low-Water and shoal lines visible on the nine lens photographs were detailed and labeled on the Map Manuscript.

32 DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

No offshore details were noted by the Field Inspection Party. Numerous unidentified objects of uniform size and appearance are visible on the photographs off both shores of the South River and in the Rhode River southwest of Mayo. They have been detailed and an appropriate note on the discrepancy overlay recommends investigation at the time of the field edit.

A fence offshore from Beverly Beach was included in the data reproduced from the planimetric Map Drawings. This fence is not visible on the photographs and was not recommended for deletion by the Field Inspection Party. It was not removed from the Map Manuscript.

33 WHARVES AND SHORELINE STRUCTURES:

All wharves and shoreline structures noted by field inspection data and others visible on the nine lens photographs, were detailed.

34 LANDMARKS AND AIDS TO NAVIGATION:

All aids to navigation shown on the reproduced previous planimetric Map Drawings were retained. See Paragraph 11 of the Field Report.

35 HYDROGRAPHIC CONTROL:

Paragraph 12 of the Field Report recommends this data be obtained from the descriptive reports for Map Drawings of Surveys Nos. T-5344 and T-5419.

36 LANDING FIELDS AND AERONAUTICAL AIDS:

Paragraph 13 of the Field Report covers this subject in detail.

37 DISCREPANCY OVERLAY:

A discrepancy overlay has been prepared to accompany this Map Manuscript. On it are shown notes calling attention to discrepancies and doubtful interpretations that were encountered during the detailing. A set of general notes is included to aid in the interpretation of the symbols shown on the Map Manuscript.

38 GEOGRAPHIC NAMES:

The results of a geographic names investigation, prepared by the Field Inspection Party on an overlay of the U. S. Geological Survey Owensville, Md. 15 minute quadrangle, were furnished the Compilation Office.

Undisputed geographic names only are shown on the Map Manuscript. A list of undisputed, disputed, and recommended geographic names is attached to this descriptive report.

39 HORIZONTAL ACCURACY:

The horizontal accuracy for this Map Manuscript is believed to be within the limits set forth for well defined and less well defined points of detail, in the instructions for Project C.S. 288, Paragraph 19, dated August 3, 1942.

40 RECOMMENDATIONS FOR FUTURE SURVEYS:

The planimetric detail is believed to be complete, as presented on this Map Manuscript. It is subject to corrections, additions and deletions at the time of the field edit.

41 JUNCTIONS:

Satisfactory junctions have been made with the following:

To the East with Map Manuscript for Survey No. T-8265
To the South with Map Manuscript for Survey No. T-8255
To the West with Map Manuscript for Survey No. T-8263

To the North copies of this Map Manuscript are to be furnished the Soil Conservation Service for junction purposes with a contemplated survey by that agency. This is in accordance with a letter from the Director, dated November 4, 1943.

42 REMARKS:

An adequate description of the area covering this Map Manuscript has been given in the Field Report.

43 RECOVERABLE TOPOGRAPHIC STATIONS:

Form 524 is being submitted for each of the 17 bench marks shown on this Map Manuscript.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

Comparison was made with the U. S. Geological Survey, Owensville, Md. 15 minute quadrangle, Edition of 1905,

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES: (Continued)

Scale, 1:62,500.

In the vicinities of Bay Ridge Junction, Parole, Broad Creek, Riverview, Woodland Beach and Mayo, are numerous roads and buildings which are not shown on U. S. Geological Survey quadrangle. Also shown on the Map Manuscript but not on the quadrangle, are the Annapolis Waterworks Reservoir and the Ferry Road Bridge, both of which are located in the north central portion of the Map Manuscript.

All other common planimetric features are in general fair agreement. From a visual examination the contours seem to be in fair agreement. However, the Field Report notes several discrepancies in an adjoining quadrangle. It is probable that this discrepancy may be extended into this Map Manuscript.

45 COMPARISON WITH NAUTICAL CHARTS:

Comparison was made with Chart No. 550, Scale 1:40,000, and Chart No. 1225, Scale, 1:80,000. The High-Water Line is in general fair agreement. Numerous marsh areas which appear on Chart 550 and on the Map Manuscript, are not shown on Chart No. 1225. Common topographic features are in fair agreement.

Respectfully submitted:

Albert C. Rauck, Jr.
Albert C. Rauck, Jr.
Senior Photogrammetric Aid

Helen E. Hearn
Helen E. Hearn
Asst. Engineering Draftsman

Marcia Whitmore
Marcia Whitmore
Asst. Engineering Draftsman

Map Manuscript, Discrepancy
Overlay and Descriptive Report
Reviewed by:

Albert C. Rauck, Jr.
Albert C. Rauck, Jr.
Senior Photogrammetric Aid

Compilation of Map Manuscript
Supervised by:

J. Edward Deal, Jr.
J. Edward Deal, Jr.
Asst. Photogrammetric Engineer

and

Joseph Steinberg
Joseph Steinberg
Asst. Photogrammetric Engineer

Approved and Forwarded:

Fred. L. Peacock
Fred. L. Peacock
Commander C. & G. Survey
Officer-in-Charge
Baltimore Compilation Office.

GEOGRAPHIC NAMES

Undisputed

- | | |
|----------------------------------|-------------------------------|
| ✓ Aberdeen Creek | ✓ Hopes Chapel School |
| ✓ Addison Point | ✓ Larramore Pt. |
| ✓ All Hallows Church | ✓ Lees Wharf |
| ✓ Almshouse Creek | ✓ Lusby Cross Roads |
| ✓ Annapolis Hebrew Cemetery | ✓ Mayo |
| ✓ Annapolis Water Works | ✓ Mayo Memorial Church |
| ✓ Bay Ridge Junction | ✓ Mayo Point |
| ✓ Bay Ridge Road | ✓ Mayo Road |
| ✓ Beards Creek | ✓ Mayo School |
| ✓ Beards Point | ✓ Melvin Point |
| ✓ Bestgate | ✓ Mill Swamp School |
| ✓ Beverly Beach | ✓ Muddy Creek |
| ✓ Big Island | ✓ Muddy Creek Road |
| ✓ Birdsville | ✓ Murray Wharf |
| ✓ Boathouse Creek | ✓ Md. 2 |
| ✓ Boyd Point | ✓ Md. 178 |
| ✓ Brewer Creek | ✓ Md. 214 |
| ✓ Brewer Point | ✓ Md. 253 |
| ✓ Broad Creek | ✓ Md. 387 |
| ✓ Cadle Creek | ✓ Md. 424 |
| ✓ Camp Letts | ✓ Md. 435 |
| ✓ Carr Wharf | ✓ Md. 468 |
| ✓ Cedar Point (upper South R.) | ✓ North River |
| ✓ Cedar Point (at Glebe Creek) | ✓ Parole |
| ✓ Church Creek | ✓ Persimmon Point |
| ✓ Collisons Corner | ✓ Poplar Point |
| ✓ Contees Wharf | ✓ Porter Point |
| ✓ Crab Creek | ✓ Ramsay Lake |
| ✓ Defense Highway (No. 50, U.S.) | ✓ Riva |
| ✓ Dodon | ✓ Rhode River |
| ✓ Edgewater | ✓ Selby Bay |
| ✓ Edgewater P.O. | ✓ Selby Beach |
| ✓ Edwards Chapel | ✓ Sellman Creek |
| ✓ Ferry Point | ✓ Sheephead Cove |
| ✓ Ferry Road Bridge | ✓ South Haven Beach |
| ✓ Flat Creek | ✓ South Haven Road |
| ✓ Flat Island | ✓ South River |
| ✓ Fowler Church | ✓ South River (road junction) |
| ✓ Fox Creek | ✓ Spa Creek |
| ✓ Gingerville Creek | ✓ Stocketts Run |
| ✓ Glebe Creek | ✓ The Generals Highway |
| ✓ Goose Island | ✓ U. S. 50 |
| ✓ Granville Creek | ✓ Warehouse Creek |
| ✓ Hammond Ferry Road | ✓ Weems Creek |
| ✓ Harness Creek | ✓ West Annapolis |
| ✓ High Island | ✓ Whitemarsh Creek |
| ✓ Hill Point | ✓ Woodland Beach |
| ✓ Hopes Chapel | |

✓ South River Park

GEOGRAPHIC NAMES

Disputed

Recommended

Disputed	Recommended
Bears Neck	None Recommended
Bear Creek	" "
Bream Lake	" "
Bream Pond	" "
Deep Creek	" "
Deep Pond	" "
Tarnans Bridge <i>ranch</i>	" "
Riverview	Sylvan Shores

28

JUN 3 3 PM 2:44

FIELD EDIT REPORT
QUADRANGLE T-8264
PROJECT CS 288 A
F.L. Gallen, Chief of Party.

1. DESCRIPTION OF AREA: See field inspection report.
2. COMPLETENESS OF FIELD INSPECTION: See field inspection report.
3. INTERPRETATION OF THE PHOTOGRAPHS: See field inspection report.
4. HORIZONTAL CONTROL: See compilation report, item 26.
5. VERTICAL CONTROL: All level elevations should be checked in the Washington office. All bench marks have been checked by the field edit party.
6. CONTOURS & DRAINAGE: See field inspection report.
7. MEAN HIGH WATER LINE: Not applicable to this report.
8. LOW WATER LINE: Not applicable to this report.
9. WHARVES & SHORELINE STRUCTURES: The field edit party was on the alert for omitted shoreline structures; none were found.
10. DETAILS OFFSHORE FROM HIGH WATER LINE: Those offshore structures noted on the discrepancy overlay are temporary duck blinds and been marked for deletion.
11. & 12. Not applicable to this report.
13. LANDING FIELDS & AERONAUTICAL AIDS: There are no landing fields or aeronautical aids within the limits of this quadrangle.
14. ROAD CLASSIFICATION: All roads have been classified and shown in accordance with instructions from the army war college, dated January 12, 1942.
15. BRIDGES: Bridge classifications were made in accordance with instructions from the War Dept, dated July 23, 1942, and have been shown in key on the sheet by C. ClFryer, Junior Topographic Engineer.
16. BUILDINGS: A number of buildings, mainly new, have been added by the field edit party. All structures, except dwellings, were classified as to type; i.e., store, barn, etc.
17. BOUNDARY MONUMENTS & LINES: See field inspection report.

18. GEOGRAPHIC NAMES: This has been a subject of a separate report. LA

46. METHODS: This quadrangle was field edited on the ozalid and later transferred to a duplicate ozalid in the office. Discrepancies not covered by a suitable symbol were noted on the compilation by a sentence and an arrow to the point in question.

All symbols used are standard topographic symbols except that a green X was used for deletions and a tick mark was used to show limits of deletion and points of change in road classification. The following color scheme was used.

Deletions -----	Green
Additions, classifications, names, notes and elevations -----	Black
Water Culture -----	Blue
Political Boundaries -----	Violet

47. ADEQUACY OF COMPILATION: The compilation of this sheet, as governed by field inspection was complete and adequate.

48. ACCURACY TESTS: See field inspection report.

Submitted By;

Wendell Bever

Wendell Bever

Junior Topographic Engineer

Approved & Forwarded By;

F. L. Gallen

F. L. Gallen

Chief of Party

by LRF

Remarks

Decisions

	Remarks	Decisions
1		USGB
2		
3	No. 6 is the city of Annapolis	Md. Geol. Survey County
4		Map
5		Road Maps
6		"
7		Railway Guide
8		389764 USGB
9		388765 "
10		"
11		"
12		"
13		"
14		"
15		389765 USGB
16		388765
17		" USGB
18		"
19		"
20		" USGB
21		"
22		"
23		"
24		"
25		"
26		" USGB
27		"

GEOGRAPHIC NAMES

Survey No. T-8264

SCOTH RIVER quadrangle

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
Maryland									1
Anne Arundel County									2
Districts Nos. 1, 2, 8									3
U.S. 50 [✓] (Defense Highway)									4
Md. Nos. 2, 178, 214, 253, 387, 424, 465, 468									5
Baltimore and Annapolis R.R. (a very small section of it at West Annapolis)									6
South River		✓							7
Rhode River		✓							8
Braam Pond		✓							9
Deep Pond		✓							10
Beverly Beach		✓							11
Mayo		✓							12
Mayo School		✓							13
St. Marks Church		✓							14
Ramsay Lake		✓							15
Cadle Creek		✓							16
Carr Wharf		✓							17
Whitemarch Creek		✓							18
Bear Creek		✓							19
Sellman Creek		✓							20
Camp Letts		✓							21
Sheephead Cove		✓							22
Flat Island		✓							23
Big Island		✓							24
High Island		✓							25
Murray Wharf		✓							26
Murray Wharf Road		✓							27

Remarks

Decisions

	Remarks	Decisions
1		388765
2		"
3		"
4		"
5		"
6		"
7		"
8		388766
9		"
10		389766 USGB
11		"
12		389765
13		"
14		"
15		"
16		"
17		"
18		"
19		"
20		"
21		"
22		"
23		"
24		"
25		"
26		"
27		"

GEOGRAPHIC NAMES

Survey No. T-9264

2	Name on Survey	Sources										
		A	B	C	D	E	F	G	H	K		
		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			
	<u>Boathouse Creek</u>	✓										1
	<u>Muddy Creek</u>	✓										2
	<u>Fox Creek</u>	✓										3
	<u>Contees Wharf</u>	✓										4
	<u>Muddy Creek Road</u>	✓	(No. 468)									5
	<u>Hill Swamp school</u>	✓										6
	<u>Birdsville</u>	✓										7
	<u>Dodon</u>	✓										8
	<u>Stocketts Run</u>	✓										9
	<u>North River</u>	✓										10
	<u>Tarnans Branch</u>	✓										11
	<u>Inby Crossroads</u>	✓										12
	<u>Annapolis Waterworks</u>	✓										13
	<u>South Haven Road</u>	✓										14
	<u>South Haven Beach</u>	✓										15
	<u>Beards Point</u>	✓										16
	<u>Goose Island</u>	✓										17
	<u>Flet Creek</u>	✓										18
	<u>Granville Creek</u>	✓										19
	<u>Riva</u>	✓										20
	<u>Sylvan Shores</u>	✓										21
	<u>Beards Creek</u>	✓										22
	<u>Cedar Point</u>	✓										23
	Cedar Point											(upper section South River)
	<u>Porter Point</u>	✓										24
	<u>Broad Creek</u>	✓										25
	<u>Addison Point</u>	✓										26
	<u>Harmond Ferry Road</u>	✓										27

Remarks

Decisions

	Remarks	Decisions
1		389765: all names on this section sheet
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		

GEOGRAPHIC NAMES

Survey No. T-8264

g	Name on Survey	Sources										
		A	B	C	D	E	F	G	H	K		
		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			
	<u>Ferry Load bridge</u>										1	
	<u>Boyd Point</u>	✓									2	
	<u>Gingerville Creek</u>	✓									3	
	<u>Edgewater</u>	✓									4	
	<u>Edgewater Church</u>										5	
	<u>Lee Wharf</u>	✓									6	
	<u>Warehouse Creek</u>	✓	✓								7	
	<u>Larremore Point</u>	✓	✓								8	
	<u>Almshouse Creek</u>	✓	✓								8	
	<u>Anne Arundel County Old People's Home</u>	✓									9	
	<u>South River Park</u>	✓			(see chart 550)						10	
	<u>Edgewater P.O.</u>	✓									11	
	<u>Woodland Beach</u>	✓									12	
	<u>Glebe Creek</u>	✓									13	
	<u>Poplar Point</u>	✓	✓								14	
	<u>Church Creek</u>	✓									15	
	<u>Crab Creek</u>	✓									16	
	<u>Ferry Point</u>	✓									17	
	<u>Malvin Point</u>	✓									18	
	<u>Aberdeen Creek</u>	✓									19	
	<u>Camp Pawatinika</u>	✓			(east side Aberdeen Creek, on Road No. 387: shown on Anne Ar. Co. map by Md. Geol. Survey)						20	
	<u>Persimmon Point</u>	✓									21	
	<u>Harness Creek</u>	✓									22	
	<u>Cedar Point</u>	✓			(near Glebe Creek)						23	
	<u>Ezra Brewer Creek</u>	✓									24	
	<u>Brewer Point</u>	✓									25	
	<u>Selby Bay</u>	✓									26	
	<u>Selby Beach</u>	✓									27	

Remarks

Decisions

	Remarks	Decisions
1		389765
2		"
3		"
4		"
5		"
6		"
7		"
8		"
9		"
10		"
11		389764 USGB
12		389765
13		"
14		389764 USGB
15		389765
16		"
17		"
18		"
19		"
20		"
21		"
22		"
23		
24		
25		
26		
27		

GEOGRAPHIC NAMES

Survey No. T-8264

Name on Survey	Source										No.
	A	B	C	D	E	F	G	H	K		
<u>Hopes Chapel</u>	✓										1
<u>Hopes Chapel School</u>	✓										2
<u>Collinson Corner</u>	✓										3
<u>South River</u>	✓										4
<u>All Hallows Church</u>	✓										5
<u>Mayo Road</u>	✓										6
<u>Mayo Memorial Church</u>	✓										7
<u>Mayo Point</u>	✓										8
<u>Hill Point</u>	✓										9
<u>Bay Ridge Road</u>	✓										10
<u>Spa Creek</u>	✓										11
<u>Bay Ridge Junction</u>	✓										12
<u>West Annapolis</u>	✓										13
<u>Annapolis</u>	✓										14
<u>Neems Creek</u>	✓										15
<u>Parole</u>	✓										16
<u>Homewood</u>											17
<u>Edwards Chapel</u>	✓										18
<u>Annapolis Hebrew Cemetery</u>	✓										19
<u>Bestgate</u>	✓										20
<u>Fowler Church</u>	✓										21
<u>The Generals Highway</u>											22
											23
											24
											25
											26
											27

Names underlined in red approved
by L. Heck on 6/9/44

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.~~ outlines.

Descriptive Report.

Division.

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.~~ Section.

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.

DIVISION OF CHARTS

SURVEYS BRANCH

REVIEW OF AIR PHOTOGRAPHIC SURVEY T- 8264

SOUTH RIVER 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

The nearest horizontal accuracy test was run in quadrangle T-8254.

The nearest vertical accuracy test was run in quadrangle T-8271.

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-248	1:20,000	1847-55
T-249	1:20,000	1847
T-2394	1:20,000	1899

Comparison with Nautical Charts Nos. 550 & 1225

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:

The details of T-8264 are complete and adequate for chart correction.

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

Only changes of a minor nature were necessary during the review of this map manuscript.

Reviewed 6/5/44
under direction of D. H. Benson

By John H. Stewart
(per W.M.)

Inspected by B. G. Jones

B.G. Jones 5/46

Examined and approved:

K.T. Adams
Chief, Surveys Branch
Division of Photogrammetry

~~Chief, Topography Section~~

Robert W. Knox
Chief, Div. of Charts
Nautical Chart Branch

Raymond P. Egan
Chief, Div. of Coastal
Surveys