

8764

Diag'd. on Diag. Ch. No. 1218-2¹²¹⁸⁻²

8764

Form 504	
U. S. COAST AND GEODETIC SURVEY	
DEPARTMENT OF COMMERCE	
DESCRIPTIVE REPORT	
Type of Survey	Photogrammetric Topographic
Field No.	Office No. T-8764
Project Ph-7(46)A	
LOCALITY	
State	Delaware
General locality	Delaware Bay
Locality	Mispillion River
1946	
CHIEF OF PARTY	
Thos. B. Reed	
LIBRARY & ARCHIVES	
DATE	June 3, 1948

DATA RECORD

T- 8764

Quadrangle (II): MISPELLION RIVER

Project No. (II): Ph-7(46)A

Field Office: New Castle, Del.

Chief of Party: E. L. Jones

Compilation Office:

Baltimore Photogrammetric Office

Chief of Party:

Thos. B. Reed

Instructions dated (II III):

25 March 1946 (Field)

19 July 1946 (Office)

Copy filed in Descriptive
Report No. T- (VI)Division of Photogrammetry
Office FilesCompleted survey received in ^{WASH} office:

23 January 1948

Reported to Nautical Chart Section:

Reviewed: 12 March 48

Applied to chart No.

Date:

Redrafting Completed:

Registered: ^{May} 26 March 1948

Published:

Compilation Scale: 1:20,000

Published Scale: 1:24,000

Scale Factor (III): 1.000

Geographic Datum (III): N.A. 1927

Datum Plane (III): Mean Sea Level

Reference Station (III): DOCTOR, 1933

Lat.: 38° 56' 08.069" 248.8 m

Long.: 75° 19' 06.144" 148.0m

Adjusted
~~Unadjusted~~

State Plane Coordinates (VI):

X = 527,961.53 feet

Y = 340,733.35 feet

Military Grid Zone (VI)

PHOTOGRAPHS (III)				
75th meridian				
<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
133-G-15595 & 96	3-21-46	1240	1:20,000	4.0' above MLW
133-G-15597 to 99				
incl.	3-21-46	1300	1:20,000	3.8' above MLW

Tide from (III): Actual tide observations at Atlantic City, New Jersey,
with correction to Mispillion River.

Mean Range: 5.0'

Spring Range: 5.9'

Camera: (Kind or source) U. S. Coast and Geodetic Survey nine-lens camera.
Focal length $8\frac{1}{4}$ ".

Field Inspection by: E.L.Jones

date: April-May 1946

Field Edit by: Donald G. Flippo
R.J. Sipe, Chief of Party

date: 19 Sept. to 30 Oct. 1947

Date of Mean High-Water Line Location (III): As of date of photographs
supplemented by field inspection accomplished during April and May 1946.

Projection and Grids ruled by (III) T.L.J. date: 8-26-46

" " " checked by: T.L.J. date: 8-26-46

Control plotted by: Leroy A. Senasack date: 1-2-47

Control checked by: Ruth E. Rudolph date: 1-2-47

Radial Plot by: Frank J. Tarcza & Leroy A. Senasack date: 4-15-47

Detailed by: Florence M. Senasack date: 6-3-47 to 7-10-47

Reviewed in compilation office by: J.W.Vonasek date: 7-15 to 7-18-47

Elevations on ^{Manuscript} Field Edit Sheet J.W.Vonasek
checked by: date: 7-16-47

STATISTICS (III)

Land Area (Sq. Statute Miles): 31

Shoreline (More than 200 meters to opposite shore): 9 statute miles

Shoreline (Less than 200 meters to opposite shore): 37 statute miles

Number of Recoverable Topographic Stations established: 10

Number of ^{photo hydro points} ~~Temporary Hydrographic Stations~~ located by radial
plot: 16

1 by field computation (also a substitute point)

Leveling (to control contours) - miles: 38 linear miles

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:

Field Edit Corrections by:
Gladys S. Nottenburg

Jan. 1948

MAP T. 8764

PROJECT NO. Ph-7(46)-A

SCALE OF MAP 1:20,000

SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ν -COORDINATE LONGITUDE OR x -COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
				FORWARD	(BACK)		FORWARD	(BACK)	
MISPILLION RIVER FLASHING LT., 1933 r. 1946	G-1751 Pg. 133	N.A. 1927	38° 56' 50.423" 75° 18' 55.694"				1554.9 (295.3) 1341.2 (103.7)		
MISPILLION RIVER JETTY LT., 1933, r. 1946	G-1751 Pg. 133	"	38° 56' 11.58" 75° 17' 55.13"				357.1 (1493.1) 1327.8 (117.3)		
DOCTOR, 1933; r. 1946	G-1664 Pg. 65	"	38° 56' 08.069" 75° 19' 06.144"				248.8 (1601.4) 148.0 (1297.1)		
SUB. STA. DOCTOR		"	38° 56'				272.1 (1578.1)		
SLAUGHTER, 1933; r. 1946	G-1664 Pg. 65	"	75° 19'				211.4 (1233.7)		
SUB. STA. SLAUGHTER PT. 'B'		"	38° 52' 51.345" 75° 16' 08.689"				1583.3 (266.9) 209.4 (1236.8)		
SUB. STA. SLAUGHTER PT. 'C'		"	38° 52'				1605.0 (245.2)		
MARVEL, 1932; r. 1946	Cape May to Norfolk	"	75° 16'				221.8 (1224.4)		
SUB. STA. MARVEL PT. 'A'		"	38° 52'				1411.3 (438.9)		
SUB. STA. MARVEL PT. 'B'		"	75° 16'				73.0 (1373.2)		
BROADKILL, 1933; r. 1946	G-1664 Pg. 66	"	38° 50' 15.647" 75° 19' 04.657"				482.5 (1367.7) 112.3 (1334.8)		
SUB. STA. BROAD- KILL		"	38° 50'				474.9 (1375.3)		
		"	75° 19'				98.8 (1348.3)		
		"	38° 50'				241.0 (1609.2)		
		"	75° 18'				1440.3 (6.8)		
		"	38° 49' 42.283" 75° 12' 44.205"				1303.8 (546.4) 1066.3 (381.0)		
		"	38° 49'				1169.9 (680.3)		
		"	75° 12'				1173.1 (274.2)		

1 FT. = 3048006 METERS
COMPUTED BY: L. A. Senasack




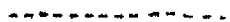




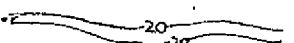



DATE January 2, 1947

CHECKED BY: R. E. Rudolph

DATE January 2, 1947

M-2388-12

SYMBOLS (Field)
Project Ph-7 (46)
29 April 1946

MEAN HIGH WATER LINE (fast line).....	
OFF SHORE EDGE OF MARSH (apparent shoreline).....	
GRASS IN WATER.....	 Gr
IN SHORE LIMITS OF MARSH.....	
MEAN LOW WATER LINE (definite).....	
APPROXIMATE MEAN LOW WATER LINE.....	
INTERMITTANT DRAINAGE.....	
PERENNIAL DRAINAGE.....	
CONTOURS.....	
PLANE TABLE ELEVATIONS FOR CONTOURS.....	X 17 or X 17
FLY LEVEL ELEVATIONS.....	CE 12 59.7
BENCH MARKS, marked and described.....	⊙ J-16, 1940 (dm)
TOPO STATIONS, natural object, described.....	 Sta (d) BILL, 1940
TOPO STATIONS, marked and described.....	 Sta (dm) MINK, 1940
TOPO STATIONS, addition Hydro Control, not named.....	 Sta. # 8703
LANDMARKS.....	Landmark: Stack, black, 6' 5" high
FIXED AIDS TO NAVIGATION, (official light list name)...	Cherry Pt. Lt. 14
TRIANGULATION STATIONS.....	Δ SMITH, 1925
SUBSTITUTE STATIONS.....	S. Sta. or S.S. SMITH Δ SMITH, 1925
BOUNDARIES: Refer to U.S.G.S. Bulletin 788 E for symbol, ink in purple or violet ink Red ink.	

ABBREVIATIONS FOR FIELD INSPECTION PHOTOS

Project Ph-7 (46)

10 May 1946

ROADS

Rd - road
X - abandoned (delete)
RR - railroad track
RR(2) - railroad, 2 tracks

SEACELINE

MHW - mean highwater
MLW - mean low water
M - marsh
Mud - mud
S - sand
Rky - rocky
Rk - rock
Dk - dock
Jet - jetty
Bkhd - bulkhead

STREAMS, PONDS

D - large ditch
DX - small ditch (delete)
Cr. - creek
P - pond

OBSTRUCTIONS TO NAV

Shl - shoal
Cov - covers
Wk - wreck
Subm - submerged
Dol - dolphin
Pile - pile

VEGETATION

Gr - grass
WH - woods, hard wood
WS - woods, soft wood
WM - woods mixed
B - brush
SH - scattered hardwood
SS - scattered softwood
O - orchard

BUILDINGS

d - dwelling
b - barn
Bo Ho - boat house

BUILDINGS (con'td)

Ch - church
C.H. - courthouse
P.O. - post office
Sch - school
R R Sta - railroad station
Hosp - hospital

LANDMARKS & AIDS TO NAV:

TK - tank
TL(ELEV) tank elevated
Stk - stack
Bn - beacon
Lt - light
Rg - range
F Rg - front range
R Rg - rear range
Cny - chimney
Cap - cupola
S.Pipe - stand pipe
Gab - gable

BOUNDARIES

Bdry - boundary
Cem - cemetery
F - fence

BRIDGES

Br - bridge
Culv - culvert
Cl - clearance
Hor - horizontal
Ver - vertical (above MHW)
Wo - wood
Conc - concrete

STATIONS

BM - bench mark
T Sta - topo station
S Sta - substitute station
TBM - tidal bench mark
(d) - described
(dm) - described and marked

FIELD INSPECTION REPORT

T 8764, (38°52.5' / 77°15' / 7.5')

Project PH-7 (46)
Sub-project B

E. L. Jones, Chief of Party

1. Description of the Area.

This quadrangle is located on the western shore of Delaware Bay, northeast of the town of Milford, in Sussex and Kent Counties, Delaware. About one third of the quadrangle is water; while the remainder is fast land and salt water marsh. The land area is drained chiefly by the Mispillion River, Cedar Creek, and Slaughters Neck Creek; the salt water marsh is drained by many mosquito control ditches.

The land, gently ~~sloping~~, is typical of tide water country. Elevation ranges from sea level to about thirty five (35) feet above M.L.S., in the extreme western portion of the area.

About 25% of the area is covered by hard and softwood trees; the remainder is under cultivation. The quadrangle is rural; Slaughter Beach is the only village of any appreciable size. Agriculture and fishing are the chief means of livelihood for the local population.

2. Completeness of Field Inspection.

Field inspection was accomplished by two parties. The shoreline party was responsible for all shoreline inspection, and the contour party was responsible for interior inspection.

Field inspection is believed to be adequate except as mentioned in items 14 and 16 of this report. Least emphasis was placed on the in-shore edge of marsh, mosquito control ditches, and ponds, since their proper interpretation should be evident to the compiler.

There are no telephone and electric power lines of cross-country or prominent nature in the area.

Woods were classified in accordance with paragraph 54 of the Instructions for this project, dated March 25, 1946.—Filed in Div. Photogrammetry Office Files.

Deletions have been shown on the photographs in green ink.

3. Interpretation of the Photographs.

Open land appears on the photographs from white to a light gray tone. Woods appear in a light mottled gray to black tone. Hardwoods appear as a mottled gray and softwoods as black. Mixed woods appear in a combination of the two above tones.

~~Unlike the usual conditions, where pine is found growing in uplands, deciduous trees are found in the lowlands.~~ Pine is just as abundant in the lowland as in the upland, *which is contrary to the usual conditions where pine is found in the uplands and deciduous trees in the lowlands.*

4. Horizontal Control.

Horizontal control was recovered and identified according to the Director's Instructions, Ph 7(46), paragraphs 13-33 incl., dated March 25, 1946. The number of stations identified meet the requirements of paragraph 21 of the instructions.

The work consisted of recovery and identification of control on the photographs, and was completed in April, 1946, as a training program under the direction of John M. Neal, Photogrammetric Engineer. The trainees were Thomas W. Merriken, Jr., Photo Aid and Frederick F. Kaiser, Air Photo Observer.

The following is a list of horizontal control for the quadrangle, giving pertinent data.

STATION	ESTABLISHING AGENCY	RECOVERED ON PHOTO	IDENTIFIED ON PHOTO	METHOD OF IDENTIF.	QUAD. 8764
1933 Broadkill	USC & GS	yes	15595	sub.-sta.	south of
1933 Doctor	USC & GS	yes	15596	sub.sta.	yes
1932 Marvel	USC & GS	yes	15597	sub.-sta.	south of
Jetty Lt. Mispillion	USC & GS	see form 567	15596	picked direct	yes
Flashing Lt. Mispillion	USC & GS	see form 567	15596	picked direct	yes
1851 Muddy Creek	USC & GS	Lost			
1933 Slaughter	USC & GS	yes	15595	sub.-sta.	yes

5. Vertical Control.

Work consisted of BM recovery and establishing new 4th order vertical control.

Robert E. Rawson, Engineering Aid started BM recovery and establishing additional 4th order vertical control late in April, 1946; and, completed the work the latter part of May, 1946.

Recovery.

U.S.C. & G.S. BM "A3,1931" was the only BM picked and recovered within the quadrangle limits.

Four U.S.E. BM's were searched for, but not recovered; and 5 additional BM's outside the limits of the quadrangle were recovered for leveling, but not picked.

4th order levels.

About 38 linear miles of 4th order levels were completed by wye leveling methods, carrying elevations to the nearest .01 of a foot. The maximum error of closure was 0.80 feet. All errors of closure greater than 0.21 feet were adjusted, prorating the error along the line.

Spot elevations were established by 4th order levels on easily identifiable points, such as: intersection of the center lines of cross roads, the centerline of a road and ditch, centerline of a road and a fence line, or centerline of a road and woods line. These points are shown on the contour photos in blue ink. Spot elevations are numbered consecutively starting with 1 through 77, prefixed by the code letters MS.

6. Contours and Drainage.

Contouring was started 29 April, 1946, and completed 24 May, 1946, by Robert E. Rawson, Engineering Aid. The contour interval was 10 feet; and the work done directly on 9-lens photographs, nos. 15598, and 15599 by plane table methods. An attempt was made to keep the work as near the center portion of the photographs as possible in order to minimize distortion and large changes in scale.

A stereoscopic examination of the photographs preceeded field work at which time drainage, and occasionally form lines, were added to the photographs. In the field the drainage was checked by plane-table methods and contours were drawn on the photographs by interpolation from the planetable elevations. The general shape of the contours were checked under the stereoscope after the original field work, and occasionally, more topographic expression was given by this final examination.

Elevations were shown on all critical points and at a maximum interval of 600 feet along the project limits, except in one or two marsh areas which were covered by water, making it impractical to traverse. These areas are designated as marsh and there is but slight change in elevation.

7. Mean High Water Line.

Delaware Bay is affected by tide water all along the shore line of this quadrangle. The mean predicted range is 5.0 ft. at Mispillion River entrance. X

The shoreline was inspected by Frederick F. Kaiser and Richard I. Morton during the last part of April, 1946.

The shoreline as seen from offshore is indicated by a dashed red line at intervals where the line was indistinct. At frequent intervals the MHW line was actually verified on the photographs by measurements from points of detail. The following photographs were used: 15595, 15596, 15600.

8. Low Water Line.

No special attempt was made to locate the low water line on this quadrangle. When the inspector visited an area at low water, the low water line and areas that were awash at low water were delineated. (See Photo 15596)

9. Wharves and Shoreline Structures.

There were no large wharves within the limits of this quadrangle. There are a few small wharves, however, which are clearly visible and are marked on the photographs. These wharves are used only by small fishing and pleasure craft.

10. Details Offshore from Highwater Line.

Since the shoreline of this quadrangle was inspected from a small boat, it was not practical to range very far from shore. In some sections at low water, however, it was too shallow to come within 100 to 200 yards of shore with an outboard motor. There were no rocks or wrecks seen at low water.

11. Landmarks and Aids to Navigation.

Non-floating Aids to Navigation to be charted are listed on the accompanying form #567. All aids were checked against the 1945 light list and are in agreement.

New landmarks for charts have been indicated on the photographs and are listed on the accompanying form #567. Filed in Div. of Charts

There were no charted landmarks in the area covered by this quadrangle.

12. Hydrographic Control.

Hydrographic control was established and identified on the photographs by the shoreline party. In addition to landmarks, previously existing horizontal control, and aids to navigation, 26 stations were identified on the photographs for location by the radial plot.

Eight topo stations were marked and described on form #524. 18 additional stations of a less permanent nature were identified for Hydrographic control. They were numbered from 6401 to 6418 incl. (The first two digits, 64, indicate the quad in which stations are located, and the last two digits indicate the number of the station starting with 1 at the south junction of the quadrangle, working to the north, with 18 as the last station in the quad.)

13. Landing Fields and Aeronautical Aids.

There are no landing fields or aeronautical aids in this quadrangle.

14. Roads.

Roads were classified in accordance with paragraph 49 of the instructions, except for some farm and wagon roads of a temporary and seasonal nature which were not deleted. Delineation of these roads, it is believed, will aid the field edit party who can delete them after they have served their usefulness. Road classification revised as per
Photogrammetry Instructions No 10, 4-14-47

15. Bridges.

There is only one bridge over navigable waters within the limits of the quadrangle, a small bascule crossing Cedar Creek near Fort Saulsbury. The clearance width of 25.0 feet between fenders and 3.5 feet above M.H.W. (estimated on pilling) were measured with a steel tape.

The List of Bridges over Navigable Waters of the United States gives the clear width normal to channel as 25 feet and the clear height of the lowest point of superstructure above H.W. as 4 feet. - See
review report.

16. Buildings.

All buildings were circled in red ink. Public buildings were identified and named. Out buildings and abandoned buildings have been deleted.

At the time of field inspection, Fort Saulsbury was being dismantled. Coast artillery guns have been removed, but buildings are still intact, and are shown on the photographs. The field edit party should investigate at a later date since Fort Saulsbury is to be dismantled and the grounds sold, according to local sources.

17. Boundaries.

All boundaries within the quadrangle have been checked in the field and delineated on the photographs in red ink.

18. Geographic Names. *RM*

Geographic Names are the subject of a special report, PH 7(46)A, by Lowell I. Bass, Photogrammetric Aid. List of approved geographic names attached to this report.

19. Coast Pilot Information.

Coast Pilot Information is the subject of a special report, PH 7(46) A, by George E. Varnadoe, Photogrammetric Engineer. *Not Prepared*
None submitted.

20. Junctions.

The southern and western limits of the quadrangle are project limits, and a planetable traverse was run on these junctions in accordance with paragraph 70 of the instructions. The junction between adjoining new quadrangles was made in the field.

Contour junctions between this quadrangle and the 1944 Edition of the War Department's Cedar Creek Quadrangle appears to be within the required limits of accuracy, except on the western junction at spot elevation MS 26. Our elevation for the point is 24.3 feet while the Engineer's Map indicates the elevation as 32 feet.

No attempt was made in the field to make a match line with the engineers map. All field data is shown directly on the photos for the match to be made in the compilation office.

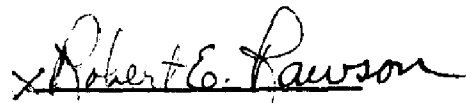
48. Accuracy Tests.

One unofficial vertical accuracy test was made on this quad in June, 1946, by Harland R. Cravat, Photogrammetrist. The test was not made to take the place of any test at the time of field edit, but to determine the quality of the work for the field party.

Eighteen points were tested by planetable methods on Photo 15598. The test spots are segregated from the contour elevations in that they are shown in black ink.

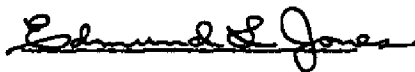
The maximum vertical error found in any contour tested was three feet.

Respectfully Submitted,



Robert E. Rawson,
Photo Engineer

Approved and Forwarded
June 14, 1946



E. L. Jones,
Chief of Party

NOTES TO COMPILER

SHEET T 8764
Ph-7(46)

Work on this sheet, it is believed, meets required standards. Several matters, however, are not strictly in accordance with instructions; and you may run across more in the compilation.

Contrary to instructions, all buildings to be shown on the map were circled. This party intended to block-in obscured buildings to scale, and to delete those unnecessary for the final map. Where buildings were distinct, it was intended to leave no markings at all on the photos; this has been corrected on later sheets.

It is felt that shoreline inspection showed poor judgement in some selections of topographic stations for hydrographic control. In some instances, they are less than 100 feet apart; in others, a marked topo station was installed within 9 meters of a range light, in itself a triangulation station. None have been deleted from manuscript.

It will be noticed, also that the length of dashes used to delineate MHW line do not agree strictly with the symbol sheet attached to the report. No great difficulty should be encountered in interpreting this symbol, however, since it is labeled at intervals.

A list of stations involved in the plot has not been included with each map because the meaning of paragraph 32, page 9, last sentence, of the instructions was not clear.

The topographers working on this sheet are inexperienced; but in my opinion, will develop into excellent field men. The supervisor in charge of this sub-party is likewise inexperienced, but shows, as do the others, possibilities.

We are sincerely interested in presenting the data on these quadrangles in a clear-cut manner--a manner which will help with your problem. Would you, in view of this, keep some rough notes for our use as you compile the sheet? I should like to discuss these points with you at the first opportunity.

Edmund L. Jones

E. L. Jones,
Chief of Party

COMPILATION REPORT

MAP MANUSCRIPT SURVEY NO. T-8764

T-8764 (Mispillion River Quadrangle) is one of four topographic maps in Project No. Ph-7(46)A located along the Delaware Bay. These surveys are to be compiled in accordance with instructions dated 25 March 1946 and 19 July 1946 by graphic photogrammetric methods. The contouring will be compiled from data obtained by planetable methods. Instructions Filed in Div. Photogrammetry Office Files

26. CONTROL:

See radial plot report of layout of control in this area. A list of the stations on Form No. M-2388-12 is included in this report. *Filed in Div. Photogrammetry General Files Attached to Description T-8764*

27. RADIAL PLOT:

See report of combined radial plot covering the areas of Surveys Nos. T-8761 to T-8764 inclusive, submitted to the Washington Office, 12 May 1947.

28. DELINEATION:

The compilation is in accordance with written instructions pertaining to Project No. Ph-7(46), dated 19 July 1946. Filed in Div. Photogrammetry Office Files

The contours were traced directly from the field photographs.

30. MEAN HIGH WATER LINE:

The mean high water line was delineated with the aid of the field identification. Office identification of the M.H.W.L. not field identified was easily accomplished, since a narrow beach extends the length of the survey and evidence of the M.H.W.L. being visible.

31. MEAN LOW WATER LINE:

Only approximately one tenth of the mean low water line has been shown on the map manuscript in accordance with field inspection. The greater part of the mean low water line delineated was along the south jetty at the mouth of the Mispillion River.

32. DETAILS OFFSHORE FROM THE MEAN HIGH WATER LINE:

No comment.

33. WHARVES AND SHORELINE STRUCTURES:

The only sizeable shoreline structures in the area of this survey are the stone jetties at the entrance to the Mispillion River.

34. LANDMARKS AND AIDS TO NAVIGATION

Refer to Form 567 furnished by the field party and accompanying this report for data pertaining to the two non-floating aids to navigation shown on T-8764.

Refer to Form 567 accompanying this report for data pertaining to the two landmarks shown on T-8764.

35. HYDROGRAPHIC CONTROL:

- 16 photo hydro points by radial plot
- 1 photo hydro point by field computation

These photo hydro points have been shown on the manuscript with a dot accompanied with their description.

37. GEOGRAPHIC NAMES:

Geographic names have been taken from final name standards dated 12-9-46, furnished by the Washington Office. A list of the geographic names is attached to this report. *814* Approved by L. Heck, Geog. Names Sect, Div Charts

38. JUNCTIONS

A satisfactory junction has been made with Survey No. T-8763 to the north. No contemporary surveys exist to the south, east, or west of the manuscript.

39. DISCREPANCY OVERLAY

Descriptive and explanatory notes concerning doubtful topographic features have been lettered on the discrepancy overlay.

40. BOUNDARIES

No comment.

41. BRIDGES See "Special Report on Bridges" attached to this report.
also item 41 of Review Report.

During delineation the compiler found the following discrepancies in the bridge data furnished by the field party:

Bridge at	Field Measurements	Field Measurements	Published Bridge Measurements
Slaughter Neck Creek, Del. (near Fowler Beach)	Photo. No. 15598 L. = 24' Hor. Cl. = 15'	Photo. No. 15595 Vert. Cl. = 3.0' Hor. Cl. = 21'	
Slaughter Neck Creek, Del.) near Slaughter Beach)	Photo. No. 15598 L. = 38' Hor. Cl. = 22' Vert. Cl. = 4'	Photo. No. 15595 Vert. Cl. = 4' Hor. Cl. = 36'	
Cedar Creek, Del.	Photo. No. 15598 L. = 80' W. = 10' Vert. Cl. = 6' Hor. Cl. = 26'	Photo. No. 15596 Vert. Cl. = 3.5' Hor. Cl. = 25'	Vert. Cl. = 4' Hor. Cl. = 25'
Grecos Canal (near Big Stone Beach)	Photo. No. 15600 Vert. Cl. = 3' Hor. Cl. = 12'	Photo. No. 15593 culvert	

44. COMPARISON WITH EXISTING TOPOGRAPHIC SURVEYS

T-8764 has been compared in detail with U. S. Geological Survey, Cedar Creek, Del., quadrangle, scale 1:62,500 and found to be in good agreement except for the following:

Contours, in general, are somewhat in disagreement.

No mosquito control ditches appear on the U.S.G.S. quadrangle.

A stream cut through just west of Crooked Gut does not appear on the U.S.G.S. quadrangle.

T-8764 has also been compared in detail with the Army Map Service, Cedar Creek, Delaware, Topographic Map, N3845 - W7515/15, scale 1:50,000 and found to be in good agreement except that the mosquito control ditches were not included on the Army Map Service map.

45. COMPARISON WITH NAUTICAL CHARTS:

When comparing in detail T-8764 with Nautical Chart No. 1218, scale 1:80,000, the mean high water line and most of the roads were found to be in fair agreement. It was noted that several major canals and streams did not appear on or were in disagreement with the chart; and that firm, comparatively high ground is now prevalent along the entire shoreline instead of the low marsh that appears on the chart.

The following topographic information shown on T-8764 is of sufficient importance to warrant immediate application to the chart:

None.

The following topographic details above the plane of mean high water are not shown on this manuscript, but are believed to still exist and should be carried forward on the chart:

None.

Low water features are shown in part and should be completed by the hydrographic party.

Respectfully submitted
9 July 1947

Florence M. Senisack
Photogrammetric Aid
Compilation and Descriptive
Report

Harry R. Rudolph
Supervisor

Joseph W. Vorisek
Photogrammetric Engineer
Photogrammetric Office Review

Approved and Forwarded
24 July 1947

Thos B. Rind
Officer in Charge
Baltimore Photogrammetric
Office

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED }
STRIKE OUT ONE

New Castle, Del.

12 June 1946

I recommend that the following objects which have ~~these not~~ been inspected from seaward to determine their value as landmarks, be charted on *(deleted from)* the charts indicated ~~del Kaiser~~ F.F. Kaiser, Air Photo Obs. E.L. Jones,

The positions given have been checked after listing by Chief of Party

Chief of Party

Chief of Party.

[illegible]

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. 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.

Field Edit Report of Map Manuscript T-8764
Project Ph-7(46)
R. J. Sipe, Chief of Party

The field edit of this quadrangle was accomplished during the period 19 September to 3 October 1947 by Donald G. Flippo, Photogrammetric Aid. All work was done in accordance with the field edit instructions for project Ph-7(46), dated 24 August 1945 and supplemental field instructions.

46. Methods: All delineated features such as roads, structures, drainages, and contours were checked either visually by traveling on roads or trails or by planetable method.

Delineation and some additions were made directly on the field edit sheet. Some additions and corrections were noted on the photographs with a reference to the photograph on the field edit print. A legend to the symbols and to the colored ink used during the field edit is on the field edit print.

47. Adequacy of the Compilation: Some compiled roads were deleted and some trails were reclassified as roads during the field edit. These deleted roads were, however, valuable to the field editor in some instances. Several outbuildings had been compiled but these have been deleted. Some structures have been added.

The relative position of compiled detail was found to be entirely satisfactory. With the addition of the field edit data to the manuscript, this map will be complete and accurate.

48. Accuracy Tests: One accuracy test was made in this quadrangle. This was a vertical accuracy test..

The field edit party has made no attempt to verify the horizontal accuracy of this map.

49. Review of First Proof: The following gentleman has expressed his willingness to review the first proof.

Mr. V. Ereckson
% Mispillion Boat Yard
Milford, Delaware

Respectfully submitted

Donald G. Flippo

Donald G. Flippo
Photogrammetric Aid
4 October 1947

Special Report on Bridges
Project Ph-7(46)
Quadrangle T-8764

Numerous bridges were noted for checking on the discrepancy overlay and were checked accordingly. Not any of these were over streams of any navigational importance these bridges being used only by very small boats and skiffs.

All of the bridges checked and measurements taken are shown below.

	Type	Hor. Cl.	Vert. Cl.
Slaughter Beach Road Bridge	Fixed(Wooden) 2 Span	E. Span 15.0 ^(15.5) W. Span 15.5 ^(15.0)	W.L. 3.0 at 3:30 PM 9/19/47
		This order is reversed on Field Edit sheet.	
Fowler Beach Road Bridge	Fixed(Wooden) 1 Span	19.7	W.L. 2.4 at 9:45 AM 9/22/47
Foot Bridge (Slaughter Creek)	Fixed(Wooden) 2 Span (Nearly burned out)	E. Span 9.9 W. Span 7.3	W.L. 2.7 at 11:15 AM 9/22/47
Cedar Creek	Fixed(Conc.) 1 Span	17.2	W.L. 6.5 at 12:55 PM 9/22/47
Cedar Creek	Fixed(Wooden) 1 Span	16.1	W.L. 3.1 at 12:40 PM 9/22/47

Respectfully submitted

Donald G. Flippo
Donald G. Flippo, Photo. Aid

*The above data has been deleted from the
map manuscript. The streams are of
no navigational importance.*

K. Malin

3-12-48

Division of Photogrammetry
Review Report of
Topographic Map Manuscript T-8764

Subject numbers not used in this report have been adequately covered in other parts of the descriptive report.

28. Detailing - The original field inspection classification of roads was revised by the field edit to conform with Photogrammetry Instructions No. 10, dated 14 April 1947. The woodland has been shown by the Compilation Office as per Instructions for Project Ph-7(46) dated 19 July 1946.

41. Bridges - The vertical clearance above MHW of the only bridge over navigable waters within the limits of the quadrangle, a small bascule bridge crossing Cedar Creek near Fort Saulsbury, has been changed on the map manuscript from 3.5 feet to 4.0 feet to agree with the List of Bridges over navigable waters of the United States. (Refer to Section 4, Photogrammetry Instructions No. 13, dated 23 April 1947).

43. Comparison with Previous Surveys -

T-150	1:20,000	1842
T-151	1:20,000	1842
T-1548b	1:20,000	1883-4
T-4667	1:10,000	1931-2

Numerous changes in shoreline and cultural features have occurred since the time of the original surveys, particularly the surveys made in the 1800's. These surveys are superseded by the map manuscript in all common areas.

44. Comparison with Existing Topographic Surveys

Cedar Creek, Del.,	U.S.G.S.,	1:62,500	1917
Cedar Creek, Del.,	A.M.S.	1:50,000	1944

Refer to Item 44 of Compilation Report for comparisons.

45. Comparison with Nautical Charts - Chart No. 1218, 1:80,000, 12-8-47. Refer to items 45 of Compilation Report for comparisons. This map manuscript has not been applied to nautical charts.

47. Vertical Accuracy Test - The vertical accuracy test for this quadrangle meets the project specifications. It will be found on the field edit sheet for T-8764. This map complies with the national standard map accuracy requirements.

Reviewed by:

K. N. Maki

K. N. Maki - 3-12-48

Reviewed under direction of:

S. V. Griffith

S. V. Griffith
Chief, Review Section

APPROVED BY:

B. J. Jones 5/48

Technical Assistant to the
Chief, Div. of Photogrammetry

H. J. Stendling

Chief, Nautical Chart Branch
Division of Charts

K. T. Adams

Chief, Div. of Photogrammetry

C. K. Green

Chief, Div. of Coastal Survey s

• State Highway No. 36. GEOGRAPHIC NAMES

- Beaverdam Branch ✓
- Big Stone Beach ✓
- Cains Landing (abandoned) ✓
- Cedar Beach ✓
- Cedar Creek ✓
- Cedar Neck Church ✓
- Cedar Neck School ✓
- Conch Bar ✓
- Crooked Gut ✓
- Davis Landing (abandoned) ✓
- Delaware Bay ✓
- Fort Saulsbury ✓
- Fowler Beach ✓
- Grecos Canal ✓
- Kent County ✓
- Maloneys Landing ✓
- Milford Neck ✓
- Mispillion River ✓
- Rawley Island ✓
- Scotts Corners ✓
- Sheppards Island ✓
- Slaughter Beach ✓
- Slaughter Neck ✓
- Slaughter Creek ✓
- Sussex County ✓
- Todds Island ✓

Plus:

- Oak Island?
- Cedar Neck ✓

Names preceded by •
are approved. 3/10/48
L. Heck

Note: Several of these names are in disagreement with Nautical Chart No. 1218.