U. S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Type of Survey  SHORELINE

Field No.  Office No. T-12074

LOCALITY

State  Delaware-Maryland

General locality  Fenwick Island

Locality  Little Assawoman Bay

1961-63 62

CHIEF OF PARTY
W. M. Reynolds - Chief of Field Party
Miller, J. Tonkel, Baltimore District Office

LIBRARY & ARCHIVES

DATE
DESCRIPTIVE REPORT - DATA RECORD
T-12074

PROJECT NO. (III):
PH-6103 (21039)

FIELD OFFICE (III):
Snow Hill, Maryland

CHIEF OF PARTY
William M. Reynolds

PHOTOGRAMMETRIC OFFICE (III):
Baltimore, Maryland

OFFICER-IN-CHARGE
William J. Tonkel

INSTRUCTIONS DATED (III) (IV):
(II) November 20, 1961
(III) October 21, 1962
July 26, 1963 - Amendment I

METHOD OF COMPILATION (III):
Kelsh Plotter

MUSCRIPT SCALE (III):
1:10,000

STEREOSCOPIC PLOTTING INSTRUMENT SCALE (III):
1:6,000 pantographed to 1:10,000

DATE RECEIVED IN WASHINGTON OFFICE (IV):

DATE REPORTED TO NAUTICAL CHART BRANCH (IV):

APPLIED TO CHART NO.

DATE:

DATE REGISTERED (IV):

GEOGRAPHIC DATUM (III):
N. A. 1927

VERTICAL DATUM (III):

EXCEPT AS FOLLOWS:
Elevations shown as (2) refer to mean high water
Elevations shown as (5) refer to sounding datum
i.e., mean low water or mean lower low water

REFERENCE STATION (III):
Fenwick Island, 1932

LAT.: 38° 27' 04.255"

LONG.: 75° 03' 17.391"

ADJUSTED

UNADJUSTED

PLANE COORDINATES (IV):

F = 164,508.37 ft.

x = 603,628.14 ft.

STATE

ZONE

Delaware

Roman numerals indicate whether the item is to be entered by (III) field party, (III) photogrammetric office,
or (IV) Washington office.
When entering names of personnel on this record give the surname and initials, not initials only.
### DESCRIPTIVE REPORT - DATA RECORD

**FIELD INSPECTION BY (II):**  
W. M. Reynolds  
M. A. Stewart  
**DATE:**  
July-August 1962

**MEAN HIGH WATER LOCATION (III) (STATE DATE AND METHOD OF LOCATION):**  
1961 and 1962 photography and field inspection

**PROJECTION AND GRIDS RULED BY (IV):**  
A. R. Roundtree  
**DATE:**  
9/5/62

**PROJECTION AND GRIDS CHECKED BY (IV):**  
I. Y. Fitzgerald  
**DATE:**  
9/10/62

**CONTROL PLOTTED BY (III):**  
Leroy A. Senasack  
**DATE:**  
4/17/63

**CONTROL CHECKED BY (III):**  
R. F. Carr  
**DATE:**  
4/17/63

**RADIAL PLOT OR STEREOSCOPIC CONTROL EXTENSION BY (III):**  
H. P. Eichert, Washington Office  
**DATE:**  
3/22/63

**STEREOSCOPIC INSTRUMENT COMPILATION (III):**  
Lowell O. Neterer  
**PLANIMETRY DATE:**  
5/9/63

**CONTOURS DATE:**  

**MANUSCRIPT DELINEATED BY (III):**  
Lowell O. Neterer  
**DATE:**  
Inapplicable

**SCRIBING BY (III):**  
R. F. Carr  
**DATE:**  
7/23/63

**PHOTOGRAFOMETRIC OFFICE REVIEW BY (III):**  
J. Cregan  
**DATE:**  
11/1/63

**REMARKS:**  
E. L. Rolle  
**DATE:**  
11/1/63
**DESCRIPTIVE REPORT - DATA RECORD**

**CAMERA (KIND OR SOURCE) (III):**

S and W cameras

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<th>DATE</th>
<th>TIME</th>
<th>SCALE</th>
<th>STAGE OF TIDE</th>
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<td>0.4 ft. above MLW</td>
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<td>61-S-9097 thru 9099</td>
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<td>May 24, 1962</td>
<td>1005</td>
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**TIDE (III)**

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<th>REFERENCE STATION:</th>
<th>Sandy Hook, N. J.</th>
<th>RATIO OF RANGES</th>
<th>MEAN RANGE</th>
<th>SPRING RANGE</th>
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<td>SUBORDINATE STATION:</td>
<td>Fenwick Island Light, Del.</td>
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**WASHINGTON OFFICE REVIEW BY (IV):**

Leo F. Beugnet, Atlantic Marine Center September 1966

**NUMBER OF TRIANGULATION STATIONS SEARCHED FOR (II):** 12

**NUMBER OF BMIS) SEARCHED FOR (III):** 0

**NUMBER OF RECOVERABLE PHOTO STATIONS ESTABLISHED (III):** 1

**NUMBER OF TEMPORARY PHOTO HYDRO STATIONS ESTABLISHED (III):** None

**REMARKS:** Station SHORAN, 1956 was identified prior to its being destroyed by the coastal storm of March 6 and 7, 1962.
<table>
<thead>
<tr>
<th>Compilation Record</th>
<th>Compilation Date</th>
<th>Remarks</th>
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<tbody>
<tr>
<td>Compilation complete</td>
<td>June 1963</td>
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</table>
SUMMARY TO ACCOMPANY
DESCRIPTIVE REPORT T-12074

Shoreline map T-12074 is one of twenty-one similar maps in this project. It covers a part of Assawoman Bay and the greater part of Little Assawoman Bay.

The primary purpose of the project was to provide shoreline for the Bureau's nautical chart program and special charts for the State of Maryland, Department of Tidewater Fisheries.

Field operations preceding compilation included recovery and identification of horizontal control, field inspection, selection of landmarks for charts and location of fixed aids to navigation.

The kelsh compilation was at 1:10,000 scale using the panchromatic photography and bridging passpoints established by aerotriangulation.

The manuscript is a vinylite sheet 3 3/4' in latitude by 6 1/2' in longitude which was scribed and reproduced on cronaflex. One cronar positive and one cronar negative are provided for record and registry.
FIELD INSPECTION REPORT
MAPS T-12074 THROUGH T-12078
PROJECT PH-6103

2. Areal Field Inspection.
These five maps are located along the eastern shores of Delaware and Maryland. The land areas of the maps consists of the northern end of Assateague Island, Fenwick Island northward from Ocean City Inlet to latitude 38° 30' and the mainland along the westerly sides of Assawoman, Little Assawoman and Isle of Wight Bays. The area is a tourist resort, especially for the area northward along the outside coast, from Ocean City Inlet to the project limits. A small amount of truck farming is carried on along the mainland. The shallow bays are used mainly by local clam, crab and oyster fishermen.

Field inspection is believed complete and was performed on the following photographs; 61S9045 through 61S9052, 61S9094 through 61S9099, 61S9287, 61S9288, 62S3145 through 62S3158, and 62W4366 through 62W4368. No items were deliberately left for field edit.

The photography was of good quality and no difficulty was encountered in their interpretation in the field.

3. Horizontal Control.
All Coast and Geodetic Survey Stations were searched for. Control was identified in accordance with a specially prepared copy of the project diagram. Two stations, Concrete Observation Tower 1961 and Ocean City Light 1962 were established by three point fix. Concrete Observation Tower 1961 is located just north of the project limits. Ocean City Light 1962 is located in map T-12078. Angle closures for the establishment of the stations were satisfactory.

The following stations were reported lost;

T-12074
Fenwick Island Life Saving
Station Tower 1909
Kirkkins Hotel Chimney 1909
Rodgers 2 1909
Hydro 1956
Shoran 1956

T-12076
Horse 1929
Howard 1909
Pow 1929
Reedy 1909
South Hammock 1909
Wight 2 1909

T-12078
Buffington Windmill 1908, Collier 1908, Concrete House Northeast Corner 1929, Convent Water Tower 1908, Gantt 1908,
Gull 1908, Hamilton 1908, Harmon 1908, Keyser 1934, Ocean 1908,
Ocean City Water Tower 1908, and Thorofare 1908.
4. **Vertical Control.**

Six tidal bench marks were searched for and four were recovered. The recovered bench marks are Ocean City Tidal Bench Marks 4(1929), 6(1931), 8(1931) and 9(1931). All marks were established by this bureau and are located in map T-12078.

5. **Contours and Drainage.**

Contours are inapplicable.

Drainage is self-evident from the photographs.

6. **Woodland Cover.**

Woodland cover was inspected and has been classified on the photographs.

7. **Shoreline and Alongshore Features.**

Shoreline along the westerly sides of the bays was inspected by skiff and has been indicated on the 1961 photographs.

The shoreline along the outside beaches was located by measurement from identifiable photo points. These photographs were taken after the severe storm of March 6 and 7, 1962. These measurements do not fit any certain berm line on the photographs. In some cases the measurement falls out in the water and in others it ends on what appears to be sand beach. This is caused by considerable work having been done on the beach since the photographs were taken. The shoreline around the south jetty at Ocean City Inlet has been changed by dredging since the 1962 Photography. The ship HYDROGRAPHER did new hydrography around Ocean City Inlet in May 1962. A manuscript of map T-12078 was furnished for location of the hydro signals. The shoreline changes were located by sextant angles and distances from the hydro signals and plotted on the manuscript. These hydro had been located by traverse from triangulation stations. The compiler can use this information in correcting the map.

The inside shoreline was changed little from the storm. It has been correctly indicated on the 1962 photographs.

The 1962 photography as furnished the field party ended about two miles south of the project limits. The shoreline and interior inspection was completed on the 1961 photographs. There will probably be small discrepancies in the delineation of the inshore limits of marsh since the storm pushed sand over areas which were previously marsh. These discrepancies are of no significant value and can be corrected by the compiler if 1962 photographs are available in the office.

The low water line was not located.

There are no bluffs or cliffs.

All docks, piers, wharves or landings have been indicated on the photographs.

Shore ends of submarine cables have been indicated on the photographs.

All other shoreline structures have been clarified.
8. Offshore Features.
The large shoal areas in Isle of Wight Bay are obvious from an examination of the photographs.

9. Landmarks and Aids.
Landmarks for nautical charts and fixed aids to navigation are adequately covered by Form 567.

Boundaries were excluded according to the project instructions.
The north city limit line for Ocean City, Maryland has been indicated on photograph 62S3152. The corporate limit line turns south and follows the mean low water line of the bay and ocean until it closes on its' self.

11. Other Control.
Three previously established topographic stations were recovered and identified. QIL (1942) 1962 was identified in map T-12075. EMSS17 (1943) 1962 was identified in map T-12076 and Hastings Windmill (1942) 1962 was identified in map T-12078.
Hydrographic control points were established by both ground and photogrammetric methods. These points were established to control the hydrography for the storm damage survey around Ocean City Inlet. This survey was completed by the ship HYDROGRAPHER during May 1962.
In addition to the above, points were identified at frequent intervals and marked with copper weld rods to provide control for Maryland Department of Tidewater Fisheries. Points were selected so that a sextant fix could be observed from any point in the bay. Prominent natural objects were also selected for some of these points. A total of 48 points were selected within these maps.

12. Other Interior Features.
All roads were inspected and have been classified in accordance with Photogrammetry Instruction No. 55.
Buildings were inspected and have been indicated in accordance with Photogrammetry Instruction No. 54.
Bridge and cable clearance measurements were not required except for the investigation of bridge ruins mapped on the Inset for nautical chart 1220. This feature is mapped incorrectly on the chart. The bridge ruins do not obstruct the channel. The correct delineation of the shoreline in this area has been indicated on photographs 61S9287 and 62S3157.
There are no airports or landing fields.

See Special Report, Geographic Names, Project Ph-6103, Chincoteague Bay, Maryland.
This report was forwarded to Washington 7/12/62.
14. Special Reports and Supplemental Data.

Letter of Transmittal dated 22 March 1962 and forwarded to Washington same date.
Manuscript of Map T-12078 used by Ship HYDROGRAPHER and kept by same in May 1962.
See item 13 this report.
Letter of Transmittal submitted with this data.

Submitted,

William M. Reynolds
Sub-unit Photo. Party 720
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<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION</th>
<th>DATUM</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</th>
<th>DATUM CORRECTION</th>
<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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<td>FENWICK ISLAND Lighthouse, 1909</td>
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<td>INITIAL MD &amp; DEL BOUNDARY, FENWICK ISLAND, Rm.No.2, 1932 pg.7</td>
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<td>ISLAND, 1909</td>
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<td>MILLERS CREEK, 1909</td>
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<td>MILLERS CREEK 2, 1929</td>
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<td>1,357,675.54</td>
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<td>Maryland coordinates from IBM readout.</td>
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1 FT = 0.3048006 METER

COMPUTED BY: LAS

DATE: April 15, 1963

CHECKED BY: RFC

DATE: April 15, 1962
21. **Area Covered**

Complete or partial coverage of the following surveys in Chincoteague Bay:
- T-12074 thru T-12086
- T-12088
- T-12089
- T-12091
- T-12092

See previous reports and sketches covering strips 7, 10, 11.

22. **Method**

Three strips were bridged and adjusted by analytic aero-triangulation, namely 13a, 13b, and 14.

The attempt was made at first to run one strip from 61S 9044 thru 9068. As the result was not satisfactory, the strip was run in two parts with an overlap of six models. This afforded a common area for comparison. In this second attempt photograph 61S 9044 was eliminated as its very short base caused a poor cantilever solution.

The bridges turned out satisfactorily as indicated by the closures in the sketch attached. Strip 13a appeared to be the stronger of the two and since the discrepancies between the two in the overlap area were small (only four points out of 57 as great as 0.3 mm at 1:10,000 scale and the majority insignificant) it was decided to accept the values from strip 13a rather than the mean of the two.

Strip 14, to the west, was needed as several models were required to complete coverage. It was run on one control point, DOWNS, 1955 Sub. Pt. "B" and five pass points from strip 13a. The adjustment was very satisfactory with closures of less than 0.2 mm at 1:10,000 scale.

23. **Adequacy of Control**

Horizontal control complied with project instructions and was adequate. The sub points for station PINE, 1934, used as
a check showed closures larger than expected (see sketch attached). Seven other triangulation points in this strip held closely. Bridging results comply with National Standards of Map Accuracy for 1:10,000.

24. Supplemental Data

None

25. Photography

Photography was adequate with regard to overlap and definition. Additional photographic coverage is needed for compilation and will be provided. No further bridging is anticipated.

Submitted by:  
Henry P. Richert

Approved by:  
Everett H. Ramey  
Chief, Aerotriangulation Sec.
**LEGEND**

- ▲ Control used in adjustment
- △ Control used as check

Closure of bridge to control shown in parenthesis ( )
31. **DELINEATION**

Delineation of the manuscript was by Kelsh plotter except for the area of Fenwick Island. This area was delineated graphically using the 1962 photography obtained after the storm of March 6 and 7, 1962 which changed the shoreline along the coast. The shoreline along the outer coast was positioned in accordance with field measurements provided by the field party.

32. **CONTROL**

Control for the Kelsh models was established by Aerotriangulation. The density and placement of the passpoints was adequate.

33. **SUPPLEMENTAL DATA**

None.

34. **CONTOURS AND DRAINAGE**

Inapplicable.

35. **SHORELINE AND ALONGSHORE DETAIL**

The shoreline inspection was complete and was delineated according to the field inspection notes. See Item 31.

36. **OFFSHORE DETAILS**

No offshore details requiring investigation by a hydrographic party were noted during the course of compilation.

37. **LANDMARKS AND AIDS**

There is one fixed aid to navigation and one landmark within the limits of this survey. These have been reported on Form 567.
38. **CONTROL FOR FUTURE SURVEYS**

No control for future surveys was established.

39. **JUNCTIONS**

A satisfactory junction was made with T-12075 and T-12076 on the south. There is no contemporary survey on the west and the Atlantic Ocean is on the east. On the north a junction was made with T-12134, an unreviewed, unclassified special purpose manuscript that was limited to the shores of Fenwick Island. A small change in the MHWL along the barrier beach was noted.

40. **HORIZONTAL AND VERTICAL ACCURACY**

No accuracy tests were made.

46. **COMPARISON WITH EXISTING MAPS**

Comparison was made with USGS ASSAWOMAN BAY, MD.-DEL. quadrangle, 1:24,000 scale, edition of 1942, revised 1946. The two surveys are in good general agreement.

47. **COMPARISON WITH NAUTICAL CHARTS**

Comparison was made with 1:80,000 scale charts 1219 and 1220. The charts and manuscripts are in good general agreement.

**ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY**

None.

**ITEMS TO BE CARRIED FORWARD**

None.

Approved and Forwarded:

[J. Bull, CAPT]
Director, Atlantic Marine Center

For: E. L. Rolle
Cartographer (Photo)
| Geographic Names |
|-----------------|-----------------|
| Atlantic Ocean  | Lighthouse Cove |
| Bayville        | Little Assawoman Bay |
| Bayville Gut    | Lone Cedar Point |
| Bennett Point   | Marsh Island    |
| Big Island      | Marsh Narrows   |
| Carey Branch    | Maryland Beach  |
| Cherry Bush Island | Miller Creek  |
| Conch Point     | Miller Neck     |
| Corn Hammock    | Oak Island      |
| Daisy Marsh     | Old Inlet Point |
| Dirickson Creek | Oyster Pond     |
| Dirickson Neck  | Pio Pen Creek   |
| Drum Creek      | Point of Cedars |
| Drum Point      | Point of Ridge  |
| Evans Creek     | Porpoise Pond   |
| Fenwick Ditch   | * Reedy Island  |
| Fenwick Island  | Rich Island     |
| Georgetown Branch | Roy Creek    |
| Goose Pond      | Seal Island     |
| Grays Creek     | Swan Gut        |
| Grays Neck      | The Narrows     |
| Joe's Gut       | Tubes Cove      |
| Johnson         | Williamsville   |
| Johns Hammock   | Yellow Banks    |
| Laws Point      |                 |

* There are two different islands by this name on USGS quadrangle: Assawoman Bay, MD-DE.
49. NOTES FOR THE HYDROGRAPHER

There were no contemporary hydrographic surveys scheduled in the area of this manuscript at the time of completion of the map.
## PHOTOGRAMMETRIC OFFICE REVIEW

**T-80069  12074**

<table>
<thead>
<tr>
<th>1. PROJECTION AND GRIDS</th>
<th>2. TITLE</th>
<th>3. MANUSCRIPT NUMBERS</th>
<th>4. MANUSCRIPT SIZE</th>
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<td>E. L. Rolle</td>
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### CONTROL STATIONS

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<th>6. RECOVERABLE HORIZONTAL STATIONS OF LESS THAN THIRD-ORDER ACCURACY (Topographic stations)</th>
<th>7. PHOTO HYDRO STATIONS</th>
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### BENCH MARKS

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<th>9. PLOTTING OF SEXTANT FIXES</th>
<th>10. PHOTOGRAMMETRIC PLOT REPORT</th>
<th>11. DETAIL POINTS</th>
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### ALONGSHORE AREAS (Nautical Chart Data)

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<th>13. LOW-WATER LINE</th>
<th>14. ROCKS, SHOALS, ETC.</th>
<th>15. BRIDGES</th>
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### PHYSICAL FEATURES

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<th>17. LANDMARKS</th>
<th>18. OTHER ALONGSHORE PHYSICAL FEATURES</th>
<th>19. OTHER ALONGSHORE CULTURAL FEATURES</th>
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### WATER FEATURES

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<th>20. WATER FEATURES</th>
<th>21. NATURAL GROUND COVER</th>
<th>22. PLANETABLE CONTOURS</th>
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### SURVEY FEATURES

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<th>23. STEREOSCOPIC INSTRUMENT CONTOURS</th>
<th>24. CONTOURS IN GENERAL</th>
<th>25. SPOT ELEVATIONS</th>
<th>26. OTHER PHYSICAL FEATURES</th>
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### MISCELLANEOUS

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<th>34. JUNCTIONS</th>
<th>35. LEGIBILITY OF THE MANUSCRIPT</th>
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### DISCREPANCY OVERLAY

<table>
<thead>
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<th>36. DISCREPANCY OVERLAY</th>
<th>37. DESCRIPTIVE REPORT</th>
<th>38. FIELD INSPECTION PHOTOGRAPHS</th>
<th>39. FORMS</th>
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</table>

### REVIEWER

For:  [Signature]

### REMARKS

42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

**COMPILED BY:**  [Signature]  **SUPERVISOR:**  [Signature]

43. **REMARKS**

Manuscript was not field edited.
FIELD EDIT REPORT
T-12074

The maps in this project were not field edited.
61. GENERAL STATEMENT

See summary accompanying Descriptive Report.

62. COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS

Comparison was made with Registered Survey T-8100, 1:19,680 scale. The major changes in the MHML have been shown on the comparison print.

Map T-12074 supersedes the prior registered survey and should be used for future nautical chart construction.

The two surveys are in good general agreement except for the MHML along the coast where normal erosion plus the storm of March 6 and 7, 1962 has moved it to the westward.

64. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS

There are no contemporary hydrographic surveys within the area of this map.

65. COMPARISON WITH NAUTICAL CHARTS

Comparison was made with chart 1220, 1:80,000 scale, 12th edition, November 1, 1965 and with chart 1219, 1:80,000 scale, 18th edition, June 8, 1964 revised May 3, 1965. Because of the difference in scale, between the charts and manuscript, only a visual comparison was made. The following differences were noted:

An overhead power cable over Fenwick Ditch, latitude 38°27'10" longitude 75°03'54" is not shown on the charts.

New small boat harbors in the area of Marsh Island, latitude 38°27.6' longitude 75°03.4' are not shown on chart 1220.

A steel tower, 211 feet high, at latitude 38°28'24.55" longitude 75°03'03.79" is not shown on either chart.

Comparison Print was discarded - of no permanent value.
A submerged wreck, outside of the limits of this map and beyond limits of photography, at latitude 38°27.5', longitude 75°00.8' is shown on chart 1219 but not on chart 1220.

66. **ADEQUACY OF RESULTS AND FUTURE SURVEYS**

This survey complies with instructions and meets the National Standard of Map Accuracy.

Future surveys should check for changes in the MEWL along the outer coast.

Reviewed by:

[Signature]

Approved by:

[Signature]

J. Bull, CAPT
Director, Atlantic Marine Center

[Signature]

Chief, Cartographic Branch

Chief, Chart Division

Chief, Operations Division

[Signature]

Jack E. Hust
Chief, Photogrammetry Division
NOTES TO VERIFIER

There are no contemporary hydrographic surveys in this area.

The following photographs were examined during final review:

61-S-9097 thru 9099
61-S-9044 thru 9047
62-W-4365 thru 4368
62-W-3801 and 3802
NonFloating Aids or Landmarks for Charts

Norfolk, Virginia
12 September, 1966

I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be charted on the charts indicated.

The positions given have been checked after listing by Leo F. Beugnet.

Joseph Steinberg
Chief of Party.

<table>
<thead>
<tr>
<th>State</th>
<th>Delaware</th>
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<tbody>
<tr>
<td>Charting Name</td>
<td>Fenwick Island Light (Fenwick Island Lighthouse, 1909)</td>
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<tr>
<td>Description</td>
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<td>Signal Name</td>
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<td>Latitude</td>
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<tr>
<td>Longitude</td>
<td>75 03</td>
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<td>Method of Location and Survey No.</td>
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<td>Date of Location</td>
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<td>Chart Affected</td>
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Prepared during Final Review

This form shall be prepared in accordance with Hydrographic Manual, Publication 26.2, Sec. 1-55, 2-39, 6-36, 7-18 to 22 inclusive, and Fig. 79. Positions of charted landmarks and nonfloating aids to navigation, if reetermined, shall be reported on this form. Revisions shall show both the old and new positions. 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.

* Tabulate seconds and meters
Norfolk, Virginia 12 September 1966

I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be charted on the charts indicated.

The positions given have been checked after listing by

Leo F. Beugnet

Prepared during Final Review

<table>
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<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDES</th>
<th>LONGITUDES</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
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<td>TOWER</td>
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<td>38 28 757 75 03</td>
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This form shall be prepared in accordance with Hydrographic Manual, Publication 20.2, Sec. 1-55, 2-39, 6-36, 7-18 to 22 inclusive, and Fig. 79. Positions of charted landmarks and non-floating aids to navigation, if redetermined, shall be reported on this form. Revisions shall show both the old and new positions. 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.

*TABULATE SECONDS AND METERS*