DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. E. Patten, Director

G. & G. SURVEY
L. & A.
DEC 23 1929
State: Delaware & Maryland
Locality:
Cape Henlopen
Lewes, Delaware to Ocean City, Maryland

1929
Chief of Party
G. C. Mattison
DESCRIPTIVE REPORT

TO ACCOMPANY

TOPOGRAPHIC SHEETS "A" AND "B"

OCEAN CITY, MARYLAND TO LEVES, DELAWARE
DESCRIPTIVE REPORT

To Accompany

Topographic Sheets "A" and "B"

Ocean City, Maryland, to Lewes, Delaware

Instructions


All the topography on these two sheets was executed by Carl F. Ehlers, Jr. H. & G. Engineer, C. & G. Survey. Due to the sudden death of Mr. Ehlers, the inking of the sheets was executed by Edward B. Brown, Jr., Deck Officer, C. & G. Survey.

The detail as shown on the penciled sheet was, generally speaking, very clear and unmistakable. There were, however, a few exceptions and some have not as yet been clarified. There are two pricked points quite close together; they are labeled "post" and "Ben", and a comparison with the hydrographic sheet will be necessary in order to determine which is "post" and which is "Ben". Both "post" and "Ben" were left in pencil. There were three cuts, apparently, to a lightship shown; but no position of the lightship was shown. These three cuts were left in pencil on the sheet (approximate Latitude \(38^\circ 47' 45"\) and Longitude \(75^\circ 01' 45"\)). All of the bridges on the sheet were shown as simple bridges and were inked accordingly; however, some of them are known to be draw bridges. Information as to the types of bridges may be had from a publication of the U. S. Engineers, "List of Bridges Over the Navigable Waters of the United States".

There has been a very marked erosion of the beach since previous surveys. The extent of this erosion has been indicated with appropriate notes near Triangulation Stations Swan 1929, Collier 1908, and Cotton Patch 1909. On some of the Triangulation Station Description Cards and Recovery Cards, shore line references are given. These references may be of assistance in controlling photographs, so there is a note in pencil on the sheets under each Triangulation Station when such a reference appears on the Description Card.

There were two magnetic meridians on each sheet, observed from Triangulation Stations Horse 1929, North 1929, Cotton Patch 1909, and Thompson 1909. Only the date was given on the meridian observed from Triangulation Station Horse 1929.

Respectfully submitted,

Edward B. Brown, Jr.

Approved: Deck Officer, C. & G. S.

Chief, Section of Field Work.
<table>
<thead>
<tr>
<th>Station and Description</th>
<th>Latitude $^\circ$</th>
<th>D.M. meters</th>
<th>Longitude $^\circ$</th>
<th>D.P. meters</th>
</tr>
</thead>
<tbody>
<tr>
<td>End (Pole)</td>
<td>38 19</td>
<td>939.1</td>
<td>75 05</td>
<td>454.0</td>
</tr>
<tr>
<td>Pur (Tower)</td>
<td>38 19</td>
<td>1572.1</td>
<td>75 05</td>
<td>216.5</td>
</tr>
<tr>
<td>Val (Chimney)</td>
<td>38 21</td>
<td>1379.5</td>
<td>75 04</td>
<td>379.0</td>
</tr>
<tr>
<td>End (East gable and green house)</td>
<td>38 26</td>
<td>1341.7</td>
<td>75 03</td>
<td>62.9</td>
</tr>
<tr>
<td>Fix (Building)</td>
<td>38 27</td>
<td>166.8</td>
<td>75 03</td>
<td>00.0</td>
</tr>
<tr>
<td>East (East gable boat house)</td>
<td>38 28</td>
<td>921.1</td>
<td>75 03</td>
<td>00.0</td>
</tr>
<tr>
<td>White (Tank)</td>
<td>38 32</td>
<td>709.6</td>
<td>75 03</td>
<td>439.4</td>
</tr>
<tr>
<td>Station and Description</td>
<td>Latitude</td>
<td>D.M.</td>
<td>Longitude</td>
<td>D.P.</td>
</tr>
<tr>
<td>-----------------------------------------</td>
<td>----------</td>
<td>---------</td>
<td>-----------</td>
<td>--------</td>
</tr>
<tr>
<td>Oit (South gable)</td>
<td>38 34</td>
<td>1512.8</td>
<td>75 03</td>
<td>748.6</td>
</tr>
<tr>
<td>Let (Tel. pole)</td>
<td>38 36</td>
<td>872.2</td>
<td>75 03</td>
<td>1051.1</td>
</tr>
<tr>
<td>How (East gable of boathouse)</td>
<td>38 38</td>
<td>33.7</td>
<td>75 03</td>
<td>1387.0</td>
</tr>
<tr>
<td>Top (Boat top)</td>
<td>38 39</td>
<td>510.2</td>
<td>75 03</td>
<td>1422.7</td>
</tr>
<tr>
<td>Tow (Flagpole)</td>
<td>38 41</td>
<td>1221.5</td>
<td>75 04</td>
<td>586.1</td>
</tr>
<tr>
<td>Win (Small tank on stand)</td>
<td>38 41</td>
<td>1784.7</td>
<td>75 04</td>
<td>656.1</td>
</tr>
<tr>
<td>Red (North gable of dark red end house)</td>
<td>38 42</td>
<td>249.7</td>
<td>75 04</td>
<td>701.2</td>
</tr>
<tr>
<td>Mid (Chimney on east end of middle house of three)</td>
<td>38 42</td>
<td>910.2</td>
<td>75 04</td>
<td>810.5</td>
</tr>
<tr>
<td>Dark (Chimney on dark house)</td>
<td>38 42</td>
<td>1268.4</td>
<td>75 04</td>
<td>833.5</td>
</tr>
<tr>
<td>Flag (Flagpole)</td>
<td>38 43</td>
<td>1.1</td>
<td>75 04</td>
<td>869.9</td>
</tr>
<tr>
<td>Hot (Hotel tower)</td>
<td>38 43</td>
<td>566.0</td>
<td>75 04</td>
<td>912.6</td>
</tr>
<tr>
<td>Chim (Chimney on house)</td>
<td>38 43</td>
<td>774.1</td>
<td>75 04</td>
<td>985.5</td>
</tr>
<tr>
<td>Coast Guard Tower</td>
<td>38 45</td>
<td>1582.7</td>
<td>75 04</td>
<td>1276.5</td>
</tr>
<tr>
<td>Flagpole (on C. G. Post)</td>
<td>38 45</td>
<td>1600.3</td>
<td>75 04</td>
<td>1275.3</td>
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<tr>
<td>Pit (Wood tank)</td>
<td>38 47</td>
<td>457.4</td>
<td>75 05</td>
<td>1268.4</td>
</tr>
<tr>
<td>Stack</td>
<td>38 47</td>
<td>424.3</td>
<td>75 06</td>
<td>794.4</td>
</tr>
<tr>
<td>War (East gable)</td>
<td>38 47</td>
<td>208.9</td>
<td>75 06</td>
<td>1184.6</td>
</tr>
<tr>
<td>Oil (Tank on dock)</td>
<td>38 47</td>
<td>102.0</td>
<td>75 07</td>
<td>1081.0</td>
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</table>
DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY  
WASHINGTON  
February 18, 1930.

SECTION OF FIELD RECORDS

Report on Topographic Sheet No. 4467
Bethany Beach, Del. to Ocean City, Md.
Surveyed in 1929
Instructions dated July 1, 1929 (LYDONIA)

Chief of Party, G. C. Mattisom.

Surveyed by C. F. Ehlers.

Inked by E. H. Brown, Jr.

1. All houses should be solid black, and names in pencil should be inked.

2. The junctions with the previous surveys are satisfactory.

3. The survey conforms to the requirements of the specific instructions, but additional roads and other details would have made it more useful as ground control for the contemplated aerial survey.

4. No additional surveying is required.

5. This sheet shows a shrinkage in the projection of .009 and the companion sheet, 4468, has a shrinkage of .007. This excessive shrinkage is probably due to the fact that the projections were constructed in the Washington Office. This appears to indicate that the customary practice of making the projections in the field should be adhered to.


Approved:

C. H. Green
Chief, Section of Field Records (Charts)

[Signature]
Chief, Section of Field Work (H. & T.)

[Signature]
Chief, Chart
DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
WASHINGTON February 18, 1930.

SECTION OF FIELD RECORDS

Report on Topographic Sheet No. 4468
Surveyed in 1929

Instructions dated July 1, 1929 (LYDONIA)

Chief of Party, G. C. Mattison.

Surveyed by C. F. Ehlers.

Inked by E. B. Brown, Jr.

1. All small houses should be solid black. The large buildings east of Lewes should be section lined. Names in pencil should be inked.

2. A comparison with T. 2633 shows that the irregular line inside of the shoreline at North Range is a road. As it is likely to be mistaken for a creek it should be erased, or it should be shown as a road.

3. At the northwestern end of the sheet, the shoreline has receded 60 meters since the survey in 1862. A resurvey to the northwestward is desirable.

4. In Rehoboth Bay and Indian River Bay the new shoreline joins with the old (T. 226, 1845). In view, however, of the fact that the shoreline has changed in these bays as much as 200 meters, and the old survey is so antiquated, a resurvey should be made of both bays.

5. The junctions with the previous surveys are satisfactory.

6. The survey conforms to the requirements of the specific instructions, but additional roads and other details would have made it more useful as ground control for the contemplated aerial survey.

7. Reviewed by E. P. Ellis, February, 1930.

Approved:

[Signatures]

Chief, Section of Field Records (CHARTS)

Chief, Division of Hydrography and Topography

Chief, Section of Field Work (H. & T.)

Chief, Division of Charts
DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field Letter "A"

REGISTER NO. 4467

State Maryland and Delaware

General locality East Coast,
   Vicinity of Bethany Beach, Del., to Ocean City, Md.

Locality Ocean City, Md., to vicinity of Bethany Beach, Del.

Scale 1:20,000 Date of survey July-November 1929

Vessel Lydoria

Chief of Party C. C. Mattison

Surveyed by C. F. Ehlers

Inked by E. B. Brown, Jr.

Heights in feet above to ground to tops of trees

Contour Approximate contour Form line interval feet

Instructions dated July 3 1929

Remarks Mr. Ehlers died suddenly while engaged on this project. Sheets were inked at Washington Office in the Section of Field Work. Field work was practically completed at time of Mr. Ehlers' death.
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field Letter: "E"

REGISTER NO. 4468

State: Delaware

General locality: East Coast, Cape Henlopen, Lewes, Del. to Vicinity of Bethany Beach

Locality: Vicinity of Bethany Beach to Lewes, Delaware

Scale 1:20,000 Date of survey: July-November, 1929

Vessel: LYDONIA

Chief of Party: C. C. Mattison

Surveyed by: C. F. Ehlers

Inked by: E. B. Brown, Jr.

Heights in feet above to ground to tops of trees

Contour Approximate contour Form line interval feet

Instructions dated: July 1, 1929

Remarks: Mr. Ehlers died suddenly while engaged on this project.

Sheets were inked at the Washington Office in the Section of

Field Work.

Field work was practically completed at time of Mr. Ehlers' death.