

5344

U. S. COAST & GEODETIC SURVEY
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DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Air Photo
Topographic
Hydrographic

Sheet No. 5344

State Maryland

LOCALITY

Chesapeake Bay

South River

~~Long Point area of Annapolis~~

Project No. HT 175

1935

CHIEF OF PARTY

J.C. Partington Jr. N. & G.E.

U. S. GOVERNMENT PRINTING OFFICE: 1934

5344

Partially applied to Ckt. 566. July 1939 D. S. S.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

AIR PHOTO
TOPOGRAPHIC TITLE SHEET

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

Field No. 5344

REGISTER NO. T-5344.

State Maryland

General locality Chesapeake Bay

Locality South River - Camp Barolo Area - 2 miles inland County

Locality	Date of Photographs	April 28	1934
Scale 1:10,000	Date of survey	January 28	1935

Vessel Photo Compilation Party # 25

Reviewed and recommended for approval
Chief of party Lieut. (i.g.) J.C. Partington, January 29, 1935

Photographs plotted by _____
 Surveyed by R.D. Cross & S.M. Stoler Oct. 26, 1934

Inked by J.F. Burns January 28, 1935

Heights in feet above_____to ground to tops of trees

Contour, Approximate contour, Form line interval.....feet

Instructions dated March 14, 1934

Remarks: Compilation of aerial photographs;
Nos. 125-126; 155-156; 198-203; 504-516

✓

on

SHEET, FIELD NO. 5344, REG. NO. T-5344.

425 to 426

455 to 456

PHOTOS. NO. 498 to 503

504 to 516

DATE OF PHOTOGRAPHS April 28, 1934

11:20 A.M. - 1:00 P.M.

DATE _____

TO

BY

FROM

ROUGH RADIAL PLOT E.C. Broadwell & S.M. Stoler 9-17-34 10- 1-34

SCALE FACTOR(1.034) E.C. Broadwell & S.E. Stoler 9-17-34 10- 1-34

SCALE FACTOR CHECKED *R.D. Cross* 9-22-34 10- 2-34

PROJECTION *J.W. Seeley* 8-10-34 8-10-34

PROJECTION CHECKED R. D. Cross 8-10-34 8-10-34

CONTROL PLOTTED *J.W. Seager* 8-13-34 8-13-34

CONTROL CHECKED R.D. Cross 8-14-34 8-14-34

TOPOGRAPHY TRANSFERRED *J.F. Burns* 11-26-34 11-27-34

TOPOGRAPHY CHECKED R.D. Cross 11-27-34 11-27-34

SHOOTING RADIAL LINE PLOT *W.C. Cross* R.D. Cross & S.M. Stoler 10- 8-34 10-26-34

RADIAL LINE PLOT CHECKED *J.C. Partington* 10-26-34 10-27-34

DETAIL INKED J.F. Burns 11-27-34 1-28-35

AREA OF DETAIL INKED 18.56 sq. Statute Miles (Land Area)

AREA OF DETAIL INKED .02 sq. Statute Miles (Shoals in Water Area)

LENGTH OF SHORELINE (more than 200 m. from nearest opposite shore)

13.4 Statute Miles

LENGTH OF SHORELINE (rivers and sloughs less than 200 m. wide)

14.6 Statute Miles

LENGTH OF STREETS, ROADS, TRAILS, R.R., etc. 112.95 Statute Miles

GENERAL LOCATION Maryland, Chesapeake Bay

LOCATION South River, and ~~Cerro Parole~~ Areas of Arica, Antofagasta, and

DATUM North American 1927

STATION Works 1933 Latitude $38^{\circ} 59' 09.312'' = 287.2 \text{ m.}$

(Field Computation) Longitude $76^{\circ} 33' 48.048'' = 1156.5 \text{ m.}$

PROJECTION DIAGRAM

SHEET NO. 5344

Scale = 1:10,000

Scale Factor = 1.034

Distances multiplied by scale factor are given in red.

- - - -

	76° 35'	34'	33'	32'	31'	76° 30'
39° 00'	4478.7	2985.8	1492.9	1492.9	2985.8	39° 00'
	4331.4	2887.6	1443.8	1443.8	2887.6	
				5739.3 5550.6		
59'	4479.7	2986.5	1493.2	1493.2	2986.5	59'
	4332.4	2888.3	1444.1	1444.1	2888.3	
				3826.2 3700.4		
58'	4480.7	2987.2	1493.6	1493.6	2987.2	58'
	4333.4	2889.0	1444.5	1444.5	2889.0	
				1913.1 1850.2		
57'	4481.9	2987.8	1493.9	1493.9	2987.8	57'
	4334.5	2889.6	1444.8	1444.8	2889.6	
				1913.1 1850.2		
56'	4482.9	2988.6	1494.3	1494.3	2988.6	56'
	4335.5	2890.3	1445.2	1445.2	2890.3	
				3826.2 3700.4		
38° 55'	4483.9	2989.3	1494.6	1494.6	2989.3	38° 55'
	4336.5	2891.0	1445.5	1445.5	2891.0	
				5739.3 5550.6		
54'	4485.0	2990.0	1495.0	1495.0	2990.0	54'
	4337.5	2891.7	1445.8	1445.8	2891.7	
	76° 35'	34'	33'	32'	31'	76° 30'

Layout by J.W.S. 8-10-34
Checked by R.D.C. 8-10-34

SHEET NO. 5344

SCALE FACTOR COMPUTATIONS

Photos 425 to 433

- - -

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Measured Distance</u>	<u>Computed Distance</u>	<u>Scale Factor Meas./Comp.</u>
Center Cupola, Large White Barn, Saun- ders Point 1932		Winters 1933	4123	4037	1.021
Center Cupola, Large White Barn, Saunders Point 1932		Likes 1933	2873	2792	1.029
Center Cupola, Large White Barn, Saunders Point 1932		Island 1933	4058	3945	1.029
Island 1933		Brew 1933 *	4953	4825	1.026
Island 1933		Likes 1933	2743	2621	1.046
Island 1933		Winters 1933	5027	4874	1.031
Island 1933		Cadle 1933	1967	1878	1.047
Carr 1933		Sand 1933	1929	1858	1.038
Carr 1933		Likes 1933	2325	2235	1.040
Brew 1933 *		Winters 1933	8500	8290	1.025

Average Scale Factor = 1.033

This average scale factor is computed for the entire flight but only part of this flight (425-426) falls on the area of the sheet.

Triangulation stations marked (*) fall on this sheet.

Computed by E.C.B. 9/22/34
Checked by R.D.C.

4.

SHEET NO. 5344

SCALE FACTOR COMPUTATIONS

Photos 450 to 456

- - -

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Measured Distance</u>	<u>Computed Distance</u>	<u>Scale Factor Meas./Comp.</u>
Center Cupola, Large White Barn, Saunders Point 1932		Layo Flag Pole 1933	2364	2342	1.009
Center Cupola, Large White Barn, Saunders Point 1932		Nira 1933	2977	2943	1.011
Center Cupola, Large White Barn, Saunders Point 1932		Flagpole, Cadle Creek 1933	2418	2391	1.011
Center Cupola, Large White Barn, Saunders Point 1932		Carr 1933	2789	2744	1.016
Likes 1933		Tank, Camp Letts 1933	2745	2698	1.017
Likes 1933		Carr 1933	2256	2235	<u>1.009</u>

Average Scale Factor = 1.012

This average scale factor is computed for the entire flight but only part of this flight (455-456) falls on the tracing area of the sheet.

None of the triangulation stations above fall on this sheet.

Computed by S.M.S. 9/24/34
Checked by R.D.C.

SHEET NO. 5344

SCALE FACTOR COMPUTATIONS

Photos 474-503

- - -

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Measured Distance</u>	<u>Computed Distance</u>	<u>Scale Factor Meas./Comp.</u>
Dar 1933		Tun 1933	4795	4766	1.006
Dar 1933		New 1933	6120	6090	1.005
Dar 1933		Creek 1933	7405	7368	1.005
Dar 1933		Hop 1933	8165	8134	1.004
Dar 1933		Tobacco 1933	3174	3103	1.023
Dar 1933		Likes 1933	3788	3680	1.029
Dar 1933		Flagpole, Cad- le Creek 1933	4890	4745	1.030
Dar 1933		Letts 1933	6681	6478	1.031
Dar 1933		Brew 1933*	9747	9467	1.030
Dar 1933		Almshouse 1899 r'33*	11477	11133	1.031
Dar 1933		Hilvin 1933*	11489	11162	1.029
Almshouse 1899 r'33*		Brew 1933*	2414	2353	1.026
Almshouse 1899 r'33*		Letts 1933	4791	4657	1.029
Almshouse 1899 r'33*		Flagpole, Cad- le Creek 1933	7022	6804	1.032
Almshouse 1899 r'33*		Tobacco 1933	9005	8715	1.033
Almshouse 1899 r'33*		Tun 1933	16014	15646	1.024
Almshouse 1899 r'33*		New 1933	17594	17219	1.022
Almshouse 1899 r'33*		Creek 1933	18826	18449	1.020
Almshouse		Hop 1933	19445	19079	1.019

(cont'd)

6. ✓
SHEET NO. 5344

SCALE FACTOR COMPUTATIONS

Photos 474-503
(cont'd)
- - -

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Measured Distance</u>	<u>Computed Distance</u>	<u>Scale Factor Meas./Comp.</u>
Tobacco 1933		Tun 1933	7931	7834	1.012
Tobacco 1933		Likes 1933	3794	3655	1.038
Tobacco 1933		Hop 1933	10492	10413	1.008
Tobacco 1933		Brew 1933*	7730	7492	1.032
Tun 1933		Hop 1933	5330	5326	<u>1.000</u>

Average Scale Factor = 1.022

This average scale factor is computed for the entire flight but only part of this flight (498-503) falls on the tracing area of the sheet.

Triangulation stations marked (*) fall on this sheet.

Computed by S.I.S. 10/1/34
Checked by R.D.C.

SHEET NO. 5344

SCALE FACTOR COMPUTATIONS

- - -

<u>Flight</u>	<u>Scale Factor</u>
425-433	1.033
450-456	1.012
474-503	<u>1.022</u>
Average Scale Factor	1.022

Even tho the average scale factor for this sheet was 1.022, the scale factor used for the projection for this sheet was 1.034. This was done in order to correspond with adjoining sheets and in order that the smooth radial plot might be run all the way through the flight by joining the different sheets on which the photos of the long flights fell.

SHEET NO. 5344

CONTROL DATA

	North American Datum				1927 Datum	x Scale Factor
	°	'	"	m.	m.	m.
Addison 1933	38	57	28.944	892.5	(968.7) 881.5 (779.4)	(1001.6) 911.5 (826.6)
	76	34	26.637	641.4	645.4	667.3
Almshouse 1899 r'33	38	56	28.017	864.0	(997.3) 853.0 (1030.9)	(1031.2) 882.0 (1066.0)
	76	32	17.032	410.2	414.2	428.3
Annapolis, St. Annes Church Spire 1898 r'32	38	58	42.346	1305.7	(555.5) 1294.7 (582.7)	(574.4) 1338.7 (602.5)
	76	29	35.633	857.8	861.8	891.0
Bear 1933 *	38	57	48.125	1484.0	(377.2) 1473.0 (542.8)	(390.0) 1523.1 (561.3)
	76	35	37.293	897.9	901.9	932.6
Beard 1933	38	56	58.511	1804.3	(56.9) 1793.3 (1367.4)	(58.8) 1854.3 (1413.9)
	76	34	03.064	73.8	77.8	80.4
Boyd 1933	38	57	15.691	483.9	(1377.4) 472.9 (1360.1)	(1424.2) 489.0 (1406.3)
	76	34	03.350	80.6	84.6	87.5
Brew 1933	38	55	32.074	989.1	(872.2) 978.1 (1186.0)	(901.9) 1011.4 (1226.3)
	76	31	10.607	255.5	259.5	268.3
Broad 1933	38	57	33.760	1041.0	(820.2) 1030.0 (485.6)	(848.1) 1065.0 (502.1)
	76	34	39.666	955.0	959.0	991.6
Brown 1933	38	57	10.152	313.1	(1548.2) 302.1 (1224.7)	(1600.8) 312.4 (1266.3)
	76	33	08.974	216.1	220.1	227.6
Central Peak of roof, Post Grad- uate School, U.S. Naval Academy 1932	38	59	17.71	546.1	(1315.1) 535.1 (264.1)	(1359.8) 553.3 (273.1)
	76	29	48.86	1175.9	1179.9	1220.0

* Falls beyond limits of compilation shown. (cont'd)

SHEET NO. 5344

CONTROL DATA (cont'd)

	North American Datum				1927	x Scale
	°	'	"	m.	Datum m.	Factor m.
Chimney, large grey house, Turk- ey Point 1932	38	54	30.01	925.4	(935.8) 914.4	(967.6) 945.5
	76	29	42.83	1032.0	(409.7) 1036.0	(423.6) 1071.2
East Chimney-Red Roofed House - Glebe Creek 1933	38	56	10.82	333.7	(1527.6) 322.7	(1579.5) 333.7
	76	32	10.98	264.5	(1176.7) 268.5	(1216.7) 277.6
East Middle Chim- ney Brick House - 1933	38	57	05.88	181.3	(1679.9) 170.3	(1737.0) 176.1
	76	32	46.37	1116.6	(324.2) 1120.6	(335.2) 1158.7
Edge 1933	38	57	03.340	103.1	(1758.2) 92.1	(1818.0) 95.2
	76	33	35.645	858.3	(582.5) 862.3	(602.3) 891.6
Ferry 1933	38	56	45.254	1395.5	(465.8) 1384.5	(481.6) 1431.6
	76	31	57.148	1376.2	(65.0) 1380.2	(67.2) 1427.1
Field 1903 r'32	38	59	45.861	1414.2	(447.0) 1403.2	(462.9) 1450.9
	76	29	38.191	919.0	(521.1) 923.1	(538.8) 954.5
Fire Lookout (Finial) 1932	38	56	05.96	183.8	(1677.4) 172.8	(1734.4) 178.7
	76	30	04.97	119.7	(1321.5) 123.7	(1366.4) 127.9
Flag Pole, Ferry Point 1933	38	56	44.17	1362.0	(499.2) 1351.0	(516.2) 1396.9
	76	31	56.54	1361.6	(79.4) 1365.6	(82.1) 1412.0
Glebe 1933	38	55	56.995	1757.5	(103.7) 1746.5	(107.2) 1805.9
	76	31	43.279	1042.5	(399.0) 1046.5	(412.6) 1082.1
Glen 1933 †	38	57	40.508	1249.1	(612.1) 1238.1	(632.9) 1280.2
	76	35	21.199	510.4	(930.3) 514.4	(961.9) 531.9

(cont'd)

† Falls beyond limits of compilation shown.

SHEET NO. 5344
CONTROL DATA (Cont'd)

	North American Datum				1927 Datum	x Scale Factor
	°	'	"	m.	m.	m.
Harness 1933	38	55	55.600	1714.4	(146.7) 1703.4	(151.7) 1761.3
	76	30	57.792	1392.0	(49.2) 1396.0	(50.9) 1443.5
High Black Stand- pipe, Annapolis 1932 r'33	38	58	43.30	1335.2	(526.0) 1324.2	(543.9) 1369.2
	76	30	11.18	269.1	(1171.4) 273.1	(1211.2) 282.4
Hipt 1932 r'33	38	55	26.395	813.9	(1047.3) 802.9	(1082.9) 830.2
	76	30	02.414	58.2	(1383.4) 62.2	(1430.4) 64.3
Isle 1933 †	38	57	35.254	1087.1	(774.1) 1076.1	(800.4) 1112.7
	76	35	34.992	842.5	(598.3) 846.5	(618.6) 875.3
Jacqueline 1932	39	00	32.403	999.2	(862.0) 988.2	(891.3) 1021.8
	76	30	11.780	283.4	(1156.4) 287.4	(1195.7) 297.2
Jenks 1933	38	57	29.786	918.5	(942.7) 907.5	(974.8) 938.4
	76	34	58.350	1405.0	(35.7) 1409.0	(36.9) 1456.9
Lamp 1933	38	56	58.017	1788.9	(72.2) 1777.9	(74.6) 1838.3
	76	33	25.332	610.0	(831.0) 614.0	(859.2) 634.9
Larramore 1899 r'33	38	57	06.404	197.5	(1663.7) 186.5	(1720.3) 192.8
	76	33	44.824	1079.4	(361.4) 1083.4	(373.7) 1120.2
Middle Chimney Yellow House 1933	38	57	08.67	267.4	(1593.9) 256.4	(1648.1) 265.1
	76	32	14.12	340.0	(1100.8) 344.0	(1138.2) 355.7
Milvin 1933	38	56	28.785	887.6	(973.6) 876.6	(1006.7) 906.4
	76	31	33.371	803.7	(637.4) 807.7	(659.1) 835.2

(cont'd)

† Falls beyond limits of compilation as shown.

SHEET NO. 5344
CONTROL DATA (cont'd)

	North American Datum				1927 Datum	x Scale Factor
	°	'	"	m.	m.	m.
North Gable Fleet House 1933	38	56	23.29	718.2	(1143.0) 707.2	(1181.9) 731.2
	76	32	15.16	365.1	(1076.1) 369.1	(1112.7) 381.6
North Gable of House Aberdeen Cr. 1933	38	56	31.98	986.4	(874.8) 975.4	(904.5) 1008.6
	76	31	27.02	650.7	(790.5) 654.7	(817.4) 677.0
Poplar 1933	38	57	03.494	107.8	(1753.5) 96.8	(1813.1) 100.1
	76	32	46.735	1125.4	(315.4) 1129.4	(326.1) 1167.8
Porter 1933	38	57	50.047	1543.3	(317.9) 1532.3	(328.7) 1584.4
	76	35	11.027	265.5	(1175.3) 269.5	(1215.3) 278.7
Simmon 1933	38	57	21.449	661.3	(1199.9) 650.3	(1240.7) 672.4
	76	33	36.381	876.0	(564.8) 880.0	(584.0) 909.9
Siren on Bridge House - South River Bridge 1933	38	57	05.18	159.8	(1701.5) 148.8	(1759.4) 153.8
	76	33	20.12	484.5	(956.3) 488.5	(988.8) 505.1
St. Johns College 1898 r'32	38	58	53.567	1651.7	(209.5) 1640.7	(216.6) 1696.5
	76	29	29.945	720.8	(719.7) 724.8	(744.2) 749.4
Tallest White windmill 1932	38	55	49.21	1517.5	(343.7) 1506.5	(355.4) 1557.7
	76	29	31.44	757.3	(684.2) 761.3	(707.5) 787.2
Tall Windmill (near tank) 1932	38	55	58.50	1804.0	(57.2) 1793.0	(59.1) 1854.0
	76	29	42.15	1015.2	(426.3) 1019.2	(440.8) 1053.9
View 1933	38	57	13.228	407.9	(1453.3) 396.9	(1502.7) 410.4
	76	34	21.243	511.5	(929.3) 515.5	(960.9) 533.0

(cont'd)

SHEET NO. 5344

CONTROL DATA (cont'd)

	North American Datum				1927	x Scale
	°	'	"	m.	Datum m.	Factor m.
Water tank (finial) 1932	38	54	12.97	400.0	(1461.2) 389.0	(1510.9) 402.2
	76	29	59.82	1441.4	(0.4) 1445.4	(0.4) 1494.5
Weems 1903 & 1932	39	00	20.068	618.8	(1242.4) 607.8	(1284.6) 628.5
	76	30	26.286	632.6	(807.2) 636.6	(834.6) 658.2
West cupola, large red-roofed barn, 1932	38	55	51.61	1591.5	(269.7) 1580.5	(278.9) 1634.2
	76	29	48.50	1168.2	(273.3) 1172.2	(282.6) 1212.1
Whiff 1933	38	56	46.102	1421.6	(439.6) 1410.6	(454.5) 1458.6
	76	32	57.304	1380.0	(61.2) 1384.0	(63.3) 1431.1
White water tank (near windmill) 1932	38	55	49.97	1540.9	(320.3) 1529.9	(331.2) 1581.9
	76	29	52.63	1267.7	(173.8) 1271.7	(179.7) 1314.9
Windmill - Wilmer Estate 1933	38	56	38.69	1193.1	(668.1) 1182.1	(690.8) 1222.3
	76	32	40.15	967.0	(474.1) 971.0	(490.2) 1004.0
Works 1933 * (N.A. 1927 Datum)	38	59	09.312		(1563.1) 287.2	(1616.2) 297.0
	76	33	48.048		(287.7) 1156.5	(297.5) 1195.8

(*) Computed directly on N.A. 1927 Datum.

DESCRIPTIVE REPORT

To Accompany

PHOTO COMPILATION SHEET NO. 5344

Chesapeake Bay; South River. ~~Camp Parole Area of Anne
Arundel County~~

Instructions Dated March 14, 1934

- - - -

1. GENERAL INFORMATION:

- (a) Refer to Title Sheet.
- (b) Refer to Statistics Sheet.
- (c) No general report covering this area is available. The area extends from the $39^{\circ} 00' 30''$ parallel on the north to the $38^{\circ} 54' 15''$ parallel on the south and from approximately the $76^{\circ} 30'$ meridian on the east to the $76^{\circ} 34'$ meridian on the west. The territory included in this compilation is generally hilly, having contours up to 100 feet. The area is covered by wooded sections and a few cultivated fields. Quite a few real estate developments with a number of small summer cottages are found near the shore of the South River.

- (d) The following photographs were used in plotting this sheet:

<u>Photo Numbers</u>	<u>Flight Strip Location</u>	<u>Date</u>	<u>Time</u>	<u>Stage of Tide</u>
425 to 426	Over Selby Bay	4-28-34	11:20 AM to 1:00 PM	Low---10:28 AM High-- 3:34 PM
455 to 456	Over Turkey Point	4-28-34	11:20 AM to 1:00 PM	Low---10:28 AM High-- 3:34 PM
498 to 503	From Glebe Cr. on South River, south over the head of Rhode River	4-28-34	11:20 AM to 1:00 PM	Low---10:28 AM High-- 3:34 PM
504 to 516	From Glebe Cr. on the South River, north to Saltwork Cr. on Severn River	4-28-34	11:20 AM to 1:00 PM	Low---10:28 AM High-- 3:34 PM

- (e) Refer to Statistics Sheet.

DESCRIPTIVE REPORT

SHEET NO. 5344

- - -

2. CONTROL:(a) Sources:

The triangulation shown on the celluloid furnished sufficient control for plotting the sheet. These triangulation stations were obtained from the ~~progress~~ ^{work} sketches of the following Chiefs of Parties:

Lieut. John A. Bond South, West & Rhode Rivers 1933
 Lieut. Roland D. Horne Project No. G-113 1933
 Comdr. L.O. Colbert South & Severn River, Entrances 1932

The triangulation stations obtained from the ~~progress~~ ^{work} sketch of Lieut. Roland D. Horne were on North American 1927 Datum. All other stations were adjusted to North American 1927 Datum by applying the following correction furnished by the Washington Office: From the forward latitude position subtract eleven meters and to the forward longitude position add four meters.

(b) Errors:

No errors in control were found by photo-plot.

The following triangulation stations are plotted on the celluloid but were not used in running the radial plot because they were not tied in by the field party.

<u>Station</u>	<u>Remarks</u>
Glebe 1933	
Whiff 1933	
Isle 1933	
Simmon 1933	
White Water tank (near windmill) 1932	Picked under stereoscope.
Tall Windmill (near tank) 1932	Picked under stereoscope.
West Cupola, Large Red Roofed Barn 1932	Picked under stereoscope. (Doubtful)
Tallest White Windmill 1932	Picked under stereoscope.
Fire Lookout Tower (Finial) 1932	Picked under stereoscope.
N. Gable of House Aberdeen Creek 1933	
N. Gable Fleet House 1933	
Lamp 1933	Field party picked the wrong lamp on bridge.

(c) Discrepancies:

No discrepancy in position of any control station was found in running the plot.

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3. COMPILATION:(a) Method:

The usual radial line plot was used to determine the position of all radial points.

(b) Adjustments of plot:

No adjustment was necessary in plotting this sheet.

(c) Interpretation:

No difficulties in interpreting the photographs were encountered. The heights of bluffs as shown on the overlay sheet are the heights as estimated by the field party.
(See Review.)

(d) Information from other sources:

In tracing the northeast corner of this sheet in the vicinity of Weems Creek, Luce Creek and Cove of Cork, it was necessary to use pictures which were considerably distorted and dim. The shore line of these creeks was traced on the projection in blue ink from topographic sheet R gister No. T-2629. Then, using this blue line as a guide the pictures were inserted under the celluloid and the shore line traced as shown. All other information except names was obtained directly from the photographs.

Bridges:

The following information was obtained on January 26, 1935 from the U.S. Engineers Department at Baltimore, Md.
Both of these bridges have been rebuilt since 1927.
See Table, Next Page.

Cable Areas:

The only cable area shown on this sheet is across the South River east of the Edgewater Bridge. The position of this cable has been scaled from a photostat of topographic sheet Register No. 6031.

(e) Conflicting Names:

On the U.S. Coast & Geodetic Chart No. 1225 the name Larramore Point is given to a point at the mouth of Almshouse Creek in South River. The U.S. Geological Survey shows this same name applying to a point at the mouth of Glebe Creek. This name has been shown at both points on the overlay sheet in order to clearly show where the conflict occurs.

BRIDGES

Location		Owner	Kind	Channel Spans					Completion reported	Operating reg-ulations and closed periods used	Purpose for which bridge is used		
Mi. above mouth	Nearest town street etc.			Clear Width Normal to Channel	Clear Height	Left	Center	Right					
												W.	P.W.
5.6	South River Md. Edgewater	Anne Arundel County	Swing	70	---	70	15	13	1933 June 5	1 hr. after sunset to 1 hr. before sunrise	High-way		
2.0	Weems Creek Md. Annapolis	Anne Arundel County	Swing	28	---	28	9	6	1930	-----	High-way		

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Additional Names:

The name Selby Beach has been shown on this compilation. It is a locally used name for a small settlement on Selby Bay and we recommend the name be added to the charts.

4. COMPARISON WITH OTHER SURVEYS:

- (a) This compilation was compared with photostats of topographic sheets of the U.S. Coast & Geodetic Survey, Register Nos. 6031, 6032 and 2629. It was also compared with U.S. Geological Survey Quadrangles.
- (b) In checking the shore line this compilation was compared with the topographic sheets noted above. There are only a few small variations in shore line and these are noted below:

At the extreme northern end of Turkey Point the shore has washed away about 15 meters on the eastern side of the Point.

The marshy point at the entrance to Selby Bay has changed about 15 meters. There are also other small changes in shore line in Selby Bay and on the northern side of Mayo Point.

Small changes occur in Brewer Creek, Glebe Creek, Harness Creek, Aberdeen Creek, Crab Creek, Almshouse Creek, Warehouse Creek, Gingerville Creek, Church Creek, Luce Creek, Cove of Cork and Weems Creek. All of these changes are very small and do not require further comment.

5. LANDMARKS:

- (a) On account of recent topographic surveys in this vicinity no additional landmarks or recoverable objects were recommended in this area by the field party. Copy of Form No. 567 is enclosed.
- (b) No additional objects in this area show with sufficient prominence under the stereoscope to be recommended for landmarks.

6. RECOMMENDATIONS FOR FURTHER SURVEYS:

- (a) The compilation is believed to have a probable error of three meters in position of well defined detail of importance for charting and of 5 meters for other data.
- (b) The width of roads has been exaggerated where necessary to procure well defined lines when the sheet is reproduced. Only the houses located where they may be of value for hydrography have been shown.

DESCRIPTIVE REPORT

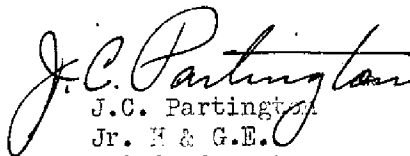
SHEET NO. 5344

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7. RECOVERABLE OBJECTS:

There are no described recoverable topographic stations
which appear on this compilation. /

Respectfully submitted,


J.C. Partington
Jr. H & G.E.
Chief of Party

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

Baltimore, Md.

JANUARY 29, 1935

DIRECTOR, U.S. COAST AND GEODETIC SURVEY:

The following determined objects are prominent, can be readily distinguished from seaward from the description given below, and should be charted:

The prominence of these objects has been checked from the water.

J.C. Partington

Chief of Party.

[illegible]

A list of objects carefully selected because of their value as landmarks as determined from seaward, together with individual descriptions, must be furnished in a special report on this form, and a copy of such report must be attached by the Chief of Party to his descriptive report.

The selection, determination, and description of these points are an important factor in the value of the chart. Landmarks selected at appropriate intervals can be clearly charted. However, when none is outstanding, a group of two or three objects may by their interrelationship provide positive identification. A group so selected should be indicated.

The description of each object should be short, but such as will clearly identify it; for example, a standpipe, elevated tank, gas tank, church spire, tall stack, red chimney, radio mast, etc. Assign numerals to landmarks to indicate: (1) Offshore, (2) inshore, (3) harbor, 1, 2, 3 would be a mark useful on all charts. Generally, flagstaves and like objects are not sufficiently permanent to chart.

U. S. GOVERNMENT PRINTING OFFICE: 1934 26379

REVIEW OF AIR PHOTO COMPILATION NO. *T-5344*.Chief of Party: *J.C. Partington*Compiled by: *J.F. Burns*.Project: *HT 175*Instructions dated: *March 14, 1934*

1. The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown on this compilation. (Par. 16a, b, c, d, e, g and i; 26; and 64)
2. Change in position, or non-existence of wharfs, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 66 g, n)
3. ~~Ground surveys by plane table, sextant, or theodolite have been used to supplement the photographic plot where necessary to obtain complete information, and all such surveys are discussed in the descriptive report. (Par. 65; and 66 d, e)~~
*No ground surveys.
See Descriptive Report Par. 3(d)*
4. ~~Blue prints and maps from other sources which were transmitted by the field party contain sufficient control for their application to the charts. (Par. 28)~~
No blue-prints or maps transmitted.
5. Differences between this compilation and contemporary plane table and hydrographic surveys have been examined and rectified in the field before forwarding the compilations to the office and are discussed in the descriptive report. ✓
6. The control and adjustment of the photo plot are discussed in the descriptive report. Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 12b; 44; and 66 c, h, i)
7. High water line on marshy ~~and mangrove~~ coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)

High water line on sand beaches, Turkey Pt. obtained from field photographs. L.B.M.

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Refer also to the pamphlet "Notes on the Compilation of Planimetric Line Maps from Five Lens Air Photographs."

8. The representation of low water lines, ~~reefs, coral reefs and~~ rocks, and legends pertaining to them is satisfactory. (Par. 36, ~~37, 38, 39, 40, 41~~)
9. ~~Recoverable objects have been located and described on Form 524 in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 59)~~
No described recoverable stations appear on this compilation.
10. A list of landmarks was furnished on Form 567 and instructions in the Director's letter of July 16, 1934, Landmarks for Charts, complied with. (Par. 16d, e, and 60)
11. All bridges shown on the compilation are accompanied by a note stating whether fixed or draw, clearance, and width of draw if a draw bridge. Additional information of importance to navigation is given in the descriptive report, (Par. 16c)
See data in Descriptive Report.
12. Geographic names are shown on the overlay tracing. The accepted local usage of new names has been determined and they are listed in the report, together with a general statement as to source of information and a specific statement when advisable. Complete discussion of place names differing from the charts and from the U. S. G. S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k) ✓
USGS Quadrangles, Relay, and Owensville compared.
13. The geographic datum of the compilation is *North American 1927* and the reference station is correctly noted. ✓
14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j) ✓
15. The drafting is satisfactory and particular attention has been given the following:
 1. Standard symbols authorized by the Board of Surveys and Maps have been used throughout ✓ except as noted in the report.
 2. The degrees and minutes of Latitude and Longi- ✓ tude are correctly marked.

3. All station points are exactly marked by fine ✓
black dots.
4. Closely spaced lines are drawn sharp and clear ✓
for printing.
5. Topographic symbols for similar features are of ✓
uniform weight.
6. All drawing has been retouched where partially ✓
rubbed off.
7. Buildings are drawn with clear straight lines ✓
and square corners where such is the case on
the ground.

(Par. 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48)

16. No additional surveying is recommended at this time.

17. Remarks:

18. Examined and approved;

J. C. Partington
Chief of Party

19. Remarks after review in office:

See following pages.

Reviewed in office by:

B. G. Jones

Examined and approved:

C. K. Green
Chief, Section of Field Records

L. O. Solbert
Chief, Division of Charts

James D. Gordon
Chief, Section of Field Work

G. H. Hude
Chief, Division of Hydrography
and Topography.

REVIEW OF AIR PHOTO COMPILATION NO. T-5344

With reference to article (c) "Interpretation" on page 15 of the descriptive report: The heights of bluffs on the South River as given below are only estimated heights and are not shown on the compilation:

Between Cedar Pt. and Mayo Pt.	15 to 20 feet
Glebe Creek	15 to 25 feet
Aberdeen Creek	15 to 20 feet
Crab Creek	10 feet
Church Creek	10 feet
Almshouse Creek	15 to 20 feet
Warehouse Creek	20 feet
Gingerville Creek	20 feet
Weems Creek	15 feet

Comparison with Other Surveys.

T-6031 (1933). See discussion on page 16 of this report. There are some changes in piers on the South shore of the South River between longitude $76^{\circ} 33'$ and $76^{\circ} 34'$. A pier is gone in approximate position latitude $38^{\circ} 56'.6$, longitude $76^{\circ} 33'.1$.

T-6032 (1933). See discussion on page 16 of this report. There are some changes in piers on Glebe Creek and the South River. Four small piers are gone since this plane table survey was made in the field, as follows:

1. Latitude $38^{\circ} 56'.05$, Longitude $76^{\circ} 32'.55$
2. Latitude $38^{\circ} 56'.07$, Longitude $76^{\circ} 32'.4$
3. Latitude $38^{\circ} 56'.1$, Longitude $76^{\circ} 32'.35$
4. Latitude $38^{\circ} 56'.2$, Longitude $76^{\circ} 32'.1$

Two piers are gone in approximate position:

1. Latitude $38^{\circ} 55'.3$ Longitude $76^{\circ} 30'.9$
2. Latitude $38^{\circ} 55'.2$ Longitude $76^{\circ} 31'.0$

A pier in Selby Bay, approximate position given is also gone: latitude $38^{\circ} 54'.5$, longitude $76^{\circ} 30'.8$.

These deductions were made after an examination of the photographs. T-6031 and T-6032 were reduced to scale for comparison. Only very small differences were found and no change was made in the compilation.

T-2394 (1899). This survey is superseded in full by this compilation which is complete in detail.

T-4679 (1932). A portion of this survey covers Turkey Point vicinity. This portion is superseded.

Names.

A complete list of names has been prepared and names as shown on the compilation will be accepted pending Mr. Bacon's decision.

The value of probable error as given on page 16 of this report is somewhat low for this compilation. It is believed that a value of about five meters of probable error in position of intersected points and five to ten meters for non-intersected points would be closer to the actual value.

Leonard A. Nelson

V.B.G. Jones

Survey No. T-5344

Chart No. 1225, ~~1224~~

Diagram No. 77.

~~C~~, Not Approved by the Division of Geographic Names, Department of Interior.

R. Referred to the Division of Geographic Names, Department of Interior.

[illegible]

Survey No. T-5344Date. Feb 9, 1935
1935

GEOGRAPHIC NAMES

Chart No. 1225, ~~1224~~Diagram No. 77

*, Approved by the Division of Geographic Names, Department of Interior.

Ø, Not Approved by the Division of Geographic Names, Department of Interior.

R, Referred to the Division of Geographic Names, Department of Interior.

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	<u>South River</u>	do			
	<u>Church Creek</u>	do			
	<u>Gingerville Creek</u>	none	U.S.G.S. "Owensville"		
	<u>Warehouse Creek</u>	none	U.S.G.S. "Owensville"		
	<u>Crab Creek</u>	do			
	<u>Aberdeen Creek</u>	do			
	<u>Glebe Creek</u>	The Glebe Creek	U.S.G.S. "Owensville"		
	<u>Brewer Creek</u>	none	U.S.G.S. "Owensville"		
	<u>Lees Wharf</u>	do			
	<u>Best gate</u>	none	U.S.G.S. "Owensville"	✓	
	<u>Parole</u>	none	✓	✓	
	<u>Defense Highway</u>	none	✓	✓	
	<u>The Generals Highway</u>	none	✓	✓	
	<u>Selby Bay</u>	do			
	<u>Selby Beach</u>	none	✓	✓	
	<u>Turkey Point</u>	do			
	<u>Mayo Point</u>	do			
	<u>Brewer Point</u>	do			
	<u>Cedar Point</u>	do			
	<u>Lorramore Point</u>	do			
	<u>Poplar Point</u>	do			
	<u>Ferry Point</u>	do			
				APPROVED NAMES UNDERLINED IN RED H.L. Flamm	