

5420

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Form 504
Rev. Dec. 1933
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Air Photo
Topographic
~~Hydrographic~~

Sheet No. 5420

State Maryland

LOCALITY
Chesapeake Bay
Back River

Project HT-175

19353

CHIEF OF PARTY
J.C. Partington Jr. H.&G.E.

~~Case 4 JFF~~
Beverly Jones
Book Division

Applied to New Comp. of Chart 545 June 30-1938 Chas R Bush

Applied to New Comp. of Chart 549 May 23-1939 Chas R Bush

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. 5420

REGISTER NO. 7-5420.

State Maryland

General locality Chesapeake Bay

Locality Back River

Date of Photographs November 16, 1933

Scale 1:10,000 Date of ~~Survey~~ Compilation May 17, 1935

~~Photo~~ Photo Compilation Party A 25

Reviewed and recommended for approval

Chief of party J.C. Partington July 15, 1935

Photographs plotted by S.M. Stoler & H.B. Cross May 17, 1935

~~Surveyed by~~ B.V. Waltrus & H.V. Sulkowski July 2, 1935

Inked by B.V. Waltrus & H.V. Sulkowski July 2, 1935

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated March 11, 1934, 19

Remarks: Compilation of aerial photographs:

nos. 122-137, 157-158, 166-173, 180-202.

* Blueprint on scale 1:9671

PROJECTION DIAGRAM

Scale = 1:10,000

Scale Factor = 1.034

Distances Multiplied by Scale Factor Are Given in Red

	33'	32'	31'	76° 30'	29'	28'	27'	26'	76° 25'	39° 20'
39° 20'	(5943.4)	(4457.6)	(2971.7)	(1485.9)	(1485.9)	(2971.7)	(4457.6)	(5943.4)		
	5748.0	4311.0	2874.0	1437.0	1437.0	2874.0	4311.0	5748.0		
						(3826.4) 3700.6				
19'	(5944.9)	(4458.6)	(2972.4)	(1486.3)	(1486.3)	(2972.4)	(4458.6)	(5944.9)		19'
	5749.4	4312.0	2874.7	1437.4	1437.4	2874.7	4312.0	5749.4		
						(1913.2) 1850.3				
18'	(5946.3)	(4459.7)	(2973.2)	(1486.6)	(1486.6)	(2973.2)	(4459.7)	(5946.3)		18'
	5750.8	4313.1	2875.4	1437.7	1437.7	2875.4	4313.1	5750.8		
						(1913.2) 1850.3				
17'	(5947.7)	(4460.8)	(2973.8)	(1486.9)	(1486.9)	(2973.8)	(4460.8)	(5947.7)		17'
	5752.1	4314.1	2876.0	1438.0	1438.0	2876.0	4314.1	5752.1		
						(3826.4) 3700.6				
16'	(5949.1)	(4461.8)	(2974.5)	(1487.3)	(1487.3)	(2974.5)	(4461.8)	(5949.1)		16'
	5753.5	4315.1	2876.7	1438.4	1438.4	2876.7	4315.1	5753.5		
	33'	32'	31'	76° 30'	29'	28'	27'	26'	76° 25'	39° 20'

Layout by R.H.Y.
Checked by J.F.B.

-STATISTICS-

on

SHEET, FIELD NO. 5420, REG. No. T-5420

122-137

157-159

Photos No. 160-173

188-202

Date of Photographs November 16, 1933; 10:15 AM to 12:00 N

	Instructions Dated March 14, 1934	DATE	
	BY	FROM	TO
ROUGH RADIAL PLOT	S.M. Stoler	9- 6-34	9-17-34
SCALE FACTOR (1.034)	S.M. Stoler	9-14-34	9-17-34
SCALE FACTOR CHECKED	<i>R.D. Cross</i> R.D. Cross	9-18-34	9-18-34
PROJECTION	<i>R.D. Cross</i> R.D. Cross	10-17-34	10-17-34
PROJECTION CHECKED	<i>W.V. Sulkowski</i> W.V. Sulkowski	10-17-34	10-17-34
CONTROL PLOTTED	<i>R.D. Cross</i> R.D. Cross	10-18-34	10-18-34
CONTROL CHECKED	<i>W.V. Sulkowski</i> W.V. Sulkowski	10-18-34	10-18-34
TOPOGRAPHY TRANSFERRED	<i>H.M. Turner</i> H.M. Turner	10-19-34	10-19-34
TOPOGRAPHY CHECKED	<i>R.D. Cross</i> R.D. Cross	10-20-34	10-20-34
SMOOTH RADIAL LINE PLOT	<i>S.M. Stoler</i> S.M. Stoler	10-23-34	10-30-34
	<i>R.D. Cross</i> R.D. Cross	12-18-34	1-11-35
	<i>J.C. Partington</i> J.C. Partington	5-10-35	5-17-35
RADIAL LINE PLOT CHECKED	<i>B.W. Waltrup</i> B.W. Waltrup	5-18-35	5-18-35
DETAIL INKED	<i>W.V. Sulkowski</i> W.V. Sulkowski	3-13-35	5-14-35
		5-15-35	7- 2-35
AREA OF DETAIL INKED	29.055 sq. Statute Miles (Land Area)		

AREA OF DETAIL INKED 0.75 sq. Statute Miles (Shoals in Water Area)

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

18.4 Statute Miles

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

26.2 Statute Miles

LENGTH OF STREETS, ROADS, TRAILS, R.R., etc. 209.1 Statute Miles

GENERAL LOCATION Chesapeake Bay, Maryland

LOCATION Back River

DATUM North American 1927

STATION Tank Essex 1934 Latitude: 39° 18' 59.828" = 1845.0m.
Longitude: 76° 28' 39.953" = 957.1m.

Field Computations.

SHEET NO. 5420

SCALE FACTOR COMPUTATIONS

Photos 107-137

- - -

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Measured Distance</u>	<u>Computed Distance</u>	<u>Scale Factor Meas./Comp.</u>
Cut Off Channel Front Range 1934		Tank Bethlehem 1934	3094	2980	1.038
Cut Off Channel Front Range 1934		Airway Beacon #60 1933	15466	14954	1.034
Cut Off Channel Front Range 1934		Bay Shore, cupola 1915	2431	2360	1.030
Cut Off Channel Front Range 1934		Large unpainted house, southwest chimney 1866	2614	2525	1.035
Cut Off Channel Front Range 1934		Bar 1934	6608	6371	1.037
Cut Off Channel Front Range 1934		Clay 1934	6499	6269	1.037
Cut Off Channel Front Range 1934		Stan 1934 *	8534	8238	1.036
Cut Off Channel Front Range 1934		Muddy 1934 *	9597	9251	1.037
Bar 1934		Bay Shore, cupola 1915	5899	5685	1.038
Bar 1934		Clay 1934	2029	1971	1.029
Bar 1934		Large unpainted house, southwest chimney 1866	4318	4159	1.038
Bar 1934		Green 1934 *	1715	1656	1.036
Bar 1934		Walnut 1934 *	3826	3679	1.040
Bar 1934		Muddy 1934 *	3030	2922	1.037
Airway Beacon #60 1933		Muddy 1934 *	6340	6158	1.030
Airway Beacon #60 1933		Green 1934 *	8721	8447	1.032

SHEET NO. 5420

SCALE FACTOR COMPUTATIONS (Cont'd)

Photos 107-137

- - - -

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Measured Distance</u>	<u>Computed Distance</u>	<u>Scale Factor Meas./Comp.</u>
Airway Beacon # 60 1933		Bar 1934	8962	8682	1.032
Airway Beacon # 60 1933		Clay 1934	9147	8856	1.033
Airway Beacon # 60 1933		Craighill Channel Rear Range Light 1934	11137	10796	1.032
Airway Beacon # 60 1933		Bay Shore, cupola 1915	14210	13734	1.035
Airway Beacon # 60 1933		Large unpainted house, southwest chimney 1866	13275	12840	1.034
Craighill Chan- nel Rear Range Light 1934		Cut Off Channel Front Range 1934	6048	5841	1.035
Airway Beacon # 60 1933		Tank Bethlehem 1934	14336	13848	1.035

Average Scale Factor = 1.035

This average scale factor is computed for the entire flight but only a portion of this flight (123-137) falls on the tracing area of this sheet.

(*) These triangulation stations fall on this sheet.

Comp. by S.M.S. 9/17/34
Checked R.D.C.

3. /

SHEET NO. 5420

SCALE FACTOR COMPUTATIONS

Photos 160-183

- - - - -

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Measured Distance</u>	<u>Computed Distance</u>	<u>Scale Factor Meas./Comp.</u>
Water Tank (highest of three) 1930		Eva 1934 *	7228	6959	1.039
Water Tank (high- est of three) 1930		Sewer 1934 *	7977	7680	1.039
Water Tank (highest of three) 1930		Wether 1934 *	7666	7376	1.039
Water Tank (highest of three) 1930		Tank Sewage Disposal Plant 1934 *	7387	7123	1.037
Water Tank (highest of three) 1930		Car 1934 *	8618	8299	1.038
Water Tank (highest of three) 1930		Stein 1934 *	8878	8552	1.038
Water Tank (highest of three) 1930		Airway Beacon #59 1933	1849	1791	1.033
Airway Beacon #59 1933		Stein 1934 *	7060	6797	1.039
Airway Beacon #59 1933		Tank Sewage Dispos- al Plant 1934 *	5598	5398	1.037
Airway Beacon #59 1933		Sewer 1934 *	6295	6066	1.038
Airway Beacon #59 1933		Eva 1934 *	5885	5677	1.037
Tank Sewage Disposal Plant 1934 *		Eva 1934 *	3226	3091	1.044
Tank Sewage Disposal Plant 1934 *		Stein 1934 *	1563	1496	1.045

4 v

SHEET NO. 5420

SCALE FACTOR COMPUTATIONS

Photos 160-183 (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>
Tank Sewage Disposal Plant 1934 *		Sewer 1934 *	1345	1293	1.040
Eva 1934 *		Stein 1934 *	4307	4127	1.044
Tank Essex 1934 *		Water Tank (high- est of three) 1930	10445	10038	<u>1.041</u>

Average Scale Factor = 1.039

This scale factor is computed for the entire flight but only part of the flight (162-173) falls on the tracing area of this sheet.

(*) Triangulation stations falling on sheet are marked (*).

Computed by S.M.S. 9/11/34
Checked by R.D.C.

5. ✓

SHEET NO. 5420

SCALE FACTOR COMPUTATIONS

Photos 184-202

- - - -

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Measured Distance</u>	<u>Computed Distance</u>	<u>Scale Factor Meas./Comp.</u>
Bay View Asylum 1863		Airway Beacon #59 1933	5947	5689	1.045
Bay View Asylum 1863		Sanford Brooks Tank 1915	3705	3549	1.044
Bay View Asylum 1863		St. Helena U.S.E. 1916	4252	4054	1.049
Bay View Asylum 1863		Chimney 1930 *	2736	2594	1.055
Bay View Asylum 1863		Wes 1930 r'34	4301	4112	1.046
Airway Beacon #59 1933		Sanford Brooks Tank 1915	4470	4333	1.032
Airway Beacon #59 1933		Wes 1930 r'34	2460	2368	1.039
Airway Beacon #59 1933		St. Helena U.S.E. 1916	1856	1787	1.039
Airway Beacon #59 1933		Chimney 1930 *	3392	3269	1.038
Wes 1930 r'34		W.E. Chimney 1930 *	848	824	1.029
Wes 1930 r'34		Chimney 1930 *	1592	1536	1.036
St. Helena U.S.E. 1916		Sanford Brooks Tank 1915	2773	2701	1.027
Chimney 1930 *		Sanford Brooks Tank 1915	2056	2006	1.025
Average Scale Factor				=	1.039

This average scale factor is computed for the entire flight but only part of the flight (188-202) falls on the tracing area of this sheet.

Triangulation stations marked (*) fall on this sheet.

Computed by S.M.S. 7/21/34
Checked by R.D.C.

SHEET NO. 5420

SCALE FACTOR COMPUTATIONS

- - -

<u>Flight</u>	<u>Average Scale Factor</u>
107 to 137	1.035
160 to 183	1.039
184 to 202	<u>1.039</u>
Average Scale Factor For Sheet= 1.038	

Scale Factor used for sheet, however, was 1.034 in order to agree with adjacent sheets.

SHEET NO. 5420

CONTROL DATA

Station	North American Datum				1927 Datum	x Scale Factor
	°	'	"	m.	m.	m.
Car 1934 * (N.A. 1927 Datum)	39	18	09.237		(1565.6) 284.7 (1087.4)	(1618.8) 294.4 (1124.3)
	76	29	14.618		350.2	362.1
Chesaco 1934 * (N.A. 1927 Datum)	39	18	23.936		(1112.3) 738.0 (730.2)	(1150.1) 763.1 (755.0)
	76	29	29.524		707.3	731.3
Chimney 1930	39	16	03.216	99.2	(1762.1) 88.2 (624.2)	(1822.0) 91.2 (645.4)
	76	32	33.798	810.2	814.2	841.9
Cox 1934 * (N.A. 1927 Datum)	39	17	33.068		(830.6) 1019.7 (86.0)	(858.8) 1054.4 (88.9)
	76	27	56.412		1351.9	1397.9
Essex 1934 * (N.A. 1927 Datum)	39	18	00.837		(1824.6) 25.7 (640.6)	(1886.6) 26.6 (662.4)
	76	28	33.267		797.1	824.2
Eva 1934 * (N.A. 1927 Datum)	39	16	50.734		(258.8) 1564.5 (54.8)	(295.5) 1617.7 (56.7)
	76	27	57.713		1383.2	1430.2
Fisher 1934 * (N.A. 1927 Datum)	39	16	36.923		(711.7) 1138.6 (828.0)	(735.9) 1177.3 (856.2)
	76	27	25.458		610.2	630.9
Green 1934 * (N.A. 1927 Datum)	39	15	44.881		(466.2) 1384.0 (1213.9)	(482.0) 1431.1 (1255.2)
	76	27	09.368		224.6	232.2
Line 1934 * (N.A. 1927 Datum)	39	18	02.359		(1777.7) 72.6 (794.1)	(1838.1) 75.1 (821.1)
	76	29	26.681		643.6	665.5
Muddy 1934 * (N.A. 1927 Datum)	39	16	48.062		(368.2) 1482.2 (978.3)	(380.7) 1532.6 (1011.6)
	76	26	19.182		459.8	475.4

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

SHEET NO. 5420

CONTROL DATA (Cont'd)

Station	North American Datum				1927 Datum	x Scale Factor
	°	'	"	m.	m.	m.
Sewer 1934 * (N.A. 1927 Datum)	39	17	43.796		(499.9) 1350.5 (33.4)	(516.9) 1396.4 (34.5)
	76	28	58.607		1404.3	1452.0
Stan 1934 * (N.A. 1927 Datum)	39	16	16.442		(1343.2) 507.0	(1388.9) 524.2
	76	27	02.199		(1385.5) 52.7	(1432.6) 54.5
Stein 1934 * (N.A. 1927 Datum)	39	18	25.488		(1064.5) 785.9	(1100.7) 812.6
	76	29	59.352		(15.6) 1421.9	(16.1) 1470.2
Tank (Elevated) Black & Yellow 1934	39	16	13.075	403.2	(1458.1) 392.2	(1507.7) 405.5
	76	32	11.456	274.6	(1159.8) 278.6	(1199.2) 288.1
Tank Essex 1934 * (N.A. 1927 Datum)	39	18	59.828		(5.3) 1845.0	(5.5) 1907.7
	76	28	39.953		(480.2) 957.1	(496.5) 989.6
Tank Sewage Disposal Plant 1934 * (N.A. 1927 Datum)	39	17	37.324		(699.4) 1150.9	(723.2) 1190.0
	76	29	51.915		(193.8) 1244.0	(200.4) 1286.3
Walnut 1934 * (N.A. 1927 Datum)	39	17	05.338		(1685.8) 164.6	(1743.1) 170.2
	76	27	06.553		(1280.9) 157.1	(1324.5) 162.4
W.E. Chimney 1930	39	15	38.866	1198.5	(662.8) 1187.5	(685.3) 1227.9
	76	32	40.411	968.8	(465.7) 972.8	(481.5) 1005.9
Wether 1934 * (N.A. 1927 Datum)	39	17	25.475		(1064.8) 785.5	(1101.0) 812.2
	76	28	35.985		(575.6) 862.3	(595.2) 891.6
Witch 1934 * (N.A. 1927 Datum)	39	15	41.639		(566.2) 1284.1	(585.4) 1327.8
	76	26	20.045		(814.1) 624.4	(841.8) 645.6

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

DESCRIPTIVE REPORT

To Accompany

PHOTO COMPILATION SHEET NO. 5420

Chesapeake Bay; Back River

Instructions Dated March 14, 1934

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1. GENERAL INFORMATION: *

- (a) Title. Refer to Title Sheet.
- (b) Statistics. Refer to Statistics Sheet.
- (c) General Report. No general report covering this area is available. The area is bounded on the north by approximately the $39^{\circ} 19' 30''$ parallel, on the east by the $76^{\circ} 25' 00''$ meridian, on the south by approximately the $39^{\circ} 15' 30''$ parallel, and on the west by the $76^{\circ} 33' 00''$ meridian.
- The rivers and creeks in this area are comparatively shallow and along the shores there is a wide mud flat or sand beach that is exposed at low water.
- The western half of the compilation is very near the Baltimore City Limits and may be classified as a suburban residential section. The eastern half may be classified as rural, although it is thickly settled along the highways and along the shores of the rivers and creeks.
- (d) Photographs. 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>
122 to 137	North and south between the $76^{\circ} 26' 00''$ Meridian and the $76^{\circ} 27' 00''$ meridian.	11-16-33	10:15 AM to 12:00 Noon	High---5:28 AM Low---11:46 AM
157 to 159	East and west along the $39^{\circ} 19' 00''$ parallel.	11-16-33	10:15 AM to 12:00 Noon	High---5:28 AM Low---11:46 AM
160 to 173	North and south between the $76^{\circ} 29' 00''$ meridian and the $76^{\circ} 30' 00''$ meridian.	11-16-33	10:15 AM to 12:00 Noon	High---5:28 AM Low---11:46 AM
188 to 202	North and south between the $76^{\circ} 32' 00''$ meridian and the $76^{\circ} 33' 00''$ meridian.	11-16-33	10:15 AM to 12:00 Noon	High---5:28 AM Low---11:46 AM

(*) N.B. The paragraphs (numbers and letters) listed refer to those shown on pages 22 and 23 of Notes on Compilation of Planimetric Line Maps.

10.

DESCRIPTIVE REPORT

SHEET NO. 5420

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(e) Job Sheet. Refer to Statistics Sheet.

2. CONTROL:

(a) Sources:

The positions for the stations used in running the radial plot were obtained as follows:

Station "Tank (Elevated) Black and Yellow 1934" was ~~obtained from the field computations of~~ ^{established} Lieut. John A. Bond, Baltimore Harbor, 1934. This position was adjusted to N.A. 1927 Datum by subtracting 11 meters from the forward latitude and adding 4 meters to the forward longitude position.

~~The stations "W.E. Chimney 1930" and "Chimney 1930" were obtained from the field computations of~~ ^{established by} Lieut. W.H. Bainbridge, Project No. 71, October 1930. These stations were adjusted to N.A. 1927 Datum by subtracting 11 meters from the forward latitude and adding 4 meters to the forward longitude position.

All the other triangulation stations were ~~obtained from the field computations of~~ ^{established by} Lieut. John A. Bond, Back River, 1934. The positions of the stations in this latter group are on N.A. 1927 Datum (unadjusted).

In order to fix the photos in the northeastern corner of the compilation it was necessary to cut in a station in the vicinity of the Glenn L. Martin Company, Airplane Manufacturers. The position of the windsock on the roof of the plant was located by triangulation methods by observing 6 D/R on the "Windsock" while occupying triangulation stations "Tank Essex 1934" and "Airway Beacon # 60, 1933" to secure the necessary data. Since there is no check on this position it is shown as a Recoverable Station of less than third order accuracy and is reported on Form No. 524 and accompanies this report.

(b) Errors:

No error in the position of any control station was found by radial plot.

Some of the stations could not be accurately pricked on the photos. This is especially true of stations Green, Stan, Fisher, Eva, Cox, Wether, Essex, and Sewer. All of these stations are located along the shore of Back River and it was very difficult to identify objects on the photographs which could be used to tie in the stations. Accordingly, these stations are of very little value except where they happen to appear on a very clear photograph. The station Green was disregarded on all photographs as it was evidently pricked in error by the field party.

(c) Discrepancies:

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

DESCRIPTIVE REPORT

SHEET NO. 5420

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3. COMPILATION:

(a) Method:

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

(b) Adjustment of Plot:

There are two areas where it was very difficult to obtain satisfactory intersections for the radial points. One of these sections is the area surrounding Norman Creek and Hogpen Creek. Considerable time and effort was spent in these sections to obtain the best possible intersections and it is believed that the compilation is correct as shown.

(c) Interpretation:

The photographs for this compilation were taken at low tide and there is a wide sand beach or mud flat that shows at all points along the shore. For this reason, the actual high water line is very difficult to identify on the photographs. The high water line was located by a field inspection party and has been traced accordingly. The mud flat or sand area that is located outside the high water line has been shown as accurately as possible by the appropriate symbols.

(d) Information from other sources:

A very small part of Sue Creek appears on the compilation immediately north of the 39° 17' 00" parallel. As was explained in the reports accompanying compilations Number 5426 and 5429, the shore line for this entire creek was located by plane table because it could not be accurately located on the photographs. Accordingly, the small amount of shore line around Sue Creek that falls on this compilation was traced from the plane table sheet "A" mentioned in reports of sheets numbered 5426 and 5429. This plane table sheet is called Topographic Sheet "A" and will be sent to the Washington Office at a later date. *Sheet "A" is T-6335 (1935).*

The bridge data on the following page was obtained from the U.S. Engineers Department at Baltimore, Md., on January 26, 1935, and from the publication "List of Bridges over the Navigable Waters of the United States - 1927".

BRIDGES

<u>Md. above mouth</u>	<u>Nearest town, st., etc.</u>	<u>Owner</u>	<u>Kind</u>	<u>Clear Width Normal to Channel</u>		<u>Clear Height M.L.W. H.W.</u>		<u>Completion Reported</u>	<u>Use of Bridge</u>
	<u>Back River</u>								
9.5	Eastern Ave. Baltimore	Baltimore County	Bas- cule	22'	25'	22'	4.6'	2.6'	Highway
9.5	Baltimore	Un. R.R. & El. Co.	Bas- cule	12	25	12	4.6	2.6	Electric Railway
10.5	Baltimore	P.B. & W.R.R.	Fixed	72			10.9	7.9	Mar. 22, 1918 Railway

	<u>Bear Creek</u>								
3	Weis Ave. Baltimore	Baltimore County	Swing	68		68	7.0	4.5	Highway

	<u>Colgate Creek</u>								
1	Fourteenth St., Balto.	Balto. & S.P. R.R.	Swing	29		29	8.0	6.0	Railway

	<u>Middle River</u>								
7	Baltimore	Baltimore County	Fixed		250		7.6	5.6	Highway

	<u>Deep Creek</u>								
.5	Baltimore	No data available							Highway.

DESCRIPTIVE REPORT

SHEET NO. 5420

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(e) Names:

The names appearing on the overlay were obtained from the following sources:

U.S. Coast and Geodetic Survey Chart No. 549
 U.S. Geological Survey, Baltimore and Gunpowder Quadrangles.
 U.S. Coast and Geodetic Survey, Topographic Sheets.
 Nos. 2308 and 2326.

The following list shows the discrepancies in names obtained from the above sources. Those shown in the left hand column are correct and should be changed on the charts to read accordingly.

<u>Correct Name</u>	<u>Name from U.S.C.&G.S. 549</u>	<u>Name from U.S.G.S.</u>	<u>Name from Topo Sheets 2308 & 2326</u>
Bowley Lane	Bowleys Lane	Bowley Lane	Not shown
North Point Road	North Pt. Rd.	Back River Road	Not shown
Eastern Avenue	Eastern Ave.	Eastern Ave.	Eastern Ave. Rd.
Stansbury Creek	Not shown	Stansbury Cr.	Stansberry Cr.

4. COMPARISON WITH OTHER SURVEYS:

- (a) Junctions with adjoining sheets have been examined and are satisfactory.
- (b) This compilation was compared with U.S. Coast and Geodetic Survey Topographic Sheets Nos. 2308 and 2326; U.S. Coast and Geodetic Survey Charts Nos. 549 and 1226; and with U.S. Geological Survey, Baltimore and Gunpowder Quadrangles. The surveys upon which the above compilations are based were made quite a few years ago and consequently the entire area has changed considerably. For this reason, it is impossible to check the accuracy of the photo compilation by comparison with the old surveys and it is recommended that this compilation be accepted as correct.

5. LANDMARKS:

- (a) The landmarks which are recommended for charting are shown herein on Form No. 507, Landmarks for Charts.
- (b) No objects other than those mentioned above show with sufficient prominence under the stereoscope to be recommended as landmarks.

DESCRIPTIVE REPORT

SHEET NO. 5420

- - -

6. RECOMMENDATIONS FOR FURTHER SURVEYS:

(a) This compilation is believed to have a probable error of 3 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 in order to procure well defined lines when the sheet is reproduced.

All houses located in sections where there is a systematic street layout have been omitted unless the houses are very near the shore. Where they are located near the shore or where they are located in rural sections the houses are shown if they can be clearly seen on the photographs.

7. RECOVERABLE OBJECTS:

The following two objects are listed as recoverable objects and are described on Forms No. 524 which accompany this report.

Lutz 2 (Baltimore City Engineers)

Windsock, Glenn L. Martin Company.

8. CABLE AREAS:

The locations of cable areas are not shown on the compilation.

9. MILITARY RESERVATIONS:

Camp Holabird, a Quartermaster Depot for the U.S. Army, is located in the southwestern corner of the compilation. In this area only the streets, railroads, and a few houses near the water have been shown.

Respectfully submitted,


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

Date. July 20, 1935. GEOGRAPHIC NAMES

Survey No. T-5420

Chart No. 549, 545, 1226

Diagram No. 77.

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

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

Under investigation. Q

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	✓ <u>Back River</u>	do			
	✓ <u>Patapsco River Neck</u>	do			
	✓ <u>Back River Neck</u>				
	✓ <u>Essex</u>	—	Post Route map		
	✓ <u>Middle River</u>	do			
	✓ <u>Northeast Creek</u>	do			
	✓ <u>Deep Creek</u>	do			
	✓ <u>Hopkins Creek</u>	do 1226.			
	✓ <u>Hogpen Creek</u>	do			
	✓ <u>Muddy Gut</u>	do			
	✓ <u>Bear Creek</u>	do			
	✓ <u>Colgate Creek</u>	do			
	✓ <u>Stansbury Pt.</u>	do D & N			
	✓ <u>Walnut Pt</u>	do			
	✓ <u>Wetherby Pt.</u>	do			
	✓ <u>Bread and Cheese Creek</u>	do			
	✓ <u>Greenmarsh Pt.</u>	do			
	✓ <u>Moores Run</u>		U.S.G.S.		
	✓ <u>Glick Pt.</u>	do 1226			
	✓ <u>Piney Pt.</u>	do 1226			
	✓ <u>Norman Pt.</u> Cox Pt				

Date. July 20, 1935. GEOGRAPHIC NAMES

Survey No. T-5420

Chart No. 549. 545; 1226

Diagram No. 77.

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

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

Under investigation. Q

tus	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	✓ <u>Norman Creek</u>	do			
	✓ <u>Barren Pt.</u>	do			
	✓ <u>Stansbury Creek</u>	do 1226			
	✓ <u>Dark Head Creek</u>	do 1226			
	✓ <u>Walters.</u>		U.S.G.S.		
	✓ Poseidon Mount Hays		Post Route map U.S.G.S.		change name. ✓
	✓ <u>Chesaco Park</u>				
	✓ <u>Stab.</u>		U.S.G.S.		
	✓ <u>Witchcoat Point.</u>	do			
	✓ <u>St Helena.</u>	do			
	✓ <u>Brooks Hill</u>	do			
	✓ <u>North Point.</u>	do 1226.			
	✓ <u>Herring Run</u>	do			
	✓ <u>Camp Holabird</u>	do			
	✓ <u>Schoolhouse Cove</u>	do			
	✓ <u>Sutton.</u>	do			
	✓ <u>Colgate Creek.</u> (town).	do.			
	✓ <u>Grange</u> (town)				
	✓ <u>Chink Creek</u>	do			
	✓ <u>Lynch Cove.</u>	do			

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

TO BE CHARTED

STRIKE OUT ONE

Baltimore, Md.

May 11, 1935

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

The positions given have been checked after listing.

U.S. Purification										Chief of Party.					
GENERAL LOCALITY Chesapeake Bay, Patuxent River, Md.		NAME AND DESCRIPTION		POSITION						METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
				LATITUDE		LONGITUDE		DATUM							
				°	'	D. M. METERS	°		'						
TANK	(A Tank Elevated, Black & Yellow 1934)	39	16	322.2	76	32	278.6	N.A. 1927	Triang.	June 1934	x			515	
CHY	(A W.B. Chimney 1930)	39	15	1187.5	76	32	972.8	N.A. 1927	Triang.	1930	x x			515, 519 1225	
CHY	(A chimney 1930) (This is listed on 515 as CHY 100)	39	16	88.2	76	32	811.2	N.A. 1927	Triang.	1930	x x			515, 519 1225	
Charted landmarks—The continuance of which is recommended.															
By J.M.B. Checked R.D.C.															

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." 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.

Note The difference between H.W. line^{on this compilation} and T2308.
in deep Creek is a difference in interpretation.
Marsh areas on T2308 are shown as low
flats on this compilation. The compilation
was drawn from photos on which H.W. line
was marked ~~to~~ by field inspection and
the interpretation shown thereon is accepted.

B.G. Jones

REVIEW OF AIR PHOTO COMPILATION T 5420
1:10,000 scale

Comparison with Graphic Control Surveys

T 6335 (1935), 1:10,000.

A small portion of this compilation in longitude 76° 25' just north of latitude 39° 17' is covered by T 6335. There are no discrepancies between T 6335 and this compilation. All detail on T 6335 is shown on this compilation over the common area.

T 6060 (1934), 1:10,000.

T 6060 was made about 7 months after the photographs were taken and covers a small portion in the southwest corner of this compilation. Considerable details not visible on the photographs such as small piers, piles, a marine railway, etc. located on T 6060 have been transferred to this compilation in this office by *L.A. McSann* and checked by *L.C. Loude*. T 6060 was not made available for comparison by the field compilation party. There are some differences of shoreline in the upper limits of Colgate Creek. The maximum difference is only about 4 meters and can be attributed to sketching between rod readings.

All detail has been transferred from T 6060 to this compilation with the exception of buoys, the magnetic declination, and non-recoverable plane table positions. A note on T 6060 states that the draw bridge at lat. 39° 15.8', long. 76° 32.4' is not in operation.

Comparison with Previous Topographic Surveys

T 213 (1846), 1:20,000

T 213 covers Bush, Gunpowder and Middle Rivers. Only a small portion of T 213 is covered by this compilation and in this area there have been important changes in culture and in the position of the high water line. T 213 is superseded by this compilation over the common area.

T 214 (1846), 1:20,000

T 214 covers Back River and vicinity. There are changes in the position of the high water line of Back River and changes of culture over the land areas. T 214 is superseded by this compilation over the common area.

T 2308 (1897), 1:20,000

T 2308 covers the Back River to Bush River and is a detailed survey of interior details including fence lines and contours. There has been considerable change in the position of the high water line of Deep Creek. ** see opposite page* The roads have undergone little realignment since 1897. T 2308 is superseded by this compilation over the common area except for contours and fence lines.

T 2326 (1897), 1:20,000

T 2326 covers the Patapsco River Neck Area and is a detailed survey of interior details. There has been considerable change of culture since 1897. T 2326 shows contours. Except for the contours, T 2326 is superseded by this compilation over the common area.

T 4547 (1930), 1:10,000

T 4547 covers a small area in the vicinity of Colgate Creek. The following recoverable stations were transferred by L.A.M. from T 4547 to the compilation. Transfer checked by L. C. Lande. *Lam.*

Center of Manhole	39° 15' 1111 m.
	76° 32' 484 m.
Center of Manhole	39° 15' 1255 m.
	76° 32' 583 m.
Center of Double Manhole	39° 15' 1345 m.
	76° 32' 643 m.

Only a small portion of T 4547 falls within the area of this compilation. T-4547 is superseded by this compilation over this area.

There are no new hydrographic surveys of this area.

Comparison with the charts

~~Four~~ ^{Three} docks above Witchcoat Point in Back River on chart 549 are not shown on this compilation. ~~They do not show on the photographs and are gone except for piling remains which would not show on the photos and therefore are not disproved.~~ Two of these docks, one at 39° 17.9 / 76° 28.2 the other at 39° 17.0 / 76° 28.2 are gone and no remains appear on the photos. The dock at 39° 16.6 / 76° 26.4 is gone but the remains show on the photos in the form of a sand bar. This is shown on the compilation. If any piles of these docks still remain they have not been picked up by the field inspection party. ~~Remains, however have not been disproved.~~ and cannot be

Sept. 24, 1935. *disproved by office examination of the photos.* *L. A. McGarr*

L. A. McGarr

B. J. Jones

REVIEW OF AIR PHOTO COMPILATION NO. *T-5420*Chief of Party: *J.C. Partington*Compiled by: *B.W. Waltrup
and
W.V. Sulkowski*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) ✓
T-6335.
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) ✓
*Two B. & O. Railroad blue-prints accompany this sheet.
These blue-prints used for names, railroad layouts, etc.
layouts*
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 along the shore of Back River was obtained from information on the field inspection photos made by the field inspection party. Cam. 7/24/35.

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 57) ✓
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) ✓
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) ✓
U.S.G.S. Baltimore and Gunpowder quadrangles used in making geographic name comparison.
Exam
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 Longitude 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:

Reviewed in office by: Leonard A. McNamee September 24, 1935.
✓ B. G. Jones

Examained and approved:

E. H. Green
Chief, Section of Field Records

L. O. Zolchet
Chief, Division of Charts

Fred. L. Peacock
Chief, Section of Field Work

Glude
Chief, Division of Hydrography
and Topography.