

5428

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. 5428

State Maryland

LOCALITY

Chesapeake Bay: ~~Eastern Shore~~

Telohester Beach to Handy S. Point

Fairlee Creek

Project No. HT-175

1933

CHIEF OF PARTY

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

00
22
44
55

Applied to Chart 548 1/22/28 RBC.

Applied to Chart (New Comp) 549 May 25-1939 Chas. R. Bush Jr.

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. 5128

REGISTER NO.

State Maryland

General locality Chesapeake Bay; Eastern Shore

Locality Tolchester Beach to Indys Point Fairlee Creek

Scale 1:10,000 Date of Photographs November 16, 1933
Date of Compilation July 23, 1935

~~Photo~~ Photo Compilation Party 1-25

Chief of party J.C. Partington Reviewed and recommended for approval
J.C. Partington Date July 30, 1935

Photographs plotted by R.H. Young
R.H. Young Date July 10, 1935

Inked by R.H. Young
R.H. Young Date July 23, 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.: 44-66.

* Blueprint on "scale of 1:9615"

-STATISTICS-

on

SHEET, FIELD NO. 5428, REG. NO. T-5428

Photos No. 44 to 66

Date of Photographs November 16, 1933

10:15 A.M. to 12:00 Noon

Director's Instructions Dated March 14, 1934

	<u>BY</u>	<u>FROM</u>	DATE <u>TO</u>
ROUGH RADIAL PLOT	S.M. Stoler	11- 2-34	11-15-34
SCALE FACTOR (1.040)	S.M. Stoler	11- 2-34	11-15-34
SCALE FACTOR CHECKED	<i>R.D. Cross</i> R.D. Cross	11-16-34	11-16-34
PROJECTION	Machine - Washington Office		
PROJECTION CHECKED	<i>J.W. Seager</i> J.W. Seager	2-16-35	2-16-35
CONTROL PLOTTED	<i>J.W. Seager and R.H. Young</i> J.W. Seager and R.H. Young	3-11-35 7- 1-35	3-11-35 7- 1-35
CONTROL CHECKED	<i>R.D. Cross</i> R.D. Cross	3-26-35 7- 1-35	3-26-35 7- 1-35
TOPOGRAPHY TRANSFERRED	<i>R.H. Young</i> R.H. Young	7-10-35	7-10-35
TOPOGRAPHY CHECKED	<i>R.D. Cross</i> R.D. Cross	7-10-35	7-10-35
SMOOTH RADIAL LINE PLOT	<i>R.H. Young</i> R.H. Young	7- 1-35	7-10-35
RADIAL LINE PLOT CHECKED	<i>R.D. Cross</i> R.D. Cross	7-11-35	7-11-35
DETAIL INKED	<i>R.H. Young</i> R.H. Young	7-11-35	7-23-35

AREA OF DETAIL INKED 14.1 sq. Statute Miles (Land Area)

AREA OF DETAIL INKED 1 sq. Statute Miles (Shoals in Water Area)

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

13.2 Statute Miles

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

6 Statute Miles

LENGTH OF STREETS, ROADS, TRAILS, R.R., etc. 30.7 Statute Miles

GENERAL LOCATION Chesapeake Bay, Md., ~~Eastern Shore.~~

LOCATION Tolchester Beach to Handys Point

DATUM North American 1927

STATION Mitchells Bluff Tower
No. 11 1918 r'33

Latitude: 39° 13' 25.876" = 798.0 m.

Longitude: 76° 14' 21.446" = 514.5 m.

Adjusted Computations.

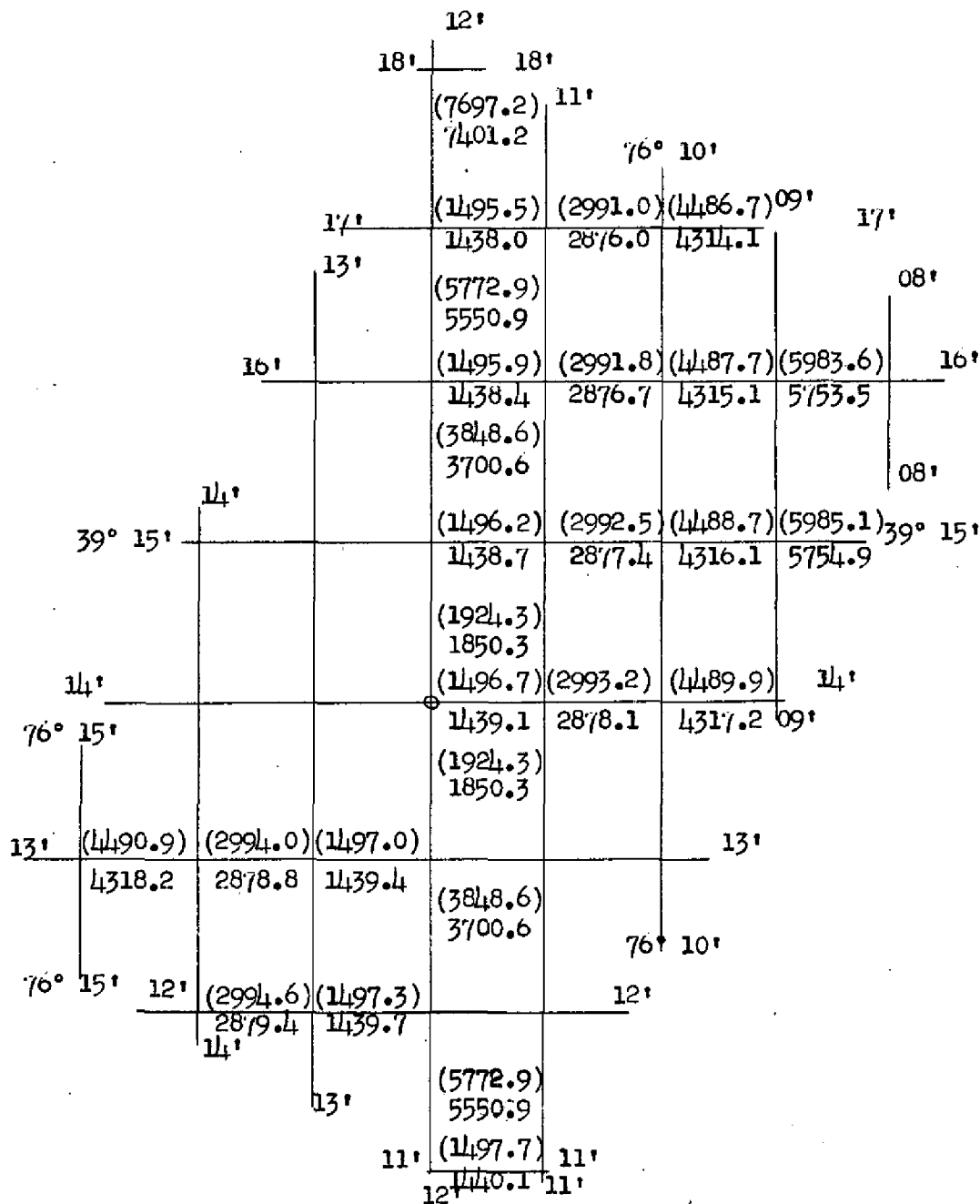
PROJECTION DIAGRAM

SHEET NO. 5428

Scale = 1:10,000

Scale Factor = 1.040

Distances Multiplied by Scale Factor are Given in Red



Layout by R.D.C.
Checked by J.W.S.

SHEET NO. 5428

SCALE FACTOR COMPUTATIONS

Photos 31-83

- - -

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Measured Distance</u>	<u>Computed Distance</u>	<u>Scale Factor Meas./Comp.</u>
Plum Point Tower No. 7 1918		Worton Point Tower No. 8 1918	3225	3086	1.045
Plum Point Tower No. 7 1918		Stoops Point Tower No. 9 1918 *	7549	7240	1.043
Plum Point Tower No. 7 1918		Fairlee Tower No. 10 1919 *	11238	10773	1.043
Plum Point Tower No. 7 1918		Mitchells Bluff Tower No. 11 1918 r'33 *	14892	14272	1.043
Stoops Point Tower No. 9 1918*		Worton Point Tower No. 8 1918	4726	4537	1.042
Stoops Point Tower No. 9 1918*		Fairlee, Tower No. 10 1919 *	3696	3540	1.044
Stoops Point Tower No. 9 1918*		Mitchells Bluff Tower No. 11 1918 r'33 *	7345	7035	1.044
Worton Point Tower No. 8 1918*		Fairlee, Tower No. 10 1919 *	8304	7964	1.043
Mitchells Bluff Tower No. 11 1918 r'33 *		Swan Point Tower No. 14 1919 r'33	9214	8876	1.038
Mitchells Bluff Tower No. 11 1918 r'33 *		Treasure 1909	9057	8723	1.038
Mitchells Bluff Tower No. 11 1918 r'33 *		Elliason 1909	8174	7872	1.038
Mitchells Bluff Tower No. 11 1918 r'33 *		Gales Farm Tower No. 12 1919	2195	2102	1.044
Mitchells Bluff Tower No. 11 1918 r'33*		Steel Tower No. 13 1919 r'33	5521	5310	1.040
Steel Tower No. 13 1919 r'33		Swan Point Tower No. 14 1919 r'33	3750	3618	1.037

SHEET NO. 5428

SCALE FACTOR COMPUTATIONS (Cont'd)

Photos 31-83

- - -

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Measured Distance</u>	<u>Computed Distance</u>	<u>Scale Factor Meas./Comp.</u>
Steel Tower No. 13 1919 r'33		Gales Farm Tower No. 12 1919	3348	3228	1.037
Steel Tower No. 13 1919 r'33		Treasure 1909	4121	3975	1.037
Swan Point Tower No. 14 1919 r'33		Rail 1909	2081	2006	1.037
Swan Point Tower No. 14 1919 r'33		Elliason 1909	1670	1611	1.037
Average Scale Factor					= 1.040

This average scale factor is computed for the entire flight but only part of this flight (44-66) falls on the tracing area of this sheet.

Triangulation stations marked (*) fall on this sheet.

Computed by S.M.S. 11/15/34

SHEET NO. 5428

CONTROL DATA

- - -

Station	North American Datum				1927 Datum	x Scale Factor
	°	'	"	m.	m.	m.
Buck 1935 (N.A. 1927 Datum)	39	15	42.915		(526.9) 1323.4 (845.1)	(548.0) 1376.3 (879.8)
	76	10	24.756		593.6	617.3
Chy, House , Yellow House 1935 (N.A. 1927 Datum)	39	14	04.204		(1720.6) 129.6 (1030.1)	(1789.4) 134.8 (1071.3)
	76	12	17.050		408.9	425.3
Clough 1896 r'53 (N.A. 1927 Datum) Adjusted	39	12	06.132		(1661.2) 189.1 (780.0)	(1727.6) 196.7 (811.2)
	76	11	27.492		659.7	686.1
Cup. Ferry ^{Bldg.} Wharf 1935 (N.A. 1927 Datum)	39	12	56.775		(79.4) 1750.8 (350.7)	(103.4) 1820.8 (364.7)
	76	14	45.383		1089.0	1132.6
Cup. Red Barn 1935 (N.A. 1927 Datum)	39	13	52.783		(222.6) 1627.7 (375.2)	(231.5) 1692.8 (390.2)
	76	12	44.361		1064.2	1106.8
Fair 1935 (N.A. 1927 Datum)	39	15	37.736		(686.8) 1163.7 (203.7)	(714.0) 1210.2 (211.8)
	76	11	51.503		1235.0	1284.4
Fairlee, Tower No. 10 1919	39	15	12.731	(1457.7) 392.6 (818.1)	(1468.7) 381.6 (814.1)	(1527.4) 396.9 (846.7)
	76	13	25.882	620.6	624.6	649.6
Gales Farm, Tower No. 12 1919	39	12	22.013	(1171.4) 678.8 (223.4)	(1182.4) 667.8 (219.4)	(1229.7) 694.5 (228.2)
	76	14	50.692	1216.3	1220.3	1269.1
Lee 1935 (N.A. 1927 Datum)	39	13	41.919		(557.6) 1292.7 (643.8)	(579.9) 1344.4 (669.6)
	76	11	33.164		795.6	827.4
Light Ferry Wharf ¹⁹³⁵ (N.A. 1927 Datum)	39	12	56.416		(110.5) 1739.8 (329.2)	(114.9) 1809.4 (342.4)
	76	14	46.283		1110.6	1155.0

SHEET NO. 5428

CONTROL DATA (Cont'd)

<u>Station</u>	North American Datum				1927 Datum	x Scale Factor
	<u>°</u>	<u>'</u>	<u>"</u>	<u>m.</u>	<u>m.</u>	<u>m.</u>
Mitchells Bluff	39	13	25.876		(1052.3)	(1094.4)
Tower No. 11 1918					798.0	829.9
r'33	76	14	21.446		(924.9)	(961.9)
(N.A. 1927 Datum)					514.5	535.1
Adjusted				(424.7)	(435.7)	(453.1)
Stoops Point Tower	39	16	46.228	1425.6	1414.6	1471.2
No. 9 1918				(1432.6)	(1428.6)	(1485.7)
	76	12	00.243	5.8	9.8	10.2
					(25.0)	(26.0)
Tol 1935	39	13	59.191		1825.3	1898.3
(N.A. 1927 Datum)					(1329.3)	(1382.5)
	76	13	04.589		110.1	114.5
					(276.0)	(287.0)
Top White Silo 1935	39	12	51.051		1574.3	1637.3
(N.A. 1927 Datum)					(1260.2)	(1310.6)
	76	11	07.485		179.6	186.8
					(1235.2)	(1284.6)
Handy 1935	39	17	19.947		615.1	639.7
(N.A. 1927 Datum)					(26.1)	(27.1)
	76	10	58.909		1411.9	1468.4
					(1276.6)	(1327.7)
Windmill, Yacht	39	16	18.603		573.7	596.6
Club 1935					(942.6)	(980.3)
(N.A. 1927 Datum)	76	10	20.676		495.6	515.4

DESCRIPTIVE REPORT

To Accompany

PHOTO COMPILATION SHEET NO. 5428

Chesapeake Bay, Md.; East Shore; Tolchester Beach to Handy's Point

Director's 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 a strip of land approximately two and one half miles wide that extends along the Eastern Shore of Chesapeake Bay from Tolchester Beach on the south to Handy's Point on the north.

The area is a typical agricultural section. It is covered almost entirely by cultivated fields and small wooded areas.

(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>
44 to 66	North and south along the shore of Chesapeake Bay between Tolchester Beach and Handy's Point.	11-16-33	10:15 AM to 12:00 Noon	High---5:08 AM Low---11:20 AM

(e) Job Sheet:
Refer to Statistics Sheet.

2. CONTROL:

(a) Sources:

The position of the triangulation station Mitchells Bluff Tower No. 11, 1918 r'33 was obtained from the field computations of Lieut. Roland D. Horne, Project No. G-136, 1933-34. This position is on N.A. 1927 Datum (Adjusted). Also triangulation station Clough 1890 r'33 is from the same source and is on N.A. 1927 Datum (Adj.)

(*) 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.

DESCRIPTIVE REPORT

SHEET NO. 5428

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The positions of the following triangulation stations were obtained from the field computations of Lieut. (j.g.) J.C. Partington, Tolchester Beach to Stillpond Creek, 1935. These positions are on N.A. 1927 Datum (unadjusted):

Tol 1935	Handy 1935
Lee 1935	Windmill Yacht Club 1935
Top White Silo 1935	
Chy, Gentle , Yellow House 1935	
Cupola Red Barn 1935	
Fair 1935	
Buck 1935	<i>Bldg</i>
Cupola Ferry Wharf 1935	
Light Ferry Wharf 1935	

The positions of all other triangulation stations were obtained from the publication "Triangulation in Maryland" and these positions were changed to N.A. 1927 Datum by subtracting 11 meters from the forward latitude position and adding 4 meters to the forward longitude position.

The triangulation stations Clough 1896 r'33, Tol 1935, Lee 1935, Fair 1935 and Buck 1935 could not be tied in on the photographs and at each of these stations an auxiliary point was selected and used to control the radial plot. To establish the position of the auxiliary point the triangulation station was occupied with a theodolite and the angle between the auxiliary point and another triangulation station was turned off. The distance was then measured between the control station and the auxiliary point. With this information the auxiliary point was plotted on the celluloid using a protractor to lay off the angle desired. These auxiliary points are not shown on the compilation in celluloid ink because they have no value for charting purposes. The field data for these control points are included in the data for the triangulation scheme "Tolchester Beach to Stillpond Creek, 1935" by Lieut. (j.g.) J.C. Partington and this data will be sent to the Washington Office at a later date.

(b) Errors:

No error in position of any control station was found by radial plot. The control station Top White Silo 1935 was too far out on the wing to be accurately pricked and was not used in running the plot.

(c) Discrepancies:

ⁿ
No discrepancy in position of any control station established by other organizations was found by radial plot.

DESCRIPTIVE REPORT

SHEET NO. 5428

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3. COMPILATION:

(a) Method:

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

(b) Adjustment of Plot:

Considerable difficulty was encountered in running the radial plot for this compilation. There seems to be an unusual amount of distortion near the edges of the photographs and consequently, radial lines drawn near the edges of the photographs would not check the radial plot. The plot was finally run using only the radial points located in the central portion of the wing photographs.

No other adjustment of plot was necessary.

(c) Interpretation:

No difficulty in interpreting the photographs was encountered except in the areas around the head of Fairlee Creek and Mill Creek. These areas are located so far from the centers of the photos that it is difficult to locate the high water line and the houses. The accuracy of the compilation at these points is discussed under paragraph c, sub-paragraph (a).

(d) Information from other sources:

All information except names was obtained directly from the photographs.

(e) Names:

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

U.S. Coast and Geodetic Survey Chart No. 1226
U.S. Coast and Geodetic Survey Topographic Sheet No. 2296
U.S. Geological Survey, Chestertown Quadrangle.

Following is a list of the discrepancies in names taken from the above sources:

Mitchell Bluff is called Mitchell's Bluff on Topographic Sheet No. 2296.
Green Point Wharf is called Green Point Landing on Topo Sheet No. 2296.

Both of the above discrepancies appear on Topographic Sheet No. 2296 which is very old. The names which appear at present on Chart No. 1226 are correct and they have been shown accordingly on the overlay.

*. A closer estimate of the probable error of position for intersected points is from 0.3 to 0.5 mm. 0.5 to 0.8 mm for other points not intersected; except on eastern edge of sheet where error in position may be from 1.0 to 1.5 mm. ^{2/29/36.}

DESCRIPTIVE REPORT

SHEET NO. 5428

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4. COMPARISON WITH OTHER SURVEYS:

- (a) Junctions with adjoining sheets have been examined and are satisfactory.
- (b) The only available topographic sheet of this area is the U.S. Coast and Geodetic Survey, Topographic Sheet No. 2296. This sheet is very old and so many changes have taken place since it was completed that it cannot be used to check the accuracy of the photo compilation. In general the positions of the various creeks etc. check very accurately on the two sheets but considerable change has occurred throughout and it is recommended that the photo compilation be accepted as correct.

5. LANDMARKS:

Copies of Form No. 561, "Landmarks for Charts," are enclosed herewith. All necessary information concerning landmarks is shown on these forms.

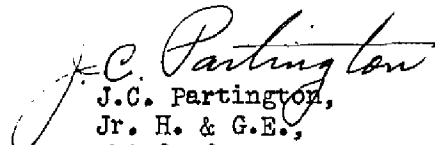
6. RECOMMENDATIONS FOR FURTHER SURVEYS: *

- (a) Since no recent surveys are available covering this area, a special effort was made to show as much of the detail as possible. However, the detail along the eastern boundary is not as accurate as the rest of the compilation because it is located in the outer edges of the wing photographs. For the strip of territory one-half mile wide extending along the eastern boundary of the compilation the probable error in position of detail is 10 meters. The remainder of the 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. **(See opposite page).*
- (b) The width of roads has been exaggerated where necessary to procure well defined lines when the sheet is reproduced.
All the houses are shown except where otherwise stated on the overlay.

7. RECOVERABLE OBJECTS:

There are no recoverable objects in the area covered by this sheet.

Respectfully submitted,


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

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

TO BE CHARTED }
TO BE CHARTED } STRIKE OUT ONE

LANDMARKS FOR CHARTS.

Baltimore, Md.

July 29, 1935 93

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

The positions given have been checked after listing.

J.C. Partington

Chief of Party.

[illegible]

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.

GEOGRAPHIC NAMES

Survey No.
T-5428

GEOGRAPHIC NAMES										
Survey No. T-5428										
Name on Survey	<div>On Chart No. 1226</div> <div>On previous survey No.</div> <div>On U. S. quadrangle Maps</div> <div>From local information</div> <div>On local Maps</div> <div>P. O. Guide or Map</div> <div>Rand McNally Atlas</div> <div>U. S. Light List</div>									
	A	B	C	D	E	F	G	H	K	
<u>Tolchester Beach</u> ✓	✓	T2296 ✓	*			✓	✓			1
<u>Georgetown</u> ✓	✓		*							2
<u>Mitchell Bluff</u> ✓	✓	✓								3
Sharps Point										4
<u>Handys Point</u> ✓	*	✓	✓							5
<u>Buck Neck Landing</u> ✓	*	✓	✓							6
<u>Green Point Wharf</u>	*	Green Point Edg T187	✓							7
<u>Mill Creek</u> ✓	*	↗								8
<u>Worton Creek</u> ✓	*	See T187 for info. ✓	✓							9
<u>Fairlee Creek</u> ✓	*	✓	✓				✓			10
<u>Chesapeake Bay</u> ✓	*		✓				✓			11
										12
										13
										14
	Names underlined in red approved									15
	by on									16
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M 234

Remarks

Decisions

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7	<i>Since these names were approved this detail has been transferred to adjoining compilation T-5437. See T-5427 for this name. F.W.M. 2/24/36.</i>	
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REVIEW OF AIR PHOTO COMPILATION T 5428 (1936)
Scale 1:10,000

Comparison with Previous Topographic Surveys

T 187 (1845), 1:20,000

The survey for T 187 covers the eastern shore of Chesapeake Bay between Swan^{pt} and Worton Point. There are changes of shoreline and other topographic detail. T 187 is superseded by this compilation over the common area.

T 2296 (1897), 1:20,000

The survey for T 2296 covers the eastern shore of Chesapeake Bay between Swan Point and Still Pond. T 2296 is a very detailed survey of the interior areas showing contours, hachures, and numerous fence lines. There are no prominent changes of the shoreline except at the entrance to Fairlee Creek. A large number of the orchards shown on T 2296 are no longer in existence. Except for contours, some of the hachures and fence lines which are not identifiable on the photographs, T 2296 is superseded by this compilation over the common area.

There are no recent planetable surveys of this area.

Comparison with the chart

Chart No. 1226. The submerged wreck shown on this chart at the entrance to Fairlee Creek is not shown on this compilation although it is still in existence. Its position cannot be accurately located from the photographs for it can be seen on only one of them.

Examination of the photographs shows the ^{compilation}~~chart~~ to be complete for waterfront details and the main features of interior details. A number of smaller details in the interior have been omitted: - trails, private driveways, hedges and projections of the wooded areas. Roads have been exaggerated in width.

Shoal lines and low water lines in Fairlee Creek have been left off the compilation as the field inspection is incomplete and there is not sufficient information to revise the chart without an accompanying hydrographic survey.

March 14, 1936.

Leonard A. McIsaac
B.G. Jones

REVIEW OF AIR PHOTO COMPILATION NO. T-5428

Chief of Party: J.C. Partington

Compiled by: R.H. Young

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, ~~x~~, 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 used to supplement plot.
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 other 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. ✓
No recent surveys of this area, hydrographic or topographic. Topographic Sheet No. 2296 was made about 1900.
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 beach was traced from the photographs after reviewing field inspection notes and sketches on the field photographs. Rum.

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)
No recoverable H & T stations have been located. ✓
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)
No bridges on this sheet. ✓
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) ✓
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: Lionard A. McManis March 14, 1936.
V. B. Jones

Examined and approved:

C. H. Green
Chief, Section of Field Records
L. O. Abbott
Chief, Division of Charts

Fred. L. Peacock
Chief, Section of Field Work
Arthur
Acting Chief, Division of Hydrography
and Topography.