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U. S. COAST & GEODETIC SURVEY
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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. 5429
State	Maryland
LOCALITY	
Chesapeake Bay	
Middle River to Gunpowder	
River	
Project No. HT-175	
1933 5.	
CHIEF OF PARTY	
J.C. Partington	Jr. H. & G.E.

U. S. GOVERNMENT PRINTING OFFICE: 1934

5429

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Applied to Chart 549 (New Comp) May 24 - 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. 5429

REGISTER NO.

State Maryland

General locality Chesapeake Bay

Locality Middle River to Gunpowder River

Scale 1:10,000 Date of Photographs November 16, 1933
Date of survey May 24, 1935

~~133331~~ Photo Compilation Party # 25

Chief of party J.C. Partington Reviewed and recommended for approval
Lieut. (J.G.) J.C. Partington July 1, 1935

Photographs plotted by R. D. Cross March 1, 1935

Surveyed by

Inked by C.J. Kissling & A.F. Cerrito May 24, 1935

Heights in feet above _____ to ground to tops of trees

Contour, Approximate contour, Form line interval _____ feet

Instructions dated March 14, 19 35

Remarks: Compilation of aerial photographs 133-156

*Blueprint only, scale 1:9671 registered 2/28/36
J.S.E.*

-STATISTICS-

on

SHEET, FIELD NO. 5429, REG. NO. 7-5429.

PHOTOS, NO. 138-156

DATE OF PHOTOGRAPHS November 16, 1933

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

	<u>BY</u>	<u>From</u>	<u>DATE</u> <u>To</u>
ROUGH RADIAL PLOT	S.M. Stoler	9-3-34	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	Washington Office		
PROJECTION CHECKED	<i>J.W. Seager</i> J.W. Seager	2-15-35	2-15-35
CONTROL PLOTTED	<i>R.D. Cross</i> R.D. Cross	2-18-35	2-18-35
CONTROL CHECKED	<i>J.W. Seager</i> J.W. Seager	2-19-35	2-19-35
TOPOGRAPHY TRANSFERRED	No recent data available.		
TOPOGRAPHY CHECKED			
SMOOTH RADIAL LINE PLOT	<i>R.D. Cross</i> R.D. Cross	2-21-35	3- 1-35
RADIAL LINE PLOT CHECKED	<i>J.C. Partington</i> J.C. Partington	3- 2-35	3- 2-35
DETAIL INKED	<i>C.J. Kissling</i> C.J. Kissling	3- 7-35	5-14-35
	<i>A.F. Cerrito</i> A.F. Cerrito	5-19-35	5-24-35
AREA OF DETAIL INKED	9.73 sq. Statute Miles (Land Area)		
AREA OF DETAIL INKED	.75 sq. Statute Miles (Shoals in Water Area).		
LENGTH OF SHORELINE (more than 200 m. from nearest opposite shore)	36.4 Statute Miles.		
LENGTH OF SHORELINE (rivers and sloughs less than 200 m. wide)	6.5 Statute Miles.		
LENGTH OF STREETS, ROADS, TRAILS, R.R. etc.	46.7 Statute Miles		
GENERAL LOCATION	Chesapeake Bay, Maryland		
LOCATION	Middle River to Gunpowder River.		
DATUM	North American 1927		

STATION Airway Beacon No. 60 1933 Latitude 39° 19' 33.622" or 1036.9m.
Longitude 76° 23' 56.379" or 1350.6m.
FIELD COMPUTATIONS

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PROJECTION DIAGRAM

Scale = 1:10,000

Scale Factor = 1.034

Distances Multiplied by Scale Factor Are Given in Red.

22'	26'	76°25'	24'	23'	22'	21'	76°20'	19'	18'	22'
					(1485.1)	(2970.3)	(4455.5)	(5940.6)		
					1436.3	2872.6	4309.0	5745.3		
				(5739.7) 5551.0						
21'					(1485.5)	(2971.0)	(4456.5)	(5942.1)		21'
				(3826.4) 3700.6	1436.7	2873.3	4310.0	5746.7		
39° 20'					(1485.9)	(2971.7)	(4457.6)	(5943.4)		39° 20'
				(1913.2) 1850.3	1437.0	2874.0	4311.0	5748.0		
19'					(1486.3)	(2972.4)	(4458.6)	(5944.9)		19'
					1437.4	2874.7	4312.0	5749.4		
				(1913.2) 1850.3						
					(1486.6)	(2973.2)	(4459.7)	(5946.3)		18'
				(3826.4) 3700.6	1437.7	2875.4	4313.1	5750.8		
17'					(1486.9)	(2973.8)	(4460.8)	(5947.7)		17'
					1438.0	2876.0	4314.1	5752.1		
26'		76° 25'	24'	23'	22'	21'	76° 20'	19'		18'

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

✓

SHEET NO. 5429

SCALE FACTOR COMPUTATIONS

- - - -

No scale plot was run on this sheet due to absence of control in this area at the time the scale plots were being run. The scale used was that of adjoining sheet No. 5420 which is 1.034.

SHEET NO. 5429

CONTROL DATA

Station	North American Datum				1927 Datum	x Scale Factor
	°	'	"	m.	m.	m.
Airway Beacon # 60 1933 * (N.A. 1927 Datum)	39	19	33.622		(813.5) 1036.9 (86.8)	(841.1) 1072.1 (89.7)
	76	23	56.378		1350.6	1396.5
					(1661.5) 188.8 (207.0)	(1718.0) 195.2 (214.0)
Battery 1934 * (N.A. 1927 Datum)	39	20	06.121		1230.0	1271.8
	76	19	51.356			
					(229.5) 1620.8 (1378.6)	(237.3) 1675.9 (1425.5)
Bowley 1934 * (N.A. 1927 Datum)	39	17	52.557		59.4 (1631.8)	61.4 (1687.3)
	76	23	02.478		218.5 (43.6)	225.9 (45.1)
					1394.4	1441.8
Broring 1933 r'34 * (N.A. 1927 Datum)	39	17	07.087		(432.3) 1418.0 (1038.7)	(447.0) 1466.2 (1074.0)
	76	22	58.179		339.0	412.6
					(482.5) 1367.8 (79.3)	(498.9) 1414.3 (82.0)
Carroll 1934 * (N.A. 1927 Datum)	39	18	45.980		1358.0	1404.2
	76	19	16.650			
					(1455.6) 394.7 (482.9)	(1505.1) 408.1 (499.3)
Days 1934 * (N.A. 1927 Datum)	39	19	44.354		954.8	987.3
	76	17	56.689		(1223.8) 626.6 (346.5)	(1265.4) 647.9 (358.3)
					1091.6	1128.7
Flagpole Log Pt. 1935 * (N.A. 1927 Datum)	39	18	12.800		(344.2) 1506.1 (1005.0)	(355.9) 1557.3 (1039.1)
	76	23	39.845		432.0	446.7
					(142.8) 1707.6 (753.8)	(147.6) 1765.6 (779.4)
Graces Quarter 3 1933 r'35 * (N.A. 1927 Datum)	39	20	48.838		683.0	706.2
	76	20	18.038			
Graces Quarter House Chimney 1898	39	20	55.727	1718.7		
	76	20	28.357	679.0		

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

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CONTROL DATA (Cont'd)

Station	North American 1927 Datum			x Scale Factor	
	°	'	"	m.	m.
Green Water Tank	39	18	09.426	(1559.6)	(1612.6)
1935 *				290.7	300.6
(N.A. 1927 Datum)	76	24	46.197	(330.7)	(341.9)
				1107.0	1144.6
Light Bowley Bar	39	17	40.55	(599.8)	(620.2)
1934 *				1250.5	1293.0
(N.A. 1927 Datum)	76	23	06.53	(1281.5)	(1325.1)
				156.5	161.8
Log 1935 *	39	18	14.602	(1400.0)	(1447.6)
(N.A. 1927 Datum)				450.3	465.6
	76	23	41.509	(443.1)	(458.2)
				994.6	1028.4
Lower 1934 *	39	18	10.256	(1534.0)	(1586.2)
(N.A. 1927 Datum)				316.3	327.0
	76	20	29.427	(732.6)	(757.5)
				705.1	729.1
Noel 1935 *	39	17	52.041	(245.4)	(253.7)
(N.A. 1927 Datum)				1604.9	1659.5
	76	24	05.413	(1308.3)	(1352.8)
				129.7	134.1
Red Cúpola 1935 *	39	18	12.021	(1479.6)	(1529.9)
(N.A. 1927 Datum)				370.7	383.3
	76	24	44.429	(373.1)	(385.8)
				1064.6	1100.8
Ricketts 1934 *	39	18	06.395	(1653.1)	(1709.3)
(N.A. 1927 Datum)				197.2	203.9
	76	17	59.712	(06.9)	(07.1)
				1430.8	1479.4
Seneca 1934 *	39	18	44.382	(481.6)	(498.0)
(N.A. 1927 Datum)				1368.7	1415.2
	76	21	53.633	(152.6)	(157.8)
				1285.1	1328.8

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

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CONTROL DATA

- - -

The following auxiliary points were pricked on the photos. Their positions were obtained by taking the azimuth and distance from the triangulation station nearby to its auxiliary point.

<u>Station</u>	N.A. 1927 Datum			x Scale Factor	
	<u>"</u>	<u>'</u>	<u>"</u>	<u>m.</u>	<u>m.</u>
Battery 1934 (Auxiliary Point)	39	20	06.081	(1662.8) 187.5 (245.1)	(1719.3) 193.9 (253.4)
	76	19	49.765	1191.8	1232.3
Log 1935 (Auxiliary Point)	39	18	12.801	(1455.6) 394.8 (470.7)	(1505.1) 408.2 (486.7)
	76	23	40.356	967.0	999.9
Seneca 1934 R.M. No. 1	39	18	43.601	(505.8) 1344.5 (159.2)	(523.0) 1390.2 (164.6)
	76	21	53.359	1278.6	1322.1

Note: These stations are not shown on the celluloid sheet.

DESCRIPTIVE REPORT

To Accompany

PHOTO COMPILATION SHEET NO. 5429

Chesapeake Bay: Middle River to Gunpowder River

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) No general report covering this area is available. The area is bounded on the north by the 39° 21' 00" parallel, on the east by the Gunpowder River, on the south by the 39° 17' 00" parallel, and on the west by the 76° 25' 00" meridian.

The rivers and creeks in this area are comparatively shallow and along most of the shore there is a wide mud flat or sand beach that is exposed at low water. Near these shores there are a great many summer cottages.

The inland area is comparatively flat and is covered almost entirely by trees.

(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>
138 to 156	East and west along the 39° 19' parallel	11-16-33	10:15 AM to 12:00 Noon	High---5:28 AM Low---11:46 AM

2. CONTROL:

(a) Sources:

The triangulation stations were obtained from the following sources:

Broring 1933 r'34	Lieut. Roland D. Horne	Project No. G 136
Airway Beacon # 60	" " " "	" " " "
Graces Quarter 3 1933	" " " "	" " " "

*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.

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Graces Quarter House Chimney 1898				Triangulation in Maryland			
Lower 1934	Lieut. (j.g.)	J.C. Partington,	Gunpowder & Middle River				
Seneca 1934	"	"	"	"	"	"	"
Bowley 1934	"	"	"	"	"	"	"
Ricketts 1934	"	"	"	"	"	"	"
Carroll 1934	"	"	"	"	"	"	"
Days 1934	"	"	"	"	"	"	"
Battery 1934	"	"	"	"	"	"	"
Light Bowley Bar 1934	"	"	"	"	"	"	"
Noel 1935	"	"	"	"	"	"	"
Log 1935	"	"	"	"	"	"	"
Flagpole Log Pt. 1935	"	"	"	"	"	"	"
Flagpole Sue Id. 1935	"	"	"	"	"	"	"
Green Water Tank 1935	"	"	"	"	"	"	"
Red Cupola 1935	"	"	"	"	"	"	"

The positions of all the above stations were computed directly on N.A. 1927 Datum except Graces Quarter House Chimney 1898. This latter station was adjusted to N.A. 1927 Datum by subtracting 11 meters from the forward latitude position and adding 4 meters to the forward longitude position.

(b) Errors:

No error in the position of any control station was found by radial plot. Following is a list of stations that were not used in running the plot:

<u>Station</u>	<u>Remarks</u>
✓ Battery 1934	Could not be pricked on photographs but an auxiliary point near by was cut in and used.
*Bowley 1934	Cannot be accurately pricked on photos.
*Broring 1933 r'34	Too far out on wing to be pricked on photos.
*Days 1934	Too far out on wing to be pricked on photos.
*Flagpole Log Pt. 1935	Station not tied in because the auxiliary point for Log 1935 is only a few meters away.
*Flagpole Sue Id. 1935	Too far out on wing to be pricked on photos.
*Light Bowley Bar 1934	Could not be identified on photos.
Log 1935	Could not be pricked on photos but an auxiliary point near by was cut in and used.
*Noel 1935	Could not be accurately pricked on photos.
*Ricketts 1934	Too far out on wing to be pricked on photos.
Seneca 1934	Could not be pricked on photos but an auxiliary point near by was cut in and used.

The positions of the auxiliary points mentioned above were obtained by taking the azimuth and distance from the triangulation station to its auxiliary point. From this information, the positions of

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the auxiliary points were computed and these positions are listed herein on a page headed "Control Data."

(c) Discrepancies:

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

3. COMPILATION:

(a) Method:

Part of the detail on this sheet was compiled by planetable and part by radial plot. All of the shore line on the south side of Middle River between triangulation station Noel 1935 and the southern boundary of the sheet was obtained from an aluminum planetable sheet compiled by Lieut. (j.g.) J.C. Partington in 1935. This planetable sheet is known as Topographic Sheet "A" (7-6335) and will be sent to the Washington Office at a later date. The shore line in this area was traced on the celluloid directly from the above planetable sheet. This planetable work was done because the above area is so far out on the wing photos that it is impossible to accurately determine the high water line from the photographs. The inland detail in this area such as roads, houses, etc. was traced from the photographs but the probable error in position of this detail is approximately 10 meters due to the very dim pictures from which it was traced.

All the other area was compiled by the usual radial plot method.

(b) Adjustment of Plot:

Considerable difficulty was encountered in running the radial plot near the western boundary of the sheet. In order to complete the plot and make a satisfactory junction with the sheet to the westward it was necessary to cut in the following intersection stations:

Green Water Tank 1935

Red Cupola 1935

Windsock, Glenn L. Martin Company 1935

The last named station is not plotted on this compilation as it is located to the west of the area traced.

With the aid of the three above named stations the plot was run and it is believed the work is up to the usual standard of accuracy.

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(c) Interpretation:

It has already been mentioned under paragraph 3, sub-paragraph (a) that the shore line could not be traced from the photographs in the southwestern corner of the compilation.

It should be mentioned that the photographs were taken at low tide in this area and that 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 sometimes 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.

It should also be mentioned that detail was traced to the extreme northern limit of the photographs. This was done because there are no recent surveys available covering the area north of the 39° 20' 00" parallel and a special effort was made to show as much of the area as possible. However, this part of the compilation is not considered to be as accurate as the rest of the area because the detail is located in the outer edge of the wing prints. The accuracy of this detail is discussed under paragraph 6, sub-paragraph (a).

(d) Information from other sources:

As has already been stated in paragraph 3, sub-paragraph (a), the shore line in the southwestern part of the compilation that lies south of station Noel 1935 was traced from an aluminum planetable sheet compiled by Lieut. (j.g.) J.C. Partington in 1935.

All other information except names was obtained directly from the photographs

(e) Names:

The names shown on this compilation were obtained from the following sources:

U.S. Coast and Geodetic Survey, Topographic Sheet No. 2308.

U.S. Coast and Geodetic Survey, Chart No. 1226.

U.S. Geological Survey, Gunpowder Quadrangle.

The names from these three sources agree except as listed below:

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U.S. Coast and Geodetic
Survey, Topo Sheet 2308

U.S. Coast and Geodetic
Survey, Chart No. 1226

U.S. Geological
Survey, Gunpowder
Quadrangle.

White Oak Pt.
Briar Pt.
Saltpetre Creek
Stansberry Cr.

Whiteoak Pt.
Brier Pt.
Saltpeter Creek
Stansbury Cr. *& OGN decision*

Whiteoak Pt.
Brier Pt.
Saltpeter Creek
Stansbury Cr.

The above differences seem to be a matter of spelling and they have not been checked in the field. It is recommended that the names as shown in the two right hand columns be accepted as correct because the names in the left hand column were taken from a survey made approximately 37 years ago.

No additional names are recommended for charting in this area.

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 Sheet No. 2308; U.S. Coast and Geodetic Survey Chart Numbers 1226 and 549; and with U.S. Geological Survey, Gunpowder Quadrangle. The surveys upon which the above compilations are based were made quite a few years ago and consequently the entire area has changed considerably. Special attention is called to the chain of islands shown on charts numbers 1226 and 549 at Lower Island Point. These islands have been practically washed away and exist at present only as shoal areas that are bare at low water. Also, Spry Island has washed considerably and is much smaller than it is shown on existing charts. (See paragraph 6, sub-paragraph (a) concerning the accuracy of the position of this island.).

So many changes have taken place since the last survey that it is impossible to check the accuracy of this compilation by comparison with the old. It is recommended that this compilation be accepted as correct.

5. LANDMARKS:

(a) The landmarks which were recommended for charting by the field party are shown herein on Form No. 567, Landmarks for Charts.

(b) No objects other than those mentioned above show with sufficient prominence under the stereoscope to be recommended as landmarks.

Note A better estimate ~~for~~ of accuracy as
stated under (4) on the opposite page is
0.3 to 0.6 mm for intersected points and
0.3 to 1.0 mm on the compilation for other detail.
In the case of Spry Island under (1) on the
opposite page the accuracy of location
is within about 2 mm.

B.G.

DESCRIPTIVE REPORT

SHEET NO. 5429

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6. RECOMMENDATIONS FOR FURTHER SURVEYS:

(a) There are several points of doubtful accuracy that should receive special attention. These Are:

(1) Spry Island is located in the outer part of the wing print and two radial points were pricked on this island in order to trace it accurately. However, it was difficult to get good intersections for these points because the island is located so far out on the wing photos. It is possible that these points are in error although a comparison with Topographic Sheet No. 2308 leads us to believe the island is accurately shown. *See opposite page*

(2) The strip of territory located north of the 39° 20' parallel is too far out on the wing prints to be accurately compiled. This area is shown on the compilation because no recent work has been done in this section and a special effort was made to show all the detail possible. The probable error in position of detail for the territory north of the 39° 20' parallel is 10 meters.

(3) The roads, houses and other inland detail located south of triangulation station Noel 1935 have a probable error in position of 10 meters because this section is too far out on the wing photos to be accurately compiled. The shore line in this section is very accurate as it was obtained by planetable as already described.

(4) Except for the areas mentioned above the compilation has 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.*

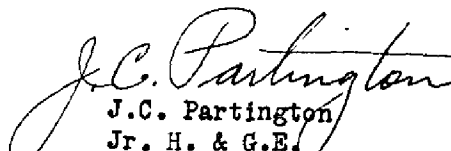
(b) The width of roads has been exaggerated where necessary in order to procure well defined lines when the sheet is reproduced.

All the houses are shown except where otherwise stated on the overlay sheet.

7. RECOVERABLE OBJECTS:

There is no available record of any described topographic stations in this area and no recoverable objects except the landmarks mentioned in paragraph 5 were recommended by the field party.

Respectfully submitted,


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

GEOGRAPHIC NAMES

Survey No.

T-5429

Name on Survey

	A	B	C	D	E	F	G	H	K	
	On Chart No. 1226	On previous survey No. T213	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List		
✓ Pennsylvania R.R. (Phil., Balto., & Wash. Br.)										1
✓ <u>Bengies</u>	*	T2308 ✓	✓			✓	✓			2
✓ <u>Dundee Creek</u>	*	T2308 ✓	✓							3
✓ <u>Saltpeter Creek</u>	*	T213 #	✓				✓			4
✓ <u>Sandy Point</u>	*	✓								5
✓ <u>Marshy Point</u>	*	✓	✓							6
X <u>Bengies Point</u>	*	#	✓							7
✓ <u>Battery Point</u>	*	Grace # Pt.	✓							8
✓ <u>Gumpowder River</u>	*	✓	✓			✓	✓			9
✓ <u>Frog Mortar Creek</u>	*	✓	✓							10
✓ <u>Seneca Creek</u>	Ch 549 *	#	✓				✓			11
✓ <u>Whiteoak Point</u>	1226 *	#	✓							12
✓ <u>Styansbury Creek</u>	549 *	#	✓							13
✓ <u>Strawberry Point</u>		T2308 *								14
✓ <u>Galloway Point</u>	Ch 549 *	T213 ✓	✓							15
✓ <u>Wilson Point</u>	*	✓	✓							16
✓ <u>Hogpen Creek</u>	*	T2308 ✓	✓							17
✓ <u>Middle River</u>	*	T213 ✓	✓				✓			18
✓ <u>Log Point</u>	*	✓	✓							19
✓ <u>Galloway Creek</u>	*	T2308 ✓	✓							20
✓ <u>Brier Point</u>	*	T213 Brier Pt.	✓							21
✓ <u>Hawthorn Cove</u>	*	✓	✓							22
✓ <u>Sue Island</u>	*	Sue's Pt.	✓							23
✓ <u>Lower Island Point</u>	*	✓	✓							24
	(See second page)									25
										26
										27

Remarks

Decisions

1		
2		
3		
4	spelled "Saltpetre" on T213	
5		
6		
7	spelled "Benje's Pt" on T213 but Benjie's Pt on T2308	
8	Battery Pt on T2308	
9		
10	one word on T213	
11	spelled Seneca Cr. on T213.	
12	White Oak Pt on T213	
13	D & N Stansberry Cr on T213	Stansbury
14		
15		
16		
17		
18		
19		
20		
21		
22		
23	Quas I on T2308	
24		
25		
26		
27		

GEOGRAPHIC NAMES

Survey No.

T-5429

GEOGRAPHIC NAMES										
Survey No.										
T-5429										
Name on Survey	<div>On Chart No. 549</div> <div>On previous survey No. T 213</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>Weir Point</u> ✓	*	✓	✓							1
✓ <u>Carroll Point</u> ✓	1226 *	✓	✓					✓		2
✓ <u>Sue Creek</u> ✓	549 *	✓	✓							3
✓ <u>Turkey Point</u> ✓ <i>move</i>	*	✓	✓							4
<u>Bowley Bar</u> } <i>USGB</i>	*	#	✓					✓		5
<u>Rooby Bar</u> } <i>USGB</i>	*	#	✓							6
✓ <u>Spry Island</u> ✓	*	✓	✓				✓	✓		7
✓ <u>Chesapeake Bay</u> ✓	*		✓							8
										9
										10
	Names underlined in red approved									11
	by <i>KTA</i> on <i>2/6/30</i>									12
										13
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M 234

Remarks

Decisions

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5	Boley's Bar on T213 Temporarily approved pending DGN	
6	The point is called Holly Point T213 but it is a little marshy island called Booby I decision	
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REVIEW OF AIR PHOTO COMPILATION NO. T-5429

Chief of Party: J.C. Partington.

Compiled by: C.J. Kissling
A.F. Carrillo.

Project:

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, 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)
Shoreline and some roads from A Broring to A Noel located by plane-table and transferred to this compilation.
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 from other sources 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)
In the area of this compilation common to T-6335 the H.W. lines were transferred from T-6335. In the remaining area the H.W. lines were traced from the photos after a field inspection which showed the position of the H.W. line on the field photographs.

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 objects submitted on Form 524.
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 compilation.
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:

The area north of the 39° 20' parallel should not be considered as accurate as the rest of the compilation because the area is too far from the centers of the pictures.

18. Examined and approved;

J. C. Partington
Chief of Party

19. Remarks after review in office: *See*

Reviewed in office by *Leonard A. McKean* Feb. 17, 1936.
B. J. Jones

Examined and approved:

B. H. Green
Chief, Section of Field Records
L. O. Pollock
Chief, Division of Charts

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

REVIEW OF AIR PHOTO COMPILATION T 5429 (1936)

Comparison with Graphic Control Survey

T 6335 (1935), 1:10,000

All details on T 6335, the shoreline, the positions for the flag-pole, and duck blinds, were transferred from T 6335 to this compilation. The shoreline was transferred in the field while the other details were transferred in the office by E.A.M. and checked by R.M. Berry. All detail on T 6335 in the common area is shown on this compilation.

Comparison with Previous Topographic Surveys

T 213 (1846), 1:20,000

The survey for T 213 covers the area between the Middle, Gunpowder, and Bush Rivers. There are large changes in the position of the shoreline at Weir Point, Carroll Point, and Spry Island. T 213 is superseded by this compilation over the common area.

T 2308 (1898), 1:20,000

The survey for T 2308 covers an area in Chesapeake Bay between Bush River and Back River. T 2308 shows contours. The small marsh islands at Lower Island Point are no longer in existence. A great deal of erosion has taken place on Spy Island and this island has an area on this compilation about one-fourth of its area shown on T 2308. There have been many changes which appear in the form of new roads and many buildings and small piers which have been built along the waterfront of Seneca Creek, Middle River and its tributaries. Except for contours, T 2308 is superseded by this compilation over the common area.

Comparison with Charts Nos. 549, 1226

The small pier or jetty at lat. $39^{\circ} 17.85'$, long. $76^{\circ} 23.05'$ is no longer in existence. Other changes to be made to these charts as a result of this compilation are discussed above under comparison with survey T 2308.

Feb. 17, 1936.

Leonard A. McGowan.
B. Jones

Descriptive Report T 5429 supplemental
filed 8/16/40.

1. Pass in ved on T 5429 supplemental
were corrected to date of mine less
photographs taken in May 1937.

B.G. Jones

2. Item in ~~Atch~~ blue Air Pn 60
destroyed entered on supplemental 8/16/40.

B.G. Jones