

5430

SUPPLEMENTAL T

U. S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES

MAY 28 1935

Acc. No. _____

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. 5430

ON 104
MAY 28 1935
U. S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES

State Maryland

LOCALITY

Chesapeake Bay

~~Southern End of Gunpowder Neck~~
(Southern Port)

Project No. HT-175

193 5

CHIEF OF PARTY

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

U. S. GOVERNMENT PRINTING OFFICE: 1934

5430

SUPPLEMENTAL T

Applied to New Comp of Chart 549 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. 5430

REGISTER NO. T-5430 **5430**

State Maryland

General locality Chesapeake Bay

Locality ~~Southern end of~~ Gunpowder Neck (Southern Part)

Date of Photographs November 16, 1933

Scale 1:10,000 Date of ~~Survey~~ Compilation February 25, 1935

~~Vessel~~ Photo Compilation Party # 25

Reviewed and recommended for approval

Chief of party Lieut. (j.g.) J.C. Partington, March 25, 1935

S.M. Stoler &

~~Surveyor~~ Photographs plotted by R.D. Cross December 27

Inked by W.V. Sulkowski February 25, 1935

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated March 14, 1934, 19.....

Remarks: Compilation of aerial photographs 17-30

-STATISTICS-

on

SHEET, FIELD NO. 5430, REG. NO. T-5430

Photos No. 17-30

DATE OF PHOTOGRAPHS November 16, 1933

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

	<u>BY</u>	<u>FROM</u>	DATE <u>TO</u>
ROUGH RADIAL PLOT	E.C. Broadwell	12- 3-34	12-10-34
SCALE FACTOR (1.040)	E.C. Broadwell	12- 8-34	12-10-34
SCALE FACTOR CHECKED	<i>R.D. Cross</i> R.D. Cross	12-11-34	12-11-34
PROJECTION	<i>W.V. Sulkowski</i> W.V. Sulkowski	12-13-34	12-13-34
PROJECTION CHECKED	<i>R.D. Cross</i> R.D. Cross	12-13-34	12-13-34
CONTROL PLOTTED	S.M. Stoler	12-14-34	12-14-34
CONTROL CHECKED	<i>R.D. Cross</i> R.D. Cross	12-14-34	12-14-34
TOPOGRAPHY TRANSFERRED	No recent work available		
TOPOGRAPHY CHECKED			
SMOOTH RADIAL LINE PLOT	<i>R.D. Cross</i> S.M. Stoler & R.D. Cross	12-17-34	12-27-34
RADIAL LINE PLOT CHECKED	<i>J.C. Partington</i> J.C. Partington	12-28-34	12-28-34
DETAIL INKED	<i>W.V. Sulkowski</i> W.V. Sulkowski	2- 8-35	2-25-35
AREA OF DETAIL INKED 6.7 Sq. Statute Miles (Land Area)			
AREA OF DETAIL INKED .6 Sq. Statute Miles (Shoals in Water Area)			
LENGTH OF SHORELINE (more than 200 m. from nearest opposite shore) 15.3 Statute Miles			
LENGTH OF SHORELINE (rivers and sloughs less than 200 m. wide) 6.0 Statute Miles			
LENGTH OF STREETS; ROADS, TRAILS, R.R., etc. 6.9 Statute Miles			
GENERAL LOCATION Maryland, Chesapeake Bay			
LOCATION Southern End of Gundpowder Neck			
DATUM North American 1927			
STATION	Robins Point 2 1934	Latitude 39° 18' 02.460" = 75.9 m.	Longitude 76° 16' 53.933" = 1292.3 m.

Field Computations

SHEET NO. 5430

PROJECTION DIAGRAM

Scale = 1:10,000

Scale Factor = 1.040

Distances multiplied by scale factor are given in red

	20'	19'	18'	17'	16'	76° 15'	14'	
23'				(1493.4)	(2986.9)	(4480.3)		23'
				1436.0	2972.0	4308.0		
				(5772.9)				
22'				5550.9				
				(1493.8)	(2987.5)	(4481.4)		22'
				1436.3	2872.6	4309.0		
				(3848.6)				
21'				3700.6				
				(1494.2)	(2988.2)	(4482.4)		21'
				1436.7	2873.3	4310.0		
				(1924.3)				
				1850.3				
39° 20'				(1494.5)	(2989.0)	(4483.4)		39° 20'
				1437.0	2874.0	4311.0		
				(1924.3)				
				1850.3				
19'				(1494.9)	(2989.7)	(4484.5)		19'
				1437.4	2874.7	4312.0		
				(3848.6)				
				3700.6				
18'				(1495.2)	(2990.4)	(4485.6)		18'
				1437.7	2875.4	4313.1		
				(5772.9)				
				5550.9				
17'				(1495.5)	(2991.0)	(4486.7)		17'
				1438.0	2876.0	4314.1		
76° 20'		19'	18'	17'	16'	76° 15'	14'	

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

SHEET NO. 5430

SCALE FACTOR COMPUTATIONS
Photos 2 - 30

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Measured Distance</u>	<u>Computed Distance</u>	<u>Scale Factor Meas./Comp.</u>
Pooles Island Lighthouse 1842		Airway Beacon 61 A 1934	11853	12320	1.039
Robins Point 2 1934 *		Airway Beacon 61 B 1934	10752	10339	1.040
Robins Point 2 1934 *		Airway Beacon 61 A 1934	10522	10155	1.036
Robins Point 2 1934 *		Lego Point 1918 Reference Mark *	4799	4633	1.036
Airway Beacon 61 B 1934		Lego Point 1918 Reference Mark *	6684	6322	1.057
Remboldts House E. Chy. 1898		Lego Point 1918 ReferenceMark *	7608	7313	1.040
Remboldts House E. Chy. 1898		Airway Beacon 61 B 1934	3682	3504	1.050
U.S.G.S. Prim. Trav. Sta. #61		U.S.G.S. Prim. Trav. Sta. # 104 *	13654	13224	1.033
U.S.G.S. Prim. Trav. Sta. #21		U.S.G.S. Prim. Trav. Sta. #103 *	10597	9974	1.062
U.S.G.S. Prim. Trav. Sta. #104*		U.S.G.S. Prim. Trav. Sta. # 72 *	6795	6384	1.064
U.S.G.S. Prim. Trav. Sta. # 61		U.S.G.S. Prim. Trav. Sta. # 19*	8097	7738	1.046
U.S.G.S. Prim. Trav. Sta. # 19*		U.S.G.S. Prim. Trav. Sta. # 103 *	5773	5590	1.033
U.S.G.S. Prim. Trav. Sta. #61		U.S.G.S. Prim. Trav. Sta. # 57	3229	3075	1.050
U.S.G.S. Prim. Trav. Sta. #123*		U.S.G.S. Prim. Trav. Sta. # 19*	4511	4353	1.036
Robins Point 2 1934		U.S.G.S. Prim. Trav. Sta. # 61	13928	13278	1.049
Lego Point 1918 Reference Mark *		U.S.G.S. Prim. Trav. Sta. # 57	9758	9363	1.042

SHEET NO. 5430

SCALE FACTOR COMPUTATIONS (Cont'd)

Photos 2-30

<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 61 B 1934		U.S.G.S. Prim. Trav. Sta. # 19 *	5864	5619	1.044
Lego Point 1918 Reference Mark*		U.S.G.S. Prim. Trav. Sta. # 19*	5587	5413	1.032
Pooles Island" Lighthouse 1842		U.S.G.S. Prim. # 61 Trav. Sta. # 61	15115	14516	1.041
Average Scale Factor =					1.044

Average scale factor computed for entire flight but only part of this flight (17-30) falls on the tracing area of the sheet.

Triangulation stations marked (*) fall on this sheet.

Actual scale factor used for sheet was 1.040 in order to correspond with adjacent sheets.

Computed by E.C.B. 12/10/34
Checked by R.D.C.

SHEET NO. 5430

CONTROL DATA

Station	North American Datum				1927 Datum	x Scale Factor
	°	'	"	m.	m.	m.
Battery 1934 * (N.A. 1927 Datum)	39	20	06.121		(1661.5) 188.8 (207.0) 1230.0	(1728.0) 196.4 (215.3) 1279.2
	76	19	51.356			
Carroll 1934 * (N.A. 1927 Datum)	39	18	45.980		(432.3) 1418.0 (1038.8) 399.0	(449.6) 1474.7 (1080.4) 415.0
	76	19	16.650			
Days 1934 * (N.A. 1927 Datum)	39	19	44.354		(482.5) 1367.8 (79.3) 1358.0	(501.8) 1422.5 (82.5) 1412.3
	76	17	56.689			
Maxwell Point 2 1898	39	21	25.060	772.8	(1088.3) 761.8 (892.3) 544.3	(1131.8) 792.3 (928.0) 566.1
	76	19	22.566	540.3		
Ricketts 1934 * (N.A. 1927 Datum)	39	18	06.395		(1653.1) 197.2 (6.9) 1430.8	(1719.2) 205.1 (7.2) 1488.0
	76	17	59.712			
Robins Point 2 1934 (N.A. 1927 Datum)*	39	18	02.460		(1774.5) 75.9 (145.4) 1292.3	(1845.5) 78.9 (151.2) 1344.0
	76	16	53.933			
○ U.S.G.S. Primary Traverse Station No. 19, 1918	39	21	21.64	667.4	(1193.9) 656.4 (512.2) 924.3	(1241.7) 682.7 (532.7) 961.3
	76	18	38.44	920.3		
○ U.S.G.S. Primary Traverse Station No. 72, 1918	39	21	32.61	1005.7	(855.7) 994.7 (40.8) 1395.9	(889.9) 1034.5 (42.4) 1451.7
	76	15	58.13	1391.9		
○ U.S.G.S. Primary Traverse Station No. 79, 1918	39	21	02.38	73.4	(1787.9) 62.4 (326.2) 1110.5	(1859.4) 64.9 (339.2) 1154.9
	76	17	46.21	1106.5		
○ U.S.G.S. Primary Traverse Station No. 103, 1918	39	18	30.24	932.6	(928.7) 921.6 (891.9) 545.8	(965.8) 958.5 (927.6) 567.6
	76	17	22.61	541.8		

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

SHEET NO. 5430

CONTROL DATA (Cont'd)

<u>Station</u>	North American Datum				1927	x Scale
	°	'	"	m.	Datum m.	Factor m.
○ U.S.G.S. Primary Traverse Station No. 104, 1918	39	18	12.83	395.7	(1465.6) 384.7	(1524.2) 400.1
	76	17	33.40	800.3	(633.4) 804.3	(658.7) 836.5
○ U.S.G.S. Primary Traverse Station No. 114, 1918	39	19	29.88	921.5	(939.8) 910.5	(977.4) 946.9
	76	17	37.35	894.8	(538.6) 898.8	(560.1) 934.8
○ U.S.G.S. Primary Traverse Station No. 123, 1918	39	20	51.22	1579.6	(281.7) 1568.6	(293.0) 1631.3
	76	15	40.91	979.8	(453.2) 983.8	(471.3) 1023.2

○ See note on page 11 under "Recoverable Objects."

SHEET NO. 5430
CONTROL DATA (Cont'd)

Station	North American Datum				1927 Datum	x Scale Factor
	°	'	"	m.	m.	m.
Lego Point 1918 Reference Mark	39	20	10.473	323.0	(1538.4) 312.0	(1599.9) 324.5
	76	15	11.814	282.9	(1150.0) 286.9	(1196.0) 298.4
Ricketts Photo Point *	39	18	06.375		(1653.7) 196.6	(1719.8) 204.5
	(N.A. 1927 Datum) 76	17	58.246		(42.0) 1395.6	(43.7) 1451.4

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

DESCRIPTIVE REPORT

To Accompany

PHOTO COMPILATION SHEET NO. 5430

Chesapeake Bay: Southern End of Gunpowder Neck

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 sheet extends from the southern end of Gunpowder Neck to latitude $39^{\circ} 22'$. The land is low and flat having no contours higher than about 40 feet. The area is covered with low swamp land and trees. Gunpowder Neck is a military reservation which is used for testing firearms, artillery equipment and gases.

A publication, "Story of Gunpowder Neck" by Capt. Harry W. Spraker, C.W.-Res was given the field party that visited Gunpowder Neck and it is enclosed with this report.

(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>
17 to 30	North and south between the $76^{\circ}17'00''$ and the $76^{\circ}18'00''$ meridians.	11-16-33	10:15 AM to 12:00 Noon	High-- 6:49 PM Low---12:06 PM

(e) Refer to Statistics Sheet.

2. CONTROL: *(a) Sources:

The following stations are on N.A. 1927 Datum and were established in 1934 by the Photo Compilation party under direction of Lieut. (j.g.) J.C. Partington:

Ricketts 1934
Days 1934
Battery 1934
Carroll 1934 (*Falls outside limits of compilation*)

The station "Robins Point 2 1934" is on N.A. 1927 Datum and was obtained from the ~~progress sketch~~ ^{work} of Lieut. Roland D. Horne: Project No. G-136 1933-34.

(*) 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. 5430

- - -

The station "Maxwells Point 2 1898" was obtained from the publication "Triangulation in Maryland" and its position was adjusted to N.A. 1927 Datum.

In order to obtain sufficient control on this sheet a number of primary traverse stations of the U.S. Geological Survey were used. Positions and descriptions of the traverse stations were obtained from the publication: U.S. Geological Survey, Bulletin 709-A, entitled "Triangulation and Primary Traverse in Delaware, Maryland, and West Virginia, 1916-1918". Positions are based on latitudes and longitudes of Piney Point 2, Lego Point 2, and Maxwell Pt. 2, triangulation stations of the U.S. Coast and Geodetic Survey, North American Datum.

The positions of the U.S. Geological Survey traverse stations are given as latitudes and longitudes in Bulletin 709-A. These positions were placed on N.A. 1927 datum by applying the following correction: Subtract 11 meters from the forward latitude position and add 4 meters to the forward longitude position. The stations used to control the radial line plot were recovered by the field inspection party, tied in on the photographs and described on Form No. 524, Description of Recoverable Hydro. & Topo. Stations.

In running the plot the stations Carroll 1934^{*}, Battery 1934 and Maxwell Pt. 2 1898 were not used because they are too far out on the pictures to be accurately pricked.

The station Ricketts 1934 could not be pricked on the photos and an auxilliary point was picked. The position of this point was computed by taking an azimuth and distance from the station Ricketts.

The station Lego Point 1918 is lost but a reference mark was recovered and its position computed. This was used to some extent in running the plot although it was too far out in the wing to be accurately pricked on all pictures.

The auxilliary point at Ricketts and the reference mark at Lego Point were removed from the celluloid after the radial plot was run and consequently they are not shown on the compilation. The computed positions of these points are given on a separate page under Control Data in this report however.

** Falls outside limits of compilation. Rum 4/23/35.*

(b) Errors:

It was extremely difficult to accurately prick the control on the photographs because the area is almost entirely covered by thick woods and by marshes. For this reason, some of the stations would not accurately check when they appeared in the outer part of the wing prints. It is believed that this is due entirely to the difficulty in accurately pricking the points and not to any error in the position of the stations. This conclusion is reached because the stations check very accurately where it is certain that they have been pricked in the proper locations.

(c) Discrepancies:

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

SHOAL AREAS

The dotted areas along the shore are not bare areas, they are in fact shoal areas.

See report T-5681, page 2.

Also, an examination of 1947 Army photos, indicates that the areas are shoal and not bare areas.

10-20-49 HRE/6/REF

10.

DESCRIPTIVE REPORT

SHEET NO. 5430

- - - -

3. COMPILATION:

(a) Method:

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

(b) Adjustment of plot:

The intersections for the radial points were very good and no adjustment of plot was found necessary.

(c) Interpretation:

Along most of the shore line there is a wide shoal area. For this reason it is impossible to tell the location of the high water line without making a very close field inspection. This inspection was made and the high water line shown accordingly. The shoal area was taken directly from the photos and is shown as accurately as possible.

(d) Information from other sources:

All the information shown on the compilation except names was obtained directly from the photographs.

(e) Conflicting names:

The names which appear on the overlay sheet were obtained from U.S. Coast and Geodetic Survey Charts, U.S. Geological Survey Quadrangles, and from Special Military Map No. 2654: 7531; 146 issued by the War Department, Corp of Engineers, U.S. Army.

Some variation in the spelling of several names was noted and these are given below:

Rickett Point on U.S. Coast and Geodetic Survey Charts is spelled Ricketts Point on the Military Map. Briary Point on the U.S. Coast and Geodetic Survey Charts is spelled Briery Point on the Military Map. Fords Point on the U.S. Coast and Geodetic Survey Charts is spelled Ford Point on the Military Map.

Spelling of these names shown to agree with charts pending

(f) Military Reservations: *decision of G. B. Bagg.*

This area is a military reservation and in compiling the sheet only the natural features and the roads have been shown. This is in accordance with the Director's letter of April 4, 1934.

4. COMPARISON WITH OTHER SURVEYS:

- (a) The only available topographic sheet of this area is No. 2308 compiled by the U.S. Coast and Geodetic Survey in 1897-98. Due to the changes which have taken place since 1897, a comparison of shore

DESCRIPTIVE REPORT

SHEET NO. 5430

- - -

line will be of no value. In general the position of the shore line checks with the topographic sheet but so many changes have taken place that no accurate comparison can be made. It is recommended that this compilation be accepted as correct.

The inland detail was compared with U.S. geological Survey Quadrangles and with Special Military Map No. 2654: 7531; 146, issued by the War Department, Corps of Engineers, U.S. Army. The ~~Belair~~ ^{Gunpowder} Quadrangle of the U.S. Geological Survey was used for ~~a name~~ comparison, ^{9/150}.

- (b) Junctions with adjoining compilations have been examined and are satisfactory.

5. LANDMARKS:

- (a) No landmarks are shown in this area on existing U.S. Coast and Geodetic Survey Charts and no new landmarks were recommended by the field party.
- (b) There are no objects in this area which show with sufficient prominence under the stereoscope to be recommended as landmarks.

6. RECOMMENDATIONS FOR FURTHER SURVEYS:

- (a) The compilation is believed to have a probable error of 3 meters in position of well defined detail of value for charting and of 5 meters for other data.

7. RECOVERABLE OBJECTS:

Seven cards, Form No. 524, Description of Recoverable Hydrographic and Topographic Station, are submitted with this sheet. The stations are primary traverse stations of the U.S. Geological Survey connected to three Coast & Geodetic Survey triangulation stations. There is some doubt as to whether or not these stations should be shown as triangulation control or fourth order control. Since U.S. Geological Survey Bulletin 709-A contains no information concerning the degree of accuracy with which these stations were located, i.e. closing errors, they are shown as fourth order control on the celluloid sheet and described on Form No. 524.*

* Shown on Supplemental
T5430 as triangulation
stations. These are primary
traverse stations and
cannot very well be shown
as topographic stations (less
than 3rd order accuracy)

Respectfully submitted,

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

Bgg 12/14/39

Survey No. T-5430

Date. April 23, 1935. GEOGRAPHIC NAMES

Chart No. 77, 1226

Diagram No.

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

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

Under investigation. Q

[illegible]

REVIEW OF AIR PHOTO COMPILATION NO. T-5430

Chief of Party: *J.C. Partington*Compiled by: *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, ~~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)
U.S. Geological Survey Primary Traverse stations based on Coast & Geodetic Survey triangulation, used to control plot. (see descriptive report.)
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)
Special Military Map No. 2654: 7531; 146 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.
This sheet compared with Topographic Sheet No. 2308 which was made in 1897-98.
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 obtained from field photographs on which the line of H.W. was shown by the field inspection party.

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,~~ ^{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)
Descriptions of recoverable stations are filed under this compilation number. 7. described stations. Larm
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)~~
No landmarks submitted ^{for} in this area.
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)~~
One foot bridge shown on compilation. It is not over navigable water.
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) ✓
Gunpowder, Md. Quadrangle referred to for geographic name comparison. Larm
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:

1. This area is a military reservation; only natural features and roads are shown on the compilation.
2. U.S. Geological Survey Primary Traverse Stations are shown as black circles and described in Form No. 524. Only the recovered stations used to control photo plot are shown.

18. Examined and approved;

J.C. Partington
Chief of Party

19. Remarks after review in office:

See following page.
V.B.G. Jones
Lionard A. Mulsum

Reviewed in office by:

Examined and approved:

K.T. Adams
Asst Chief, Section of Field Records
L.O. Solbert
Chief, Division of Charts

F.S. Boston
Chief, Section of Field Work
E. H. ...
Chief, Division of Hydrography
and Topography.

Review of Air Photo Compilation T 5430

Projection - The projection of this compilation was tested and found to be satisfactory.

Bluffs - The heights of bluffs as given below were estimated by the field inspection party. They are not shown on the compilation for they do not apply to a specific location.

Between Briary Pt. and Sandy Pt., 6 to 15 feet

North of Briary Pt., 10 feet

At Maxwell Pt., 10 to 15 feet

Between Watson Creek and Days Pt., 12 to 15 feet

At Rickett Pt., 10 feet

Comparison with other surveys and with the charts

(a) Chart No. 1226 There are no omissions or changes in important detail between this compilation and this chart. There are no landmarks in this area.

(b) Old topographic surveys: T 2308 (1897-98). See comparison made in this report on page 10. This compilation supersedes T 2308 for the area it covers. There are no topographic surveys more recent than T 2308, no planetable control surveys covering this area.

Recoverable Stations - As mentioned on page 11 of this report under "Recoverable Objects", the following stations are described and filed under this compilation number:

Primary traverse station "19" (d)
Primary traverse station "72" (d)
Primary traverse station "79" (d)
Primary traverse station "103" (d)
Primary traverse station "104" (d)
Primary traverse station "114" (d)
Primary traverse station "123" (d)

*applied to drawing of Chart 549
Sept. 11, 1935 - g.w.*

*Leonard C. McSauer
B.G. Jones*

Report for Supplemental T 5430

1. Name changes

2. correction to symbols on U.S.G.S.
traverse stations 12/14/39