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

DESCRIPTIVE REPORT

Air Photo

Topographic

~~Hydrographic~~

Sheet No. 5431

State Maryland

LOCALITY

Chesapeake Bay

~~Northern Part of~~ Gunpowder Neck
(Northern Part.)

Project No. HT-175

19353

CHIEF OF PARTY

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

U. S. GOVERNMENT PRINTING OFFICE: 1934

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. 5451

REGISTER NO.

State Maryland

General locality Chesapeake Bay

Locality (Northern End) of Gunpowder Neck ✓

Date of Photographs November 16, 1933

Scale 1:10,000 Date of Compilation April 20, 1935

Vessel Photo Compilation Party # 25

Reviewed and recommended for approval

Chief of party Lieut. (J.G.) J.C. Partington, April 21, 1935

Photographs plotted by S.M. Stoler & H.D. Cross, December 27, 1934

Inked by H.M. Turner April 20, 1935

Heights in feet above.....to ground to tops of trees

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

Instructions dated March 14, 1934

Remarks: Compilation of aerial photographs 5-16

*Blueprint only filed 2/28/36
Scale 1:9,615 J.G.E.*

-STATISTICS-

on

SHEET, FIELD NO. 5431, REG. NO. T-5431.

Photos No. 5-16

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	S.M. Stoler	12-12-34	12-12-34
PROJECTION CHECKED	<i>R.D. Cross</i> R.D. Cross	12-12-34	12-12-34
CONTROL PLOTTED	S.M. Stoler	12-13-34	12-13-34
CONTROL CHECKED	<i>R.D. Cross</i> R.D. Cross	12-13-34	12-13-34
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>R.D. Cross</i> R.D. Cross	12-29-34	12-29-34
DETAIL INKED	<i>H.M. Turner</i> H.M. Turner	3- 4-35	4-20-35
AREA OF DETAIL INKED 8.22 sq. Statute Miles (Land Area)			
AREA OF DETAIL INKED .25 sq. Statute Miles (Shoals in Water Area)			
LENGTH OF SHORELINE (more than 200 m. from nearest opposite shore) 9.89 Statute Miles.			
LENGTH OF SHORELINE (rivers and sloughs less than 200 m. wide) 3.27 Statute Miles			
LENGTH OF STREETS, ROADS, TRAILS, R.R., etc. 40.8 Statute Miles			
GENERAL LOCATION Chesapeake Bay, Maryland			
LOCATION Northern Part of Gunpowder Neck (Northern Part).			
DATUM North American 1927			
STATION Airway Beacon No. 61 B 1934			
		Latitude 39° 23' 35.014"	=1079.8 m.
		Longitude 76° 15' 59.303"	=1419.3 m.

Field Computations.

PROJECTION DIAGRAM

SHEET NO. 5431

Scale = 1:10,000

Scale Factor = 1.040

Distances Multiplied by Scale Factor Are Given in Red

	76° 20'	19'	18'	17'	16'	76° 15'	14'	
27'	(4476.1)	(2984.0)	(1492.0)					27'
	4303.9	2869.2	1434.6	(5773.1) 5551.1				
26'	(4477.1)	(2984.7)	(1492.4)					26'
	4304.9	2869.9	1435.0	(3848.7) 3700.7				
39°25'	(4478.1)	(2985.4)	(1492.7)					39°25'
	4305.9	2870.6	1435.3	(1924.4) 1850.4				
24'	(4479.2)	(2986.2)	(1493.0)					24'
	4306.9	2871.3	1435.6	(1924.4) 1850.4				
23'	(4480.3)	(2986.9)	(1493.4)					23'
	4308.0	2872.0	1436.0	(3848.7) 3700.7				
22'	(4481.4)	(2987.5)	(1493.8)					22'
	4309.0	2872.6	1436.3	(5773.1) 5551.1				
21'	(4482.4)	(2988.2)	(1494.2)					21'
	4310.0	2873.3	1436.7	(7697.5) 7401.4				
39°20'	(4483.4)	(2989.0)	(1494.5)					39°20'
	4311.0	2874.0	1437.0					
	76° 20'	19'	18'	17'	16'	76° 15'	14'	

Layout by S.M.S. 12/12/34
Checked by R.D.C.

SHEET NO. 5431

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 Reference Mark	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

4.

SHEET NO. 5431

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. 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 (5-16) 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. 5431

CONTROL DATA

Station	North American Datum				1927 Datum	x Scale Factor
	°	'	"	m.	m.	m.
Airway Beacon No. 61-A 1934*	39	23	29.184 30.091		(950.4) 900.0	(988.4) 936.0
(N.A. 1927 Datum)	76	17	37.566 36.662		(537.0) 899.0	(558.5) 935.0
Airway Beacon No. 61-B 1934*	39	23	35.014		(770.5) 1079.8	(801.3) 1123.0
(N.A. 1927 Datum)	76	15	59.303		(16.7) 1419.3	(17.4) 1476.1
Rembolt's house, east chimney 1898	39	23	15.26	470.6	(1390.7) 459.6	(1446.3) 478.0
	76	18	23.27	556.9	(875.1) 560.9	(910.1) 583.3
U.S.G.S. Primary Traverse Station No. 88 1918	39	22	21.84	643.5	(1187.8) 662.5	(1235.3) 689.0
	76	18	06.70	160.4	(1271.9) 164.4	(1322.8) 172.0
U.S.G.S. Primary Traverse Station No. 21 1918	39	24	00.45	13.9	(1847.5) 2.9	(1921.4) 3.0
	76	17	27.15	649.6	(782.0) 653.6	(813.3) 679.7
U.S.G.S. Primary Traverse Station No. 9 1918	39	23	35.54	1096.0	(765.3) 1085.0	(795.9) 1128.4
	76	17	26.52	634.7	(797.3) 638.7	(829.2) 664.2
U.S.G.S. Primary Traverse Station No. 25 1918	39	24	54.51	1681.0	(180.3) 1670.0	(187.5) 1736.8
	76	17	36.08	863.3	(568.3) 867.3	(590.9) 902.0
U.S.G.S. Primary Traverse Station No. 54 1918	39	22	36.86	1136.7	(724.6) 1125.7	(753.6) 1170.7
	76	16	20.15	482.3	(950.0) 486.3	(988.0) 505.8
U.S.G.S. Primary Traverse Station No. 56 1918	39	24	22.07	680.6	(1180.7) 669.6	(1227.9) 696.4
	76	18	53.00	1268.1	(163.5) 1272.1	(170.0) 1323.0
U.S.G.S. Primary Traverse Station No. 57 1918	39	24	28.77	887.2	(974.1) 876.2	(1013.1) 911.2
	76	18	37.13	888.4	(543.2) 892.4	(563.9) 928.1

SHEET NO. 5431
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>
U.S.G.S. Primary	39	25	16.37	504.8	(1356.5)	(1410.8)
Traverse Station					493.8	513.6
No. 61 1918	76	16	44.19	1057.1	(374.2)	(389.2)
					1061.1	1103.5

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

DESCRIPTIVE REPORT

To Accompany

PHOTO COMPILATION SHEET NO. 5431

CHESAPEAKE BAY, MD.; ~~Northern End of~~ Gunpowder Neck
(Northern Part).

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 sheet extends from the 39° 22' 00" parallel on the south to approximately the 39° 25' 30" parallel on the north. This area is covered by low swamp land and trees. Gunpowder Neck is a military reservation used for testing fire arms, 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 was included as a part of the report which accompanied compilation No. 5430.
- (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>
5 to 16	North and south between the 76°-17'-00" and the 76°-18'-00" meridians.	11-16-33	10:15AM to 12:00 N	High-- 6:49 PM Low---12:06 PM

2. CONTROL: *

(a) Sources:

The triangulation stations "Airway Beacon No. 61 A 1934" and "Airway Beacon No. 61 B 1934" were obtained from the ~~progress~~ *triangulation sketch* of Lieut. Roland D. Horne, Project No. G-136, 1933-34. These stations are on N.A. 1927 Datum.

The triangulation station "Rembolt's house, east chimney 1898" was obtained from the publication "Triangulation in Maryland" and its position was ~~adjusted~~ *corrected* to N.A. 1927 Datum.

- (*) 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

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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 Hydrographic or Topographic Station. *These traverse stations are represented on this compilation as triangulation stations since they are within the limits of accuracy of third order work. See U.S.G.S. Bulletin 709A for Positions.*

(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:

There seems to be a considerable discrepancy in the position of triangulation station "Airway Beacon No. 61-A 1931". This is a first order intersection station cut in from six main scheme stations. The Beacon is located on a concrete base which is made in the shape of an arrow. This concrete base shows very plainly on the photographs so that the station is accurately pricked on the pictures. According to the radial plot the position of this station should be: Latitude $39^{\circ}-23'-900.0$ m.; Longitude $76^{\circ}-17'-898.0$ m. The position as given on Form 28B, Geographic Positions (Field Computations) is: Latitude $39^{\circ}-23'-928.0$ m.; Longitude $76^{\circ}-17'-877.4$ m. In order to clear up this discrepancy a field party was sent to the location to recover U.S.G.S. Primary Traverse Station No. 9, 1918. The field party recovered this station and chained the distance between the traverse station and the beacon. They found this distance to be 318 meters which

* Position, adjusted N.A. 1927 datum is

Airway Bn "61-A" 1933 $39^{\circ} 23' 900.0$ meters = 29.184
 $76^{\circ} 17' 899.0$ meters = 37.566

Apparently the field computation is in error
 F.S.B.

76-17-894

Approximately 11 feet computation error in latitude

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checks very accurately the position of the beacon as established by radial plot. This shows the position of the beacon as shown on Form 28B to be approximately 35 meters in error. Consequently it is believed that a typographical error was made in form 28B or an error was made in the computations for the position of the station. This conclusion is reached due to the fact that it is very improbable that the beacon and its base have been moved.

3. COMPILATION:(a) Method:

The usual radial line plot was used to determine the positions 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 is possible.

(d) Information from other sources:

Some of the railroads in this section have been removed. The right of way shows up on the picture as a railroad but actually no railroad exists. A close field inspection was made and the railroads are shown as they exist at present. One short section of track in the north west corner just south of Traverse Stations Nos. 56 and 57 has been changed since the pictures were taken. Also, a short section of concrete road has been built in this section. A field inspection was made of these changes and they are shown on the compilation as they exist. The narrow gauge track is not shown.

All other information except names was taken directly from the photographs.

(e) Names:

The names which appear on the overlay were obtained from U.S. Coast and Geodetic Survey Charts, U.S. Geological Survey Gunpowder Quadrangle, and from Special Military Map No. 2654: 7531: / 46 issued by the War Department, Corps of Engineers U.S. Army.

x. The landmark "Northstack" on Chart 1226, of lat. $39^{\circ} 23.8'$ long. $76^{\circ} 16.2'$ is not shown on this compilation and is not mentioned in the descriptive report. Photos show the power house at this location, but no stack can be seen. If a stack exists it does not project far above the building. The power house is not shown as it is on a military reservation.

B.G.J.
2/10/56.

10.

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Conflicting Names:

On the above mentioned maps there is a difference in the name for the main line railroad which runs across the northern end of the compilation. This is one of the main lines of the Pennsylvania Railroad system and it is recommended that it be called Pennsylvania Railroad on the charts.

Additional Names:

The following names appear on the Military Map and on the U.S. Geological Survey Quadrangles. They are shown on the overlay and should be shown on the U.S. Coast and Geodetic Survey Charts:

Doves Cove
Kings Creek
Lauderick Creek
Beach Point
Wilson Point (Spelled Wilsor Point by U.S.G.S.)
East Branch Canal Creek

(f) Military Reservations:

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) Junctions with adjoining compilations have been examined and are satisfactory.
- (b) The ~~only~~ ^{most recent} available ^{plane table} topographic sheet of this area is No. ^{T-}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 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 Gunpowder Quadrangle and with Special Military Map No. 2654: 7531; / 46, issued by the War Department, Corps of Engineers, U.S. Army.

5. LANDMARKS: (see opposite page.)

- (a) No landmarks are shown in this area on existing U.S. Coast and Geodetic Survey Charts. It is recommended that Airway Beacons 61 A and 61 B be shown on the Charts as landmarks on account of their importance to navigation in the Bush River and in the Gunpowder River. Copy of form No. 567 is included herewith.

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- (b) There are no objects in this area which show with sufficient prominence under the stereoscope to be recommended as landmarks.

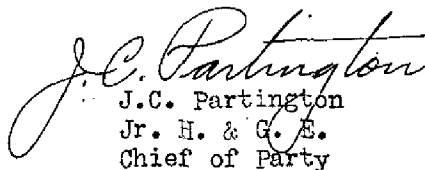
6. RECOMMENDATIONS FOR FURTHER SURVEYS:

- (a) Except as noted below the compilation is believed to have a probable error 3 meters in position of well defined detail of importance for charting and of 5 meters for other data.
- (b) The strip of territory approximately 500 meters wide and running north and south along the western boundary is a considerable distance from the center of the pictures and the intersections obtained in running the radial plot were very flat. For this reason it was difficult to locate radial points and consequently the position of detail in this section may be in error by 10 or 12 meters. Also, the position of detail shown to the north of the Pennsylvania Railroad may be in error by approximately 10 or 12 meters since there are no triangulation stations to the north of this railroad and the pictures were fixed by intersections alone. Pictures 1 to 4 inclusive extend to the north of this compilation for approximately $1\frac{1}{2}$ miles but were not plotted on account of the lack of control.

7. RECOVERABLE OBJECTS:

Eight 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 and 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 are described on Form No. 524. *(These traverse stations have been changed so that they now appear as triangulation stations. See discussion page 8 of this report.)*

Respectfully submitted,


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

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

Baltimore, Md.

April 23, 1935

DIRECTOR, U.S. COAST AND GEODETIC SURVEY:

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

The prominence of these objects has been checked from the water

J.C. Partington

Chief of Party.

DESCRIPTION	POSITION					METHOD OF DETERMINATION	CHARTS AFFECTED		
	LATITUDE		LONGITUDE		DATUM				
	°	'	°	'					
AERO Fl. (Δ Airway Beacon No. 61 A 1934)	39	23	900	76	17	898	N.A. 1927	Photo Plot	1226 & 77
AERO Fl. (Δ Airway Beacon No. 61 B 1934)	39	23	1079.8	76	15	1419.3	N.A. 1927	Triang.	1226 & 77
New Landmarks - To be placed on Charts.									
N.B. One of the above is plotted as an "approx. pos.". It appears to be about half way between the two beacons and it is impossible to tell which beacon is now supposed to be on the charts.									
Scaled by J.W.S. Checked by R.D.C.									

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

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

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

Remarks

Decisions

1		
2		
3		
4		
5	Loderick Cr on T197. Not named ^{on T213} on T2308. Same on T2366 Same on ch 1226.	
6		
7	spelled Wilsor Pt on Gunpowder Quad but I believe this is a printing failure, this not being completed	
8	Wilson's Pt on T213. Wilsons P on T2366	
9		
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27		

GEOGRAPHIC NAMES

Survey No.

T-5431

Name on Survey

	A	B	C	D	E	F	G	H	K	
Pennsylvania R.R. (Phila., Balto., & Wash. Bys.)										1
Edgewood Arsenal										2
Fort Hoyle										3
Gunpowder Neck	*		✓							4
Lauderick Creek (D.G.N.)			*							5
Beach Point	*	T213 ✓	✓							6
Wilson Point	*		✓							7
Canal Creek	*	T2308 ✓	✓							8
East Branch Canal Creek					*					9
Kings Creek	*	T213 ✓	✓							10
Doves Cove	*	✓	✓							11
Wright Creek	*	✓	✓							12
Gunpowder R.	*	✓	✓							13
										14
Add										15
Barren Pt.		T213 *								16
Eagle Pt.	*	T2366 ✓								17
Bush River.										18
										19
Names underlined in red approved by K.T.A. on 1/29/36										20
										21
										22
										23
										24
										25
										26
										27

REVIEW OF AIR PHOTO COMPILATION NO. 5431

Chief of Party: J.C. Partington

Compiled by: H.M. TURNER

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) *See reverse side for comparison with previous topographic surveys. sam.*
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) *The pier at lat. 39° 23.75; long. 76° 16.0 has been changed.*
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 used to control photo 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; 46 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 contemporary surveys either plane table or hydrographic sam.*
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 sketches made on field prints by field inspection party. sam.*

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."

Comparison with previous Topographic Surveys.

Comparison with the following surveys shows that the compilation is complete and adequate to supersede those portions of those surveys which it covers, except for detail mentioned. There have been changes of culture and other topographic detail since the time these plane table surveys were made.

T-197 (1846) 1/20,000.

T-213 (1846) 1/20,000.

T-2308 (1897). 1/20,000. Contours on T-2308 are not shown on compilation.

T-2366 (1898) 1/20,000.

L.A.M.
Feb 10, 1936.

* The landmark "Northstack" on Chart 1226 at lat $39^{\circ} 23.8$ long $76^{\circ} 16.2$ is not shown on this compilation and is not mentioned in the descriptive report. Photos show the powerhouse at this location but no stack can be seen. If a stack exists it does not project far above the building. The powerhouse is not shown as it is on a military reservation.

B.G.J.
Feb 19, 1936.

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)
2 Airway Beacons shown as landmarks ✓
*See opp page.**
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 over navigable waters. ✓
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 Longi-
tude are correctly marked. ✓

3. All station points are exactly marked by fine black dots. ✓
 4. Closely spaced lines are drawn sharp and clear for printing. ✓
 5. Topographic symbols for similar features are of uniform weight. ✓
 6. All drawing has been retouched where partially rubbed off. ✓
 7. Buildings are drawn with clear straight lines and square corners where such is the case on the ground. ✓
- (Par. 34, 35, 36, ~~37~~, ~~38~~, 39, 40, 41, 42, 43, 44, 45, 46, 48) ✓

16. No additional surveying is recommended at this time. ✓

17. Remarks:

18. Examined and approved;

J. C. Partington
Chief of Party

19. Remarks after review in office:

Reviewed in office by: Leonard A. McIsaac ✓ B. G. Jones
Feb. 10, 1936.

Examined and approved:

C. H. Green
Chief, Section of Field Records

L. O. Robert
Chief, Division of Charts

Fred. L. Peacock
Chief, Section of Field Work

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

Descriptive Report Supplemental T 5431

Supplemental filed 6/14/38

1. Para 61-B removed

2. changes in ~~names~~ names of U.S. G. S. Primary
towns citations 12/14/39