

5673

77-3

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. 5673

State MARYLAND

LOCALITY

CHESAPEAKE BAY

PERRYVILLE

Photographs ~~1938~~ Apr 30 & May 1, 1937

CHIEF OF PARTY

L. W. Swanson

Jr. H. & G. E.

5673

Applied to OMA 572 - April 1940 - D.S.O.

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

REG. NO.

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. 5673

T5673

REGISTER NO. 5673

State MARYLAND

General locality CHESAPEAKE BAY

Locality PERRYVILLE

Scale 1 : 10,000 Date of photographs APR 30
May 1, 1937

Vessel Air Photographic Survey Party # 25

Chief of party L. W. Swanson

Field Inspection. L. W. Swanson, E. L. Jones and W. R. Russell.

Surveyed by Compilation J. C. Partington, L. W. Swanson and E. L. Jones.

Inked by J. C. Partington, L. W. Swanson and E. L. Jones.

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

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

Instructions dated May 13, 1938

Remarks: Scale factor 0.965

DESCRIPTIVE REPORT

to accompany

AIR PHOTOGRAPHIC SURVEY SHEET NO. 5673
State of Maryland
Chesapeake Bay, Perryville

GENERAL INFORMATION:

The field inspection for this area was made during November 1937 and May 1938 by Air Photographic survey Party # 25 of Baltimore, Maryland. The additional field inspection made during May 1938, complies with instructions of May 13, 1938, *3 Roads and Field lines.*

* The photographs were taken by the recently developed U. S. Coast and Geodetic Survey Nine Lens Aerial Camera, Flown by the U. S. Army Air Corp.

CONTROL:

Control for this work consisted of the following triangulation stations, Perry, Cooper, Havre-de-Grace-3, Airway Beacon # 63-A, and Perryville Veteran's Supply Depot, Silver Tank; located in the 1933 scheme by R. D. Horne.

RADIAL PLOT:

The template method was used in running this plot. It was run twice by Lieut. (j.g.) J. C. Partington. The second running served as a check. This plot checked the first exceptionally well, very few of the radial points in the area detailed were moved. The radial plot was run directly on this sheet.

Due to ~~lack~~ *lack* of control and sufficient pictures the radial plot was not carried north of Latitude 39°36'.

The following difficulties were encountered in the radial plot.

(a) Paper distortion.

✓ The office prints for the photographs were printed on Haloid Pressed Bromide Paper. Distortions were taken on by the paper during the drying period. The photographs were in general large on one edge and small on the adjacent. The distortion on the pictures for this sheet was noticeable less than on those of sheets 5651 and 5654. Small corrections were applied proportionally to the radial lines on the templates when necessary.

(b) Transforming Printer.

The transforming Printer had not been completely adjusted when the photographs for this work were printed. In some photographs a chamber appears to be out and adjustment could not be satisfactorily made.

(c) Tilt.

Tilt on several of the photographs was determined by the Anderson method of Scale Ratio Changes. The tilt was determined after the radial plot was completed. The tilt was found to be small.

* T 5673 supplemented by hydrographic survey # 6364
May to June to August 1938

(d) Scale.

The photographs vary greatly in scale factor. The scale of this sheet is 1:10,363 or 1:10,000 with a scale factor of 0.965.

(e) Relief.

There are differences of relief on this sheet. The greatest elevation as taken from the U. S. Geological Survey quadrangle is approximately 420 feet, which is at Ryans Hill.

The differences of scale and relief do not in themselves cause difficulties in running radial plots but do cause trouble when combined with paper distortion, tilt and perhaps a slight error caused by the Transforming Printer not being in proper adjustment.

DETAIL:

Additional radial points not shown on the sheet were established during the detailing in areas where the photographs were off scale or where there were large differences in relief. Adjustments of several meters per hundred were not uncommon.

The detailing of this sheet is in accordance with instructions dated May 13, 1938. It should be noted however that part of this sheet was completed prior to the receipt of the above mentioned instructions.

An attempt was made to show all buildings on the sheet except small sheds and outbuildings and the congested area at Perryville.

Except for the control all other information shown on the sheet was taken from the field inspection notes and the photographs.

COMPARISON WITH PREVIOUS SURVEY: T 2383- 1899

There is considerable change in the High Water Line to the north and south of the Penn. R.R. bridge and the highway bridge from Perryville to Havre de Grace.

The two docks just south of the Perryville Havre de Grace highway bridge are dilapidated.

There are slight changes on the north side of Stump Point and the south shore of Mill Creek.

The marsh areas in Mill and Furnace Creeks show considerable amount of changes.

The grass growing in water off Stump Point is shown as determined from the photographs. But the exact limits of these areas should be determined by the hydrographic party as this feature does not show clearly if at all on the photographs. *This will be corrected upon receipt of the hydrographic sheets.*

COMPARISON WITH PREVIOUS SURVEY: T 2383 - 1899.

Except for the above noted changes this survey agrees exceptionally well with that of the previous work, both as to shoreline and detail common to the two surveys.

COMPARISON WITH CHART NO. 1226.

Corrected to Feb. 24, 1938.

The marsh areas on the compilation of Furnace and Mill Creeks show considerable change from the charted marsh areas in these creeks.

Because of the scale of this chart a good comparison cannot be made, but it appears that the High Water Line in the vicinity of Perryville and the two dilapidated docks (stub piling) as shown on the compilation do not agree with the chart in this vicinity.

RECOVERABLE TOPOGRAPHIC STATIONS (Card form 524)

Cards for the recoverable stations on this sheet are forwarded with this survey.

JUNCTIONS:

This sheet joins the following Air Photographic Surveys; T 5674 on the west, & T 5651 on the east.

LANDMARKS:

Airway Beacon # 63 A is on a Tank (elevated). This is a triangulation station and is plotted as such on the compilation.

West Stack was located on the compilation by the radial plot.

The two above mentioned landmarks are in existence and are charted.

It is recommended that the Veteran's Supply Depot, Silver Tank Perryville be charted. This is a triangulation station and is shown as such on the compilation. Tank (elevated)

RECOMMENDATION FOR FUTURE SURVEYS:

This sheet is believed to be complete in all detail of importance for charting and no additional surveys are required.

The probable error is not greater than 5 meters for all radial points and well defined objects along the water front and in the areas well controlled. The error of other detail of importance on this sheet is probably not greater than 10 meters.

Respectfully submitted,

L. W. Swanson
L. W. Swanson,
Chief of Party.

*These have not been
filed as all of the objects
are readily recoverable
without descriptions*

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STATISTICS

AIR PHOTOGRAPHIC SURVEY SHEET NO. 5673
State of Maryland.

Air Photographs:

1282	1284	1277	1381	1387
1283	1276	1308		1388

Date of Photographs ~~May 1, 1937~~ *see below.* ~~Time unknown~~

Scale Factor D:965 J. C. Partington

Projection Ruling Machine (Scale 1:10,000) Jan. 17, 1938

Projection checked Washington Office No. date

Control Plotted J. C. Partington Jan. 20, 1938

Control Checked E. L. Jones Jan. 20, 1938

Radial Line Plot J. C. Partington

Radial Line Plot Checked L. W. Swanson.

Preliminary Review L. W. Swanson.

Area (land) square statute miles 12.4

Shoreline (Over 200m from opposite shore) Statute miles 9.0

Shoreline (Creeks) 6.3

Roads, streets and trails Statute Miles 53.0

Railroads Statute Miles along right of way 11.6

Datum North American 1927

Locality Perryville, Md.

Station Latitude 39° 32' 48.379" ✓ Perry 1933

Longitude 76° 02' 1171.2 m

49.049" .2

adjusted

x coordinate 1,068,771 FT.

y " 625,427 FT.

<i>Photo</i>	<i>Date</i>	<i>time</i>
1276-77	4-30-37	2:34-2:35
1282-84	"	2:38-2:39
1308	"	2:56
1381	5-1-37	10:06
1387-88	"	10:10-10:11

Remarks.

Decisions

1	Local information from	USGB decision
2	Mr. Herbert Reynolds Havre de Grace, Md.	
3	Mr. Norman Reynolds Havre de Grace, Md.	USGB decision
4	The above men are not related, nor were they	USGB decision
5	visited together.	
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M 234		

Survey No. **T 5673**

M 234

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

TO BE CHARTED
TO BE DELETED
TO BE DELETED
TO BE DELETED

STRIKE OUT ONE

Baltimore, Maryland.

June 28, 1938

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

The positions given have been checked after listing.

L. W. Swanson

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.

①

SECTION OF FIELD RECORDS

Review of Air Photographic Survey T-5673 Scale 1:10,000

Photographs taken May 1, 1937 Compiled March to June, 1938
Refer to pages 1 and 4 of Descriptive Report for additional data.

Chief of Party, L. W. Swanson
Radial plot by J. C. Partington
Radial plot checked by L. W. Swanson
Inked by J. C. Partington, L. W. Swanson, E. L. Jones

There are no contemporary planetable surveys in this area. Shoreline and hydrographic control stations were located by the photographic plot.

Contemporary Hydrographic Surveys

^{H6364} The contemporary hydrographic surveys, field numbers ~~1003~~ and 1004, ^{are} not in the office. Upon receipt of the hydrographic surveys a comparison will be made with T-5673. Any corrections or additions to T-5673 resulting from the comparison will be added in red on the temporary file copy. The same corrections and additions will be made to T-5673 prior to printing. A discussion regarding the comparison with the hydrographic surveys will be added to the review if needed.

All stations and other detail printed in black on the hydrographic sheet were printed direct from a reproduction of T-5673 and require no verification as regards ⁷⁴²⁵ correction of transfer.

Previous Topographic Surveys

T- 185 (1845), 1:10,000
T- 189 (1845), 1:10,000
T-2383 (1899), 1:20,000
T-2384 (1898), 1:20,000

Comparison of T-5673 with the above topographic surveys shows that T-5673 is complete and adequate to supersede the sections of those surveys which it covers except for contours.

See page 2 of Descriptive Report regarding comparison made by the field party.

Comparison with Chart 1226

The air photographic survey shows a marsh island at latitude 39° 32.3', longitude 76° 02.2' which is not shown on the chart.

See page 3 of Descriptive Report for a discussion of other differences.

A list of landmarks for charts is attached, page 7.

See also the third page following, ie page 4 of this review.

Remarks

The celluloid drawing and descriptive report were complete as submitted from the field except for possible corrections to the marsh shoreline resulting from the hydrographic surveys. These corrections are to be made in this office upon receipt of the hydrographic surveys.

L. C. Lande
Reviewed in office by L. C. Lande, Sept. 21, 1938. ✓ *B. G. Jones*

Examined and approved:

Thos. B. Reed
Thos. B. Reed
Chief, Section of Field Records

K. T. Adams
K. T. Adams
Chief, Division of Charts

Fred. L. Peacock
Fred. L. Peacock
Chief, Section of Field Work
G. H. Hude
G. H. Hude
Chief, Division of H. & T.

See also following two pages

ADDITION TO REVIEW T-5673

April 21, 1939

COMPARISON WITH H-6364 (1:10,000) May to June, 1938

H-6364 was ^{received} ~~reviewed~~ in this office in April 1939 and has been compared with T-5663 April 21, 1939.

The outer limits of the marsh areas in the following localities were not inspected by the air photographic survey party and were not clear on the photographs. They were inspected by the hydrographic party and the celluloid T-5673 has been corrected in accordance with detailed notes made on the boat sheet H-6364:

- | | |
|-------------------|-----------------|
| 1. Lat. 39° 32.4' | Long. 76° 02.3' |
| 2. Lat. 39° 33.6' | Long. 76° 02.1' |
| 3. Lat. 39° 33.3' | Long. 76° 03.2' |

Rock Jetties at Lat. 39° 32.8' Long. 76° 03' are not visible on the photographs but have been added to T-5673 from H-6364.

The registered copy of T-5673 (temporary ozalid print) has been corrected to agree with the above changes. T-5673 has not been applied to the charts at this date.

B.G. Jones

Addition to the Review of T 5673

9/25/40

An ozalid print (advance print) of T 5673 was registered 10/3/38 and applied to chart 572 in April 1940¹.

At this date 9/25/40, the celluloid drawing has been ~~corrected~~^{✓✓} from new photographs Nos. 04941 and 04942 (nine lens) taken 7/5/40. These ~~connections~~^{connections} include the addition of the new bridge across the Susquehanna, the road leading to the bridge, other minor changes due to the road construction, and a new electric power line running north ~~from~~^{from} Peayville. These ~~connections~~^{connections} to 5673 have been reported to the Nautical Chart Section for application to chart 572. The bridge and road have been applied to chart 572 at this time, but the power line and a few buildings in the vicinity of the bridge were left off the chart and are to be applied at a later printing.

The above changes will be included on the final file copy of T 5673 which will be placed in the vault as soon as the printing is completed.

T 5673 has not been applied to chart 1226 up to this date.

The power line mentioned above is shown on T 5673 by the general symbol only. The tall towers supporting the line are not shown, as they are not all visible and there are not sufficient photographs to determine their exact positions.

Vertical Clearance 87'
Fixed Span

Report to be submitted later

Page 1.

REVIEW OF AIR PHOTO COMPILATION NO.

Chief of Party:

Compiled by:

Project:

Instructions dated:

- ✓ 1. The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown on this compilation. (Par. 16a, b, c, d, e, g and i; 26; and 64)
- ✓ 2. Change in position, or non-existence of wharfs, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 66 g, n)
None
- ✓ 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~~)
None
- ✓ 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)
None
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. *None*
No contemporary plane table survey
- ✓ 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. 126; 44; and 66 c, h, i, ~~more~~)
7. High water line on marshy ~~and mangrove~~ coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)

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."

M-57

*Oakington
Near Harrode, Wren*

Tyding's

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. ~~39, 30,~~ and 57)
(24) No stations marked.

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)
None
TS 674 will cover this as Bridges will be shown on that 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~~)
None

13. The geographic datum of the compilation is *N.A. 1927* and the reference station is correctly noted. *adjusted*

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;

19. Remarks after review in office:


Chief of Party