

5675

5675

Form 504 Rev. Dec. 1933	
DEPARTMENT OF COMMERCE	
U.S. COAST AND GEODETIC SURVEY	
R. S. PATTON, DIRECTOR	
DESCRIPTIVE REPORT	
Topographic Hydrographic	Sheet No. T-5675
State Maryland	
LOCALITY	
Chesapeake Bay	
Spesutie Island	
Photographs taken in 1937	
1939	
CHIEF OF PARTY	
L. W. Swanson	

U.S. GOVERNMENT PRINTING OFFICE: 1934

2.422

39°30'

39°22'30"

76°00' - 76°07'30"

appeal to Ch. 572. April 1940. H.J.G.

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. T-5675

REGISTER NO.

T5675

State Maryland

General locality Chesapeake Bay

Locality Spasautia Island

Scale: 1:10000 x .965 Date of ^{Photographs} July 8 survey Apr. 30 & May 1, 1937

Vessel Air Photographic Survey Party No. 2

Chief of party L.W. Swanson

Field Inspection: L.W. Swanson, E.L. Jones & D.A. Jones
Surveyed by ~~Compilation:~~ E.L. Jones

Inked by E.L. Jones

Heights in feet above mean to ground to tops of trees

Contour, Approximate contour, Form line interval 100 feet

Instructions dated May 13, 1938

Remarks: _____

T-5675

Photographs

Nos.	Date	Time	* scale	Altitude	Stage of tide *
✓ 1255-1257	4-30-37	2:04 - 2:19	1:9650		
✓ 1272-1274	"	2:30 - 2:31	1:9650		
✓ 1285-1286	"	2:40 - 2:41	1:9650		
✓ 1391-1393	5-1-37	10:13 - 10:15	1:9650		
1684	7-8-37	11:09	1:9650		

* Tide from predicted tables, Fishing Battery Light, mean range Ft.

Camera: U.S.Coast & Geodetic Survey nine lens (focal length $8\frac{1}{4}$ inches)
Negatives on file in Washington Office.

Supplemental Surveys

Graphic control surveys: None -----
Hydrographic surveys: --- Field No. 1008 ----- date -- 1938
Aberdeen Proving Ground boundary survey blue print, revised to May 9, 1936
Field inspection: -- L.W. Swanson, E.L. Jones ----- November, 1937
Field inspection: --- D.A. Jones ----- May, 1938

General Information

Chief-of-Party: ----- L.W.Swanson -----
Projection by: ----- ruling machine ----- date unknown
Projection checked by: -- Washington Office ----- date unknown
Radial points picked by:---- E.L.Jones -----
Additional points picked by: E.L.Jones -----
Control plotted by: ----- W.C.Russell ----- March 21, 1938
Control checked by: ----- J.C.Partington ----- March 22, 1938
Radial plot by: -- J.C.Partington, L.W.Swanson
E.L.Jones & W.C.Russell ----- March 23, 1938
Shoreline inked by: ----- E.L.Jones ----- April 1 to 8, 1938
Detail inked by: ----- E.L.Jones ----- April 9 to 16, 1938
June 2 to 11, 1939
Preliminary review by: ----- L.W.Swanson ----- June 22, 1939
Smooth draft by: -----

STATISTICS

Area (land) -----	16.1 square statute miles		
Shoreline (more than 200 m. from opposite shore)---	24.4	"	"
Shoreline (creeks) -----	44.6	"	"
Roads, streets, trails & railroads -----	59.5	"	"

Reference Station

Reference station: B Tower, 1933 Datum: North American 1927
 Latitude: $39^{\circ} 26' 46.385''$ (1430.5 m.) adjusted ✓
 Longitude: $76^{\circ} 06' 11.841''$ (283.1 m.) adjusted ✓ ft
 Maryland system of plane coordinates: $x = 1,053,245.10$ $y = 588,140.55$ Ft.

Reference station: Fishing Battery Lighthouse Datum: North American
 Latitude: $39^{\circ} 29' 40.147''$ (1238.1 m.) ¹⁹³³ adjusted 1927
 Longitude: $76^{\circ} 05' 01.396''$ (33.4 m) adjusted
 Maryland system of plane coordinates: $x = 1,058,594.84$ Ft.
 $y = 606,275.75$ Ft.

Note: The following traverse stations of the
Army Ordnance Dept. were converted ^{from} to grid
to geographic positions by the field party
and used as control. The G.P.s are filed
confidentially in geodesy. Since the G.P.s
are not available for issue the stations
have been removed from the sheet.

AA Main Front APG.

AA Sta 1 APG.

AA Sta 2 APG.

Cherry Tree Pt Tower APG.

Station "Capota, Road and gun club has been
changed from a Δ to \circ .

Beggs

2/8/40.

DESCRIPTIVE REPORT
to accompany
AIR PHOTOGRAPHIC SURVEY SHEET NO. T-5675
STATE OF MARYLAND
CHESAPEAKE BAY, SPESUTIE ISLAND

Date of this report ----- June 22, 1939

INSTRUCTIONS:

The topography on this sheet is a part of Project HT-215, the instructions for which are dated May 13, 1938.

CONTROL:

The control consists of twelve stations shown on the sheet by the triangulation symbol. The following is a list of the control and its source:

1. U.S. Coast & Geodetic Survey triangulation
Locust 3, 1933
Fishing Battery Light, 1933
B Tower, 1933
Beacon Rev. Red, 1933
2. U.S. Army Engineers field observations. Geographic positions computed from the original data by Air Photographic Survey Party No. 2 and submitted by J.C. Partington, U.S. Coast & Geodetic Survey, in 1937.
L-U.S.E., 1937
M-U.S.E., 1937
N2-U.S.E., 1937
3. Plane coordinated furnished by the Ordnance Dept., U.S. Army, Aberdeen Proving Grounds, Maryland. Geographic positions computed by Air Photographic Survey Party No. 2 and submitted by L.W. Swanson, U.S. Coast & Geodetic Survey in 1939.
Cupola, Rod & Gun Club, A.P.G.
AA Main Front, A.P.G.
AA Sta. # 1, A.P.G.
AA Sta. # 2, A.P.G.
Cherry Tree Pt. Tower, A.P.G.

See note on page opposite
Triangulation station AIRWAY BN., FLASHING GREEN, 1933 plots about 200 meters west of its present location. This station is now on the top of a hangar and may have been moved since 1933. The position shown on the sheet is a strong radial plotted position from the photographs. *This light is not shown on T-sheet or file in Vault. GJR*

filed as confidential triangulation in geodetic 857 672 64048
Triangulation station WINDMILL, 1898 is not shown on the sheet since it was destroyed by a storm in 1913. What appeared to be the old well casing of the mill radial plots 18 meters north-northeast of the adjusted triangulated position.

Triangulation station N2-U.S.E., 1937 was not used in the radial plot due to the extreme difficulty in picking this station on the photographs.

Aside from the control noted all available control falling on this sheet was used in controlling the radial plot.

RADIAL PLOT:

The radial plot for this sheet was run in conjunction with Sheets T-5674, T-5676, T-5677 and T-5678 by the celluloid template method. A detailed description of the method used in running this plot is given in the descriptive report for sheet T-5677.

On this sheet well defined radial points were selected at intervals of about every two inches along the shoreline and about four well defined points per square mile on the inshore areas. These points were radial plotted by the celluloid template method and together with the triangulation formed the basis of the control for additional radial points plotted during the detailing of the sheet.

The radials on this sheet intersected exceptionally well, except at the south end of Spesutie Island where the picking of points was handicapped by indistinct photographs.

For the guidance of the reviewers the green circles shown on the back side of the sheet indicate weak intersections of three radials or in some cases only two radials. Blue circles indicate well located points of three or more radials.

According to notes furnished by the hydrographic party of the Launch MIKAWA while making hydrographic surveys in this area from boat sheets prepared from the air photographic survey shoreline (1) the jetty in latitude $39^{\circ}30.1'$, longitude $76^{\circ}06.8'$ and (2) the north jetty on Fishing Battery are both slightly out of position.

These discrepancies were investigated on the radial plot. The jetty in latitude $39^{\circ}30.1'$, longitude $76^{\circ}06.8'$ was shifted 7 meters to the south-southwest from the position as furnished the Launch MIKAWA. The new position was determined from 3 intersecting radials with a fourth giving a medium poor check.

The north jetty on Fishing Battery was investigated and could not be changed from the position as furnished the Launch MIKAWA. However, due to the medium poor intersection of the radials from photographs No. 1274, 1391 and 1273 it is recommended that preference be given the hydrographic location if a discrepancy exists between the smooth sheet and the air photographic sheet.

No change made upon receipt of hydrographic survey although a small difference existed. (see note P. 2, H-6365 Des. Rep. T.M.P. Jan. 10, 1940)

DETAIL:

#6365 The marsh limits shown on this sheet were taken from the photographs and comply with Field Memorandum No. 1, 1938. It should be noted however that the limits shown do not represent the offshore limits of the marsh grass at the height of its growth in Mid-summer. These limits were obtained by the hydrographic party of the Launch MIKAWA in 1938 and are shown on sheet Field No. 1008. The hydrographic limits of the marsh should be charted where they do not agree with the air photographic survey.

Date of survey shoreline on T 5675

is of the date of the photographs, being
of 1937.

interior details within the Aberdeen
Proving ground were corrected up to
Fall of 1940³⁹ by inspection of T 5675
by authorities of the Aberdeen Proving
ground.

By Jones

4/8/40

The boundary line of the U.S. Reservation at Aberdeen Proving Grounds is shown on the sheet by the boundary symbol. The boundary line, for the most part, was obtained by field inspection notes of roads and fences in its vicinity. However, about 100 meters of the eastern limits was plotted data on a boundary line blue print furnished this office by the War Dept., as was also the width of the right-away leading from the Proving Grounds to Aberdeen, Maryland.

The piling of an old saw mill in Swan Creek was noted on the field inspection notes but could not be identified on the photographs. For the charting of these consult the 1938 hydrographic sheet Field No. 1008. H6365

The area now occupied by the U.S. Reservation at Aberdeen Proving Grounds was formerly farm land and many of the old fence lines may be traced out on the photographs. Small drainage ditches have been dug in the lower areas of the Proving Grounds, some of which drain along the old fence lines.

Spesutle Island is privately owned by New York interests and is used exclusively as a gun club. The fields are cultivated for food for the wild life on the island. All of the main roads on the island have been shown by double dashed lines since they are not available for use by the public.

On part of this sheet the detailing was accomplished prior to the receipt of instructions dated May 13, 1938 concerning the treatment of roads but were changed where necessary to conform to these instructions except in Aberdeen Proving Grounds. The main roads in the Proving Grounds are paved and have been shown on this sheet by double full lines even though they are not open to the public.

Except for the control and a short section of the U.S. Reservation boundary line at Aberdeen Proving Grounds all information shown on this sheet was taken from the field inspection notes and the photographs.

COMPARISON WITH PREVIOUS SURVEYS:

The following is a comparison with T-2377 surveyed in 1898 on a scale of 1:20,000 and reproduced on a bromide to the approximate scale of this sheet:

(1) Swan Creek.

Many small discrepancies were found in the comparison of the high water line in this creek.

A large discrepancy of 40 meters was noted in latitude $39^{\circ}29.2'$, longitude $76^{\circ}07.8'$ and a 30 meter discrepancy in latitude $39^{\circ}30.3'$, longitude $76^{\circ}08.0'$. These discrepancies can not be explained by shoreline erosion since the creek is too wide for freshets to scour the banks away and, also, since the creek is protected from the wave action on Chesapeake Bay. It is believed that long sections of the shoreline may have been sketched on the previous survey due to the unimportance of this creek.

The high water line shown on the previous survey on this creek was not located on the air photographic survey in marsh areas. It should be noted that this sheet shows the offshore limits of the marsh grass as it appeared at the time the photographs were taken and does not represent the limits of the marsh grass at the height of its growth in Mid-summer. It is recommended that the mid-summer marsh limits as they appear on hydrographic sheet Field No. 1008 surveyed in 1938 be used for charting.

(2) Swan Creek Point.

The Chesapeake Bay side of this point agrees exceptionally well with the previous survey. The tip of this point has shortened by about 40 meters since 1898.

(3) Spesutie Island.

Changes as great as 60 meters have occurred on Bear Point between the date of the two surveys. This Point is marshy and is subject to much wave action from Chesapeake Bay.

Many large discrepancies were noted in Back Creek. Any erosion in this creek is mainly due to the rise and fall of the tide since the creek is protected and the drainage area is small with respect to the size and length of this creek. It is believed that the differences between the two surveys is mainly due to sketching between rod shots on the previous topographic survey. The shoreline on this creek is very soft and covered with tall marsh grass which would make plane table work extremely difficult. On this survey the detail was traced from photograph No. 1225 which was by far the clearest photo and taken nearer the time of high water but was slightly tilted and off scale.

There is evidence of about 10 meters of erosion of the shoreline on Locust and Sandy Points.

The high water line between Locust and Sandy Points agree very well for being on the exposed part of Spesutie Island, except for the shoreline at the head of an old loading pier in latitude $39^{\circ}28.3'$, longitude $76^{\circ}04.2'$. The shoreline in this vicinity has now been smoothed out by the wave action on Chesapeake Bay. The old pier could not be identified on the photographs but a few of the old rock cribbings were located on the hydrographic survey in 1938.

The sharp point on the north side of Spesutie Island in latitude $39^{\circ}28.8'$, longitude $76^{\circ}05.0'$ has eroded by as much as 50 meters.

(4) Spesutie Narrows:

Discrepancies of as much as 40 meters are not uncommon in the shoreline in the Narrows. It should be noted that the previous survey shows the mean high water line while this survey shows the offshore limits of the marsh grass at the time of the photographs for much of the shoreline in the Narrows. In comparison of some of the points in the Narrows there appears to be evidence of erosion or considerable sketching between rod shots on the previous survey.

(5) Black Point:

A sand point has now been built up to the north of Black Point in latitude $39^{\circ}26.2'$, longitude $76^{\circ}06.1'$ for a distance of 70 meters and is not shown on the previous survey.

(6) Cherry Tree Point:

This point closely agrees with the previous survey.

The high water line between Cherry Tree Point and Black Point has eroded by amounts as great as 35 meters.

The high water line to the southwest of Cherry Tree Point in latitude $39^{\circ}25.0'$, longitude $76^{\circ}07.2'$ has eroded 30 to 35 meters in places.

The following is a comparison with T-2382 surveyed in 1898 on a scale of 1:20,000 and reproduced on a bromide to the approximate scale of this survey:

(7) Fishing Battery:

The southern most jetty shown on the previous survey has been destroyed.

(8) Shoreline north and east of Swan Point:

The high water line north of latitude $39^{\circ}30'$ to the north limits of this sheet agree very closely with the previous survey.

Due to the difference in scale between this survey and Chart #1226 (date of issue May 6, 1939) only a visual comparison was made. The differences as noted in the comparison with T-2377 and T-2382 also apply to the chart. Additional discrepancies noted on the chart are as follows:

- (9) The location of the roads in Aberdeen Proving Grounds have been greatly changed since this area was purchased for a military reservation some 20 years ago. Many of the roads shown on the chart in this vicinity are nonexistent at the present time.
- (10) The airway beacon charted in latitude $39^{\circ}27.7'$, longitude $76^{\circ}06.4'$ from the 1933 triangulation is in error

about 200 meters. It is believed that this beacon has been moved since 1933. *See T-5675 for Position*

- (11) The several towers, tanks and stacks in Aberdeen Proving Grounds are not shown on chart # 1226 were located on this survey. These objects are of a recoverable nature but have not been described on card form #524 since their positions are of a confidential nature to the U.S. Army.

RECOVERABLE TOPOGRAPHIC STATIONS:

There are no recoverable topographic stations on this sheet except those mentioned in the above paragraph in Aberdeen Proving Grounds.

JUNCTIONS:

A junction was made with map drawing T-5674 on the north; with T-5677 on the south and west; and with T-5676 on the northwest. A good agreement was obtained at all junctions except at the railroad and west Aberdeen Proving Grounds boundary line in latitude $39^{\circ}29.6'$, longitude $76^{\circ}09.0'$. This difference was investigated in the field where measurements were taken from the centerline of the paved road to a monument on the east boundary line. The width of the right-a-way was then plotted on the sheet from data furnished on a boundary survey blue print by the U.S. Army. The cultivated areas on the west side of this right-a-way extend slightly over the boundary line and is not marked by property line fences. This sheet is now in agreement at the junction with T-5676.

NAMES:

The geographic names shown on this sheet agree with chart #1226 except for:

- (1) Aberdeen Proving Grounds,

Official name for the U.S. Military Reservation shown on the sheet.

- (2) Cole

This name is shown on the U.S. Geological Survey quadrangle map and, also, on U.S.C. & G.S. chart 1226 as a small settlement of 3 or 4 houses in what is now Aberdeen Proving Grounds. This name is not shown on the air photographic survey since the houses and the old road system are now non-existent.

The following new geographic names shown on this sheet have been verified in the field during the 1938 hydrographic survey of this area by the Launch MIKAWA and have been submitted with the hydrographic sheet No. (field) 1008:

- (1) Buzzard Glory

- (2) Sand Cove

- (3) Dipper Creek

(4) Woodrest Creek.

The small marsh islet at the north entrance to Spesutie Narrows shown on the hydrographic survey No. (field) 1008 as Ned Island was not shown on the air photographic survey since it could not be identified on the photographs.

LANDMARKS:

Landmarks for the area covered by this sheet have been made the subject of a special report and submitted with the hydrographic survey by the Launch Mikawe in 1938.

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 radial points shown in blue on the back of the sheet and well defined objects along the water front. The error of other detail is not greater than 10 meters.

Respectfully submitted,

Edmund L. Jones
Edmund L. Jones
Jr. H. & G. E.

Forwarded approved:

L. W. Swanson
L. W. Swanson
Chief-of-Party

---NOTE---

It has been requested by the authorities at the Aberdeen Proving Grounds that the detail inside their property line not be charted. It is also their request that the area be detailed and that several prints be made for their use. This office has complied with the above request and detailed this area. The property line of the Proving Grounds is shown on this sheet.

L. W. Swanson
L. W. Swanson,
Chief-of-Party, C. & G.S.

As
T 5675 will be held confidentially in the air photo unit ~~pending~~ until taken up for reproduction. Chart paper copies of the sheet will be ~~for~~ forwarded to the commandant Aberdeen Proving Grounds with the request that one copy be returned to this office with notations showing which details should be removed from the sheet in the area of the military reservation. These details will be removed prior to printing of the file copy or printing for publication.

B. G. Jones 7/21/57

REVIEW OF AIR PHOTO COMPILATION NO.

Chief of Party: L. W. Swanson

Compiled by: E. L. Jones

Project: H. T. 215

Instructions dated: May 13, 1938

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 ~~h~~; 26; and 64) Ref. Par. 26. The descriptive report is complete except for Fishing Battery. The previous survey shows several buildings on Fishing Battery. There is only one building (the old lighthouse) and it is in ruin. The small boat harbor on the island is filling in and the change in position, or non-existence of wharves, 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, h) and the bulkheads in a state of deterioration.
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~~)
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)
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.
These differences 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; ~~24~~; and 66 c, ~~2, 4~~)
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."


- * The representation of low ~~water lines, reefs, coral reefs~~ and ~~reefs~~, 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)
See page 6, Descriptive Report.
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)
See page 7, Descriptive Report.
- * 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)
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 N.A. 1927 Adj. and the reference station is correctly noted.✓
14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j)
15. The drafting is satisfactory and particular attention has been given the following:
1. Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report.✓
 2. The degrees and minutes of Latitude and Longitude are correctly marked.✓

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

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

17. Remarks:

18. Examined and approved;


Chief of Party

19. Remarks after review in office:

Remarks

Decisions

1		File No. 394 760
2	USGB decision	" "
3		" "
4		" "
5		" "
6		" "
7		" "
8		" "
9	USGB decision	" "
10		" "
11		" "
12		394 761
13		" "
14		" "
15		" "
16		" "
17	USGB decision	" "
18		" "
19	USGB decision	" "
20	one word	" "
21		" "
22		" "
23		
24		
25		
26		
27		

GEOGRAPHIC NAMES

Survey No. T5675

GEOGRAPHIC NAMES										
Survey No. T5675										
Name on Survey	<div>On Chart No. 1226</div> <div>On previous survey No.</div> <div>On U. S. quadrangl. 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>Fishing Battery</u> ✓	✓									1
<u>Spesutie Island</u> ✓	✓									2
<u>Spesutie Narrows</u> ✓	✓									3
<u>Back Creek</u> ✓	✓									4
<u>Locust Point</u> ✓	✓									5
<u>Sandy Point</u> ✓	✓									6
<u>Bear Point</u> ✓	✓									7
<u>Brier Point</u> ✓	✓									8
<u>Mulberry Point</u> ✓	✓									9
<u>Dipper Creek</u> ✓										10
<u>Sands Cove</u> ✓										11
<u>Aberdeen Proving Ground</u> ✓										12
<u>Swan Cr.</u> ✓	✓									13
<u>Swan Creek Pt</u> ✓	✓									14
<u>Cedar Pt</u> ✓										15
<u>Plum Pt</u> ✓	✓									16
<u>Black Pt</u> ✓	✓									17
<u>Mosquito Cr.</u> ✓	✓									18
<u>Cherry Tree Pt</u> ✓	✓									19
<u>Wood Rest Cr.</u> ✓										20
<u>High Pt</u> ✓										21
<u>Buzzard Glory</u>										22
										23
										24
										25
<u>Names underlined in red app'd SBE</u>										26
7/24/39										27
										M 234 ✓

PLANE COORDINATE GRID SYSTEM

Positions of grid intersections used for fitting the grid to this compilation were computed by Division of Geodesy and the computation forms are included in this report.

Positions plotted by S. KASS

Positions checked by JOSEPH P. DUNICH

Grid inked on machine by S. KASS.

Intersections inked by JOSEPH P. DUNICH

Points used for plotting grid:

$\phi = 39^{\circ}-31'-00''$
 $\lambda = 76^{\circ}-09'-00''$

$\phi = 39^{\circ}-31'-00''$
 $\lambda = 76^{\circ}-03'-00''$

$\phi = 39^{\circ}-25'-00''$
 $\lambda = 76^{\circ}-09'-00''$

$\phi = 39^{\circ}-25'-00''$
 $\lambda = 76^{\circ}-03'-00''$

$\phi = 39^{\circ}-28'-00''$
 $\lambda = 76^{\circ}-05'-00''$

ϕ
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Triangulation stations used for checking grid: CHKD BY JOSEPH P. DUNICH

1. Δ B TOWER 1933

5.

$\phi = 39^{\circ}-30'-00''$
 $\lambda = 76^{\circ}-07'-00''$

6.

$\phi = 39^{\circ}-29'-00''$
 $\lambda = 76^{\circ}-05'-00''$

7.

4.

8.

$X = 1,053,245.16$
 $Y = 508,640.55$

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-5675

There are no contemporary planetable or graphic control surveys in this area.

Contemporary Hydrographic Surveys.

H-6365 (1938) 1:10,000. Minor shoreline discrepancies noted on page 2 of descriptive report T-5675 and on pages 2 and 3 of descriptive report H-6365 have been examined and disposed of and the two surveys are in agreement.

Previous Topographic Surveys.

Comparison with previous topographic surveys listed below shows that T-5675 is complete and adequate to supersede the sections of those surveys which it covers except for the details noted.

Refer to pages 3 to 5 of the descriptive report for comparisons made by the field party.

Shoreline changes have been comparatively large varying from 0.0 to 60.0 meters. There have been numerous cultural changes.

T-188	(1845)	1:10,000	
T-190	(1845)	1:20,000	
T-212	(1845)	1:20,000	
T-2377	(1900)	1:20,000	
T-2382	(1899)	1:20,000	Except for contours.

Comparison with Chart 1226.

All lights and landmarks shown on 1226 are shown on T-5675.

See pages 5 and 6 of descriptive report for comparisons made by the field party.

A number of natural objects have been located and are shown as topographic stations on T-5675 but no recommendation is made regarding landmarks as this will be done by the hydrographic party.

Air beacon lat. $39^{\circ}27.7'$, long. $76^{\circ}06.4'$, has been moved about 200 meters since the 1933 triangulation position was determined. Reported to chart standards February 8, 1940.

CONFIDENTIAL INFORMATION.

T-5675 is partly within the Aberdeen Proving Ground. Confidential copies of T-5675 have been furnished the Commanding Officer, Aberdeen Proving ground and a confidential plate is filed in the vault for possible future printing. Confidential information has been painted off of the negatives in accordance with instructions from the Commanding officer, Aberdeen Proving Ground and a new non-confidential plate made for printing the file copy and copies for sale.

The instructions regarding the removal of confidential details consisted of notes made on a copy of T-5675. This copy has been destroyed. The original celluloid drawing and all confidential prints of T-5675 have been destroyed.

Instructions regarding removal of confidential information from T-5675 have been reported to the Nautical Chart Section.

MISCELLANEOUS.

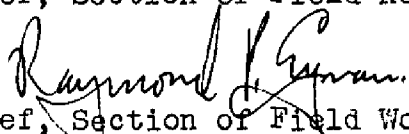
The drafting on T-5675 is very good and the map details are complete.

Reviewed in office by - L. C. Lande.

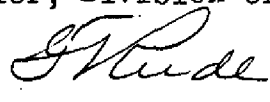
Inspected by - B. G. Jones.

Examined and approved:


Chief, Section of Field Records.


Chief, Section of Field Work.


Chief, Division of Charts.


Chief, Division of H. & T.