

5700

5700

|                                                                 |                  |
|-----------------------------------------------------------------|------------------|
| Form 504<br>Rev. April 1935                                     |                  |
| DEPARTMENT OF COMMERCE<br>U. S. COAST AND GEODETIC SURVEY       |                  |
| DESCRIPTIVE REPORT                                              |                  |
| Topographic<br>Hydrographic                                     | Sheet No. T-5700 |
| State MARYLAND                                                  |                  |
| LOCALITY<br>CHURCH HILL                                         |                  |
| VICINITY                                                        |                  |
| Photographs taken April 30, 1937<br>May 1, 1937<br>July 8, 1937 |                  |
| 1937-41                                                         |                  |
| CHIEF OF PARTY<br>L. W. SWANSON                                 |                  |

Applied to Reconstruction of Chart 548-Aug 12, 1941 - J. Walker

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 5700

REGISTER NO.

State MARYLAND

General locality Southeast Creek

Locality CHURCH HILL & Vicinity

Scale 1:10000 X .985 Date of <sup>Photographs</sup> ~~Survey~~ April, May & July, 1937

Vessel Air Photographic Party No. 2

Chief of party L.W. Swanson

Field Inspection --- Wm. C. Russell & L.W. Swanson

Surveyed by Radial Plot --- R.A. Gilmore

Inked by D.A. Jones & J.E. Deal

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

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

Instructions dated 5/13/38 & 8/28/39, 19---

Remarks: Sheet was not completed to limits owing to

lack of photographs.

DATA RECORD      T-5700

PHOTOGRAPHS

| Number         | Date    | Time                  | Scale   | Alt.    | Tide                 |
|----------------|---------|-----------------------|---------|---------|----------------------|
| 1236,1237      | 4/30/37 | 11.57 a.m.-12.15 p.m. | 1:10000 | Unknown | 1.9 ft. above M.L.W. |
| 1326,1327      | 4/30/37 | 3.02 p.m.- 3.14 p.m.  | 1:10000 | Unknown | 1.4 ft. above M.L.W. |
| 1370,1371,1372 | 5/1/37  | 9.50 a.m.-10.01 a.m.  | 1:10000 | Unknown | 1.9 ft. above M.L.W. |
| 1693,1694,1695 | 7/8/37  | 11.14 a.m.-11.24 a.m. | 1:10000 | Unknown | 1.7 ft. above M.L.W. |

Camera: U.S. Coast & Geodetic Survey Nine Lens (Focal length  $8\frac{1}{4}$  inches).

Tides from predicted tables for Chestertown, Md.

SUPPLEMENTAL SURVEYS

None.

GENERAL INFORMATION

Chief of Party.....L.W.Swanson  
 Projection by.....Ruling Machine, Wash. Office, Date Unknown  
 Projection checked by.....Wash. Office, Date Unknown  
 Hydrographic Radial points pricked by....Wm. C. Russell during the Fall of 1939  
 Additional Radial points pricked by.....D.A.Jones & J.E.Deal  
 Control Plotted by.....L.W.Swanson, Nov. 13, 1939.  
 Control Checked by.....D.A.Jones, Nov. 14, 1939.  
 Radial Plot by.....R.A.Gilmore, Nov. 21, 1939.  
 Shoreline Inked by.....D.A.Jones Date Unknown  
 Detail Inked by .....J.E.Deal..Jan.,Feb.& May 1941 ( 29 days )  
 Preliminary Review by.....

STATISTICS

Area (land).....22.0 Square Statute Miles  
 Shoreline (More than 200m from opposite shore)..3.5 Statute miles.....  
 Shoreline (Under 200m from opposite shore)..... 4.0 Statute Miles.....  
 Roads,Streets and trails.....54.0 Statute Miles.....

REFERENCE STATION

ROBERTS,1934  
 Latitude 39 08' 55.909'' (126.2m)  
 Longitude 75 58' 43.939'' (385.7m)

Datum,-N.A. 1927  
 Adjusted

X coordinate: 1,089,592.60  
 Y coordinate: 480,711.91

Date of Survey:  
 Field Inspection in fall of 1939  
 Details on T5700 are of the date of the photographs  
 except for the widening of Highway 213 as noted  
 on page 3 of the desc. report.

DESCRIPTIVE REPORT  
to accompany  
AIR PHOTOGRAPHIC SURVEY SHEET NO. T-5700  
STATE OF MARYLAND

CHURCH HILL & VICINITY

DATE OF THIS REPORT.....May 7, 1941.

INSTRUCTIONS:

This roughdraft map drawing is a part of project HT 215, dated May 13, 1938 and supplemental instructions contained in the Directors letter dated August 28, 1939.

FIELD INSPECTION:

Shoreline and hydrographic signals by Wm. C. Russell during the Fall of 1939. Field inspection in Church Hill and vicinity by Lieut. (j.g.) L.W. Swanson.

Names by Lieut. (j.g.) Ross A. Gilmore during the Fall of 1939.

PHOTOGRAPHS:

The photographs were taken with the U.S. Coast & Geodetic Survey Nine Lens Camera.

CONTROL:

There is only one control station on this sheet which is U. S. C. & G. S. station

ROBERTS; 1934

RADIAL PLOT:

A combined radial plot involving sheets Nos. 5693, 5694, 5696, 5697, 5699 and 5700 was run on November 21, 1939, by the usual template method. Due to lack of control on the 10000 pictures, a 20000 plot was first run on which about 150 radial points were located. These radial points which were common to the 10000 and 20000 pictures were plotted on the 10000 sheets and used as control in conjunction with the triangulation in the running of the 10000 plot. Where necessary to give a good distribution of points, additional points were pricked on the 10000 pictures.

It is believed that although the triangulation stations in the area covered by these 6 sheets were sparse, the addition of so many additional auxiliary points resulted in a very good plot. A greater amount of strength could have been added to the plot had the 20000 pictures been flown with more overlap both as to pictures and flight lines. (See letter dated December 5, 1939.) Also a more uniform spacing of the flight lines on the 10000 pictures would have been of considerable help in radial plotting.

*The plot is discussed in greater detail in  
the descriptive report and review T5696.*

3

A junction of points was made with No. T-5702 by running an auxiliary plot to eliminate any differences that occurred between the plot involving the above sheet and the present 6 sheets.

Tilt was computed and new center was established on Photograph No. 1236. This new center improved the radials from this picture. Photographs Nos. 1237, 1326, 1327, 1370 & 1694 are tilted.

The photographs were found generally good for scale. Most of the detail was obtained by use of the projector.

#### HYDROGRAPHIC SIGNALS:

Only two hydrographic signals appear on this sheet. These are natural objects on the North shore of Southeast Creek and are shown by black circles 1.5 mm in diameter. *These are shown on the celluloid drawing but will not appear on the file copy or published map T5700*  
RECOVERABLE TOPOGRAPHIC STATIONS:

No recoverable topographic stations are shown as none occur in the area covered by this sheet.

#### DETAIL:

Buildings: In the town of Church Hill only the public buildings in the town proper are shown. On the rest of the map all other buildings are shown *(except small out buildings) in so far as they are visible on the photographs.*

Roads: Roads were detailed according to the field inspectors notes shown on the field inspection prints. However U.S. Highway No. 213 seemed to be in process of widening at the time the 1600 flight pictures were made. On authority of Lieut. (j.g.) L.W. Swanson who is very familiar with this highway an 8m road is shown.

#### COMPARISON WITH PREVIOUS SURVEYS:

T-3024: In general there has been little change in shoreline, and where changes do occur, they are at marshy areas. Practically all changes are recessions.

A good bit of difference occurs in the location of Brown's Branch and the upper section of Southeast Creek. The location of these streams is evidently sketched on T-3024 or a change has occurred since this survey was made.

Comparison could not be made with interior detail.

Chart No. 548, Revised to April 21, 1939 : The same error in the location of Brown's Branch and the upper section of Southeast Creek is noted on this chart. Evidently the chart is in error at this point.

Chart No. 1226, Revised to Sept. 8, 1939. : The above discrepancy as noted on Chart No. 548 appears on this chart.

Chart No. 77 : Due to scale <sup>difference</sup>, a comparison could not be made.

JUNCTIONS:

On the West: (T-5699) Junction is in good agreement with this sheet.

On the North: (T-5696) & (T-5697) Junctions are in good agreement with this sheet.

On the South: (T-5702) This sheet is in the process of detailing but a junction of common radial points has been made.

On the East: There is no sheet to the East of T-5700

NAMES:

The geographic names on this sheet are listed on form M-234 in the appendix.

LANDMARKS:

There are none in the area covered by this sheet.

REMARKS:

Owing to lack of photographs it was impossible to detail East of Longitude 75 56'.

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 of radial points and of well defined objects \* along the shoreline is not greater than five meters. The error of inland radial points and detail of importance is not greater than 10 meters.

Respectfully submitted,

J. Edward Deal,  
Photogrammetric Aid (Field)

Approved:

*May 8, 1941*  
*L. W. Swanson*  
L. W. Swanson,  
Chief of Party.

\* There is no apparent reason to consider the radial plot stronger along shore than in the interior. There may be some loss of accuracy in the interior due to detailing differences of elevation. Well defined objects are probably located within 0.5 to 1.0 m of exact geographic position.

# GEOGRAPHIC NAMES

Survey No. T 5700

| GEOGRAPHIC NAMES        |                                                                                                                                                                                                                                                                                                                                                                                          |         |         |    |    |    |    |                |     |    |
|-------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|---------|----|----|----|----|----------------|-----|----|
| Survey No. T 5700       |                                                                                                                                                                                                                                                                                                                                                                                          |         |         |    |    |    |    |                |     |    |
| Name on Survey          | <div>On Chart No. 11 = "A" 1224-C</div> <div>On previous survey No. 1201 = "A" 1201-B</div> <div>On U. S. quadrangle Maps - 2 sec. 1201-B</div> <div>From local information FIELD INSPECTION</div> <div>On local Maps STATE G. MAP, QUEEN ANNE Co.</div> <div>P. O. Guide or Map</div> <div>Atlas of the State of Md. 1877, Lake, Giffin &amp; Stevens</div> <div>U. S. Light List</div> |         |         |    |    |    |    |                |     |    |
|                         | A.                                                                                                                                                                                                                                                                                                                                                                                       | B.      | C.      | D. | E. | F. | G. | H.             | K.  |    |
| Church Hill             | "A" "C"                                                                                                                                                                                                                                                                                                                                                                                  |         | "B"     | ✓  | ✓  |    | ✓  | 391 759        |     | 1  |
| Starkley Corner         |                                                                                                                                                                                                                                                                                                                                                                                          |         | "A"     |    | ✓  |    |    | 391 760        |     | 2  |
| Southeast Creek         | "A" "B" "C"                                                                                                                                                                                                                                                                                                                                                                              | "A" "B" | "A" "B" | ✓  | ✓  |    |    | 391 760        |     | 3  |
| Browns Branch           |                                                                                                                                                                                                                                                                                                                                                                                          |         | "B"     |    | ✓  |    |    | 391 760        |     | 4  |
| U.S.Highway No. 213     |                                                                                                                                                                                                                                                                                                                                                                                          |         |         | ✓  | ✓  |    |    | Md. Transp # 1 |     | 5  |
| Md. State Highway No.19 |                                                                                                                                                                                                                                                                                                                                                                                          |         |         | ✓  | ✓  |    |    | " "            | " " | 6  |
| Md. State Hghy. No. 300 |                                                                                                                                                                                                                                                                                                                                                                                          |         |         | ✓  | ✓  |    |    | " "            | " " | 7  |
| Md. State Hghy. No.405  |                                                                                                                                                                                                                                                                                                                                                                                          |         |         |    | ✓  |    |    | " "            | " " | 8  |
|                         |                                                                                                                                                                                                                                                                                                                                                                                          |         |         |    |    |    |    |                |     | 9  |
|                         |                                                                                                                                                                                                                                                                                                                                                                                          |         |         |    |    |    |    |                |     | 10 |
|                         |                                                                                                                                                                                                                                                                                                                                                                                          |         |         |    |    |    |    |                |     | 11 |
|                         |                                                                                                                                                                                                                                                                                                                                                                                          |         |         |    |    |    |    |                |     | 12 |
|                         |                                                                                                                                                                                                                                                                                                                                                                                          |         |         |    |    |    |    |                |     | 13 |
|                         |                                                                                                                                                                                                                                                                                                                                                                                          |         |         |    |    |    |    |                |     | 14 |
|                         |                                                                                                                                                                                                                                                                                                                                                                                          |         |         |    |    |    |    |                |     | 15 |
|                         |                                                                                                                                                                                                                                                                                                                                                                                          |         |         |    |    |    |    |                |     | 16 |
|                         |                                                                                                                                                                                                                                                                                                                                                                                          |         |         |    |    |    |    |                |     | 17 |
|                         |                                                                                                                                                                                                                                                                                                                                                                                          |         |         |    |    |    |    |                |     | 18 |
|                         |                                                                                                                                                                                                                                                                                                                                                                                          |         |         |    |    |    |    |                |     | 19 |
|                         |                                                                                                                                                                                                                                                                                                                                                                                          |         |         |    |    |    |    |                |     | 20 |
|                         |                                                                                                                                                                                                                                                                                                                                                                                          |         |         |    |    |    |    |                |     | 21 |
|                         |                                                                                                                                                                                                                                                                                                                                                                                          |         |         |    |    |    |    |                |     | 22 |
|                         |                                                                                                                                                                                                                                                                                                                                                                                          |         |         |    |    |    |    |                |     | 23 |
|                         |                                                                                                                                                                                                                                                                                                                                                                                          |         |         |    |    |    |    |                |     | 24 |
|                         |                                                                                                                                                                                                                                                                                                                                                                                          |         |         |    |    |    |    |                |     | 25 |
|                         |                                                                                                                                                                                                                                                                                                                                                                                          |         |         |    |    |    |    |                |     | 26 |
|                         |                                                                                                                                                                                                                                                                                                                                                                                          |         |         |    |    |    |    |                |     | 27 |

Names underlined and approved by L. Heck on 9/16/41

M 234

Names underlined in red approved  
by L. Heck on 9/16/41



REVIEW OF AIR PHOTO COMPILATION NO. T 5700

Chief of Party: L. W. Swanson

Compiled by: J.E.Deal Jr.

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, ~~d~~, ~~e~~, g and ~~h~~; ~~35~~; and 64) August 28, 1939

- ~~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. 28; 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.

No contemporary surveys.

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, ~~44~~, 1)

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."

- ~~X~~ 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)

- ~~X~~ 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)

None

- ~~X~~ 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 recommended for charting on this sheet.

- ~~X~~ 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)

There are no bridges on this 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 ~~65~~)

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

14. ✓ Junctions with adjoining compilations have been examined and are in agreement. (Par. 68j)

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, 47)

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

17. Remarks:

This map drawing could not be completed to the tracing limits as layed out, due to lack of photographs.

18. Examined and approved;

*L. W. Swanson*  
Chief of Party

*May*  
*April 8, 1941*

19. Remarks after review in office:

Reviewed in office by:

Examined and approved:

Chief, Section of Field Records

Chief, Section of Field Work

Chief, Division of Charts

Chief, Division of Hydrography  
and Topography.

## DIVISION OF CHARTS

### SURVEYS SECTION

#### REVIEW OF AIR PHOTOGRAPHIC SURVEY T-5700

July 8, 1941

There are no contemporary graphic control surveys in this area.

#### Hydrographic Surveys

The 1940 hydrographic survey of Chester River has not yet been received in this office.

#### Previous Topographic Surveys

|        |          |         |
|--------|----------|---------|
| T-3024 | 1:20,000 | 1909-10 |
|--------|----------|---------|

Comparison under the projector shows shoreline differences up to 60 meters along Southeast Creek. All recessions, mostly along marshy places but also breaking away of bluffs, are indicated in two places. The northeasterly extension of Southeast Creek differs so much (200 meters) on the two surveys as to indicate that T-3024 was sketched for the area in questions.

T-5700 supersedes T-3024 for the common area.

#### Charts 548, 1226

The detail for charts 548 and 1226 was taken from T-3024 and should be revised to agree with T-5700. T-5700 has not been applied to the charts at this date.

#### Radial Plot

The radial plot for T-5700 was made as a part of the plot for six sheets, T-5693, T-5694, T-5696, T-5697, T-5699, and T-5700. There is a short discussion of the radial plot on pages 1 and 2 of the Descriptive Report T-5700 and a more detailed discussion in the Descriptive Report of T-5696. No attempt was made to check the radial plot in the Washington office. It is accepted as within the limits of accuracy stated on page 3 of the Descriptive Report.

#### Field Inspection and Detailing

The detailing was complete with the exception stated

on page 3 of the report. No detailing was done east of 75° 56' due to lack of sufficient photographs. Many approximate locations of streams through wooded ravines were changed in this office after careful inspection of the photographs under the stereoscope. The same statement as made in review of T-5699 regarding the availability of stereoscopes applies in this case.

Reviewed in office by D. H. Benson, July 8, 1941

Inspected by B. G. Jones *B.G. Jones*

Examined and approved:

Chief, Surveys Section

*Charles Quince*  
*K.T. Adams*

Chief, Section of Topography

*J.S. Borden*  
Chief, Division of Charts

*G.H. Muir*  
Chief, Division of Coastal  
Surveys