

5708

00
00
25

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Planimetric Map

Field No. T-5708 Office No. _____

LOCALITY

State Maryland

General locality Eastern Shore, Chesapeake Bay

Locality Eastern Bay, Claiborne and
Vicinity

Photos taken 1937 and 1938. Supple-
mented by other surveys to 1939.
1940

CHIEF OF PARTY

L. W. Swanson

LIBRARY & ARCHIVES

DATE _____

Applied to drawing of Chart 1225 2-6-41 J.T.W.

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-5708.....

REGISTER NO.

State Maryland.....

General locality Eastern Shore, Chesapeake Bay.....

Locality Claiborne, Talbot County.....

Scale 1:10,000..... Date of ^{photographs}~~survey~~ May, June, Oct., 1937.....

Vessel Air Photo Party #2.....

Chief of party L.W. Swanson.....

Field Inspection - D.A. Jones, R.A. Gilmore
Surveyed by Additional Hydro. Signals - J. Jones.....

Inked by N.L. Kaslow.....

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

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

Instructions dated May 13,....., 1938.

Aug 28,..... 1939

Remarks:.....

DATA RECORD

T-5708

PHOTOGRAPHS

Photo. No.	Date	Time	Scale	Alt	Stage of Tide
1460,61,62	5/1/37	2:11-2:15	1:10,000	Unknown	0.2 ft above MLW
1478,80,81	"	2:31-2:37	"	"	"
1486	"	2:40-2:48	"	"	"
1635	7/8/37	10:13-10:26	"	"	0.3 ft above MLW
*AHY 6-69,70	6/24/37	Unknown 1:10 PM	"	"	Unknown
*AHY 54-42,43	10/15/37	"	"	"	"

Camera: U.S. Coast & Geodetic Survey Nine Lens (Focal Length 8 $\frac{1}{2}$ inches)
 *U.S. Dept. of Agriculture Single Lens (Focal Length unknown)

Tides: From predicted tide tables for Baltimore Md. reduced for Claiborne Md.

General Information

Chief of Party..... L.W. Swanson
 Projection by..... Ruling Machine, Washington Office 3/11/40
 Projection Checked by..... Washington Office Date Unknown
 Hydrographic Signals Pricked by...D.A. Jones, Fall 1939; J. Jones 8/40
 Control Plotted on Photos by.....W.C. Russel & A.W. Wardwell 3/1/40
 Control Plotted on Smooth Sheet by.....L.W. Swanson & R.A. Gilmore 3/15/40
 Control Checked by.....R.A. Gilmore & L.W. Swanson 3/18/40
 Radial Plot Made by.....L.W. Swanson 3/20-23/40
 Radial Points Pricked by..... W.C. Russel
 Additional Radial Points Pricked by..... N.L. Kaslow
 Shoreline Inked by.....N.L. Kaslow...April-May, 1940
 Detail Inked by.....N.L. Kaslow Sept-Oct, 1940
 Preliminary Review byL.W. Swanson 11/8/40
Compilation is as of date of photographs (1937) except for deletion and addition of a few buildings and tanks reported by field inspection party in 1939

Statistics

Area (land)..... 28.5 sq. stat mi.
 Shoreline(More than 200 meters from opposite shore)..... 28.1 stat. mi.
 Shoreline(Less than 200 meters from opposite shore)..... 12.8 stat. mi.
 Roads, railroads, trails, streams..... 94.3 stat. mi

Reference Station

Rice, 1933

Latitude; 38 - 49' - 31.873" (982.6 m)

Longitude; 76 - 18' - 08.079" (195.3 m)

N.A. 1927 adjusted (Field adj) unadjusted

(Field position corrected from N.A. to N.A. 1927
 by subtracting 11.2 meters from latitude
 adding 4.6 meters to longitude)

X coordinate; 998,786.30 FT.

Y coordinate; 362,090.88 FT.

2

Descriptive Report
to accompany
Air Photographic Survey Sheet No. T-5708

Radial Plot

The available ground control in the area was deemed sufficient to orient all the photographs taken with the nine lens camera whose centers fell on this sheet. No auxilliary combined plots were therefore necessary. Sufficient number of additional points were pricked to permit an accurate delineation of shoreline and other topographic details. Due to the small overlap of pictures some difficulty was encountered in obtaining three line intersection points in several areas. With the aid of the projector and by cross-checking with single lens pictures, these areas were delineated with commensurable accuracy. Common radial points were pricked on the single and nine lens pictures. Due to the lack, however, of collimation marks for obtaining the centers of the single lens pictures, no attempt was made to obtain radial lines from them. These pictures were close to scale and were quite satisfactory wherever used.

Subsequent to the laying of the original plot several recoverable topographic marks were found on the western shore of the area. These were field pricked and their positions plotted. Although they were not used for control their positions were checked by radial intersections and were found to agree with the original plot. (The positions of these marks ~~are~~ indicated on the smooth sheet by 2.5mm circles.

Additional hydrographic signals were field pricked after the shoreline was completed. Their positions were located by the usual radial intersection and marked with 1.5 mm. circles. No distinction was made between these signals and those located during the original field inspection.

Notes on Detailing

Several notes given on the smooth sheet are here repeated in order to make for completeness of report:

1. Dashed lines outside of the H.W.L. are the approximate limits of offshore shoal areas. *Shoal Lines having been transferred to hydro sheet, they will not be shown on printed copies of T-5708. REF 1-29-42*
2. All areas unless otherwise symbolized are under cultivation.
3. The type of growth in the wooded areas is as symbolized on their peripheries.
4. All double full and double dashed roads are shown by solid center lines; single dashed roads are so indicated.
5. Unless otherwise noted all roads are to be shown 6 m. wide.

Comparison with Other Surveys

T-2294

Dated- 1899, Scale- 1:10,000, N.A. datum.

In order to compare this survey with the present survey, a N.A. 1927 grid was, superimposed on the existing N.A. grid. Although the scale was 1:10,000, shrinkage made the use of the projector advisable. It was found,

3

however, that various topographic features such as roads, fences, and houses which were common to both surveys, when used for control, threw the comparing projection lines askew. In the absence of any triangulation stations on the survey of 1899, it was decided that the topographic features rather than the projection lines should be used for control in comparing the shoreline of the two surveys.

Listed below are the major differences encountered in comparing the west shoreline from Tilghmans Pt. to Lat. 39-48', and the east shoreline down to approximately 39-49'-20". It should be kept in mind, however, that an accurate comparison between the two surveys could not be made, and therefore, the differences indicated are general rather than specific in nature.

1. Tilghmans Pt. receded about 140 meters and became somewhat rounded off.

2. A triangular area on the western shore, extending southward for 1340 meters and having a base of 65 meters at Tilghmans Pt. appears to have been washed out.

3. At Lat. 38-51'-880m., Long. 76-15'-120m., a triangular area whose base runs 265 meters north and south, and whose apex of 65 meters runs east and west, has been rounded off.

4. A strip of land, located northwest of Tilghmans Creek, commencing opposite Seth Pt., and running north for 660 meters, appears to have been eaten away about 50 meters in width.

5. A neck of land extending for about 700 meters northwards of Claiborne ferry has receded an average of 70 meters. *up to 100 meters*

6. There seems to have been some build-up in the cove located at Lat. 38-49'-110m., Long. 76-17'-300m. It is, however, very likely, that since this is a marsh area, most of the variation may be due to difference in interpretation of the H.W.L.

7. About 760 meters of shoreline at Wades point appears to have receded between 50 and 70 meters.

8. Shoreline running for about 450 meters southward of Seth Pt. has receded 35 meters.

9. A general difference of from 10 to 20 meters appears over the entire shoreline compared.

many fence lines & roads very similar

T-2524

Dated- 1900-01, Scale- originally 1:20000, enlarged to 1:10,000

Datum- not given (probably N.A.)

Comparison was made with this sheet in the vicinity of Porter and Tide Mill Creeks. As with sheet No. T-2294, comparison was made by holding to common topographic details, rather than to the grid lines. Indications are, however, that the portion of the railroad appearing on this sheet is about 20 meters out in azimuth. In addition to a general variation in shoreline amounting to between 10 and 20 meters, the following differences were found:

1. The whole northern shoreline of Hambleton point has receded between 25 and 70 meters.

2. The southernmost end of Tide Mill Creek has receded 110 meters. Since this is a marsh area, the difference may be due to the interpretation of the H.W.L.

3. On the north western shore of Porter Creek, starting from a point of Lat. 38-49'-900m, Long. 76-15'-00, and proceeding about 800 meters in a

4

southeasterly direction, the H.W.L. appears to have receded an average of 45 meters.

T-2514

Dated- 1900, Scale- originally 1:20,000, enlarged to 1:10,000

Datum- not given (probably N.A.)

This sheet covers an area from Lat. 38-47' to 38-49', and Long. 76-13'-30" to 76-18'-40.

No comparisons could be made due to a large distortion in azimuth and lack of any triangulation which could be used for control.

T-4770

Dated- Oct 13 to 21, 1933. Scale- 1:10,000

Datum- N.A.

This sheet covers the shoreline from Claiborne to Lowes Pt.

In the presence of a good number of triangulation and topographic stations along the shoreline, a good comparison was possible. The two surveys were in good agreement throughout with only a very small variation in several instances.

Road Designations

The numeration of the roads appearing on this sheet were obtained from field inspection and the "General Highway Map of Talbot County, Maryland"; dated 1937 and revised up to April 25, 1939.

Geographic Names

Local usage of names were investigated in the field by Lieut. (j.g.) J. Jones in June 1939. Other sources of name designations are as listed in the accompanying tabulation.

The following geographic names listed in the tabulation have been omitted from the present survey:

1. Tunis- This name appears on previous surveys and charts but is no longer used locally.

2. Rich Neck Farms- According to local information, the whole neck of land is now under one ownership and is referred to by this name. It appears, however, that the name is applied to the farm and not to the locality.

3. Bozman Flats-, Claiborne Cove-, Sagey Marsh Point-. These names were not checked because they exist only on isolated surveys.

4. Bozman Island- No evidence of the existence of this island could be found on the air photo.

Recoverable topo stations (described)

Recovery cards for 14 stations sent in from field on #524 forms, and filed under T-5708.

Landmarks

Form No. 567 is being submitted to delete the landmark "Tank" which appears on chart no. 1225. This tank has been removed. Other landmarks will be submitted by the hydrographic party now working in the area.

Junction

A good junction was made with sheet no. T-5709 on the east. Since the two surveys were run from independent radial plots, this seems to be a good check on the abutting topography. No junction was at this time possible with sheet T-5740 on the southwest, nor sheet T-5711 on the south because they had not yet been detailed. Junction with sheet T-5323 on the northwest could not be checked because of water area exclusively.

Accuracy of Survey

Sufficient radial points were chosen, and care used to obtain a delineation of shoreline and topographic detail of an order of accuracy consistent with that possible to obtain from an air survey with nine lens 1:10,000 photos having no excessive tilt and a fair amount of ground control for orientation. The probable error is believed to be not greater than

0.5 mm. for radial points and well defined objects and not more than 1.0 mm. for other detail.

Respectfully submitted,

Ned L. Kaslow

Ned L. Kaslow
Photogrammetric Aid (Field)

Baltimore, Md. Nov. 8, 1940.

Approved:

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

Remarks

Decisions

1	(a) Appears as Tilghmans Point	388762
2		388762
3		
4	(a) Appears as Tilghmans Point	388762
5	(a) Not used locally	388762
6	(a) Appears as Hambleton Creek	Referred to U.S.G.B. or to apply Tide Mall on pending its decision. (388762)
7		388762
8	(a) Appears as Wade's Point	388762 U.S.G.B.
9		387762 "
10		387763
11		387762
12		387762
13		387762
14	(a) Appears as Baltimore, Chesapeake and Atlantic R.R. Ownership and name changed to that listed.	—
15	(a) Not known locally. Recommend name be deleted	(388762)
16		387763
17	(a) Appears as McDanielstown	388762
18		387763 U.S.G.B.
19	(a) Appears as Rich Neck Manor and is sometimes so used locally.	
20		
21		
22		
23		
24		
25		
26		
27		

GEOGRAPHIC NAMES

Survey No.

T-5708

Name on Survey

	On Chart No. 1225	On previous survey No. 4770	On U. S. quadrangle Maps	From local information	On previous Survey No. 2224	On previous survey No. 2294	On previous survey No. 2514	U. S. Light List	State Planning Bd. Highway Map	
A	B	C	D	E	F	G	H			
Tilghman Point	X		X	X		X	a			1
Claiborne	X	X	X	X		X		X	X	2
Seth Point							X			3
Tilghman Creek	X		X	X		a	a			4
Porter Creek	X		X	a	X					5
Tide Mill Creek			a	X	a					6
Hambleton Point				X			X			7
Wades Point	X	a	X	X		X				8
Cummings Creek	X		X	X						9
Harris Creek	X		X	X			X		X	10
Northwest Branch	X		X	X			X			11
Northeast Branch	X			X			X			12
Broad Creek	X		X	X			X		X	13
Baltimore and Eastern Railroad (P.R.R. System)	a		a			a	a		X	14
Tunis	X		X	a		X			X	15
Eastern Bay	X	X	X	X		X			X	16
McDaniel	X		X	X		a	a		X	17
Wittman	X		X	X		X	X		X	18
Rich Neck Farms				X		a				19
Claiborne Cove		X								20
Sagey Marsh Point		X								21
Bozman Flats						X		X		22
Bozman Island								X		23
										24
										25
										26
										27

REVIEW OF AIR PHOTO COMPILATION NO. T 5708

Chief of Party: L. W. Swanson

Compiled by: Ned L. Kaslow

Project: H. T. 215

Instructions dated: May 13, 1938
Aug. 28, 1939 Directors letter.

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, ~~f~~ and ~~g~~; 26; and 64)
2. Change in position, or non-existence of wharfs, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 66 g, n)
3. Ground surveys by plane table, sextant, or theodolite have been used to supplement the photographic plot where necessary to obtain complete information, and all such surveys are discussed in the descriptive report. (Par. 65; and 66 d, e)
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; ~~4x~~; and 66 c, ~~h~~, ~~x~~)
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."

- ~~10.~~ 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)
- ~~11.~~ 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. ~~48~~, ~~50~~, and ~~57~~)
- ~~12.~~ A list of landmarks was furnished on Form 567 and instructions in the Director's letter of July 18, 1934, Landmarks for Charts, complied with. (Par. 16d, ~~4~~; and ~~56~~)
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)✓
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 ~~65k~~)
- 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. 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:

Rough draft drawing

18. Examined and approved;

L. S. Swann 11/9/40

Chief of Party

19. Remarks after review in office:

Reviewed in office by:

Examined and approved:

Chief, Section of Field Records

Chief, Division of Charts

Chief, Section of Field Work

Chief, Division of Hydrography
and Topography.

DIVISION OF CHARTS

SURVEYS SECTION

October 14, 1941

Review of Air Photographic Survey T-5708

There are no contemporary graphic control surveys in this area.

Hydrographic Surveys

H-6605 (1940) 1:10,000

The smooth sheet is being plotted in the office but is not yet available for comparison. The shoreline and hydrographic signals were radial plotted on T-5708 and transferred to the hydrographic boat sheet before the hydrographic survey was started.

Previous Topographic Surveys

T-4770 (1933) 1:10,000

There are several differences in shoreline of about 15 meters between T-4770 and T-5708. At lat. $38^{\circ}50.4'$, long. $76^{\circ}16.5'$ and at lat. $38^{\circ}50.2'$, long. $76^{\circ}16.8'$ the shoreline has advanced about 15 meters, apparently behind protective walls or bulkheads recently built.

Some marshy shoreline shows minor variations on the east side of Claiborne Cove.

At lat. $38^{\circ}49.2'$, long. $76^{\circ}18.3'$ the cliff has washed back about 15 meters.

Interior detail in the vicinity of Claiborne matches closely.

The cultivated areas indicated on T-4770 from Wade's Point south were apparently a generalization as the field does not conform in shape to those on either older surveys or with T-5708. T-5708 supersedes T-4770.

T-2524 (1901) 1:20,000
T-2514 (1900) 1:20,000
T-2294 (1899) 1:20,000

T-223 (1847) 1:20,000
T-215 (1897) 1:20,000

The first three surveys listed above are composed in detail on pages 3 and 4 of the Descriptive Report of T-5708. T-5708 supersedes the listed surveys insofar as they cover a common area.

Comparison with Charts 1225 and 550

Chart 550 (corrected to 6-16-41)

No important differences are apparent. A small pond at lat. 38°48.2' on the chart should be removed or marked as marshy.

Chart 1225

Changes to chart 1225 indicated as a result of survey T-5708 were applied to the chart February 6, 1941.

Chart 1225 shows a landmark "Cupola" on Wades Point. The landmark recommended by topographic survey T-4770 was a chimney on the Wades Point Hotel, described recoverable topo station ~~let~~ COT 1933. There is a cupola on the same building, also a described recoverable topo. station (BED 1933) so that no great error^{in position} has resulted from designating the cupola as the landmark, on the chart scale of 1:80,000. Reported to Nautical chart section 10/14/41.

Detailing and Field Inspection

The detailing and field inspection are complete except that several recoverable planetable stations and triangulation stations have not been properly disposed of. The general practice on the air photographic surveys is to carry forward on the new survey all triangulation stations and described topographic stations from recent surveys unless they are known to have been destroyed or the positions are known to be in error.

Triangulation stations "Kemp Tower 1909" and "Dixon 1899" have never been reported as destroyed. "Kemp Tower 1909" was not shown on T-5708 or on T-4770 although it is described as a cupola on the Wades Point Hotel, a building which is still in existence. In fact, a cupola and a chimney on this hotel are plotted on T-4770 and are recoverable described topographic stations "BED" and "COT", respectively. The cupola "BED" was pricked on the photographs in the office and when radial plotted checked its position as scaled from T-4770 and has been added to T-5708 in the office. The chimney "COT" could not be identified on the photographs. The position as determined on T-4770 does not plot in the position on T-5708 indicated by the description and the station has not been carried forward on T-5708. Triangulation station Kamp Tower (a cupola)

NOTE:

T-5708 was compiled in 1940 and reviewed in 1941, but processing in the Washington Office was not completed until July 1946 because of war map work of the Bureau. Meanwhile, the Coast and Geodetic Survey produced topographic quadrangles (manuscript scale 1:20,000) for the War Department of this same area. Planimetric details from T-5708 were used as a base in preparing quadrangle T-8257, which was completed in 1943. This quadrangle is more recent and more complete as regards map details than T-5708, but is at a smaller scale.

B. J. Jones 8/46

is not visible on the photographs and has not been shown on T-5708. The position plots very close (within 2 meters) to the position of topographic station "COT". The apparent confusion in the station descriptions cannot be cleared up by examination of the photographs in the office. A recovery note has been submitted to the Division of Geodesy stating that the station has apparently been destroyed by revision of the building.

Triangulation station "DIXON 1899" plotted exactly in the center of a building shown on T-5708, which fitted its description and has been added to T-5708 in the office.

Described recoverable topographic station "AMP" was pricked on the photographs after stereoscopic examination and when radial plotted checked with the G. P. given on the description card, hence was added to T-5708. It is also shown as a landmark on chart 1225.

The detailing was complete except for a few buildings which were added in the office.

The projection lines were very fine and had rubbed off to some extent. Ticks were drawn in the office at the intersections.

Recoverable Topographic Stations

Descriptions of described Topographic Stations on T-5708 are filed under T-5708 or cross-referenced under T-5708.

Reviewed in the office by - D. H. Benson, October 14, 1941
Inspected by - B. G. Jones *B.G. Jones 8/46*

Examined and approved:

See Note

~~Chief, Surveys Section~~

Robert W. Tucker
~~Chief, Division of Topography~~
Nautical chart Branch

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

Raymond P. Egan
Chief, Division of Coastal
Surveys