

5711

Diag. on Diag. Ch. No. 77-4

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Air Photographic

Field No. _____ Office No. T-5711

LOCALITY

State Maryland

General locality Chesapeake Bay

Locality Broad Creek and Vicinity

194 41

CHIEF OF PARTY

L. W. Swanson

LIBRARY & ARCHIVES

DATE _____

B-1570-1 (1)

5711
T125

Applied to Chart 1225 Sept. 1941 HLZ

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-5711

REGISTER NO.

State Maryland

General locality Chesapeake Bay

Locality Harrie Creek--Broad Creek. and vicinity

Scale 1:10,000 Date of Photographs May 1, 1937, 19

1/11/37 Air Photographic Party No. 2.

Chief of party I. W. Swanson

Surveyed by Field Inspection by D. A. Jones, J. N. Jones & Joseph Stienberg, Fall 1939 and Spring 1940.

Inked by Joe N. Henningsen (Rough Draft).

Heights in feet above _____ to ground to tops of trees

Contour, Approximate contour, Form line interval _____ feet

Instructions dated May 13, 1938., 19

Remarks: _____

DATA RECORD T-5711

PHOTOGRAPHS

<u>Numbers</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Altitude</u>	<u>Stage of Tides*</u>
1457-1461	5-1-37	2:11---2:15	1:10,000		0.2 ft. above M.L.W.
1412-1414	"	10:27---10:49	"		1.0 ft. above M.L.W.
1481-1483	"	2:31---2:37	"		0.2 ft. above M.L.W.
1484-1486	"	2:40---2:48	"		0.2 ft. above M.L.W.
6-59-6-61	6-24-37		"		

* Tide from prediction tables for Bozman, Md., mean range 1.5 ft., spring range 1.8 ft.

Camera:-----U. S. Coast and Geodetic Survey nine lens camera.

Focal Length $8\frac{1}{4}$ inches.

Negatives on file in Washington office.

* AAA Single Lens

SUPPLEMENTAL SURVEYS

Graphic control surveys.....None.

Hydrographic Surveys.....None.

Field Inspection....D. A. Jones, J. N. Jones & J. Stienberg...Fall, 1939

Name investigation.....J. N. Jones.....Spring, 1940.

The Details on T-5711 are of the date of the photographs, except for several buildings and a road added from field inspection - see review.

GENERAL INFORMATION

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

Projection by.....Washington office, Rule Mach.....July 18, 1940.

Projection checked by.....Washington office.....July 18, 1940.

Control plotted by.....L. W. Swanson.....July 22, 1940.

Control checked by.....J. L. Rihn.....July 25, 1940.

Radial plot made by.....C. Supp & N. L. Kaslow.....Dec...3, 1940.

Radial Points pricked by.....C. Supp & N. L. Kaslow.....Dec.....1940.

Additional radial points pricked by.....N. L. Kaslow.....Dec.....1940.

Shoreline inked by.....C. Supp.....Jan.....1941.

Detail (rough draft).....inked by..Joe. N. Henningsen.....June....1941.

Scale.....no scale factor.....1:10,000.

STATISTICS

Area land.....11.0 sq. stat. miles..

Shoreline (more than 200 meters from opp. shore).....45.5 " "

Shoreline (less than 200 meters from opp. shore).....9.6 " "

Roads, streams & trails.....85.6 " "

Time required for detailing.....6 $\frac{1}{2}$ days.

Time required for detailing shoreline.....26 "

REFERENCE STATION

Dickinson, 1934 (adjusted)

Datum North America 1927.

Latitude:-----38° 42' 1706.3 meters. 38° 42' 55.335 (1706.5 m)

Longitude:-----76° 16' 430.0 meters. 76° 16' 17.797 (430.0 m)

Maryland system of plane coordinates:-----X Y

x coordinate: 1,007,833.61 feet
y coordinate: 322,045.66 "

M.L.W.

C

DESCRIPTIVE REPORT
to accompany
AIR PHOTOGRAPHIC SURVEY SHEET NO. T-5711
STATE OF MARYLAND
CHESAPEAKE BAY---HARRIS CREEK---BROAD CREEK

Date of this report.....June 20, 1941.

INSTRUCTIONS:

This rough draft map drawing is a part of project No. HT--215 dated May 13, 1938 and supplemental instructions contained in the Director's letters dated 3-31-38, 6-1-38, 6-19-39 & 8-28-39.

CONTROL:

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

On the sheet:-----

U.S.C.&G.S.

Dickinson, 1934

M.S.F.S.

Rod, 1909 <i>off sheet</i>	Grace, 1909
Lawn, 1909 <i>off sheet</i>	Delta, 1909
Clump, 1909 <i>off sheet</i>	Venus, 1909
Miller, 1909 <i>off sheet</i>	R. M. Venus, 1909 R
R. M. Miller, 1909 <i>off sheet</i>	Fox, 1909
Pink, 1909	Dan, 1909
Mink, 1909	R. M. Dan, 1909 R
Elmore, 1909	Grave, 1909
Ansley, 1909 <i>Lost</i>	Harper, 1909
R. M. Ansley, 1909 <i>Recor.</i>	Gram, 1909
F.I.S. Gram, 1909	Hawk, 1909
Fairbanks, 1909	R. M. Hawk, 1909 R
Caulk, 1909	Tobe, 1909
F.I.S. Caulk, 1909	Ned, 1909
Sticky, 1910	Bozeman M.E. Church Spire 1909

Off the sheet:-----

U.S.C.&G.S.

Hamilton, 1934

M.S.R.S.

Willis, 1909
Beverly, 1909
R.M. Vue, 1909

St. Michaels W. T. 1934

Harrison, 1909
Vue, 1909

Note:-----

There are two additional controls used F. I. S. "Cedar" & Sticky shown on the accompanying list of controls.

(3)

RADIAL PLOT:

In order to augment the control available for orientation of the photographs a combined plot with sheet T-5723 was run. The celluloid template method was used. Available over the mainland were, a single flight of three nine lens, and a single flight of eleven single lens AAA pictures. Over the islands (Poplar, Coaches and Jefferson) there were a single flight of four single lens AAA, and one isolated nine lens pictures. The nine lens picture No. 1634 was the only one having any overlap from the islands to the mainland.

Before laying down the plot all pictures were tested for excessive tilt. Photo 1484 appearing to have some tilt, the isocenter was determined and used as a ray center with very satisfactory results. The exact location of the principle point on the single lens pictures could not be determined due to the absence of collimation marks. By drawing diagonal lines from the corners of the pictures points of intersection were obtained which were used in the absence of the P. P. When the plot was laid down these points proved to be fairly satisfactory.

Due to the lack of overlap an insufficient number of radial points were obtained in the vicinity of the islands. To correct this deficiency a supplementary plot was run, making use of the old five lens pictures which were employed in the compilation of T-5400. The center chambers of these together with the single and nine lens pictures gave sufficient amount of overlap to obtain strong radial points.

DETAILING:

The area within this sheet was on the whole covered by a sufficient number of photos. It was possible to get good outs on all intersecting points. As it was not necessary, the three single lens pictures (AHY 6-59--6-61) were not used in the detail.

The drainage of the sheet was examined under the stereoscope where there was any doubt of its position.

One State Highway #579 appears on this sheet. All highways have been noted from late revision of Maryland State Highway's map planning board.

Wherever possible all buildings along the shoreline were shown. It is believed that all buildings in the interior part of the sheet have been shown except small outbuildings. In a very few cases the field inspection noted a building that had been torn down. There were also a very few houses that could not be discerned plainly on the office print that were noted on the field print. These were shown as noted.

All roads over 6 meters in width were labeled. Those not labeled are assumed to be shown as 6 meters.

All trails were shown with the dash symbol.-----

All fences were dashed with an intermittent dash "x" symbol.----x----x

Ditches were labeled, and where a ditch and fence were noted the fence was symbolized and then labeled ditch also.

Intersections most common shown in detail.

The use of the projector was very helpful in detailing this sheet.

The wooded area is shown in rough detail on this sheet as it was not considered necessary to symbolize the areas for final compilation.

FIELD INSPECTION:

The sheet was detailed according to the field inspection everywhere that it appeared.

Field Inspection by D. A. Jones, J. N. Jones & Joseph Stienberg in the fall of 1939 and spring of 1940.

RECOVERABLE HYDROGRAPHIC SIGNALS:

~~None put on this sheet.~~ Shown by 1.5 mm. circles on celluloid but will not appear on printed copies of T-5711

RECOVERABLE TOPOGRAPHIC STATIONS:

~~No recoverable topographic stations appear on this sheet.~~

Recoverable objects suitable for topographic stations are shown by 2.5 mm. circles and described on the sheet

LANDMARKS FOR CHARTS:

Three

~~No~~ landmarks appear on this sheet. It is recommended that any additional landmarks be selected by hydrographic party.

GEOGRAPHIC NAMES:

Geographic names shown on this sheet are listed on form M234 in the appendix. Field inspection of names by Lieut. J. N. Jones listed on form.

JUNCTIONS:

This sheet joins the following map drawings:

Junctions to T-5708 on the north, T-5709 on the N.E. & T-5712 on the S.E. The junctions were all in agreement.

COMPARISON WITH PREVIOUS CHARTS AND SURVEYS:

Chart #1225:-----

What can be compared seems to be in general agreement with T-5711. Most of this comparison must be confined to shoreline.

Survey #2513:-----

The shoreline of this survey compares very favorably with the exception of Royston Island in the S.E. corner of the sheet which is noticeably smaller on this survey. The roads and woods seem to have been changed in numerous places.

Survey #215:-----

The roads and wooded areas are in general agreement but it must be noted that numerous changes have been made in the roads and these wooded areas. The shoreline seems to be in general agreement with T-5711 with the exception of two very noted changes, namely, Change Point and Long Point which is now known as Nelson Island or Nelson Point. These are very noted and are probably attributed to a receding element which seems to be probably constant. This is between Latitude $38^{\circ} 42'$ and $38^{\circ} 43'$, Longitude: $--76^{\circ} 16.5'$.

RECOMMENDATION FOR FUTURE SURVEYS:

The detail on this sheet is believed to be complete in all importance for charting and no additional surveys should be made.

The probable error of radial points and well defined objects along the shoreline is not greater than 5 meters. The error of other detail of importance on this sheet is probably not greater than 10 meters where our radial points have been determined by three or more photos.

Respectfully submitted,

Joe N. Henningsen
Joe N. Henningsen,
Photogrammetric Aid (Field)

Forward Approved *L. W. Swanson*
Lieut. L. W. Swanson, Chief of Party.

Date: *6-27-41*

TO BE CHARTED
TO BE CHARTED

STRIKE OUT ONE

Baltimore, Maryland

~~June 26, 1941, 193~~

I recommend that the following objects which have (*have not*) been inspected from seaward to determine their value as landmarks, be charted on ~~(see page 14)~~ the charts indicated.

The positions given have been checked after listing.

J. L. L. 372 (1941)

The positions given have been checked after listing.

Lieut. 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.

GEOGRAPHIC NAMES

Survey No. **T-5711**

GEOGRAPHIC NAMES											
Survey No. T-5711.											
Name on Survey											

Remarks.

Decisions

1		387762 U.S.G.B.
2		387763 U.S.G.B.
3	Briary Cove by U.S.G.B. Decision	
4		387762 U.S.G.B.
5		387762 U.S.G.B.
6		387762
7		387763
8		387762
9	Do not apply	(387762)
10		387762
11	Name rejected by U.S.G.B. in favor of Hambleton I, above	
12		387762
13		387762
14		387762
15	Off limits this sheet?	387763
16		387762
17		387762 U.S.G.B.
18		387762
19		387762
20		387762
21	Where? Not on T2513 nor U.S.G.S quads	
22		387763
23		387762 U.S.G.B.
24	Quirk Cr. rejected by U.S.G.B.	
25		387762
26		387762
27		

GEOGRAPHIC NAMES

Survey No. **T-5711**

GEOGRAPHIC NAMES											
Survey No. T-5711											
Name on Survey											Chart
	A, On Chart No. 1225	B, On previous survey No. 2513	C, On U. S. quadrangle G. S. Maps	D, From local information	E, CHART 215 On local Maps	F, STATE PLANT. BD. P. O. Bridge or Map	G, CHART 550 Remote Nautical Atlas	H, U. S. Light List	K, CHART 548		
✓✓✓ Neavitt ✓	x	-	x	x	-	x	-	-	-	1	
✓✓✓ Turkey Neck Point ✓	x	x	x	x	x	-	-	x	-	2	
✓✓✓ Change Point ✓	x	x	x	x	x	-	-	x	-	3	
✓✓✓ Long Point	-	-	-	x	x	-	-	-	-	4	
✓✓✓ Nelson Point ✓	x	x	x	x	-	-	-	x	-	5	
✓✓✓ Nelson Island ✓	x	x	x	x	-	-	-	x	-	6	
✓✓✓ Royston Island	x	x	x	x	-	-	-	-	-	7	
✓✓✓ San Domingo Cr.										8	
✓✓✓ Deep Neck ✓										9	
✓✓✓ Irish Creek ✓										10	
✓✓✓ Choptank River ✓										11	
Waterhole Cove										13	
										14	
										15	
										16	
										17	
										18	
										19	
										20	
										21	
										22	
										23	
										26	
										27	

M 234

Remarks.

Decisions

1		387762
2		387762
3		387762
4	This either Nelson I or Nelson Pt. on T215	
5		387762
6		387762
7		386762
8	E. side Hambleton I	387762 U.S.G.B.
9		387762
10		381762
11		381762
12		387763
13		
14		
15		
16		
17		
18		
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24		
25		
26		
27		

Names underlined in red copy
by L. Heck on 9/17/41

REVIEW OF AIR PHOTO COMPILATION NO. T-5711

Chief of Party: L. W. Swanson

Compiled by: C. W. A. Supp
J. N. Henningsen.

Project: HT 215

Instructions dated: 5/13/38
3/31/38; 6/1/38 and 8/28/39

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, ~~h~~, d, e, ~~h~~ 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)
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)
There were no ground surveys.
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 are submitted.
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.
There are 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. 126; 4~~h~~; and 66 c, ~~h~~, ~~h~~)
7. High water line on marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, and 4~~h~~)

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."

8. The representation of ~~low water lines~~, reefs, ~~coral reefs and reefs~~, and legends pertaining to them is satisfactory. (Par. 36, ~~47~~, ~~48~~, ~~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. ~~28~~, ~~28~~, and ~~57~~)

Form 524 is not submitted. Descriptions of hydrographic signals appear on the overlay sheet.

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)

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 NAA. 1927 and the reference station is correctly noted.

14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66f)

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:

18. Examined and approved;

W. S. Swanson 6/27/41
Chief of Party

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 PHOTOGRAMMETRY
REVIEW OF PLANIMETRIC MAP T-5711

There are no contemporary graphic control surveys or hydrographic surveys within the area of T-5711.

Previous Topographic Surveys:

T-5400, 1935, 1:10,000

Only a small part of Air Photographic Survey T-5400 is within the area of T-5711. There are small changes in marshy shoreline up to 10 meters. The interior detail agrees fairly well, although in several places there are differences in the locations of fences, roads, and buildings of as much as 10 meters, the differences all being in latitude.

T-5711 supersedes T-5400 for the common area.

T-2513, 1900, 1:20,000

T-5711 supersedes T-2513 for the common area.

The shoreline has changed little since 1900 except for islands and points exposed to tides and currents, notably Royston Island and Nelson Island and Nelson Point, which have washed away considerable.

T-223, 1847, 1:20,000

T-5711 supersedes T-223 for the common area.

T-215, 1847, 1:20,000

T-5711 supersedes T-215. A comparison is made on page 4 of the descriptive report for T-5711.

Chart 1225 (7/22/41)

The changes noted under the comparison with T-2513 apply to a comparison with Chart 1225.

T-5711 was applied to Chart 1225 Sept. 1941 prior to this review. No changes have been made during the review which affect the chart.

A list of landmarks and fixed aids to navigation was submitted on Form 567 and is filed in the Nautical Chart Section. A duplicate copy is attached at the back of this report.

Radial Plot:

There is sufficient control for a strong radial plot on the northern half of the sheet. There is only one triangulation station in the southeast corner of the sheet, STICKY MSFS, 1910, where a field inspection station was established (FIS CEDAR) for positive identification on the photographs.

Triangulation station BOZMAN ME CHURCH SPIRE, 1909, was not plotted or used by the field party in compiling the sheet but was added in the office and checks with the radial plot. The station was reported recovered by the field party in 1940. No statement was made as to why it was not used.

The radial plot was checked in the office by orienting the photographs under the celluloid and drawing radial lines on various parts of the compilation. The main plot is very good and the secondary radial points are also good, although in the southeast corner of the sheet the plot is considered weak.

The sheet is probably within the National Map Accuracy Standards but has not been so classed because of possibility of somewhat larger position errors in the southeast corner.

Field Inspection and Detailing:

The field inspection was made in the fall of 1939 and spring of 1940. It is complete, and shows some changes since the photographs were taken.

The detailing of the rough draft was complete. The original detailing was good except that the ink had rubbed off badly and had to be retouched. The woodland symbol, added later, was poor and could better have been left off except around the edges of the wooded areas. The lettering on the name overlay also rubbed off badly, probably because ordinary drawing ink was used rather than celluloid ink.

Reviewed by D. H. Benson, Nov. 12, 1941

Report prepared from reviewer's notes by B. G. Jones

B.G. Jones 6/46

B. G. Jones, Technical Asst.
Div. of Photogrammetry

Robert W. Kueh

Chief, Nautical Chart Br.
Division of Charts

K.T. Adams

Chief, Div. of Photogrammetry

Raymond C. Egan

Chief, Div. of Coastal Surveys