

5714

5714

| | |
|---|---------------------------|
| Form 504 | |
| U. S. COAST AND GEODETIC SURVEY | |
| DEPARTMENT OF COMMERCE | |
| DESCRIPTIVE REPORT | |
| Type of Survey | Planimetric Map |
| Field No. | T-5714 Office No. |
| LOCALITY | |
| State | Maryland |
| General locality | Chesapeake Bay |
| Locality | Trippe Creek and Vicinity |
| Photos taken 1937 and 1940. Supple- mented by other surveys to Oct. 1941 | |
| 1941 | |
| CHIEF OF PARTY | |
| L. W. Swanson | |
| LIBRARY & ARCHIVES | |
| DATE | |

Applied to Chart 1225 before review 12-4-42 G.H.S.
" " " " after " 2-2-44 G.H.S.

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 - 5714

REGISTER NO.

State Maryland

General locality Chesapeake Bay

Locality Peachblossom, Trippe, Goldsborough, & Island Creeks.

Scale 1:10,000 Date of survey 5-1-37 7-8-37 3-12-40 Many Single Lens at numerous dates.

~~W. A. Rasure~~ Air Photographic Party No. 2

Chief of party L. W. Swanson.

Surveyed by Field Inspection by; D.A.J., J.N.J., J.C.L. Fall

Inked by Shoreline and Interior W. A. Rasure (Rough Draft)

Heights in feet above _____ to ground to tops of trees

Contour, Approximate contour, Form line interval _____ feet

Instructions dated _____ May 13, 1938.

Remarks: _____

DATA RECORD T-5714

①

PHOTOGRAPHS

| Numbers | Date | Time | Scale | Altitude | Stage of Tides* |
|-----------|---------|-------------|----------|----------|---------------------|
| 1661-1663 | 7- 8-37 | 10:44-11:08 | 1:10,000 | | 0.3ft. above M.L.W. |
| 1645-1647 | 7- 8-37 | 10:32-10:42 | 1:10,000 | | 0.3ft. " " " |
| 4769-4772 | 3-12-40 | 12:06-12:26 | 1:10,000 | | 0.5ft. " " " |
| 1347-1349 | 5- 1-37 | 9:14- 9:45 | 1:10,000 | | 1.3ft. " " " |

*Tide from prediction tables for Oxford, Md., mean range 1.5 ft., spring range 1.7 ft.

Camera: ----- U. S. Coast and Geodetic Survey nine lens camera.
Focal length $8\frac{1}{2}$ inches.
Negatives on file in Washington Office.

SUPPLEMENTAL SURVEYS

Graphic control surveys..... None.
Hydrographic surveys..... None.
Field Inspection.. D.A.Jones,J.N.Jones,J.C.Lajoye, Fall-39,40,41.
Name Investigation..... J. N. Jones..... March-- 1940.

GENERAL INFORMATION

Chief of Party..... L. W. Swanson.
Projection by.... Washington Office, Rule Mach..... Aug. 1,1941.
Projection Checked by .. Washington Office..... Aug. 1,1941.
Control Plotted by L. W. Swanson Aug. 1941.
Control Checked by..... W. A. Rasure Aug. 1941.
Radial Plot by W.E. Schmidt and J.E. Deal Aug. 1941.
Radial Points Pricked by J. E. Deal..... June 1941.
Shoreline inked by..... W. A. Rasure Sept. 1941.
Detail (rough draft) ... W. A. Rasure..... Oct. Nov., 1941.
Scale no scale factor ⁽⁶⁹⁹⁵⁶⁾ 1:10,000 .

The Details on T-5714 are of the date of the photographs; except for the relocation of the Highway mentioned on page 3 of this report.

STATISTICS

Area land 28.0 sq. stat. miles.
Shoreline (more than 200 meters from opp. shore) 16.3 " " .
Shoreline (less " " " " " ") 23.7 " "B .
Roads, streams, and trails..... 148.0 " " .
Railroad 5.6 " " .
Time for detailing shoreline 17 days .
Time for detailing interior 30 days .

Mol. Shell Fish Survey REFERENCE STATION

All, 1910

^{datum}
(corrected) Datum North American 1927

Latitude:... 38°- 42' - ~~41.663"~~ ^{41.668"} 1284.7m (565.4m) *Unadjusted*
Longitude... 76°- 06' - ~~41.535"~~ ^{34.876"} ~~1003.5m (446.1m)~~ 843.0m. (607.2m.)

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

X = 1,054,047.57 ft.

Y = 321,072.77 ft.

2

DESCRIPTIVE REPORT
to accompany

AIR PHOTOGRAPHIC SURVEY SHEET No. T - 5714
STATE OF MARYLAND
CHESAPEAKE BAY - PEACHBLOSSOM CREEK - TRIPPE CREEK
GOLDSBOROUGH & ISLAND CREEK

Date of this report November 17, 1941.

INSTRUCTIONS:

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

CONTROL:

The control within the limits of detail on this sheet ;

M. S. F. S.

✓ Peebee, 1910
✓ Blossom, 1910
✓ May, 1910
✓ Toe, 1910
✓ Higher, 1910
✓ All, 1910
✓ Deux, 1910
Wall, 1910

No U. S. C. & G.S. station fell within the limits of detail.

Stations shown on this sheet, off the outer limits of detail are as follows;

U. S. C. & G. S.

Sal, 1934 (F.I.S. Ism) both off these stations being picked from Sheet No. T-5713 .

M. S. F. S.

Golds, 1910
R.M. Plain, 1910
Spin, 1910
Neva, 1910
Aye, 1909
Robertson, 1910
Camden, 1910
Stab, 1910
Gash, 1910

RADIAL PLOT:

A detailed report of this radial plot of this sheet along with those of the Choptank river is being prepared and will be submitted in the near future with one of the other sheets.

The basic plot was made from nine lens photographs on a 1:20,000 scale and enlarged to a 1:10,000 scale.

T-5713, T-5714, T-5810, T-5817 radial plotted as unit.

PHOTOGRAPHS:

This sheet was not covered by a sufficient number of nine lens photographs to make a complete survey. The single lens photographs listed below were taken on a 1:20,000 scale and enlarged to a 1:10,000 scale, were purchased from AAA and were used in detailing this sheet.

AHY 28-75 to 28-79 Inclusive.
 AHY 63-47 to 63-48 Inclusive.
 AHY 75-93 to 75-94 Inclusive

A dog ear was placed on the NW corner of sheet to include Photo. 1349.

DETAILING:

A relocation of Highway U.S. 213 starting at the bridge in the upper reaches of Peachblossom Creek and proceeding South Easterly to the Junction with sheet T-5717. This location was made on field prints in the field by means of measured distances from points identifiable on the photographs and measured along identified lateral lines to the center line of this new highway. These distances will be found on field prints; 1646 and 1647.

The interior detailing of this sheet was for the most part accomplished with nine lens photo. However a strip from North to South and about the center of the sheet was detailed in part from single lens photographs.

Considerable difficulty was encountered in the detailing of the South East side of this sheet due to tilt, some distortion and scale difference.

The drainage on this sheet was examined under the stereoscope where there was any doubt as to its position.

Two highways appear on this sheet as noted on the over lay sheet. U.S. Highway 213 and Maryland State Highway 333.

Two Highway bridges and one Rail Road bridge are shown on this sheet with proper notations shown on the overlay sheet. All three are fixed bridges.

All roads are 6 meters in width unless labeled otherwise.

All trails are shown x---- x ---- x ----- x ---

Ditches are labeled.

Practically all intersections are shown.

The two highways are drawn in with a double full line.

The wooded area is not all shown in complete detail.

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

FIELD INSPECTION:

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

Field inspection by D.A. Jones and J. N. Jones, Fall 1939 and J. C. Lajoie fall 1941.

Field inspection of relocation Highway U. S. 213 was done by L. W. Swanson and J. C. Lajoie, September 1941.

RECOVERABLE HYDROGRAPHIC SIGNALS:

~~None put on this sheet.~~

shown on celluloid by 1.5 mm circles, but will not appear on published copy.

RECOVERABLE TOPOGRAPHIC STATIONS:

No Recoverable topographic stations appear on this sheet,

shown by 2.5 mm. dia. circles.

LANDMARKS FOR CHARTS:

No landmarks appear on this sheet.

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.

JUNCTIONS:

A good junction was made with sheets T-5713 on the North, T-5712 on the West, and T-5717 on the South. No junction could be made with T-5810 on the East as the detailing has not been started. Junction with T-5810 compared in office, minor corrections were made at several places, mostly ~~at~~ streams through woodlands.

COMPARISON WITH PREVIOUS CHARTS AND SURVEYS:

Chart;----- 1226

Due to the difference in scale and the fact that very little interior detail is shown on this chart very little comparison can be made, but the general trend of the shoreline and the interior detail seems to be in agreement.

Chart;----- 77

The scale of this chart makes it very hard to compare this this survey, but it can be noted that the general trend of the shoreline is the same.

T-2513;

Interior detail common to both surveys compare exceptionally well. Peachblossom Creek compares well except at the head waters, $76^{\circ} - 04.8'$ $38^{\circ} - 44'$ where there is a displacement of approximately 6 mm. The upper reaches of most of the sloughs have changed considerably, or were probably sketched in on T-2513. Trippe Creek and Goldsborough Creek compare favorably well disregarding the interior detail and the projection. Holding to the interior detail and the projection they both seem to be displaced, except in the upper reaches of Goldsborough Creek which compares good. The displacement being uneven in azimuth and distance on Trippe Creek but in no place over 10mm. Goldsborough Creek being displaced to the North and average of approximately 6mm.

T-264;

This survey only covers a small portion of T-5714 but that part compares favorably well.

T-2494;

This survey compares favorably well. There is very little detail to compare between these two surveys.

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 0.5mm. The error of the interior detail of importance on this sheet is probably not greater than 1mm. where our radial points have been determined by three or more photos.

Respectfully submitted,


W. A. Rasure
W. A. Rasure
Photogrammetric Aid (field)

Forward Approved

Lieut. L. W. Swanson, Chief of Party

Date: Nov 25 1941

Remarks

Decisions

| | | |
|----|---|-----------------|
| 1 | | 387761 |
| 2 | | 386761 U.S.G.B. |
| 3 | (B,)Tripps Creek, (X,)Trippes Creek. | 387761 U.S.G.B. |
| 4 | | 386761 " |
| 5 | | 386761 |
| 6 | | 387760 |
| 7 | | " |
| 8 | (E,)Hambletown, (Formerly "Hole In The Wall") | 386760 |
| 9 | | 387761 |
| 10 | | 387761 |
| 11 | Rail Road Station | 387760 |
| 12 | (B,)Eagle Point, Deep Water Point Farm; Private Estate. | |
| 13 | | 387761 |
| 14 | | 387760 |
| 15 | | 386759 |
| 16 | | 386761 |
| 17 | (A,)-P. B. & W. RR., (B & C) - D. & C. RR. | Railway Guide |
| 18 | | |
| 19 | | |
| 20 | | |
| 21 | | |
| 22 | | |
| 23 | | |
| 24 | | |
| 25 | | |
| 26 | | |
| 27 | | |

GEOGRAPHIC NAMES

Survey No. T5714

| Name on Survey | A. On Chart No. 1225 | B. On previous survey No. T-2513 | C. On U. S. quadrangle Maps | D. From local information | E. HWY. PLANNING BOARD On local Maps | F. | G. P. O. Guide or Map | H. Rand McNally Atlas | K. U. S. Light List | LOCAL SIGN |
|--|----------------------------|--|-----------------------------------|---------------------------------|--|----|--------------------------|--------------------------|------------------------|------------|
| Peachblossom Creek ✓ | X | X | X | X | | | | | X | 1 |
| Tred Avon River ✓ | X | X | X | X | | | | | | 2 |
| Trippe Creek ✓ | X | X* | X | X | | | | | X* | 3 |
| Goldsborough Creek ✓ | X | X | X | X | | | | | | 4 |
| Trappe Station ✓ | | | X | 1,2,3. X | X | | | | | 5 |
| Stumptown ✓ | | | X | 1,2,3. X | X | | | | | 6 |
| Manadier ✓ | | | X | 1,2,3. X | X | | | | | 7 |
| Hambleton ✓ | | | X | 1,2,3. X | X* | | | | X | 8 |
| Baileys Neck ✓ | | | X | 2,3. X | | | | | | 9 |
| Le Gates Cove ✓ | | | | 1,2,3. X | | | | | | 10 |
| Llandaff ✓ | | | | 2,3. X | X | | | | X | 11 |
| Deep Water Point ✓ | | X* | | 2,3. X | | | | | X | 12 |
| Snug Harbor ✓ | | | | X | | | | | X | 13 |
| Barker Creek ✓ | | | X | | | | | | | 14 |
| Miles Creek ✓ | | | X | X | | | | | | 15 |
| Island Creek ✓ | | | X | X | | | | | | 16 |
| Delaware R.R. (Oxford Br.) Pennsylvania R.R. System | X* | X* | X* | X | X | | | | | 17 |
| | | | | | | | | | | 18 |
| | | | | | | | | | | 19 |
| | | | | | | | | | | 20 |
| | | | | | | | | | | 21 |
| | | | | | | | | | | 22 |
| | | | | | | | | | | 23 |
| | 1. | W.H. | Nevius, | Trappe | | | | | | 24 |
| | 2. | Wm. | Kastenhuber, | Easton | | | | | | 25 |
| | 3. | W.F. | Moore, | Oxford | | | | | | 26 |
| | 4. | W.L. | Anderson, | Easton | | | | | | 27 |

REVIEW OF AIR PHOTO COMPILATION NO. T-5714

Chief of Party: L. W. Swanson

Compiled by: W. A. Rasure

Project: H. T. 215

Instructions dated: May 13, 1938,
3-31-38; 6-1-38; 6-19-39 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, c, d, e, g and ~~A~~; ~~35~~; 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 ~~A, e~~)

New highway No. 213 has been added by field inspection, see photos, 1646 and 1647.

- ~~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 with this map drawing.

- ~~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. 12b; 44; and 66 c, h, i)

A detailed report of the photo plot is being prepared and will be forwarded in the near future. This report will cover the upper

7. ~~High water and vicinity~~ ^{Chertank and vicinity} 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)
Form 524 is not submitted with this Map Drawing.

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 are recommended for charting on this Map Drawing.

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)

Three fixed bridges appear on this Map Drawing. Notes as to their clearances appear on the overlay 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 66)

13. The geographic datum of the compilation is N.A. 1927 and the reference station is correctly noted. The reference station is A Maryland Shell Fish Survey Station (All, 1910) The datum correction has been applied.

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

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.

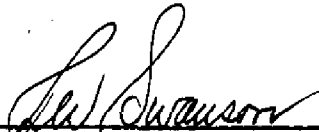
(Par. 34, 35, 36, ~~37~~, ~~38~~, ~~39~~, 40, ~~41~~, 42, 43, ~~44~~, 45, 46, ~~47~~)

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

17. Remarks:

It should be noted that a shoal line is shown on this Map Drawing, this is not low water, but is shown to aid the hydrographer and not a part of the Topography.

18. ✓ Examined and approved;



Chief of Party

Nov. 25, 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 PHOTOGRAMMETRY
REVIEW OF PLANIMETRIC MAP T-5714

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

Previous Topographic Surveys:

| | | |
|--------|----------|------|
| T-224 | 1:20,000 | 1847 |
| T-225 | 1:20,000 | 1847 |
| T-254 | 1:20,000 | 1848 |
| T-2494 | 1:20,000 | 1900 |
| T-2513 | 1:20,000 | 1900 |

T-5714 supersedes the previous surveys for charting purposes. There are many instances of shoreline displacements up to 100 meters between T-5714 and the above surveys, apparently due to sketching on the earlier surveys. There is little evidence of any great change due to erosion or accretion.

Comparison with Nautical Charts:

| | |
|------|-----------|
| 77 | 1:200,000 |
| 1225 | 1:80,000 |

T-5714 has not been applied to the charts as of September 4, 1942. Due to sketching on the earlier surveys, planetable differences in shoreline are shown on T-5714 which should be shown on Chart 1225, and the interior detail should also be brought up-to-date.

Field Inspection and Detailing:

The field inspection was very good and complete, except for location of streams through woodlands. The detailer did not follow the field inspection notes closely enough, necessitating addition of about twenty buildings, and a few shoreline changes in the Washington Office. Symbolizing was good, except for grass and brush. Several streams through woodland were removed in the office and others relocated after inspection of photographs under the stereoscope.

Radial Plot:

No exhaustive check of the plot was attempted, but the photographs were oriented under the acetate and a few cuts made which checked with the detail.

Reviewed by D. H. Benson, Sept. 4, 1942

Review report prepared by B. G. Jones, July 1946, from reviewer's notes.

T-5714 was compiled in 1941 and reviewed in 1942, 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-5714 were used as a base in preparing quadrangles T-8249 and T-8250, which were completed in 1943. These quadrangles are more recent and more complete as regards map details than T-5714, but are at a smaller scale.

APPROVED BY:

B. G. Jones 7/46

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

Robert W. King

Chief, Nautical Chart Branch
Division of Charts

K. T. Adams

Chief, Div. of Photogrammetry

Raymond C. Egan

Chief, Div. of Coastal Surveys