

5717

2125

Form 504 Rev. June 1941	
DEPARTMENT OF COMMERCE U. S. COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
Ed. Photographie Barograph Hydrograph	Survey No. T- 5717 (Field)
LOCALITY	
State	Maryland
General locality	Chesapeake Bay
Locality	Dickinson Bay & LaTrappe Creek
Photos taken 7/8/37, 8/1/37, and 8/12/40. 1941	
CHIEF OF PARTY	
L. W. Swanson	

Application to Chs 1225: Oct. 1941 - J. H. G.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO. T5717

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-5717

REGISTER NO.

State Maryland

General locality Chesapeake Bay

Locality Dickinson Bay & LaTrappe Creek

Scale 1:10,000 Date of ~~XXXX~~ Photographs July 8 1937 May 1 1937
March 12 1940, 19

Vessel Air Photographic Survey Party No. 2

Chief of party L.W. Swanson

Surveyed by Field Inspection By D.A. Jones J.N. Jones J.C. Lajoie

Inked by W.H. VanLoon

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-5717

PHOTOGRAPHS

Numbers	Date	Time	Scale	Altitude	Stage of tide	...
1648-1650	7/8/37	9:07-9:22	1:10,000	Unknown	0.8 ft. above M.L.W.	
1659-1661	7/8/37	10:44-11:08	"	"	0.7 ft. above M.L.W.	
1345-1347	5/1/37	9:14-9:45	"	"	1.2 ft. above M.L.W.	
4773-4774	3/12/40	11:52-11:53	"	"	0.1 ft. above M.L.W.	

Tide from prediction tables for Choptank River Light, Md. mean range 1.4 ft. spring range 1.6 ft.

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

Focal length of $8\frac{1}{4}$ inches.

Negatives on file in Washington office.

Single lens pictures covering about thirty percent of this sheet were obtained from the Department of Agriculture, they were originally to a scale of 1:20,000 but have been enlarged to a scale of 1:10,000 and now measure $18\frac{1}{2}$ inches square. They were taken on August 20, 1937. The time of day, stage of tide, altitude of flight, and focal length of camera are unknown. The numbers of these photographs which were usable for detailing on this sheet are as follows: AHY-28-80 to AHY-28-83 *Spring 1940*

SUPPLEMENTAL SURVEYS

Graphic control surveys ----- None
 Hydrographic surveys ----- None
 Field inspection --- A relocation of highway U.S. 213 starting at the south end of the town Trappe and proceeding in a Northerly direction towards the town Easton is shown on 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 Nos. 1647 & 1648.

GENERAL INFORMATION

Chief of Party ----- L.W. Swanson
 Projection by ----- Washington Office
 Control plotted by ----- W.H. VanLoon ----- 1/27/41
 Control checked by ----- C. Supp ----- 1/29/41
 Radial plot by ----- N. Kaslow & J.L. Rihn ----- 2/25/41
 Radial points picked by ----- W.H. VanLoon ----- 1/16/41
 Additional radial points by ----- F. Pollock ----- 6/15/41
 Shoreline inked by ----- W.H. VanLoon ----- 7/3/41 to 7/20/41
 Detail inked by ----- W.H. VanLoon ----- 7/21/41 to 9/6/41
 Scale ----- 1:10,000 (no scale factor) -----
 Total work days for detailing shoreline ----- 11 Days
 Total work days for detailing interior ----- 33 Days
 Total work days for detailing sheet T-5717 ----- 44 Days

STATISTICS CONTINUED

Area land.....	25	sq. statute miles.
Shoreline (more than 200 meters from oppos. shore).....	22	" "
Shoreline (less " " " " " " " ").....	35	" "
Roads, Streams and trails.....	161	" "
Time required for detailing shoreline.....	11	work days
Time " " " interior.....	33	" "

REFERENCE STATION:-----

Trappe, Water Tank, 1934 Datum North American 1927 (adjusted)

Latitude:----- 38° 39' ^{31.120"} (959.6 meters)
Longitude:----- 76° 03' ^{34.012"} (822.4 meters)

Maryland system of plane Coordinates:--- X=1,068,581.50' Y = 301,944.51 ft.

DESCRIPTIVE REPORT
to accompany
AIR PHOTOGRAPHIC SURVEY SHEET NO. T**5717
STATE OF MARYLAND
CHESAPEAKE BAY

Date of this report.....Sept. 18, 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 and 8-28-39.

CONTROL:

The control consists of two stations shown on this sheet by the triangulation symbol. The following is a list of the control.

Trappe Water Tank, 1934 and Morris, 1934

This sheet also had secondary control points obtained from a radial plot of 1:20,000 scale control sheet.

RADIAL PLOT:

Radial plots of 1:20,000 scale control sheets No.'s 3 and 4 were made by the customary celluloid template method. Good radial points were transferred from these plots to the 1:10,000 scale sheet number T--5717.

10,000 plot:-----

A combined radial plot involving sheets T--5717 and T--5714 was run March 29, 1941 by the usual template method.

The same radial points as pricked on the 20,000 pictures in this area were pricked on the 10,000 pictures, and where necessary to give good distribution, additional points were pricked. Approximately 90 control points as determined from three 20,000 plots (control sheets number 3, number 4 and number 7), previously run, were plotted on the map drawing sheets and transferred to the dummy sheets.

These control points were held to, in most cases, in conjunction with the triangulation in running the 10,000 plot. By using a combination of the strongest points taken from the three 20,000 plots, it is believed that a good 10,000 plot was obtained which will allow good junctions to be made with adjoining sheets covered by these 20,000 plots. The weakest part of the 10,000 plot is covered by the western edge of sheet T--5714. It is probable that stronger control points can be established in this area by making use of control sheet number 6 after this 20,000 plot has been run.

The main radial points pricked on sheet T--5717 were checked by the running of a second 10,000 plot (March 31, 1941) covering the same area.

Tilt was computed for the 10,000 photographs when necessary, the amount of tilt for the photographs with centers which fall on T--5717 are as follows:-----

1345--0° 45'	1658--1° 46'	1661--1° 26'	1649--1° 51'
1346--1° 06'	1659--0° 52'	1647--1° 58'	1650--1° 09'
1347--0° 32'	1660--0° 31'	1648--1° 06'	4774--0° 32'

When the 10,000 scale templates were made the isocenter was the origin of radials for pictures with 0° 50' or more of tilt, while the mechanical center was the origin of radials for pictures with tilt less than 0° 50'. Therefore mechanical centers of the less tilted pictures were pricked on the smooth sheet and isocenters of pictures tilted 0° 50' or more were pricked.

SCALE:

The scale of this sheet is 1:10,000.

DETAILING:

The interior detailing of this sheet was for the most part accomplished with nine lens photos, although a strip from North to South and about exactly in the center of this sheet, was detailed in part from single lens photos which were available in this area, these single lens photos were used because they were more closely to scale than the nine lens photos. It is to be noted that these single lens photos were used only in detailing and not in the radial plot. The numbers used were:-----AHY-28-80 to 28-83 incl.

COMPARISON WITH PREVIOUS SURVEYS:

T--2495

Kirby Wharf no longer exists in Lat. $38^{\circ} 36.7'$ ---Long. $76^{\circ} 04.3'$.

Bellingbroke Creek North of Lat. $38^{\circ} 36.2'$ ~~as~~ ^{as} ~~gene~~. The changes are too numerous to indicate in detail. This portion of 2495 was probably sketched as it does not agree in azimuth or detail. The width on the two surveys agrees rather close indicating no appreciable change.

T--2494

Howell Point in Lat. $38^{\circ} 36.5'$ and Long. $76^{\circ} 06.7'$ has washed to a considerable extent. A small sand and marsh island still exists where the light stands, but the long narrow neck has disappeared. This is all shoal area. From the entrance to LaTrappe river to the tip of Howell Point there has been approximately 10 to 20 meters erosion from the west shore of Brubin Neck. There is a fair agreement between these two surveys from the entrance of LaTrappe River to Saw Mill Cove. The West bank of LaTrappe River has receded on each of these points from 20 to 40 meters. Saw Mill Cove does not agree in azimuth although there is fair agreement in the shoreline otherwise. Just above the entrance of Saw Mill Cove there seems to be an error of approximately 50 meters on 2494. If the projections are disregarded the agreement of the two surveys would be very good.

Chlora Point has receded approximately 10 meters and there has been some building up of the shoreline, in the vicinity of the pond $\frac{1}{2}$ mile to the north of Chlora point.

The agreement of that part of Island Creek on the present survey is very good.

Such roads as are common to the two surveys are in fair agreement.

The dock at Trappe landing is in ruins.

Seymour Wharf no longer exists.

Lat. $38^{\circ} 38.17'$ Long. $76^{\circ} 06.87'$.

COMPARISON WITH CHART 1225:-----

Kirby Wharf Lat. $38^{\circ} 36.7'$ and Long. $76^{\circ} 04.3'$ no longer exists.

Howell Point Lat. $38^{\circ} 36.5'$ and long. $76^{\circ} 06.7'$ has eroded and is as shown on this survey.

Seymour Wharf Lat. $38^{\circ} 38.17'$ and Long. $76^{\circ} 06.87'$ no longer exists.

The Wharf at Trappe landing is in ruins. Lat. $38^{\circ} 39.2'$ Long. $76^{\circ} 05.2'$.

Because of the great Difference in scale between the survey and chart 1225 no further comparison is practical.

3

JUNCTIONS:

Good junctions were made with the map drawing T-5720 on the south, and T-5712 on the north and east, T-5716 on the south and east joins in the water., T-5714 on the north, and T-5809 on the east are not detailed yet.

GEOGRAPHIC NAMES:

The geographic names appear on the overlay sheet and are also listed on form M234 in the appendix.

LANDMARKS:

Form 567-landmarks to be charted will be found in the appendix of this report, it is recommended that any additional landmarks be chosen by the hydrographic party.

REMARKS:

This sheet is believed to be complete in all detail of importance for charting and no additional surveys are required.

ERROR:

The probable error is not greater than 5 meters for radial points shown in blue on the back of this sheet and well defined objects along the water front. The error of other detail is not greater than 10 meters.

Sept. 26, 1941
Forward Approved:

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

Respectfully submitted,

William H. Van Loon
William H. Van Loon
Senior Photogrammetric Aid (Field)

GEOGRAPHIC NAMES

Survey No. T5717

Name on Survey	On Chart No. 1225		On previous survey No. T2494		On U. S. quadrangle Maps	From local information	Previous Survey On local Maps T-2495 Tailbot Co.	Gen. Guide or Map Rand McNally Map	U. S. Light List	
	A.	B.	C.	D.						
✓ <u>Raccoon Creek</u> ✓			X							
✓ <u>Choptank River</u> ✓	x		x	x x			x			1
✓ <u>LaTrappe Creek</u> ✓	x		x	1-3-4						2
✓ <u>Dickinson Bay</u> ✓	x	x	x	2-3-4			x			3
✓ <u>Island Creek</u> ✓	x	x	x	1-2-3-4						4
✓ <u>Dividing Creek</u>				x			x			5
✓ <u>Bolingbroke Creek</u> ✓	x		x	x			x			6
✓ <u>Reeds Creek</u> ✓			x	1-2						7
✓ <u>Porpoise Creek</u> ✓			x	2-4						8
✓ <u>Crosiadore</u> ✓				x			x			9
✓ <u>Crosierdorp Creek</u>		x	x	1-2-4						10
✓ <u>Connolly Cove</u> ✓			x	x						11
✓ <u>Lowry Cove</u> ✓	x	x	x	3-4						12
✓ <u>Leonard Cove</u> ✓		x	x	1-2-3						13
✓ <u>Saw Mill Cove</u> ✓	x	x	x	x						14
✓ <u>Trappe</u> ✓	x		x	2-3-4			x			15
✓ <u>Barber</u> ✓	x		x	x			x			16
✓ <u>Chlora Point</u> ✓	x	x	x	1-2-4			x			17
✓ <u>Howell Point</u> ✓	x	x	x	1-2-3-4			x			18
✓ <u>Kirby Wharf</u>	x		x	1-2						19
✓ <u>Grubin Neck</u> ✓	x		x	x						20
✓ <u>Oxford Neck</u> ✓				x						21
✓ <u>Trappe Landing</u> ✓	x	x	x	1-2						22
✓ <u>Martins Point</u> ✓				2-4						23
✓ <u>Island Neck</u> ✓	x		x	x						24
✓ <u>Craig Point</u> ✓				2-3-4						25
✓ <u>Connolly's Point</u> ✓		x								26
(1). Mr. Wm. Nevins--Trappe										27
(2). Mr. Wm. Kastenhuber--Easton										28
✓ <u>Miles Creek</u> ✓			x							29

Remarks

Decisions

1		386759
2	Local Information : LaTrappe River Dividing Cr. on Gen. Hy. Map of Talbot Co. on 2494	386762 386761 U.S.G.B
3	Dickinsons Bay on 2494	386761
4	Sometimes Island River locally.	386761
5	Survey 548-U.S. quad. Map. Rejected in USGB LaTrappe Creek on Chart 1225--by local inf. 1,3,4. decision.	
6		385760
7	Red Creek on 2495	386760 U.S.G.B
8		386760
9	Recent USGB decision.	386760 U.S.G.B
10	Connolly's Cove on 2494	386760
11	Lowry's cove on 2494	386760
12	Leonards Cove on 2494	386760
13	Saw Mill Creek on U.S.G.S. Quadrangle Map.	386761
14		386760
15		386760
16	Formerly Clara's Point from old deeds.	386761 U.S.G.B
17	Howell's Point on 2494	386761 U.S.G.B
18	Recent decision: show as a landing. Wharf gone, locally known as "Kifby's Farm"	386760 U.S.G.B
19		386761
20		386761
21		386760
22	Generally known as Martins Farm locally.	386761
23	Sometimes Island Creek Neck Locally.	386761
24	Where is it? omit LA	
25		386760
26		
27		
M 234		386759

14/1/41
L. Heck

REVIEW OF AIR PHOTO COMPILATION NO. T - 5717

Chief of Party: L. W. Swanson

Compiled by: W.H. VanLoon

Project: H.T. 215

Instructions dated: May 13, 1938
3/31; 6/1/38; 6/19; & 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, ~~d~~, e, ~~g~~ 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)

~~X~~ 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)

~~X~~ 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 transmitted with this Map Drawing.

~~X~~ 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, ~~g~~, i)

7. High water line on marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, and ~~64~~)

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Refer also to the pamphlet "Notes on the Compilation of Planimetric Line Maps from Five Lens Air Photographs."

- * The representation of low water lines, reefs, coral reefs and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41)
- * 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. ~~49~~, ~~50~~, and 57)
- Form 524 is not submitted with this Map Drawing. Recoverable objects are described directly 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)
- * 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 Map Drawing.
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. ~~65j~~)
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:

A new highway from the town of Trappe running to Easton has been completed since the photographs were taken. This road has been located as described under supplemental surveys, under DATA RECORD. This was done by L.W. Swanson.

18. Examined and approved;

L. W. Swanson Sept. 26, 1941

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 BRANCH

Review of Air Photographic Survey T-5717

Control and Radial Plotting:

This area is covered both by 1:10,000 and 1:20,000 scale nine lens photographs. There was unsufficient ground control for a radial plot of the 1:10,000 scale photographs. ^{Con}Subsequently, a plot was first laid with the 1:20,000 scale photographs and points from this used to control the 1:10,000 plot.

Because of the enlargement from 1:20,000 to 1:10,000 scale, the photogrammetric points used to control the 1:10,000 plot were subject to errors up to 1 mm, or ~~28~~ meters in position. ~~Subsequently~~ The 1:10,000 plot had to be adjusted to an over-all fit of this photogrammetric control. The plot has not been checked in this office. It was carefully laid in Baltimore and it is accepted as of sufficient accuracy for charting. Radial plot points are believed to be within one millimeter of correct geographic position.

Field Inspection and Delineation:

Field inspection was adequate except for streams in wooded areas. A number of the latter have been corrected after careful stereoscopic examination.

Comparison with Previous Surveys:

T-5717 supersedes the following previous topographic surveys:

T-225	1:20,000	1847
T-253	1:20,000	1848
T-2494	1:20,000	1900
T-2495	1:20,000	1900

Comparison with Chart 1225:

T-5717 was applied to chart 1225 prior to this review. Stream lines have been changed during the review as noted above.

Reviewed by R. K. Lynt

Under direction of D. H. Benson

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

T-5717

Examined and approved:

Charles Freese
Chief, Surveys Branch

K.T. Adams
Chief, Topography Section

J.S. Borden
Chief, Div. of Charts

G. H. Hude
Chief, Div. of Coastal
Surveys

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