

5720

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5720

Form 504 U. S. COAST AND GEODETIC SURVEY DEPARTMENT OF COMMERCE DESCRIPTIVE REPORT	
Type of Survey	Planimetric Map
Field No.	Office No. T-5720
LOCALITY	
State	Maryland
General locality	Chesapeake Bay
Locality	Choptank River - Cambridge
<i>Photographs taken 1937 and 1940. Field inspection 1939 & 1940.</i>	104 F CHIEF OF PARTY L. W. Swanson
LIBRARY & ARCHIVES	
DATE	

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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. **2-5720**

REGISTER NO.

State **MARYLAND**

General locality **Choptank River**

Locality **Nembrooke Bar to Hurst Creek**

Scale **1:30,000** Date of **Photographs May 7, 1937, July 8, 1937**
March 22, 1940

~~Project~~ **Air Photographic Survey Party No. 2**

Chief of party **Lieut. I.W. Swanson**

~~Field Inspection~~ **J. Jones, J.M. Jones, I.W. Swanson**

Surveyed by **Radial Plot - J.L. Nils & E. Kneller**

Revised Radial Plot - J. Steinberg

Inked by **J. Steinberg**

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

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

Instructions dated **May 18**, 19 **38**

Remarks: **Supplement instructions in letter dated August 30, 1939 from the Director.**

DESCRIPTIVE REPORT
TO ACCOMPANY
AIR PHOTOGRAPHIC SURVEY SHEET NO. T-5720
STATE OF MARYLAND
CHOPTANK RIVER
HAMBROOKS BAR - HURST CREEK

DATE OF THIS REPORT.....August 12, 1941

INSTRUCTIONS:

This map drawing is a part of project HT-215, the instructions for which are dated May 13, 1938. For authority to detail this sheet by the rough draft method, see the Director's letter of August 28, 1938.

FIELD INSPECTION:

The field inspection for this sheet was made by Don A. Jones, in the fall of 1939, by Lieut. J.N. Jones in the spring of 1940 and by Lieut. L.W. Swanson in the fall of 1940.

The geographic name investigation was done by Lieut. J.N. Jones during March of 1940.

PHOTOGRAPHS:

The photographs on this sheet were taken by the U.S. Army with the U.S. Coast & Geodetic Survey nine lens camera.

CONTROL:

The control used on this sheet consists of four U.S. Coast & Geodetic Survey and two Maryland Shell Fish Survey stations. These stations that are within the limits of the sheet proper and are listed as follows:

U.S. Coast & Geodetic Survey

Cambridge, standpipe, 1934
Cambridge Mfg. Co., black W.T. (now silver), 1934
Cambridge, Phillips Packing Co., silver tank, 1934

Maryland Shell Fish Survey

Double, 1909
Shoal, 1900, 1910

One U.S. Coast & Geodetic Survey station which does not fall within the limits of the sheet proper is Slagle, 1934. The reference mark No. 1 for this station which was plotted and used is shown by a small blue square.

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

RADIAL PLOT:

For the first radial plot refer to the descriptive report of sheet No. T- 5718.

REVISED RADIAL PLOT:

A revised radial plot was made before detailing this sheet to secure additional secondary control points in the southeastern section of sheet T-5720 and also to tie it in with sheet T-5808.

A dog ear was first attached to the west side of T-5720, centers of photographs 1337, 1655, 1656 and the secondary radial control points were transferred from sheet T-5719.

Secondary control points were then transferred from sheet T-5808 on the east side of Sheet T-5720.

With these additional photographs and control points, new secondary radial control points were established by radial intersections directly on the smooth sheet. As some of the photographs lacked triangulation, to orient them, it was necessary to hold to the flight lines which were re-checked and to the secondary control points established in the previous radial plot of T-5719 and T-5720.

The center of the 20,000 photograph 4754 was pricked on the 10,000 photographs 1652, 1653, 1654 and then located radially on sheet T-5720. The center of the 20,000 photograph 4753 was established by orienting the photograph to the triangulation, flight lines and existing secondary radial points.

With secondary control points already established and the secondary control points transferred from sheet T-5808 it was then possible to orient 20,000 photographs 4753 and 4754 in conjunction with the 10,000 photographs and obtain additional secondary control points in the southeastern section of sheet T-5720.

Several new secondary radial points established on this plot and common to sheet T-5808 were transferred thereon.

The tilt for the photographs whose centers fall within the limits of this sheet are as follows:

1338.....	1° 31'
1650.....	1° 09'
1652.....	1° 31'
1653.....	0° 22'
1654.....	1° 23'
4775.....	0° 43'
4776.....	1° 37'

The photograph centers located on this sheet are mechanical centers unless the calculated tilt is more than 0 - 49', in which case the iso-centers were pricked.

HYDROGRAPHIC SIGNALS:

A number of natural objects have been located on this sheet for use as hydrographic signals. These objects are shown by black circles 1.5 mm. in diameter.

RECOVERABLE TOPOGRAPHIC STATIONS:

Several objects have been located on this sheet for use as recoverable topographic stations and are shown by a black circle 2.5 mm. in diameter.

DETAIL:

Detailing on this sheet as far as possible was taken from the latest photographs.

Roads were detailed according to the field inspectors notes as shown on the field inspection prints.

Most of the roads on this sheet are shown by their centerlines, except a few which have been shown by double lines.

All public roads maintained the year around and drained, by the State or County, regardless of road surfacing, have been labeled on the sheet "d.f.l." (double full line) or indicated by double full lines.

All private roads, which are not available for use by the public, have been labeled on the sheet "d.d.l." (double dashed line) or indicated by double dashed lines.

Trails have been shown on this sheet by a single dashed line.

Unless the actual width of roads are indicated on the sheet, they should be drawn 0.6 mm. in width.

All buildings that were visible on the photographs of this sheet have been shown. Several new buildings indicated on the field prints are also shown on this sheet.

In the town of Cambridge all buildings along the shoreline and only the public buildings in the town proper are shown.

Wooded areas have been outlined and labeled.

All fences on this sheet have been shown by the standard symbol.

Intermittent streams and probable drainage have been shown by a solid line and ditches labeled "dch." In most cases the probable drainage streams were located by the stereoscope.

The town limits of Cambridge is shown by the standard symbol in red ink.

A catwalk seen on photograph 4775 and 4776 alongside the bridge over the creek through Cambridge, has not been shown on this sheet, as this catwalk was a temporary structure for use during the construction of a new bridge.

COMPARISON WITH PREVIOUS SURVEYS:

Chart No. 1225 (1935): The island shown at the entrance to Bolingbroke Creek is now joined to the mainland by a narrow strip of land at latitude 38 35' 10" longitude 76 02' 34", otherwise the shoreline as nearly as could be ascertained from inspection, is in fair agreement.

Chart No. 77 (1936): The shoreline appears to be in fair agreement as near as could be ascertained from inspection. No detailed comparison could be made because of the large difference in scale.

Topographic Survey No. T-2494 (1900): The tip of Hambrooks Bar has shifted 5.5 mm. northerly and extends about 8 mm. further easterly.

Hambrooks Bar is now joined to the mainland at latitude 38 35' 38" longitude 76 05' 15" by steel sheet piling and a narrow strip of sand.

All inland features that are common to each other are in fair agreement.

Topographic Survey No. T-2495 (1900): The shore line is in fair agreement with this compilation sheet except for the following differences.

The shoreline has receded to a maximum of 4.5 mm. from latitude 38 35' 39" longitude 76 03' 10" to latitude 38 35' 54" longitude 76 03' 14".

The island at the entrance to Bolingbroke Creek is now joined to the mainland by a narrow strip of land at latitude 38 35' 10" longitude 76 02' 34".

The tip of Chancellor Point has receded up to a maximum of 6.6 mm.

From latitude 38 35' 00" longitude 76 04' 42" to latitude 38 35' 27" longitude 76 05' 22" the shoreline has receded up to a maximum of 5 mm.

A bridge now extends across the Choctank River from latitude 38 34' 14" longitude 76 03' 48" to latitude 38 35' 28" longitude 76 02' 51".

From latitude 38 33' 58" longitude 76 03' 07" to latitude 38 34' 11" longitude 76 03' 46" the shoreline has receded up to a maximum of 5 mm.

The shoreline from latitude 38 33' 48" longitude 76 02' 58" to latitude 38 33' 48" longitude 76 03' 07" has filled in to a maximum of 5 mm.

At latitude 38 33' 55" longitude 76 01' 53" the shoreline has filled in up to a maximum of 5 mm.

The shoreline has eroded up to a maximum of 5 mm. at latitude 38 34' 03" longitude 76 01' 14".

The entire shoreline of Shoal Creek appears to have shifted southwest-erly approximately 4 mm.

All inland features that are common to each other are in fair agree-ment.

JUNCTIONS:

Good junctions were made with map drawing No. T- 5719 on the west, except that the drainage shown on T-5720 at latitude 38 30' 45" longitude 76 06' 30" be extended to main stream. Also the fence at latitude 38 30' 50" longitude 76 06' 30" should be extended to woods line.

The junction with sheet T-5716 on the west is in good agreement.

There are not any map drawings on the south.

Map drawing T-5808 on the east has not been detailed yet.

The junctions with map drawing T-5717 on the north is in good agreement.

GEOGRAPHIC NAMES:

The geographic names shown on this sheet are listed on form M-254 in the appendix.

The street names in the Town of Cambridge were obtained from the town map of Cambridge, Md.

The route numbers of the roads shown on this sheet were obtained from the general highway map of Dorchester County which was prepared by the Maryland State Roads Commission in 1941.

LANDMARKS:

Landmarks for this sheet are listed on form 567 in the appendix.

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 shore line is not greater than 0.5 mm. The error of inland radial points and detail of importance is not greater than 1 mm.

REMARKS:

Triangulation station Slagle, 1934 which is off the limits of detail of this sheet was used as a reference station.

This was necessitated due to the fact Slagle, 1934 is the only station in this area able to be occupied that is on the North American 1927 Datum.

Respectfully submitted,

Joseph Steinberg

Joseph Steinberg
Senior Photogrammetric Aid (field)

Approved:

Lieut. L.W. Swanson (J.G.)
Chief of Party

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

TO BE CHARTED } STRIKE OUT ONE
~~TO BE CHARTED~~

Baltimore, Maryland August 12, 1935

I recommend that the following objects which have ~~been~~ been inspected from seaward to determine their value as landmarks, be charted on ~~the~~ the charts indicated.
The positions given have been checked after listing.

Lieut. L. W. Swanson

Chief of Party.

GENERAL LOCALITY	NAME AND DESCRIPTION	POSITION				METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
		LATITUDE		LONGITUDE							
		D. M. METERS	O. I.	D. P. METERS	O. I.						
Choptank River Cambridge, Maryland											
Silver Water Tank, (final)		33.828	76 04	6.517		Triangulation	1934			77	
Phillips packing company		1043.7	76 04	157.0	N. A. 1927	Triangulation	1934			1935	
Silver Water Tank, (elevated)		16.955	76 04	14.849	"	"	"			"	
Cambridge Mfg. Co.		522.8	76 04	580.7	"	"	"			"	
Standpipe, Cambridge		11.416	76 04	46.848	"	"	"			"	
West Fender, Choptank River Bridge		352.0	76 04	1134.2	"	"	"			"	
East Fender, Choptank River Bridge		44.2	76 03	27.0	"	Air Photo	March 1940			"	
East Fender, Choptank River Bridge		1362	76 03	654	"	"	"			"	
Stack, Eastern Shore State Hospital		42.7	76 03	23.8	"	"	"			"	
Stack, Cambridge Mfg. Co.		1316	76 03	577	"	"	"			"	
Silver Water Tank, (elevated) City Water Supply		46.0	76 03	3.0	"	"	"			"	
Stack, Cambridge Mfg. Co.		1416	76 04	72	"	"	"			"	
Silver Water Tank, (elevated) City Water Supply		20.1	76 04	14.925	"	"	"			"	
Stack, Cambridge Mfg. Co.		627	76 04	356.6	"	"	"			"	
Silver Water Tank, (elevated) City Water Supply		.3	76 04	13.2	"	"	"			"	
Hambrooks Bar Beacon		09	76 04	320	"	"	"			"	
Chancellors Point Beacon		41.657	76 04	57.367	"	"	July 1938			"	
Chancellors Point Beacon		1284.5	76 04	1267.5	"	"	1937			"	
Chancellors Point Beacon		42.538	76 01	35.3	"	"	March 61			"	
Chancellors Point Beacon		1305.5	76 01	855	"	"	1940			"	
Cambridge Range Light, Front		26.009	76 01	22.429	"	"	March			"	
Cambridge Range Light, Front		802.0	76 01	513.0	"	"	1940			"	
Cambridge Range Light, Rear		25.134	76 01	24.742	"	"	"			"	
Cambridge Range Light, Rear		775.0	76 01	559.0	"	"	"			"	

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.

Remarks

Decisions

	Remarks	Decisions
1		
2		
3	Well established local name	
4	* called Ferry Creek	
5	% spelled Chancellors Point	
6	# spelled Chancellors Point	
7	&@/ all spelled Hambrook Bar	
8	Well established local name.	
9		
10		
11		
12		
13	‡ called Cambridge and Seaford R.R. % called P.B. & W. R.R.	
14		
15	* Small beach resort well established local name but relatively unimportant for charting.	
16		
17	Names and addresses of persons from whom local information was obtained as noted are as follows:	
18	1 H.R. Stearn, Cambridge, Maryland.	
19	2 R.F. Johnson " "	
20	3 H.M. Nevius Trappe, Maryland.	
21		
22		
23		
24		
25		
26		
27		

GEOGRAPHIC NAMES

Survey No.

Name on Survey	On Chart No. 77 or 1225		On previous survey No. T-2494		From local information	On local Maps	Mo. State Roads Com. P.O. Code or Map		U. S. Light List	LOCAL SIGN
	A	B	C	D			F	G		
Choptank River	x	x	x	x		x	x	x	x	1
Bolingbroke Creek	x		x	1 2		x	x			2
Sheal Creek			x	1 2						3
Hurst Creek			x	1 2		x	*	x		4
Chancellor Point	x		x	1 2		x	#	%		5
Muddy Creek			x	1 2			x			6
Hambrooks Bar	x	&	*	1 2 3		@	/	x		7
Great Marsh Point				1 2 3						8
Cambridge	x		x	x		x	x	x	x	9
Little Blackwater River			x	x		x				10
Thompson			x	1		x			x	11
Delaware Railroad Cambridge Branch (Penn.R.R. system)										12
	%		\$			x				13
Cambridge Creek				1 2 3		x				14
* Highlys Beach				1 2 3					x	15
	Note: x indicates same name on all sources of information noted.									16
										17
										18
										19
										20
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										22
										23
										24
										25
										26
										27

Division of Photogrammetry
Review Report for
Planimetric Map No. T-5720

The original descriptive report for T-5720 together with the Washington Office review report have been lost in the office. The preceding carbon copy of the original descriptive report was recently obtained from the Baltimore Office and is substituted in lieu of the original.

T-5720 is one of a series of planimetric maps compiled in the Baltimore Photogrammetric Office. Dates of the various operations are as follows:

Nine-lens photography in 1937.

Field inspection ~~about~~ ⁱⁿ 1939 ~~of~~ ^{and} 1940.

Compiled in 194~~0~~¹.

Submitted to the Washington Office in August 1941.

Washington Office review April 1943.

Smooth drafted and printed 1945.

Registered May 1947

Washington Office processing of the manuscript was delayed because of the war map work of the Bureau. Meanwhile, T-5720 was used as a planimetric base for the preparation of 7 $\frac{1}{2}$ -minute quadrangle T-8243. The quadrangle was prepared by using the planimetric base as a planetable sheet and adding contours and corrections and additions to the planimetry. The quadrangle was completed between 1942 and 1944.

Horizontal accuracy tests of the quadrangles in this general area proved the accuracy of the planimetric maps. From the accuracy test, it appears that well-defined details on T-5720, and other planimetric maps in this area, are within 1 millimeter, or less than 1 millimeter, of correct geographic position.

During the Washington Office review, T-5720 was compared with quadrangle T-8243, but was not corrected to include all the additional details shown on the quadrangle. Quadrangle T-8243 therefore shows contours and additional buildings, etc. not shown on T-5720.

T-5720

Page

T-5720 may have been applied to the nautical charts prior to the Washington Office review. Changes made on the manuscript during the review are shown in red and are not of consequence to the nautical charts.

This report prepared by E. G. Jones, May 1947.

APPROVED BY:

B. G. Jones 5/47
Technical Assistant to the
Chief, Div. of Photogrammetry

J. E. Sturtevant
Chief, Nautical Chart Br.
Div. of Charts

K. T. Adams
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