

5762

Form 504
Rev. Dec. 1933
DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Topographic } Air Photo T-5762
~~Hydrographic~~ } Sheet No. 1

State Maryland

LOCALITY

Potomac River

Mattawoman Creek and Vicinity

Air Photographs taken
1937-8-9

CHIEF OF PARTY

T. M. Price, Jr., Field Records Section

5762

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

15762

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. _____

REGISTER NO. T- 5762

State Maryland

General locality Potomac River

Locality Mattawoman Creek and Vicinity

Photos: July 8, 1937; June 29, 1938;

Scale 1:10,000 Date of ~~survey~~ April 23, 1939, 19____

Vessel _____

Chief of Party T. M. Price, Jr., Field Records Section

Surveyed by see page 1 of this report

Inked by _____

Heights in feet above _____ to ground to tops of trees

Contour, Approximate contour, Form line interval _____ feet

Instructions dated _____, 19____

Remarks: Compiled on scale 1:10,000. Scale Factor 1.00.

Refer to next page for additional data.

✓

DATA RECORD T-5762

Photographs

<u>Nos.</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u> <u>Approx.</u>	<u>Altitude</u> <u>Approx.</u>	<u>Tide</u>
✓1735-38	July 8, 1937	4:00 P.M.	1:10,000	6,900 ft.	Low
2090-91	Jun. 29, 1938	12:30 P.M.	1:10,000	6,900 ft.	Low
✓2097-99	Jun. 29, 1938	12:40 P.M.	1:10,000	6,900 ft.	Low
3562-64	Apr. 23, 1939	11:00 A.M.	1:10,000	6,900 ft.	0.6 below High

Camera: U. S. Coast and Geodetic Survey, nine lens, F = 8-1/4 in.
Negatives on file: Washington Office.
Stage of tide at time of photographs from field examination of
photographs. Mean range from tables = 1.6 ft.
Spring range from tables = 1.8 ft.

Supplemental Surveys

Field Inspection by - T. M. Price, Jr., Nov. 1938 - Jan. 1939.

The details on T-5762 are of the date of the photographs
except for items discussed in detail in the following report on
page# 4

Chief of Party - T. M. Price, Jr., Section of Field Records.
Projection by - Ruling machine, Dec. 21, 1938.
Scale factor - 1:00 (1:10,000).
Control plotted by - J. W. Giberman, Dec. 22, 1938.
Control checked by - L. A. McGann, Dec. 23, 1938.
Radial Plot by - L. C. Lande and J. W. Giberman, Jan. 1939,
and L. V. Evans, III, Jan.-March, 1940.
Compiled by - L. V. Evans, III, Jan.-March, 1940.
Smooth drafted by -

Reference Station: Stump Neck, North Base, 1929 Datum N.A. 1927.
Lat. 38°33'05.860" (180.7 meters) Adjusted
Long. 77°14'14.633" (354.3 meters)

Title: Maryland
Potomac River
Mattawoman Creek and Vicinity.

State Plane Coordinate System:

Maryland
x = 732,106.78 ft.
y = 261,673.15 ft.

Virginia (North)
x = 2,361,073.12 Ft.
y = 324,749.56 ft.

DESCRIPTIVE REPORT AND REVIEW FOR AIR PHOTOGRAPHIC SURVEY

T-5762

✓ GENERAL INFORMATION

Both the office and field surveys were executed by members of the Field Records Section of the Washington Office.

The map drawing was compiled by standard radial plot methods using nine-lens photographs. Templates were used for the main scheme radial points, no template used for supplementary radial points.

The drafting was first done roughly on celluloid. The smooth drafting was then done on a blue line copy on bristol board.

General information about the project as a whole is contained in the Season's Report.

✓ CONTROL

Triangulation: U.S.C. & G.S., 1901 to 1934.

✓ FIELD INSPECTION AND INTERPRETATION OF PHOTOGRAPHS

Field inspection of control and detail was made from November 1938 to January 1939.

The entire main shoreline was covered by boat during the field inspection.

The interior was inspected by traveling over a network of roads throughout the area. Only isolated areas of small extent, off the main travelled roads, were not inspected.

Notes for locating the control on the photographs are contained in note-books 1, 2, and 3, Potomac River Project, Air Photographic Survey Files, Washington Office.

All notes for interpreting the detail on the photographs have been written directly on the field prints.

Discussion of streams through woods, contours, piles, houses, and fences, for which this survey is not complete, is contained in subsequent paragraphs.

MEAN HIGH WATER LINE

The mean high water line is of the date of the photographs listed on the data sheet of this report. There is no difficulty in interpreting the position of the mean high water line except in the marsh areas. Elsewhere the mean high water line is at the line of brush, grass, and trees, or from 1 to 3 meters outside, as noted at frequent intervals on the field prints.

In marsh areas, such as Chicamuxen Creek, and Mattawoman Creek, and wherever the light line has been used, the mean high water line is indefinite, and the light line on the drawing indicates an approximate mean high water line, which is a more or less definite solid line of vegetation. The amount of grass growing in the creeks varies considerably with the season; only the permanent marsh areas have been indicated with the marsh grass symbol on the drawing. In regard to interpreting the mean high water line from the photographs, it should be borne in mind that except for the photographs taken April 23, 1939, the pictures were taken at low water. The April 23, 1939 photographs cover only that area of the sheet at the mouth of Chicamuxen Creek and south; the tide was nearly high (0.6' below high) when the latter photographs were taken.

PLOT AND DRAFTING

The control on this sheet, while not strong, was adequate for a satisfactory plot. A skeleton plot was laid out covering this and several surrounding sheets, using celluloid templates. Later, supplementary points were added by the standard radial plot method using the photographs directly. In making this later plot, for supplementary points, additional control was found to be available on certain adjoining sheets. With the aid of this additional control, stronger fixes were obtainable and it was found necessary to revise the skeleton plot slightly in several cases. The radial plot thus obtained agreed well with adjoining sheets. The radial points used in tracing were located by at least three intersecting rays, except for 3 or 4 points on the eastern edge of the sheet, for which only 2 cuts could be obtained.

A statement of accuracy is given in a later paragraph. The hilly nature of the terrain, coupled with the small overlap afforded by the usable photographs, made tracing difficult, especially in the area near the east border of the sheet. To assist in the selection and adjustment between radial points, contours were transferred temporarily from previous topographic surveys.

Except as noted in the map title, none but standard symbols were used in the drafting.

✓ BRIDGES

The type and clearance of the only bridge over navigable waters within the area covered by this sheet is as follows:

Navy Department Footbridge over Mattawoman
Creek: Bascule draw;
Horizontal clearance, normal to channel, 80 ft.
Vertical clearance (above mean high water), 4 feet.

The above clearances are as given in the 1935 U. S. E. bridge book. They were roughly checked by field measurements.

✓ INFORMATION FROM OTHER SOURCES

The field inspection was for the dual purpose of interpreting the photographs, and of surveying by ground methods, changes since the date they were taken. The detail of T-5762 is derived directly from the photographs, and is of the date of the photographs with the following exceptions:

By Field Inspection, November 1938 - January 1939.

Certain lines of piles, and ruined piers, which did not appear on the photographs, were located with reference to nearby visible detail on the photographs.

Field Inspection, April 11, 1940.

Lat. 38°34.5') The bulkhead at this point had been
Long. 77°11.3') extended, and two new catwalks added
since the date of the most recent
photographs. The changes were surveyed by sketching on the
photographs, in the field, referencing by estimation, to
objects not changed.

✓ COMPARISON WITH CONTEMPORARY SURVEYS

There are no contemporary topographic, hydrographic, or graphic control surveys.

✓ COMPARISON WITH PREVIOUS TOPOGRAPHIC SURVEYS

Coast and Geodetic Surveys:

T-866 (1862) 1:20,000.

(1) Lat. 38°33.25', Long. 77° 13.15'.

Dashed line extends approximately 80 meters into water. It is not clear whether this is an indication of a ruined pier, extension of fence line, or otherwise. There is no indication on later surveys, nor present field inspection photographs of anything at this point.

- (2) Lat. $38^{\circ} 32.8'$, Long. $77^{\circ} 14.45'$.

Dashed line extends approximately 30 meters into water, - same conditions as above.

- (3) Lat. $38^{\circ} 33.3'$, Long. $77^{\circ} 13.3'$.

Small pier extending about 25 m. offshore does not appear on present survey. It is shown on the survey of 1902 (T-2605), but does not appear on present photographs nor field inspection notes; sunken piles a possibility, but not verified. (Does not appear on survey of 1905 (T-2701).

T-2605 (1902) 1:10,000.

- (1) Lat. $38^{\circ} 33.3'$, Long. $77^{\circ} 13.3'$.

Pier does not appear on present survey, - possibility of sunken piles. Is not verified in field inspection notes. Is in T-866.

- (2) Lat. $38^{\circ} 33.2'$, Long. $77^{\circ} 14.15'$.

Pier now in ruins; piles, awash at mean high water, noted on field photographs, and shown as such on present survey.

T-2701 (1905) 1:20,000.

- (1) Lat. $38^{\circ} 33.2'$, Long. $77^{\circ} 14.15'$.

Pier now in ruins; piles, awash at mean high water, on present survey.

- (2) Lat. $38^{\circ} 34.1'$, Long. $77^{\circ} 11.5'$.

Field photo notes "no bluff" at this point.

T-2637 (1903-04) 1:20,000.

- (1) Lat. $38^{\circ} 33.15'$, Long. $77^{\circ} 14.2'$.

Pier does not appear on present survey;

does not show on photographs, no note on field photographs. Sunken piles possible.

- (2) Lat. $38^{\circ} 31.8'$, Long. $77^{\circ} 14.7'$.

"Posey's Wharf" now in ruins; piles, awash at mean high water, shown on present survey, located from field inspection.

- (3) Lat. $38^{\circ} 32.0'$, Long. $77^{\circ} 14.2'$.

Dashed line extends approximately 70 meters into water; it is not clear whether this is a ruined pier, fence line, or what. Nothing noted in field inspection at this point.

✓ GENERAL

There are many differences between the previous topographic surveys and the present survey in the matter of roads, buildings, fence lines, and a few differences in small streams, but the present survey is adequate to supersede the above surveys within the common area except for the following:

(1) Contours; (2) Certain fence and property lines, (3) certain former roads, now trails of minor importance, (4) certain minor and intermittent streams, (5) certain piles which may now be submerged at mean high water. Where the above previous surveys show piles or piers which are not shown on the present survey, sunken piles may still exist, and should be carried forward until disproved by hydrographic surveys.

✓ COMPARISON WITH EXISTING MAPS OF OTHER ORGANIZATIONS.

U. S. Geological - Indian Head Quadrangle (1925), 1:62,500.

- (1) Lat. $38^{\circ} 34.5'$, Long. $77^{\circ} 10.3'$.

"Proctor's Wharf" - no wharf existing now.

- (2 & 3) Lat. $38^{\circ} 33.2'$, Long. $77^{\circ} 14.15'$.
Lat. $38^{\circ} 31.8'$, Long. $77^{\circ} 14.7'$.

Piers now in ruins - both now represented as piles, awash at mean high water.

There are numerous road and building differences.

The present survey is adequate to supersede the above survey for the common area except for contours and certain minor streams.

- (4) Lat. $38^{\circ} 32.25'$, Long. $77^{\circ} 13.8'$.

Stream which empties into Chicamuxen Creek at this point: The stream, due to thick surrounding woods, could not be located on photographs, by stereoscopic or other means. The area was not easily accessible for field inspection, therefore no stream has been shown on the sheet at this point.

✓ COMPARISON WITH CHARTS.

Chart No. 559; 1:40,000 (Edition of May 25, 1939) and Chart No. 560; 1:40,000 (Edition of Feb. 1, 1940).

- (1) Lat. $38^{\circ} 33.3'$, Long. $77^{\circ} 13.3'$.

Pier does not appear on present survey; no note on field photograph. Possibility of sunken piles should be verified.

- (2) Lat. $38^{\circ} 32.3'$, Long. $77^{\circ} 13.9'$.

"Point Landing" - does not appear on present survey; no note on field photograph, but field geographic name list says "landing is gone".

- (3) Lat. $38^{\circ} 32.0'$, Long. $77^{\circ} 14.2'$.

Dashed line indicates either ruined pier or fence line. No note on field photograph. Possibility of sunken piles, not verified.

- (4) Lat. $38^{\circ} 32.2'$, Long. $77^{\circ} 14.2'$. Island covered at mean high water.

- (5) Lat. $38^{\circ} 34.5'$, Long. $77^{\circ} 10'$.

This stream could not be verified in the field.

- (6) Lat. $38^{\circ} 34'$, Long. $77^{\circ} 10.8'$.

- (7) The neck here is not a large marsh as shown.

There are numerous differences in roads, in which the present survey should be accepted.

- (8) While the present survey is not complete with respect to buildings, the main buildings and all others appearing clearly on the photographs are located. The present survey should supersede current charts in respect to buildings.

✓ COMPARISON WITH COAST PILOT

Page 172. Chicamuxen Creek: Posey's Wharf, referred to here, is now in ruins. The name is not charted on present charts.

This report is the only notification made by this party to the Coast Pilot Section in regard to this correction.

✓ LANDMARKS

There are no landmarks in the area of this survey and no deletions to be made to current charts for the area.

✓ RECOVERABLE H. & T. STATIONS

There are no H. & T. stations, either described or undescribed, on this sheet.

✓ MILITARY RESERVATION AND DELETION OF CONFIDENTIAL DETAILS

The following areas are government reservations under the supervision of the Naval Powder Factory at Indianhead Maryland: Cornwallis Neck, Stump Neck, Approach to Stump Neck from public highway. In these reservations the following areas are closed to the public: Cornwallis Neck below Indianhead, Stump Neck from a point just west of the causeway.

In these localities, the only thing of military significance at the present time seems to be the powder factory and storage facilities at Indianhead. These latter details have not been drafted on this map. The map, before publication, will be submitted to the Hydrographic Office of the Navy so that any other detail which they do not wish shown can be deleted.

✓ JUNCTIONS

This survey joins with the following air photographic surveys: T-5761, T-5764.

The junction with sheet T-5761 has been made.

The other junctions will be made as the various smooth drawings are completed.

GEOGRAPHIC NAMES

Geographic names with their sources are attached at the end of this report on Form M234, both as submitted by the field party and as approved in the office.

ACCURACY

The probable error in the position of well-defined detail is 8 m., for less well-defined detail it is 10-12 m. In the following exceptions to this, the amount of error is indeterminable.

- (1) The course of streams in dense woods. A dashed "unsurveyed drainage" line has been used in cases where doubt was felt about the location of such streams.
- (2) Low water line. This feature has been drawn from its photographic appearance, with some field knowledge, but without detailed field examination.

ADDITIONAL WORK

This survey lacks contours; it shows part but not all of the buildings and minor streams; it has indicated only those piles visible or awash at mean high water.

Except for piles or other dangers awash or below mean high water, which may exist as indicated under the various comparisons, and must be carried forward from previous surveys until verified, the present survey is complete and adequate for charting.

Combined report and review by - T. M. Price, Jr., and
Lewis V. Evans III
T. M. Price Jr. L. V. Evans, III.
 Field Records Section.

Inspected by - B. G. Jones.

Robert W. Reed
 T. B. Reed,
 Chief, Section of Field Records.

K. T. Adams
Topography
 Chief, Section of ~~Field Work~~.

Examined and approved:

F. S. Borden
 Chief, Division of Charts.

G. H. Hilde
 Chief, Division of H. & T.

GEOGRAPHIC NAMES

Survey No. T 5762

Name on Survey	GEOGRAPHIC NAMES									
	Survey No. T 5762									
	On Chart No. 559, 560	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List		
A,	B,	C,	D	E	F	G	H	K		
✓ <u>Goose Bay</u>	✓									1
✓ <u>Moss Pt.</u>										2
✓ <u>Linton Pt.</u>	✓									3
✓ <u>Chicamuxen Cr.</u> *	✓									4
✓ <u>Reeder Run</u> *										5
✓ <u>Chicamuxen</u> *										6
✓ <u>Stump Neck</u>	✓									7
✓ <u>Mattawoman Cr.</u>	✓									8
✓ <u>Deep Pt.</u>	✓									9
✓ <u>Cornwallis Neck</u>										10
✓ <u>Bullocks Neck</u>										11
✓ <u>Marsh Island</u>										12
✓ <u>Hog Island</u>										13
✓ <u>Thoroughfare I.</u>										14
✓ <u>Grinders Wharf</u>										15
✓ <u>Sweden Pt.</u>										16
✓ <u>Rison</u>										17
✓ <u>Marbury</u>										18
✓ <u>Potomac River</u> *	✓									19
										20
										21
										22
										23
										24
by <u>JHE</u> on <u>4/17/40</u>										25
										26
										27
										M 234

T 5762

Remarks		Decisions
1		File No. 385 772
2		385 772
3		385 772
4		385 772
5		385 772
6		385 772
7		385 772
8		385 772
9		385 772
10		385 771
11		385 771
12		385 771
13		385 771
14		385 771
15		385 771
16		385 771
17		385 771
18		385 771
19		380 763
20		
21		
22		
23	* - USGB decisions	
24		
25		
26		
27		

GEOGRAPHIC NAMES

Survey No.

T-5762

Name on Survey

	A	B	C	D	E	F	G	H	K	
	On Chart No. 5579	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List	old charts	
Goose Bay	✓		✓	✓						1
(Budds Ferry)			✓	✓						
Moss Point			✓	✓						3
(Poseys Wharf)	94/20/24		✓	✓					✓	4
Linton Pt.	✓		✓	✓						5
Chicamuxen Cr.	✓		chico- muxen	✓						6
Chicamuxen			chico- muxen	✓		✓				7
(Point hdg.)	✓			✓						8
Reeder Run	name standard		Reed Run	✓						9
Stump Neck	✓		✓	✓						10
(Winthrop)			✓	✓					Winthrop whf	11
Rison			✓	✓		✓				12
Mattawoman Cr.	✓		✓	✓						13
Deep Pt.	✓		✓	✓						14
Bullocks Neck			✓	✓						15
Grinders Wharf			✓	✓						16
Sweden Pt.				✓						17
(Proctors Wharf)			✓	✓						18
Marbury			✓	✓		✓				19
Hog I.				✓	✓					20
Thoroughfare I.				✓	✓					21
Mars h I.				✓	✓					22
Cornwallis Neck				✓						23
										24
										25
										26
										27

T- 5762

	Remarks	Decisions
1	Name ok'd by P.M. at Rison, Md.; P.M. at Chicamuxen, Md. owner of property on shore of bay.	USE
2	Name of ferry no longer operating, and of the large farm on this point. (P.M. Rison; P.M. Chicamuxen)	DO NOT USE
3	Name ok'd by P.M. at Chicamuxen.	USE
4	P.M. Rison; P.M. Chicamuxen say place known but wharf ruined name	DO NOT USE
5	P.M. @ Rison; P.M. @ Chicamuxen say o.k.	USE
6	Chicamuxen Cr. ok'd by P.M. @ Rison, P.M. @ Chicamuxen. The post office is spelled this way	USE
7	sign on post office spelled this way	USE
8	P.M. Chicamuxen says name still used. The landing is gone however.	DO NOT USE
9	P.M. at Rison says name ok. P.M. at Chicamuxen says Name 150 yrs old.	USE
10	Name has unquestioned unquestioned local usage Widespread &	USE
11	Winthrop is name of former village & P.O. which is no longer in existence. (P.M. Rison, P.M. @ Chicamuxen) Wharf is ruined.	DO NOT USE
12	sign on post office spelled this way	USE
13	Name has widespread unquestioned local usage	USE
14	" " " " " "	USE
15	ok'd by P.M. @ Rison & P.M. @ Chicamuxen	USE
16	Large wharf here now. Name ok'd by P.M. at Chicamuxen; and outside Supt. Indianhead N.P.F.	USE
17	on many road signs. Amusement park & picnic grds. here. Name ok'd. by several local people (see above sources)	USE
18	Name said to be used still but no wharf now	DO NOT USE
19	Name known on road signs	USE
20	on blue print of Naval Powder Factory ok'd by Outside Supt., Indianhead N. P. F.	USE
21	ditto	USE
22	ditto	USE
23	ok'd outside Supt., & Chief Clerk at Indianhead N.P.F. also P.M. @ Rison. This is an important name	use
24		
25		
26		
27		

PLANE COORDINATE GRID SYSTEM

Positions of grid intersections used for fitting the grid to this compilation were computed by Division of Geodesy and the computation forms are included in this report.

Positions plotted by Sholom Kass

Positions checked by Joseph P. Dunich

Grid inked on machine by Sholom Kass

Intersections inked by Joseph P. Dunich.

Points used for plotting grid:

$$\begin{array}{l} \pm \phi = 38^{\circ} - 35' - 00'' \\ \lambda = 77^{\circ} - 15' - 00'' \end{array}$$

$$\begin{array}{l} \pm \phi = 38^{\circ} - 35' - 00'' \\ \lambda = 77^{\circ} - 09' - 00'' \end{array}$$

$$\begin{array}{l} \pm \phi = 38^{\circ} - 31' - 00'' \\ \lambda = 77^{\circ} - 15' - 00'' \end{array}$$

$$\begin{array}{l} \pm \phi = 38^{\circ} - 31' - 00'' \\ \lambda = 77^{\circ} - 09' - 00'' \end{array}$$

$$\begin{array}{l} \pm \phi = 38^{\circ} - 33' - 00'' \\ \lambda = 77^{\circ} - 12' - 00'' \end{array}$$

$$\begin{array}{l} x \\ y \end{array}$$

$$\begin{array}{l} x \\ y \end{array}$$

$$\begin{array}{l} x \\ y \end{array}$$

Triangulation stations used for checking grid:

- $\phi = 38^{\circ} 33' 05.860''$ 1. Δ STUMP NECK, NORTH BASE, 5. _____
 $\lambda = 77^{\circ} 14' 14.633''$ $x = 732, 106.78$ 6. _____
 $y = 261, 673.15$ 7. _____
 3. _____ 8. _____
 4. _____

826-DRM

September 18, 1941

To: Hydrographic Office,
Navy Department,
Washington, D. C.

From: The Director,
U. S. Coast and Geodetic Survey.


Subject: Topographic map T-5762.

One proof copy of topographic map T-5762 covering the area just south of the Indian Head reservation on the Potomac River, is being forwarded to you under separate cover for examination.

Please advise this office as to whether any of the details on the Naval Reservation should be deleted from the map before publication.

(Signed) L. O. COLBERT

Director.

Copy for  B.G. Jones
(to be filed in Desc. Report.)

82
826
IN REPLY ADDRESS NOT THE SIGNER
OF THIS LETTER, BUT

HYDROGRAPHIC OFFICE
NAVY DEPARTMENT
WASHINGTON, D. C.



SEP 25 1941
REFER TO NO.

A10-1(Chts)(254678)
Nav-12-PRJ

HYDROGRAPHIC OFFICE

WASHINGTON, D. C.

September 23, 1941.

From: The Hydrographer.
To: The Director, U.S. Coast & Geodetic Survey.
Subject: Topographic Map T-5762.
Reference: (a) C&GS ltr. 826-DRM dated September 18,
1941.

1. In answer to reference (a), you are advised that Topographic Map T-5762 is satisfactory as it stands. No deletions or additions to the details on the Naval Reservation are desired.

G. S. Bryan
G. S. Bryan