5812

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

5812

Type of Survey Planimetric Map

~~Field~~ No. T-5812 Office No.

LOCALITY

State Maryland

General locality Chesapeake Bay

Locality Choptank River, Cordova and Vicinity

Photos. taken 1937 and 1940. Supplemented by other ~~surveys~~ to Oct. 1941

1942

CHIEF OF PARTY

L. W. Swanson

LIBRARY & ARCHIVES

DATE Aug 22 1946

B-1870-1 (1)

Form 537a
Ed. Nov. 1929

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-5812

REGISTER NO.

State Maryland

General Locality Chesapeake Bay

Locality Choptank River

Scale 1:10,000 Date of ~~survey~~ photographs June 25, Aug. 16, Sept.10, Oct. 31, Nov. 14, 19 Dec. 11, 1937 and Mar 12, 1940

Vessel Air Photographic Party No. 2

Chief of party L. W. Swanson

Surveyed by Field Inspection - J. C. Lajoye
Radial Plot - J. E. Deal, W. E. Schmidt and W. A. Rasure

Inked by H. M. Eldridge and H. R. Rudolph

Heights in feet above — to ground to tops of trees

Contour, Approximate contour, Form line interval — feet

Instructions dated May 13, 1938

Remarks: Supplemental Instructions in Letter from Director dated August 29, 1939

GPO 260853

DATA RECORD T-5812

Photographs

Number	Date	Time	Scale	Alt.	Stage of Tide
AHY 8-6 to	6-25-37	Unknown	1:10,000		
AHY 8-10	"	"	"		No Shoreline
AHY 27-75 to					
AHY 27-78	8-16-37	12:40	"		" "
AHY 36-29 to	9-10-37	Unknown	"		" "
AHY 36-37	"	"	"		" "
AHY 57-75 to	10-31-37	"	"		" "
AHY 57-77	"	"	"		" "
AHY 63-38 to	11-14-37	"	"		" "
AHY 63-42	"	"	"		" "
AHY 75-87 to	12-11-37	"	"		" "
AHY 75-88	"	"	"		" "
AHY 47-47 to	3-12-40	11:14 a.m.	1:20,000		" "
AHY 47-48	"	to 11:25 a.m.	"		" "

Cameras: U. S. Coast and Geodetic Survey Nine Lens for 1:20,000 Prints;
Single Lens Camera for 1:10,000 Prints.

SUPPLEMENTAL SURVEYS

Graphic Control Sheets.....None
Field Inspection.....J. C. Lajoye.....Fall of 1941
Name Investigation.....H. R. Rudolph.....March, 1942

GENERAL INFORMATION

		Date
Chief of Party	L.W. Swanson	
Projection by	Washington Office-Ruling Machine	Unknown
Projection Checked by	Washington Office	Unknown
Control Plotted by	L. W. Swanson	July 27, 1941
Control Checked by	J. Aleck	July, 1941?
Radial Plot by	J. E. Deal, W. E. Schmidt, and W. A. Rasure	August, 1941
Radial Points pricked by	J. E. Deal	June, 1941
Additional Radial points by	H. M. Eldridge	11-6-41 to 2-7-42
	H. R. Rudolph	2-10-42 to 3-18-42
Detail Inked by	H. M. Eldridge and	11-6-41 to 2-7-42
	H. R. Rudolph	2-10-42 to 3-18-42
Scale	1:10,000	No scale factor

STATISTICS

Area (Land).....27.9 Square Statute Mi.
Shoreline.....None
Roads, Streets, Trails, and Railroads.....80.5 Statute Miles
Time Required for Detailing.....55½ Working Days

REFERENCE STATION

Elliott 1934
Latitude 38° 50' 09.932" (306.3 m) Datum N. A. 1927
Longitude 75° 58' 31.731" (765.3 m) Adjusted

X = 1,091,832.65
Y = 366,818.95

DESCRIPTIVE REPORT
TO ACCOMPANY
AIR PHOTOGRAPHIC SURVEY SHEET NO. T-5812
STATE OF MARYLAND
CHESAPEAKE BAY
CHOPTANK RIVER

Date of this report March 31, 1942

INSTRUCTIONS

This map drawing is a part of Project HT215 D, 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 dated August 29, 1938.

FIELD INSPECTION

The field inspection for this sheet was made by John C. Lajoye, Photogrammetric Aid, in the fall of 1941.

The geographic name investigation was done by H. R. Rudolph during March, 1942.

PHOTOGRAPHS

The photographs on this sheet were taken by A.A.A. with Single Lens Camera and by the U. S. Coast and Geodetic Survey with the Nine Lens Camera.

CONTROL

The control used on this sheet consists of two Triangulation Stations which lie within the detail limits and are listed as follows:

Elliot 1934
Salisbury 1934

RADIAL PLOT

The radial plot was previously submitted in two special reports; one of the 1:10,000 plot, the other of the 1:20,000 plot. These two reports should be consulted when reviewing this map drawing.

Special Report
Swanson, L.W.
1941/124
(Library)

ADDITIONAL RADIAL POINTS

On the east portion, it was impossible to orient Photograph 36-35. Therefore, using Template Method, the center of 36-35 was relocated and new secondary control points were established. These are shown by double purple circles.

It is to be noted that not all control points could be held on the Single Lens Photographs, but in all cases, the majority were held and the remainder were held tangent with the exception of those marked "No definite Check". Single Lens Photographs were held in one position for cutting in of all points.

It should also be noted that the northern portion of the sheet has many weak points due to small overlap of flights. It is believed though, to be accurate within one millimeter.

The two 1:20,000 Photographs were used to check points located by the 1:10,000 Photographs.

HYDROGRAPHIC SIGNALS

No Hydrographic Signals appear on this sheet.

RECOVERABLE TOPOGRAPHIC STATIONS

No Recoverable Topographic Stations appear on this sheet.

DETAIL

Roads were detailed according to the field inspector's notes as shown on the field inspection prints.

Only the center lines of roads have been shown, except at intersections and a few roads in small villages which are 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 Lines.)

All private roads which are not available for use by the public, have been labeled on the sheet "d.d.l." (Double Dash Lines.)

DETAIL (Continued)

Trails have been labeled "s.d.l." (Single Dashed Line) or indicated 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 and believed to have been shown unless smaller than 0.6 mm in width and length when in a group of larger buildings.

Wooded areas have been outlined and labeled.

All fences on this sheet have been shown by a Standard Symbol.

Ditches have been shown by a Solid Line and labeled "Ditch".

Streams in open areas have been shown by Solid Lines and in wooded areas where drainage line is rather indistinct, by Dashed Lines. In all cases streams and probable drainage were located by use of the Sterescope.

The railroad on this sheet has been shown by the Standard Symbol.

Bridges and overpasses have been shown by the Standard Symbol.

COMPARISON WITH PREVIOUS SURVEYS

No previous surveys have been made by the Coast and Geodetic Survey of this area.

JUNCTIONS

On the North -(T-5815) has not been completed.
On the East -(T-5813) has not been completed.
On the South -(T-5811) has not been completed.
On the South -(T-5713) The junction with this sheet was found to be in good agreement.
On the West -(T-5710) The junction with this sheetewas found to be in good agreement except as noted in the following:

JUNCTIONS (Continued).

At Latitude 38° 52, 72' and Longitude 76° 03', the road was extended on to Sheet T-5710 till a junction was made. Therefore, T-5710 should be corrected at this point.

At Latitude 38° 51, 83 and Longitude 76° 03', the road was extended on to Sheet T-5710 till a junction was made. Therefore, T-5710 should be corrected at this point.

GEOGRAPHIC NAMES

The geographic names shown on this sheet are listed on form M-234 in the appendix.

LAND MARKS

No landmarks recommended for this Sheet.

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 other detail of importance is not greater than 1 mm.

RESPECTIVELY SUBMITTED,

H. Ray Rudolph

H. RAY RUDOLPH
SENIOR PHOTOGRAMMETRIC AID
(FIELD)

APPROVED: April 11, 1942

L.W. Swanson

L.W. SWANSON
CHIEF OF PARTY

GEOGRAPHIC NAMES

Survey No. T5812

Name on Survey	A. On Chart No.	B. On previous survey No.	C. On U. S. quadrangle Maps	D From local information	E Md. General Hgwy. Map	F On local Maps Md. State Roads Com.	G P. O. Guide or Map	H Rand McNally Atlas	K U. S. Light List	
Cordova			x		x	✓				1
State Highway, Route #309					x	✓				2
State Highway, Route #329					x					3
Woodland ~~Chapel~~ (Oxford Branch) Penna. Railroad ~~System~~					x	✓				4
					x	✓				5
Skipton Creek					✓					6
Beaverdam Branch					✓					7
										8
										9
										10
										11
										12
										13
										14
L Heck 12/2/42										15
										16
										17
										18
										19
										20
										21
										22
										23
										24
										25
										26
										27

M 234

	Remarks	Decisions
1		388 759
2		
3		
4	Woodland Chapel, also called Woodland on U.S. Quad of 1904	
5	Oxford Br., Penna. R.R. System called Delaware and Chesapeake on U.S. Quad. of 1904	388760 U.S.G.B.
6		Railway Guide
7		388760
8	S.E. part of sheet.	387 759
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		

M 234

Washington Office

Review of T-5812

Comparison with Previous Topographic Surveys

There are no previous topographic surveys covering this area.

Comparisons with Hydrographic Surveys and Nautical Charts

The area covered by this compilation is entirely inshore and is not covered by hydrographic surveys or nautical charts.

Comparison with U. S. Quadrangles

Except for contours the compilation is adequate to supersede U. S. G. S. Quadrangles "St. Michaels" and "Denton" throughout the common area.

Landmarks and Aids to Navigation

No landmarks have been recommended nor do any aids to navigation exist in the area.

Recoverable Hydrographic & Topographic Stations

No recoverable hydrographic or topographic stations have been established by this survey. The area is too far inshore for such to be of any ordinary value for nautical chart purposes and the plot is probably not sufficiently strong to warrant the recording of such points.

General Review

This compilation was prepared largely from 1:10,000 scale ratio prints from 1:20,000 AAA single lens photographs, many of which seem to be lost and are not available in this office. For this reason, stereoscopic overlap is largely lacking and accurate review and check is not possible. By inspection with the prints available, it is inferred that the statement in the Descriptive Report, that errors in position up to one millimeter exist, is not exaggerated. This value may be exceeded slightly in some portions of the survey.

With some insignificant exceptions, the junctions with adjoining sheets are in good order, except for T-5713 where roads, streams, ditches, and fences failed to meet by a millimeter at the sheets' border. Such verification as was possible tended to point out that the error was in T-5812 almost entirely. Accordingly, T-5812 was changed to make junction with T-5713. Beaverdam Branch was changed slightly to agree with the new interpretation as shown on T-5811 on which sheet a note had been placed by the compiler, to the effect that the position shown thereon should supersede that on T-5812.

The plot is probably not as strong as is desired for a 1:10,000 planimetric compilation, but it seems to be as strong as possible for the amount of available control. Considerable effort was expended by the compiling office in an attempt to obtain the greatest possible accuracy by taking full advantage of very extensive templet plot covering ten sheets, using both single and nine lens photographs, on scales of 1:10,000 and 1:20,000. A complete discussion of the special conditions obtaining and the unusual method of overcoming them is furnished in two special reports now filed in the C.& G. S. Library as "Special Report 1941/124, L. W. Swanson".

Because of inability to reproduce the methods used in the compilation and, further, because of the present unavailability of certain critical photos, it is not possible to undertake a complete check of the plot. It is believed, from the examination of isolated areas, that no large errors of location or relative positions exist. The Descriptive Report admits the possibility of errors up to one millimeter. This perhaps should be increased to 1.5 mm.

Ralph Moore Berry
Ralph Moore Berry
Asst. Cartographic Engr.
3/20/43

Since the above review was written, additional photographs became available; these were used to check drainages, particularly through wooded areas, resulting in numerous changes shown in red ink on the manuscript. T-5812 had been printed previous to these changes. S. H. Benson 8/11/43

PHOTOGRAPHS USED FOR ABOVE MENTIONED REVISION.

AHY 63-38	AHY 57-76	AHY 8-9	AHY 36-30
39	75	8	36
40	AHY 27-75	7	37
41	76	6	
	77		
	78		

H.K. Bischoff 8-17-43

The blue line drawings were corrected of the changes on manuscript due to revision were made. [illegible] edited and submitted for reprint.
11/26/43 [illegible] ✓

See next page also

NOTE:

T-5812 was compiled in 1942 and reviewed in 1943, but processing in the Washington Office was not completed until 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-5812 were used as a base in preparing quadrangle T-8259, which was completed in 1943. The quadrangle is more recent and more complete as regards map details than T-5812, but it at a smaller scale.

APPROVED BY:

B. G. Jones 7/46
B. G. Jones, Technical Asst.
Div. of Photogrammetry

Robert W. Knox
Chief, Nautical Chart Branch
Division of Charts

K. T. Adams
Chief, Div. of Photogrammetry

Raymond S. Patton
Chief, Div. of Coastal Surveys