

5422

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

DESCRIPTIVE REPORT

Air Photo
Topographic
~~Hydrographic~~

Sheet No. 5422

State Maryland

LOCALITY

Chesapeake Bay

Upper End of Severn River

Project No. HT 175

1935

CHIEF OF PARTY

J.C. Partington

Jr. H. & G.E.

U. S. GOVERNMENT PRINTING OFFICE: 1934

5422

Applied to New Comp of Chart 549 Jan 13-1939 Chas. R. Bush Jr
" " Reconstruction of chart 566 - structures, docks - & 7th Aug 1947

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

AIR PHOTO
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. 5422

REGISTER NO. 5422

State Maryland

General locality Chesapeake Bay

Locality Upper ~~and~~ Severn River

Scale 1:10,000 Date of Photographs May 18, 1934
Date of ~~survey~~ ^{Compilation} March 5, 1935

~~Photo~~ Photo Compilation Party # 25

Vessel _____
Chief of party J.C. Partington Reviewed and recommended for approval
Lieut. (j.g.) J.C. Partington, March 11, 1935

Photographs plotted by R.H. Young
Surveyed by R.H. Young January 29, 1935

Inked by R.H. Young March 5, 1935

Heights in feet above _____ to ground to tops of trees

Contour, Approximate contour, Form line interval _____ feet

Instructions dated March 11, 1934, 19 _____

Compilation of aerial photographs:
Remarks: Nos. 676-695; 767-784

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

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Locality Upper End, Severn River

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Photographs plotted by R.H. Young January 29, 1935

Inked by R.H. Young March 5, 1935

Heights in feet above _____ to ground to tops of trees

Contour, Approximate contour, Form line interval _____ feet

Instructions dated March 14, 1934, 19____

Compilation of aerial photographs:

Remarks: Nos. 676-695: 767-784

-STATISTICS-

on

SHEET, FIELD NO. 5422, REG. NO. T-5422.

PHOTOS, NO. 676 to 695
767 to 784

DATE OF PHOTOGRAPHS May 18, 1934

9:45 A.M. to 1:50 P.M.

	<u>BY</u>	<u>FROM</u>	DATE <u>TO</u>
ROUGH RADIAL PLOT	S.M. Stoler	7-10-34	7-26-34
SCALE FACTOR (0.970)	S.M. Stoler	7-23-34	7-26-34
SCALE FACTOR CHECKED	<i>R.D. Cross</i> R.D. Cross	7-27-34	7-27-34
PROJECTION	<i>R.D. Cross</i> R.D. Cross	10-12-34	10-12-34
PROJECTION CHECKED	<i>J.W. Seager</i> J.W. Seager	10-13-34	10-13-34
CONTROL PLOTTED	<i>R.D. Cross</i> R.D. Cross	10-13-34	10-13-34
CONTROL CHECKED	<i>R.H. Young</i> R.H. Young	10-14-34	10-14-34
TOPOGRAPHY TRANSFERRED	<i>R.H. Young</i> R.H. Young	1-29-35	1-29-35
TOPOGRAPHY CHECKED	<i>R.D. Cross</i> R.D. Cross	1-30-35	1-30-35
SMOOTH RADIAL LINE PLOT	<i>R.H. Young</i> R.H. Young	1-21-35	1-29-35
RADIAL LINE PLOT CHECKED	<i>R.D. Cross</i> R.D. Cross	1-29-35	1-29-35
DETAIL INKED	<i>R.H. Young</i> R.H. Young	1-30-35	3- 5-35

AREA OF DETAIL INKED 29.8 sq. Statute Miles (Land Area)

AREA OF DETAIL INKED .01 sq. Statute Miles (Shoals in Water Area)

LENGTH OF SHORELINE (more than 200 m. from nearest opposite shore)

12.4 Statute Miles

LENGTH OF SHORELINE (rivers and sloughs less than 200 m. wide)

2.9 Statute Miles

LENGTH OF STREETS, ROADS, TRAILS, R.R. etc. 113 Statute Miles

GENERAL LOCATION Maryland, Chesapeake Bay

LOCATION Upper ~~and of~~ Severn River

DATUM North American 1927

STATION Crownsville 1933 Latitude 39° 01' 33.702" = 1039.3m
Longitude 76° 35' 57.030" = 1372.0m

Field Computations

PROJECTION DIAGRAM

2.

Sheet No. 5422

Scale = 1:10,000

Scale Factor = 0.970

Distances Multiplied by Scale Factor Are Given in Red.

	39'	38'	37'	36'	76°	35'	34'	
06'			(1398.5) 1441.8 (3589.5) 3700.5	(2797.0) 2883.5		(4195.5) 4325.3		06'
39° 05'			(1398.8) 1442.1 (1794.7) 1850.2	(2797.7) 2884.2		(4196.5) 4326.3		39° 05'
04'			(1399.2) 1442.5 (1794.7) 1850.2	(2798.4) 2884.9		(4197.6) 4327.4		04'
03'			(1399.5) 1442.8 (3589.5) 3700.5	(2799.0) 2885.6		(4198.5) 4328.4		03'
02'			(1399.8) 1443.1 (5384.2) 5550.7	(2799.6) 2886.2		(4199.5) 4329.4		02'
01'			(1400.2) 1443.5	(2800.3) 2886.9		(4200.5) 4330.4		01'
	39'	38'	37'	36'	76°	35'	34'	

Layout by R.H.Y. 10/8/34
Checked J.F.B.

SHEET NO. 5422

SCALE FACTOR COMPUTATIONS

Photos 674-705

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Measured Distance</u>	<u>Computed Distance</u>	<u>Scale Factor Meas./Comp.</u>
Solly 1933		Crownsville 1933*	14590	14983	.974
Solly 1933		Cedar 2 1934	10390	10636	.977
Solly 1933		Jit 1934*(Topo)	9882	10099	.978
Solly 1933		Chapman 1934	10924	11180	.977
Crownsville 1933*		Chapman 1934	5673	5884	.964
Crownsville 1933*		Cedar 2 1934	4850	5023	.966
Crownsville 1933*		Jit 1934* (Topo)	4882	5065	.964
			↑ mark destroyed - see attached letter		
Jit 1934* (Topo)		Chapman 1934	2663	2754	.967
Crownsville 1933*		Brew 1934	4328	4484	.965
Solly 1933		Brew 1934	11033	11292	<u>.977</u>

Average Scale Factor = .971

This average scale factor is computed for the entire flight but only part of this flight (676-695) falls on the tracing area of the sheet.

Triangulation stations marked (*) fall on this sheet.

Computed by S.M.S. 7/26/34
Checked by E.C.B.

Scale Factor used for sheet was .970 in order that a number of sheets might be joined together and the entire flight plotted at one time.

SHEET NO. 5422

CONTROL DATA

- - -

(All Stations computed directly on North American 1927 Datum)

Station	°	'	"	x Scale Factor	
				m.	m.
Blank 1934	39	03	45.460	(1448.4) 1401.8	(434.9) 1359.7
	76	34	18.755	(991.8) 451.0	(962.0) 437.5
Crownsville 1933	39	01	33.702	(811.0) 1039.3	(786.7) 1008.1
	76	35	57.030	(71.5) 1372.0	(69.4) 1330.9
Crownsville, stack 1933	39	01	27.276	(1009.1) 841.1	(978.8) 815.9
	76	36	10.131	(1199.7) 243.7	(1163.7) 236.4
Quin 1934 (Recoverable Topo- graphic Station)	39	04		(1630.2) 220.0	(1581.3) 213.4
	76	34		(1132.3) 310.0	(1098.3) 300.7
Jit 1934 (Recoverable Topo- graphic Station)	39	04		(1700.2) 150.0	(1649.2) 145.5
	76	34		(611.0) 831.5	(592.7) 806.6

mark destroyed - see attached letter

Traverse Stations from Traverse Crownsville 1933 to Tank
Glenburnie 1933 (See Descriptive Report)

Station # 3	39	02	09.082	(1570.2) 280.1	(1523.0) 271.7
	76	36	11.474	(1167.1) 276.0	(1132.1) 267.7
Station # 6	39	02	38.576	(660.7) 1189.6	(640.8) 1153.9
	76	36	33.485	(637.7) 805.4	(618.6) 781.2
Station # 10	39	03	09.248	(1565.0) 285.2	(1518.1) 276.6
	76	37	06.363	(1289.8) 153.0	(1251.1) 148.4
Station # 11	39	03	31.306	(884.8) 965.4	(859.3) 936.4
	76	37	38.069	(527.4) 915.4	(511.6) 888.0

SHEET NO. 5422

CONTROL DATA

<u>Station</u>	°	'	"	x Scale Factor	
				m.	m.
Station # 16	39	04	24.013	(1109.7)	(1076.4)
				740.5	718.3
				(228.5)	(221.6)
Station # 17	39	04	33.630	(813.2)	(788.8)
				1037.0	1005.9
				(378.3)	(367.0)
Station # 22	39	05	43.364	(1064.2)	(1032.3)
				(513.0)	(497.6)
				1337.2	1297.1
Station # 24	39	06	08.687	(678.9)	(658.5)
				763.0	740.1
				(1582.4)	(1534.9)
Station # 27	39	06	56.210	267.9	259.9
				(513.2)	(497.8)
				928.6	900.7
Station # 27	39	06	59.861	(116.9)	(113.4)
				1733.4	1681.4
				(3.3)	(3.2)
Station # 27	76	37	59.861	1438.1	1395.0

DESCRIPTIVE REPORT

To Accompany

PHOTO COMPILATION SHEET NO. 5422

Chesapeake Bay: Upper End of Severn River

Instructions Dated March 14, 1934

1. GENERAL INFORMATION:

(a) Title. Refer to Title Sheet.

(b) Statistics. Refer to Statistics Sheet.

(c) No general report covering this area is available. The boundaries of the area are the $39^{\circ} 07' 00''$ parallel on the north, the $39^{\circ} 01' 00''$ parallel on the south, the $76^{\circ} 34' 00''$ meridian on the east and the $76^{\circ} 39' 00''$ meridian on the west. This area is hilly and is covered almost entirely by trees.

(d) The following photographs were used in plotting this sheet:

<u>Photo Numbers</u>	<u>Flight Strip Location</u>	<u>Date</u>	<u>Time</u>	<u>Stage of Tide</u>
676 to 695	Runs north and south and lies between the $76^{\circ} 36' 00''$ and $76^{\circ} 37' 00''$ meridians.	5-18-34	9:45 AM	High-- 7:00 AM Low--- 2:00 PM Both Approx. only.
767 to 784	Runs north and south and lies between the $76^{\circ} 34' 00''$ and the $76^{\circ} 35' 00''$ meridians.	5-18-34	1:50 PM	High-- 7:00 AM Low--- 2:00 PM Both Approx. only.

(e) Refer to Statistics Sheet.

2. CONTROL:(a) Sources:

The position of the triangulation station "Blank 1934" was obtained from the triangulation of Lieut. John A. Bond 1934. The positions of the two recoverable topographic stations "Quin, 1934" (d) and "Jit 1934" were also obtained from the work of Lieut. John A. Bond 1934. The position of the triangulation stations "Crownsville 1933" and "Crownsville, stack 1933" were obtained from the triangulation of Lieut. Roland D. Horne 1933.

N.B. The paragraphs (numbers and letters) listed refer to those shown on pages 22 and 23 of Notes on Compilation of Planimetric Line Maps.

Note The traverse mentioned was recomputed after making temperature corrections to the tape and the closure was 2.548 metres which was then adjusted. Traverse stations were marked and are described ~~under~~ on Form 524 filed under T 5422^{T 5436}. The traverse computations are ~~enclosed at~~ the back of this report filed under Field Data in the air photo unit.

B.G. Jones

The traverse is well marked and is available for future control of plan table and air photographs.

DESCRIPTIVE REPORT

SHEET NO. 5422

- - -

In order to furnish sufficient control for plotting the photographs a traverse was run between triangulation stations "Crownsville 1933" and "Tank Glenburnie 1933", using reference mark No. 3 at station "Crownsville 1933" for a starting azimuth. Angles were measured with a 2 second two micrometer theodolite measuring 3 D/R and closing the horizon. Distances were measured with a 50 meter steel tape and all distances were checked with a 300 ft. steel tape. Station "Crownsville 1933" is a main scheme first order station and "Tank Glenburnie 1933" is a first order intersection station observed on from 4 main scheme stations. The length of the traverse was approximately 10 miles. The closing error was 5.1 meters which was adjusted. This represents an accuracy of 1 part in 3300 which is less than third order accuracy. The traverse stations are therefore shown on Form No. 524 as recoverable H. & T. Stations. Only the stations used for photo control are described on Form No. 524.

(b) Errors: *See Appendix page*

No error in position of any control station was found in running the plot.

(c) Discrepancies:

No discrepancy in position or in pricking the stations on the photographs was found in running the plot.

3. COMPILATION:(a) Method:

The usual radial line plot was used to determine the position of all radial points.

(b) Adjustment of Plot:

Good intersections were obtained without having to adjust the plot in any manner.

(c) Interpretation:

The photographs were very clear and no difficulty was encountered in interpreting them. There is considerable difference in elevation in this area making it necessary to have quite a few radial points in order to trace the detail accurately.

(d) Information from other sources:

All information shown on the compilation except the names was obtained directly from the photographs. Names were obtained from the Geological Survey Quadrangle and from local residents.

DESCRIPTIVE REPORT

SHEET NO. 5422

(e) Conflicting Names:

There are no conflicting names on this sheet.

Additional Names:

The following are local names which do not appear on the Geological Survey Quadrangle. It is recommended that these names be added to the charts:

Herald Harbor ✓
Rock Cove
Carrollton Manor ✓
Whitneys Landing Crossroads
Point Lookout ✓
Stevens Creek ✓
Mathews Point ✓
Severn Run ✓

4. COMPARISON WITH OTHER SURVEYS:

- (a) An effort was made to compare the compilation with photo-stats of topographic sheets of the U.S. Coast and Geodetic Survey, Register Nos. 2629 and 2630. These topographic sheets are very old so that the shore lines cannot be expected to check accurately due to small changes which have occurred. In general, the shore lines check very closely but quite a few small changes are in evidence and it is recommended that this photo compilation be accepted as correct. This compilation has also been compared with the U.S. geological Survey Quadrangles. The junctions with adjoining sheets have been examined and are satisfactory.

5. LANDMARKS:

- (a) No landmarks ~~or recoverable objects~~ were recommended in this area by the field party.
- (b) No additional objects show with sufficient prominence under the stereoscope to be recommended for landmarks.

6. RECOMMENDATIONS FOR FURTHER SURVEYS:

- (a) The compilation is believed to have a probable error of 3 meters in position of well defined detail of importance for charting and of 5 meters for other data. *Note: The compilation has been carefully compiled but the value of 3 to 5 meters is too high for work on this scale. A better estimate is an accuracy of location of 3 to 7 meters for interested points and 3 to 12 meters for other detail. B.G. Jones*

DESCRIPTIVE REPORT

SHEET NO. 5422

- - - -

- (b) The width of roads has been exaggerated where necessary to procure well defined lines when the sheet is reproduced. Only houses located where they may be of value for hydrography have been shown.

7. RECOVERABLE OBJECTS:

(d) The only two recoverable topographic stations in this area are "Quin, 1934" and "Jit, 1934" these stations were established by Lieut. John A. Bond in 1934 and their positions are given herein under "Control Data". Since these stations were plotted and used for control, their positions on the compilation is exactly the same as the positions given by Lieut. John A. Bond. *These stations were located for the photo plot and are not shown on any plan table survey filed in this office. B.g.f.*

Respectfully submitted,

J.C. Partington
J.C. Partington
Jr. H. & G. E.
Chief of Party

The mark for "Jit" is destroyed - see attached letter

11

(Carstens) 8/11/51

83

63-vw

October 24, 1951

Mr. E. A. Andrews
107 East Lake Avenue
Baltimore 12, Maryland

Dear Sir:

In reply to your letter of October 11, 1951, the hydrographic mark stamped JIT 1934 has been received. Thank you for removing this disk and forwarding it to this Office. No elevation was determined for this mark when established.

The other station about which you inquired is apparently a Maryland Shell Fish Commission station. The geographic position and description are enclosed along with several pamphlets which explain the control established by this Bureau.

Very truly yours,

(signed) F. L. Gallego

Acting Director

Enclosures

cc: 83

DESCRIPTIVE REPORT

To Accompany

TRAVERSE, Crownsville, Md. to Glenburnie, Md.

- - -

AUTHORITY:

Director's Instructions, dated March 14, 1934.

LOCALITY:

Chesapeake Bay, Md.; Crownsville, Md. to Glenburnie, Md.

PURPOSE:

This traverse was accomplished in order to furnish control for Air Photo Compilations No. 5422 and No. 5436.

SURVEY METHODS:

Horizontal angles were measured with a 2 second 2 micrometer theodolite measuring one set of 3 D/R and closing the horizon with one set of 3 D/R. A few of the angles were measured with a 10 second repeating instrument measuring one set of 6 D/R and closing the horizon with one set of 6 D/R.

Distances were measured in meters with a 50 meter steel tape and 30 meter steel tape, both unsupported. All distances were checked with a 300 foot steel tape, unsupported.

TRAVERSE CLOSURE:

The traverse was begun at triangulation station Crownsville 1933, a first order main scheme station. The azimuth mark was used for a starting azimuth. The traverse was closed on triangulation station Glenburnie Tank 1933, a first order intersection station observed on from 4 main scheme stations. The azimuth was closed by observing at Glenburnie Tank the angle between the last traverse station, No. 38, and Airway Beacon # 58. Airway Beacon # 58 is a first order intersection station observed on from 8 main scheme stations. An inverse was computed between Glenburnie Tank and Airway Beacon # 58 in order to obtain the true azimuth of this line. The azimuth of the line Glenburnie Tank to Traverse Station # 38 failed to close by $0^{\circ}-02'-22.4''$. This amount was distributed equally thruout the 40 set-ups, making the correction per angle plus $0^{\circ}-00'-03.56''$. The correction was applied to the nearest one-tenth second.

Only the distances measured in meters were used in the computation; the measurements with the 300 foot steel tape were used as a check only.

DESCRIPTIVE REPORT (Cont'd)

- - - -

None of the three tapes has been standardized. It was assumed that the 50 meter steel tape and the 30 meter steel tape are correct at 68° Fahrenheit. Since all measurements were made at very nearly freezing temperature, a temperature correction was applied to each distance assuming the value .0000065 for the coefficient of expansion of steel. Therefore to each measured distance a negative correction of $(68-32) \times (.0000065) \times (\text{distance})$ was applied.

The traverse closed to 1.388 meters in latitude and 2.137 meters in longitude or a total error of 2.548 meters north and east of the true position of Glenburnie Tank. The geographic positions of Crownsville 1933, Glenburnie Tank 1933, and Airway Beacon # 58 1933 are taken from the Field Computations of triangulation by Lieut. R.D. Horne.

MARKING OF STATIONS:

About every two miles the traverse stations were marked in pairs with standard hydrographic discs set in concrete monuments. The adjacent monuments are intervisible from the ground at each end of the line and can be used for photo control or plane-table surveys in the future. These stations are described on Form No. 524 giving the azimuth and length of the intervisible lines.

Some of the other traverse stations were used for photo control but are not permanently marked, namely stations numbered 3, 10, 11, 17, 22, and 24.

The stations are marked by 2"x4" pine stakes and are described on Form 524 but are not permanently marked.

Respectfully submitted,

J.C. Partington
J.C. Partington
Jr. H. & G.E.
Chief of party

*Stations on this traverse marked
and described on form 524 filed under
T 5422 and T 5436. Traverse computations
filed in air photo unit under "Field Data".*

B.G. Jones

REVIEW OF AIR PHOTO COMPILATION NO. *T-5422*Chief of Party: *J.C. Partington*Compiled by: *R.H. Young*Project: *HT 175*Instructions dated: *March 14, 1935*

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 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)
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 d, e)
Traverse to furnish control is discussed in the descriptive report.
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)~~
No blue-prints or maps transmitted.
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.
This compilation compared with Topographic Sheets 2629 and 2630.
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) ✓
7. High water 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."

8. 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)

9. 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)
Descriptions filed with this compilation.

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)~~
No landmarks.

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)~~
No bridges.

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 66k) ✓
Relay Quadrangle available for geographic name comparison

13. The geographic datum of the compilation is *North American 1927* and the reference station is correctly noted. *Datum station is unadjusted.*

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

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, 48)

16. No additional surveying is recommended at this time.

17. Remarks:

18. Examined and approved;

J. C. Partington
Chief of Party

19. Remarks after review in office:

See following page.

Reviewed in office by: Lionard A. McNamee May 2, 1935.
✓ B. G. Jones

Examined and approved:

K. T. Adams
Asst Chief, Section of Field Records
Division of Charts
L. O. Lobnitz
Chief, Division of Charts

J. B. Gordon
Chief, Section of Field Work
G. W. de
Chief, Division of Hydrography
and Topography.

REVIEW OF AIR PHOTO COMPILATION No. T-5422.

Projection.

The projection of this compilation was tested by checking the diagonals and found to be satisfactory.

Bluffs.

The heights of bluffs as estimated by the field inspection party are given as follows:-

Little Round Bay Creek	--	20 to 40 feet
Little Round Bay		15 feet
Valentine Creek		20 feet
Plum Creek		30 feet
Between Herald Harbor and Triangulation Station Blank, 1933		60 feet
Between Rock-Cove and Indian Landing		40 to 100 feet
Between Indian Landing to source of Severn River		15 feet.

Comparison with other surveys.

(a) Chart No. 1226. No omissions or discrepancies have been noted in a comparison of this chart with this compilation.

(b) Old Topographic Surveys. T-177 (1844). T-2629(1903) T-2630(1903). T-177 shows a number of unimportant geographic names which have not been recommended on the more recent surveys. T-2629 and T-2630. These surveys are superseded for the area which is common to the compilation, which is complete in detail.

(d) There are no graphic control surveys for this compilation.

Topographic Stations.

Descriptions for recoverable ^{stations?} planetable notations shown on this compilation are filed under the compilation - T-5422.

Leyland A. McKee
B.G. Jones

GEOGRAPHIC NAMES

Date. March 28, 1925.Survey No. T-5422Chart No. 1226, 77Diagram No. 77-3

Approved by the Division of Geographic Names, Department of Interior. *

Referred to the Division of Geographic Names, Department of Interior. R

Under investigation. Q

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	<u>Severn River</u> *	do 1226			
	<u>Forked Creek</u>	do 1226			
	<u>Valentine Creek</u>	do 1226			
	<u>Plum Creek</u>	do 1226			
	<u>Little Round Bay</u>	do			
	<u>Little Round Bay Creek</u>	do			
	<u>Herald Harbor</u>	—	✓	✓	
	<u>Carrollton Manor</u>	—	✓	✓	
	<u>Rock Cove</u>	—		✓	
	<u>Point Lookout</u>	—		✓	
	<u>Mathews Point</u>	—		✓	
	<u>Whitneys Ldg. Crossroads</u>	—		✓	
	<u>Stevens Creek</u>	—		✓	
	<u>Severn Run</u>	—		✓	
	<u>Crownsville</u>	not shown on Ch 1226	Relay Quad	✓	
	<u>Gott</u>	do	do	✓	
	<u>Waterbury</u>	do	do	✓	
	<u>Millersville</u>	do	do	✓	
	<u>Severn Crossroads</u>	do	do	✓	
	<u>Benfield</u>	do	do	✓	
	<u>Earleigh Heights</u>	do	do	✓	
		APPROVED NAMES UNDERLINED IN RED		✓	
		H. L. Flumer			

Date. March 28, 1935 GEOGRAPHIC NAMES

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Approved by the Division of Geographic Names, Department of Interior. ✱

Referred to the Division of Geographic Names, Department of Interior. R

Under investigation. Q

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