DESCRIPTIVE REPORT

Air Photo
Topographic
Hydrographica

Sheet No. 5425

State: Maryland

LOCALITY
Chesapeake Bay
Tilghman Island

Project HT 175

1934

CHIEF OF PARTY
J.C. Partington, Jr., U.S. G. Engr.
Applied to Chtr. 1225, Dec. 10, 1935  
K.P.
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

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. 5425

REGISTER NO. 5425

State. Maryland

General locality. Chesapeake Bay

Locality. Tilghman Island, Southern Part

Date of Photographs. November 28, 1931

Compilation

Scale. 1:10,000

Date of Survey. September 27, 1931

Vessel. Photo Compilation Party #25

Reviewed and recommended for approval

Chief of party. Lieut. (j.g.) J.C. Partington January 3, 1935

Photographs plotted by. S.M. Stoler November 8, 1934

Surveyed by.

Inked by. J.F. Burns November 21, 1934

Heights in feet above to ground to tops of trees

Contour. Approximate contour. Form line interval feet

Instructions dated. March 11, 1934. Compilation of aerial photographs

Remarks:

...
DESCRIPTIVE REPORT
To Accompany
PHOTO COMPILATION SHEET NO. 5425
Chesapeake Bay; Tilghman Island, Southern Part

1. GENERAL INFORMATION:
   (a) Refer to Title Sheet.
   (b) Refer to Statistics Sheet.
   (c) No general report covering this area is available. The area includes that part of Tilghman Island which lies south of Knapps Narrows. This part of Tilghman Island is very flat and is covered almost entirely by cultivated fields. Also, there are a few small marshes and a few small wooded areas. All the area is under cultivation unless otherwise shown.
   (d) The following photographs were used in plotting this sheet:

<table>
<thead>
<tr>
<th>Photo Numbers</th>
<th>Flight Strip Location</th>
<th>Date</th>
<th>Time</th>
<th>Stage of Tide</th>
</tr>
</thead>
<tbody>
<tr>
<td>251 to 261</td>
<td>Over Tilghman Island</td>
<td>11-26-33</td>
<td>10:35 AM</td>
<td>Low - 6:37 AM</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>High - 1:20 PM</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1:00 PM</td>
</tr>
</tbody>
</table>
   (e) Refer to Statistics Sheet.

2. CONTROL:
   (a) Sources:

   The triangulation stations shown on the celluloid furnished sufficient control for plotting the sheet.

   The station "Mays 1934" was obtained from the progress sketch of Lieut. John Bowie, Jr., 1934. The position of this station had been computed directly on N.A. 1927 Datum. The station "Faw Paw 1933" and station "Knapps Narrows Beacon 1933" were obtained from the progress sketch of Lieut. E.R. McCarthy 1933. All other stations were obtained from the sketch shown as Fig. 13 in the back of "Triangulation in Maryland."

   It was necessary to adjust all stations except "Mays 1934" to N.A. 1927 Datum. The Washington Office furnished the following correction to be applied in making this adjustment: To change North American Datum into North American 1927 Datum, subtract 11 meters from the forward latitude position and add 12 meters to the forward longitude position.

   Triangulation in 1909 by C.C. Yates (L44).
   (b) Errors:

   No errors in control were found by photo-plot.

   All triangulation stations appearing on the celluloid were used in running the plot and all stations checked accurately except where the photographs were so dim as to make accurate picking of stations impossible.
3. **COMPILATION:**

(a) **Method:**

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

(b) **Adjustments of plot:**

No adjustment was necessary in plotting this sheet. (?)

(c) **Interpretation:**

In this section of Tilghman Island the center of flight lies to the east of the island. This being the case, all the triangulation stations fall on the west side of the center line of flight making it very difficult to obtain "three wing fixes" for the photographs. The best "fixes" were used first in running the plot and the remaining pictures were adjusted until exceptionally good intersections were obtained. It is believed that the radial points are very accurately located, however, the area should be carefully checked with other surveys because of the peculiar location of the center line of flight mentioned above.

No difficulties in interpreting the data on the photographs were encountered.

(d) **Information from other sources:**

All information on this sheet except the names was obtained directly from the photographs. The names which appear on the overlay sheet were obtained from U.S. Coast and Geodetic Survey Chart No. 1225 and from U.S. Geological Survey, Sharps Island Quadrangle.

(e) **Conflicting names:**

The name Tilghman Island Landing is shown on U.S. Geological Survey, Sharps Island Quadrangle, but does not appear on U.S. Coast and Geodetic Charts. This landing is locally known as Devils Island. It is recommended that the name Tilghman Island Landing be added to the charts.

**Additional names:**

Barron Neck is shown on the U.S. Geological Survey, Sharps Island Quadrangle, as above. It does not appear on U.S. Coast and Geodetic Charts. It is recommended that this name be added to the charts.
4. COMPARISON WITH OTHER SURVEYS:

(a) This sheet joins on the north with a sheet which was compiled in the Washington Office. A satisfactory junction has been made on the 38° 43' parallel. Attention is called to the fact that the sheet compiled in Washington is on North American Datum while sheet No. 5425 is on North American 1927 Datum.

(b) The sheet compiled in Washington covering the northern part of Tilghman Island has been changed slightly at the 38° 43' parallel. The roads and houses south of Knapps Narrows were changed in position about three meters and additional houses were added to conform with data found on the photographs. Also, all detail south of the 38° 43' parallel has been erased on the sheet compiled in Washington.

The above changes were made in order to make a satisfactory junction with compilation No. 5425, which was prepared in the Baltimore Office. The two compilations now join very satisfactorily on the 38° 43' parallel and the detail at the junction agrees with that shown on the photographs.

In making the junction between these sheets, it should be remembered that the northern sheet is on North American Datum and the southern sheet is on North American 1927 Datum.

This compilation has been compared with sheet, Register No. 2513, surveyed in 1900. This comparison indicates that the west shore of Tilghman Island has receded about 100 meters and Black Walnut Pt. has receded more than 200 meters since 1900. The eastern side of Tilghman Island has undergone less change. The two surveys check very well in the vicinity of Black Walnut Cove. There is from 50 to 100 meters difference in shoreline at Loror Bar Neck Pt. and Upper Bar Neck Pt.

It is believed that Tilghman Island has undergone so much change since 1900 that the 1900 survey is inadequate and it is recommended that the present compilation (Sheet No. 5425) be used for charting this area.

5. LANDMARKS:

(a) A copy of form No. 567, Landmarks for Charts, is enclosed, which lists the objects recommended by the field party as 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.
(b) The width of roads has been exaggerated in some cases so that they will show clearly when the sheet is reproduced.

(*) 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.

Respectfully submitted,

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

Sheet, Field No. 5425, Reg. No. 75425
Photos, No. 251 To No. 261
Date of Photographs Nov. 28, 1933
10:35 A.M. - 1:00 P.M.

By

| Rough Radial Plot       | S. H. Stoler | 11- 3-34 | 11- 3-34 |
| Scale Factor (.950)     | S. H. Stoler | 11- 3-34 | 11- 3-34 |
| Scale Factor Checked    | R. D. Cross  | 11- 3-34 | 11- 3-34 |
| Projection              | S. H. Stoler | 11- 6-34 | 11- 6-34 |
| Projection Checked      | R. D. Cross  | 11- 6-34 | 11- 6-34 |
| Control Plotted         | S. H. Stoler | 11- 6-34 | 11- 6-34 |
| Control Checked         | W. V. Sulkowski | 11- 7-34 | 11- 7-34 |
| Topography Transferred  | J. F. Burns  | 11- 7-34 | 11- 7-34 |
| Topography Checked      | R. D. Cross  | 11- 7-34 | 11- 7-34 |
| Smooth Radial Line Plot | S. H. Stoler | 11- 8-34 | 11- 8-34 |
| Radial Line Plot Checked| R. D. Cross  | 11- 8-34 | 11- 8-34 |
| Detail Inked            | J. F. Burns  | 11-14-34 | 11-21-34 |

Area of Detail Inked 2.18 sq. Statute Miles (Land Area)
Area of Detail Inked 0 sq. Statute Miles (Shoals in Water Area)
Length of Shoreline (more than 200 m. from nearest opposite shore) 10.70 Statute Miles
Length of Shoreline (rivers and sloughs less than 200 m. wide) 1.30 Statute Miles
Length of Streets, Roads, Trails, R.R., etc. 11.39 Statute Miles
General Location Maryland, Chesapeake Bay
Location Tilghman Island, Southern Port
Datum North American 1927
Station Mays 1934 Latitude 38° 42' 17.867" = 550.9 m.
Longitude 76° 20' 41.944" = 1075.2 m.
Distances multiplied by scale factor are given in red
<table>
<thead>
<tr>
<th>Station</th>
<th>North American Datum</th>
<th>1927 Datum</th>
<th>x Scale Factor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avalon, 1909</td>
<td>38 42 34.384 1060.3</td>
<td>(800.9)</td>
<td>(760.9)</td>
</tr>
<tr>
<td></td>
<td>76 19 58.885 1422.7</td>
<td>114.9</td>
<td>926.8</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(22.9)</td>
<td>(21.8)</td>
</tr>
<tr>
<td>Collins house, red spire, 1898</td>
<td>38 41 23.365 735.9</td>
<td>(1125.3)</td>
<td>(1069.0)</td>
</tr>
<tr>
<td></td>
<td>76 20 06.145 155.8</td>
<td>721.9</td>
<td>686.7</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(1290.4)</td>
<td>(1225.9)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>159.8</td>
<td>151.8</td>
</tr>
<tr>
<td>Mays, 1934*</td>
<td>38 42 17.867</td>
<td>(1899.2)</td>
<td>(1231.2)</td>
</tr>
<tr>
<td>(N.A. 1927 Datum)</td>
<td>76 20 44.494</td>
<td>550.9</td>
<td>523.1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(374.7)</td>
<td>(356.0)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1075.2</td>
<td>1021.4</td>
</tr>
<tr>
<td>Paw Paw, 1933</td>
<td>38 42 22.698 699.9</td>
<td>(1161.2)</td>
<td>(1103.1)</td>
</tr>
<tr>
<td></td>
<td>76 20 45.608 1102.0</td>
<td>668.9</td>
<td>651.5</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(343.8)</td>
<td>(326.6)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1106.0</td>
<td>1050.7</td>
</tr>
<tr>
<td>Peoples Chapel</td>
<td>38 42 55.992 1726.6</td>
<td>(134.6)</td>
<td>(127.9)</td>
</tr>
<tr>
<td>Tilghman Island, 1909</td>
<td>76 20 03.631 87.7</td>
<td>1715.6</td>
<td>1629.8</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(1356.2)</td>
<td>(1290.3)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>91.7</td>
<td>87.1</td>
</tr>
<tr>
<td>Southern M.E. Church</td>
<td>38 41 34.745 1071.3</td>
<td>(789.8)</td>
<td>(750.3)</td>
</tr>
<tr>
<td>Tilghman Island, 1909</td>
<td>76 20 32.175 777.6</td>
<td>1060.3</td>
<td>1007.5</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(668.5)</td>
<td>(635.1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>781.6</td>
<td>742.5</td>
</tr>
<tr>
<td>Knapps Narrows Beacon, 1933</td>
<td>38 43 18.12 558.7</td>
<td>(1502.4)</td>
<td>(1237.3)</td>
</tr>
<tr>
<td></td>
<td>76 20 40.14 976.9</td>
<td>547.7</td>
<td>520.3</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(488.7)</td>
<td>(445.3)</td>
</tr>
</tbody>
</table>

(*) Computed directly on N.A. 1927 Datum.
**Sheet No. 5425**

**Scale Factor Computations**

Photos 251-261

<table>
<thead>
<tr>
<th>Station to Station to</th>
<th>Station</th>
<th>Measured Distance</th>
<th>Computed Distance</th>
<th>Scale Factor Meas./Comp.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collins house, red spire, 1898</td>
<td>Peoples Chapel</td>
<td>2677</td>
<td>2642</td>
<td>.942</td>
</tr>
<tr>
<td></td>
<td>Tilghman Island, 1909</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Collins house, red spire, 1898</td>
<td>Avalon, 1909</td>
<td>2052</td>
<td>2182</td>
<td>.940</td>
</tr>
<tr>
<td>Collins house, red spire, 1898</td>
<td>Paw Paw, 1933</td>
<td>1922</td>
<td>2046</td>
<td>.939</td>
</tr>
<tr>
<td>Collins house, red spire, 1898</td>
<td>Mays, 1934</td>
<td>1797</td>
<td>1910</td>
<td>.940</td>
</tr>
<tr>
<td>Collins house, red spire, 1898</td>
<td>Southern M.E. Church, Tilghman Island, 1909</td>
<td>668</td>
<td>706</td>
<td>.945</td>
</tr>
<tr>
<td>Mays, 1934</td>
<td>Peoples Chapel</td>
<td>1435</td>
<td>1524</td>
<td>.941</td>
</tr>
<tr>
<td></td>
<td>Tilghman Island, 1909</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mays, 1934</td>
<td>Southern M.E. Church, Tilghman Island, 1909</td>
<td>1290</td>
<td>1372</td>
<td>.940</td>
</tr>
<tr>
<td>Avalon, 1909</td>
<td>Southern M.E. Church, Tilghman Island, 1909</td>
<td>1889</td>
<td>2008</td>
<td>.941</td>
</tr>
</tbody>
</table>

**Average Scale Factor** = .941

M.E. Projection made up at .950 to agree with adjoining projection.
DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY  

LANDMARKS FOR CHARTS  

Baltimore, Md.  

January 8, 1935  

DIRECTOR, U.S. COAST AND GEODETIC SURVEY:

The following determined objects are prominent, can be readily distinguished from seaward from the description given below, and should be charted:

The prominence of these objects has been checked from the water.  

J.C. Partington  
Chief of Party.

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>POSITION</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF DETERMINATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>CUPOLA (△ Collins House Red Spire)</td>
<td></td>
<td>38° 41'</td>
<td>72° 34'</td>
<td>(1125.3)</td>
<td>1927</td>
<td>Triang.</td>
</tr>
<tr>
<td>HOUSE (center) (white)</td>
<td></td>
<td>38° 40'</td>
<td>57° 20'</td>
<td>(1283)</td>
<td>1927</td>
<td>Photo Plot</td>
</tr>
<tr>
<td>TOWER (Weather Bureau)</td>
<td></td>
<td>38° 40'</td>
<td>10° 15'</td>
<td>(731)</td>
<td>1927</td>
<td>Photo Plot</td>
</tr>
<tr>
<td>LIGHT (No. 1530) (Black Walnut Cove)</td>
<td></td>
<td>38° 40'</td>
<td>57° 20'</td>
<td>(1119)</td>
<td>1927</td>
<td>Photo Plot</td>
</tr>
<tr>
<td>LIGHT (No. 1510) (Upper Bar Neck Point)</td>
<td></td>
<td>38° 41'</td>
<td>62° 18'</td>
<td>(1224)</td>
<td>1927</td>
<td>Photo Plot</td>
</tr>
<tr>
<td>LIGHT (No. 1511) (Middle Ground Bar)</td>
<td></td>
<td>38° 42'</td>
<td>28° 53'</td>
<td>(1597)</td>
<td>1927</td>
<td>Photo Plot</td>
</tr>
<tr>
<td>LIGHT (No. 15S0.6) (Knapp Narrows E. Ext)</td>
<td></td>
<td>38° 42'</td>
<td>72° 34'</td>
<td>(518)</td>
<td>1927</td>
<td>Photo Plot</td>
</tr>
</tbody>
</table>

Sealed by J.W.J.  
Checked by R.D.O.
<table>
<thead>
<tr>
<th>Status</th>
<th>Name on Survey</th>
<th>Name on Chart</th>
<th>New Names in local use</th>
<th>Names assigned by Field</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Tilghman Island</td>
<td>do</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Pawpaw Cove</td>
<td>do</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>*</td>
<td>Blackwalnut Point</td>
<td>do</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Tilghman</td>
<td>do</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Dogwood Harbor</td>
<td>do</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Upper Bar Neck Pt.</td>
<td>do</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Lower Bar Neck Pt.</td>
<td>do</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Avalon</td>
<td>do</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Blackwalnut Cove</td>
<td>do</td>
<td>Blackwalnut Cove on 1965 Sharps Island Black Walnut Harbor B.S. 31164</td>
<td></td>
<td></td>
</tr>
<tr>
<td>*</td>
<td>Tilghman Island Landing</td>
<td>do</td>
<td>Devils Island (locally)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>CHOPTANK RIVER</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Barron Neck</td>
<td>do</td>
<td>&quot;Sharps Island&quot;</td>
<td></td>
<td>Fair Neck</td>
</tr>
<tr>
<td></td>
<td>Farbank</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>CHESAPEAKE BAY</td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>
REVIEW OF AIR PHOTO COMPILATION NO. 5425

Chief of Party: J.C. Partington

Compiled by: J.F. Burns

Project: HT 175

Instructions dated: March 14, 1934

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, f, g and h; 26; and 64)
   Par. 16c. — No bridges on this sheet.

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, h)

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. 45; and 66 d, e)
   No ground surveys used to supplement photographic plot.

4. Blueprints and maps from other sources which were transmitted by the field party contain sufficient control for their application to the charts. (Par. 23)
   No blueprints or maps from other sources used.

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.

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. 128; 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 584 in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 57)

   Par. 29 - None of these objects are marked by bronze marks

   Par. 30 - There are no shoreline measurements.

   (Descriptions filed with T-5425)

10. A list of landmarks was furnished on Form 587 and instructions in the Director's letter of July 16, 1934, Landmarks for Charts, complied with. (Par. 16d, e; and 60)

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. 16e)

   No bridges are shown on this sheet.

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 North American 1927 and the reference station is correctly noted.

14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 86f)

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: Shortage for heavy.

18. Examined and approved;

J. C. Partington
Chief of Party

19. Remarks after review in office:
See following page.

Reviewed in office by: Leonard G. Mitchell

Examined and approved:

E. T. Green
Chief, Section of Field Records

K. T. Adams
Acting Chief, Division of Charts

E. T. Bordy
Chief, Section of Field Work

F. H. Nunn
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Comparison with Other Surveys:

1. The compilation fails to check plane table survey T-4769 (1933) for location of shoreline and recoverable topographic stations south of latitude 38º 43.1'. The compilation is accepted as correct after an examination of the photographs and check of the plot in this office. A note has been placed on the plane table survey referring to the compilation for correct locations.

With reference to the note on page 3 of the descriptive report T-4769 concerning the position of the Pilgrims Holiness Church an examination of this area was made by joining the celluloid copies of T-5400 and T-5425 together, making a new radial plot thru the area in a north and south direction. It was found that the triangulation position of Pilgrims Holiness Church (Triangulation Station Peoples Chapel, 1909) is correct and consequently the plane table position Station N08 (d) is in error. Three photographs of the flight Nos. 255, 258, and 262 can be "fixed" accurately only by holding to the triangulation position of this church. The triangulation (intersection) position has four ties, sufficient for a good check.

It was also discovered that the following described stations located by P.T. in making the traverse mentioned on page 3 are in error. The descriptions with the corrected positions are now filed with T-5400.

THE (d) Scaled by L. A. L. LANS April 13, 1935
TEX (d) D. H. B. " " "
SOX (d)
A new position of PIP (d) checked very closely with the position as given on the description card. This position has not been changed. The maximum error in the position of these stations was about 8 meters, found in the position of Station SOX.

Stations UKE and VIX evidently have been located by a traverse from Triangulation Station KNAP 1933 to the south end of the sheet. The new position of UKE agreed with the plane table position. VIX could not be seen for radial line intersection but since UKE is near it, the P.T. position of VIX has been accepted as correct.

Station CAT(d). The description as submitted with the plane table survey checks the compilation detail. The topographer evidently described the wrong house, for the P.T. position differs by 22 meters from the radial line location of the house he described. The geographic position on the description has been corrected to agree with the compilation and the card description has been filed under T-5425.

Station ABE (d). This station cannot be recovered on the photographs. The description has been withdrawn from the files and the station is not shown on the compilation due to the fact that the plane table is in error in the immediate vicinity as discussed above.

2. T-2513 (1900). This survey on 1:20,000 scale covers the total area of the compilation. The changes are large. It may be noted that Blackwalnut Point has receded over 300 meters since 1900. As stated in the report the most marked changes are on the west coast of this island. The photographs of this area which are available were further examined to check the existence of the bluff north of Blackwalnut Point on the east coast of this island. According to the field inspection notes this abrupt rise is from five to eight feet. This compilation is
detailed and adequate to supersede T-2513.

Recoverable topographic stations shown on this compilation are filed under T-5425.

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