Form 504
U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey: Air Photographic Survey

Field No.: T-5692  Office No.: T-5692

LOCALITY

State: Maryland
General locality: Eastern Shore of Chesapeake Bay
Locality: Norton Creek to Fairlee Creek

19439
CHIEF OF PARTY
L.W. Swanson

LIBRARY & ARCHIVES

DATE: 

R-1870-1 (1)
DESCRIPTIVE REPORT

Topographic \ Hydrographic \ Sheet No. T-5692

State: MARYLAND

LOCALITY
WORTON CREEK TO FAIRLEE CREEK
Eastern Shore, Chesapeake Bay

Photod Aug. 1, July, 1937

1939

CHIEF OF PARTY

L.W. Swanson

U.S. GOVERNMENT PRINTING OFFICE: 1934
Applied (in part) to CH 572, April 1940 - Dr. S.

Applied to drawing of Chart 549 - Dec 20, 1940 - Dr. Walker

CH 373 C 9th, 1943 21 Oct
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

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-5692

REGISTER NO. T5692

State Maryland

General locality Eastern Shore, Chesapeake Bay

Locality Morton Creek to Fairlee Creek

Scale 1:10,000

Date of Photographs May 1 & July 8, 1937

Air Photographic Survey Party No. 2

Chief of party L. W. Swanson

Surveyed by W. C. Russell & D. A. Jones

Compiled by D. A. Jones

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

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

Instructions dated May 13, 1938

Remarks:
DATA RECORD T-5692

PHOTOGRAPHS

<table>
<thead>
<tr>
<th>No.</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Altitude</th>
<th>Stage of Tide</th>
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<tr>
<td>1567-1569</td>
<td>May 1, 1937</td>
<td>9:45 A.M.</td>
<td>1:10471</td>
<td>6900 ft.</td>
<td>1.1 ft. above M.L.W.</td>
</tr>
<tr>
<td>1594 &amp; 1595</td>
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<td></td>
<td></td>
<td></td>
<td>1.2 ft.</td>
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<tr>
<td>1680-1682</td>
<td>July 8, 1937</td>
<td>11:00 A.M.</td>
<td></td>
<td>1.1 ft.</td>
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Camera: U.S. Coast and Geodetic Survey nine lens, F = 8\(\frac{1}{4}\) inches. Negatives on file in the Washington Office. *Stage of the tide is from predicted tables, U.S. C. & G. S., mean range= 1.5 ft., spring range= 1.5 ft.

SUPPLEMENTAL SURVEYS

Field Inspection, land areas ------- W. C. Russell & D. A. Jones ------- Sept. 1938
shoreline -------------- D. A. Jones -------------- Sept. 1939

The details T-5692 are of the date of the photographs except for items which were located by supplemental surveys as discussed under the descriptive report.

FIELD INSPECTION AS FOLLOWS:

1. New road construction at Lat 39° 18' 6" Long 76° 10' 6"
   " 39° 18' 4" 76° 11'"

STATISTICS

CHIEF OF PARTY ----------------------------- L. W. Swanson
PLACE OF COMPILATION---------------------- Baltimore, Md.
SCALE FACTOR ----------------------------- L. W. Swanson, R. H. Gilmore, & W. C. Russell -- 4/20/39
                                           (1:10,000 x 0.955)

PROJECTION CHECKED BY ------------------ Washington Office ----------------- 5/4/39
CONTROL PLOTTED BY --------------------- L. W. Swanson & W. C. Russell ----------------- 5/6/39
CONTROL CHECKED BY --------------------- R. H. Gilmore ----------------- 5/6/39
RADIAL PLOT MADE BY --------------------- W. C. Russell & A. L. Wardwell ----------------- 5/17/39
RADIAL POINTS PRICKED BY ---------------- R. H. Gilmore & W. C. Russell ----------------- 5/17/39
HYDROGRAPHIC SIGNALS PRICKED BY -------------- D. A. Jones ----------------- 5/6/39
ADDITIONAL RADIAL POINTS PRICKED BY ----------- D. A. Jones ----------------- 7/21/39
AMENDED RADIAL PLOT BY ------------------ A. L. Wardwell & L. M. Zeskind ----------------- 10/6/39
SHORELINE INKED BY ---------------------- D. A. Jones ----------------- 8/28/39
DETAIL INKED BY ------------------------- D. A. Jones ----------------- Aug & Oct 39
SHORELINE (more than 200 meters from opposite shore) - 15.9 statute mi.
SHORELINE (creeks) ------------------------ 5.5 " "
AREA (land) ----------------------------- 28.5 sq. statute mi.
AREA (marsh) ----------------------------- 2.6 " "
ROADS, STREETS & TRAILS ------------------ 62.6 statute mi.
TIME REQUIRED FOR COMPILATION
FRICKING & LOCATING ADDITIONAL RADIAL POINTS ------------------ 7 days
SHORELINE ----------------------------- 2 days
DETAILING ----------------------------- 20\(\frac{1}{2}\) days
RERUNNING POINTS FOR AMENDED RADIAL PLOT ------------------ 1\(\frac{1}{2}\) days
OVERLAY SHEET ----------------------------- 1 day
Total Time required ------------------ 32 days

DATUM ----------------------------- North American 1927
REFERENCE STATION -------------- NEWTOWN, 1935 (N.A. 1927, unadjusted)
Lat. 39° 18' 34.690 1069.8 m.
Long. 76° 08' 17.882 428.4 m.
PRELIMINARY REVIEW ----------------------------- L. W. Swanson

X coordinate: 1,043,827.28 ft.
Y coordinate: 538,799.50 ft.
DEScriptive REPORT
to accompany

AIR PHOTOGRAPHIC SURVEY SHEET NO. T-5692

WORTON CREEK AND FAIRLEE CR.,
EASTERN SHORE CHESAPEAKE BAY
MARYLAND

Date of this report ------------------------ Nov. 10, 1939

INSTRUCTIONS

Instructions for Project HT-215, of which this sheet is a part, are dated May 13, 1939.

CONTROL

The control for this sheet consists of nine (9) triangulation stations shown on the sheet by the triangulation symbol. Following is a list of the control and its source:

1. Triangulation executed by J.C. Partington, 1935 (unadjusted, North American 1927 datum)
   NEWTOWN, 1935
   HANDY, 1935
   STOOPS POINT TOWER NO. 9, 1919, 1935
   WINDMILL YACHT CLUB, 1935
   FAIR, 1935
   BUCK, 1935

2. Triangulation from Special Publication No. 114, Triangulation in Maryland (adjusted North American datum)
   WORTON POINT TOWER NO. S, 1918
   FAIRLEE TOWER NO. 10, 1919
   PLUM POINT TOWER NO. 7, 1918

A list of the above stations and the geographic positions used in plotting same on this sheet appear in the appendix of this report. Also, a copy of the recovery notes for the triangulation stations and the data used to prick the stations on the photographs are in the appendix.

Aside from the control noted on this sheet all available control was used that fell within the area covered by the five sheets radial plotted together of which this sheet was the most northerly.

SCALE PLOT

The scale plot for this sheet was done in conjunction with the scale plot for sheets 5695, 5698, 5701 and 5703 and was run by flight lines. Proceeding from one end of a flight, celluloid templates made from the photographs showing flight lines and a minimum of radial lines to control points and well defined objects were laid down and oriented so that flight lines intersected adjacent centers and so that the best possible intersections of the most radials existed. In order to hold these orientations the templates were secured together by Scotch Tape.
A comparison then was made between distances taken from triangulation or scaled from charts and the corresponding distances (on 1/10,000 meter bar) as scaled from the resulting layout of templates. This method was carried out for each of the flight lines falling on the five sheets to be radial plotted together. The average resulting ratio, Photographic Distance / actual distance equaled 0.955. The scale factor to which the projections for the map drawings of these five sheets was drawn was therefore 1/10,000 x 0.955.

For a list of the distances as scaled and the corresponding distances used in determining the above scale factor see the appendix of this report.

RADIAL PLOT

The main radial plot for this sheet was run in conjunction with sheets 5695, 5698, 5701 and 5703 by the celluloid template method. A detailed description of the running of the plot is given in the descriptive report for sheet T-5695.

The main radial points, large blue circles, located by the above plot were spaced approximately every four inches. Additional points, small blue and green circles for detailing, were radial plotted using the triangulation control and main radial points for orienting the photographs.

Due to a discrepancy found in the main radial plot in the vicinity of the junction of sheets 5698 and 5701 the main radial plot was rerun and amended between the strong control vicinity of latitude 39° 17' on this sheet and sheet 5701 to the south. The amended radial points are shown on this sheet by large, broken, blue circles.

There was considerable difficulty in using some of the photographs particularly 1680, in the radial plotting of additional points. This was believed to have been due to tilt. When necessary, therefore, the orientation of these photographs was adjusted proportionally between control and main radial points when additional radials were drawn.

Green circles mark radial points located by two cuts only or otherwise weak intersections.

Eight (8) points were radial plotted and scaled from this sheet to be used with the control for a 1/20,000 sheet covering the upper Chester River. A list of these points and their geographic positions as scaled appear in the appendix. These points are marked on this sheet by double blue circles.

FIELD INSPECTION

CONTROL. Six (6) of the triangulation stations on this sheet were picked on the photographs without difficulty. At three of the stations, however, it was necessary to locate Field Inspection Stations (F.I.S.) since the stations were either underground or were difficult to prick. For notes for the location of the Field Inspection Stations see appendix, also for the recovery notes of the triangulation.

SHORELINE AND HYDROGRAPHIC SIGNALS. The entire shoreline of this sheet was field inspected by boat. Previous to the shoreline inspection the water areas adjacent had been sounded, at which time, the hydrographic
signals were pricked by the Hydrographic Party of F.L. Gallon, 1938 on
field inspection photographs furnished by this party. No additional
hydrographic signals were located. The descriptive notes for the signals
appear on Field Inspection Photographs 1367, 1396 and 1397.

DETAIL

All detail was shown on this sheet in accordance with instructions
regarding detailing of Chesapeake Bay Sheets dated May 13, 1938.

Marsh areas were shown in accordance to Field Memorandum No. 1, 1938
in general, except that an effort was made to show the mean high water line
around all marsh areas. In cases of broken marsh or otherwise indefinite
marsh, a broken light line showing small indentations at the breaks in the
marsh was used.

All buildings except small out-buildings were shown. There were no
towns of sufficient area to show only the street layout. Wooded areas
were in general small and rather irregular so that it was not considered
advantageous to use the stick-up method of showing trees.

Bluffs as indicated by the field inspection were shown on this sheet.
In cases of tree-covered bluffs, the bluffs were shown with an indication
of trees at the top. The bluff symbol on this sheet indicates only the
presence of a bluff and does not indicate the height of the bluff or
its character.

It was necessary to use the projector for detailing from photographs
1680 and 1681 because of scale.

All detail shown on this sheet was taken from the photographs and
from the field inspection.

COMPARISONS WITH PREVIOUS SURVEYS

MAP DRAWINGS T-5428 AND T-5435 (1935)
On this sheet, T-5692, there was no justification either from the
nine lens photographs or from the field inspection for showing sand
shoaling outside the high water line as was shown on both T-5428 and
T-5435.

The outer or Chesapeake Bay shoreline on both T-5428 and T-5435
agreed extremely well with the shoreline on this sheet, as did the
detail inshore such as roads, trails, fence lines, tree lines and
buildings.

In Worton Creek there is as much as 35 meters discrepancy between
the shoreline on this sheet and the shoreline on T-5428 and T-5435.
Large discrepancies also exist in Tims Creek and Fairlee Creek. These
discrepancies are not believed to be due to erosion since 1935. The
shoreline on this sheet has been thoroughly checked, the interpretation
of the photographs verified, and in so far as the data in this office
is concerned, this sheet is believed to show the correct shoreline.

CHART 1226 (Corrected to May 6, 1939)
Gales Wharf at latitude 39° 17.75 and longitude 76° 10.36 is now in
ruins, only a few groups of piling remaining.

The two points at the entrance to Worton Creek latitude 39° 17.2', longitude 76° 10.1' and latitude 39° 17.1', longitude 76° 19.2' are much smaller than as shown on Chart 1226. These points are subject to considerable washing at storm high water.

The west point at the entrance to Fairlee Creek latitude 39° 16.15', longitude 76° 12.6 has broken up and washed greatly, leaving a small island and shoal area, whereas, chart 1226 shows a solid prominent point.

JUNCTIONS

Complete junction was made with T-5657 to the north of this sheet. Also, shoreline junction was made with T-5695 to the south.

GEOGRAPHIC NAMES

Geographic names shown on this sheet are listed on form M234 appendix.

LANDMARKS

One landmark, Windmill Yacht Club, 1935, is recommended to be charted on chart 1226. It is listed on attached form #567.

REMARKS

This sheet is believed to be complete in all detail of importance for charting and no additional surveys are required.

The probable error is not greater than 5 meters for all medial points and well defined objects along the shoreline and in areas well controlled. The error of other detail of importance on the sheet is probably not greater than 10 meters.

Respectfully submitted,

Don A. Jones
Surveyor.

Forwarded approved,

L. W. Swanson
Chief of Party

Nov. 10, 1939
NOTES FOR FIELD INSPECTION STATIONS

HANDY, 1935

△ Az. 297°04'105"

△ ReM. No. 1

△ 507 Tm.

BUCK, 1935

△ ReM. No. 1

△ 123.4 m.

△ Az. 83°00'15"6

△ 59°16'00"

△ Lee, 1935

FAIR, 1935

△ ReM. No. 1

△ 111.54 m.

△ 176°49'52"9

△ Buck, 1935
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<tr>
<th>NAME</th>
<th>Meters (N.A. 1927 Datum)</th>
<th>Scale Factor Applied (meters)</th>
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<tr>
<td><strong>NEWTON, 1935 N.A. 1927</strong></td>
<td>39 18 34.690 1059.8 (780.5)</td>
<td>1021.6 (745.4) 409.1 (665.7)</td>
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<tr>
<td>76 08 17.882 428.4 (1009.1)</td>
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<td><strong>HANDY, 1935 N.A. 1927</strong></td>
<td>39 17 19.945 615.1 (1235.2)</td>
<td>587.4 (1179.6) 1548.3 (24.9)</td>
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<td>76 10 58.910 1411.8 (26.1)</td>
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<td><strong>STOOPS POINT TOWER</strong></td>
<td>39 16 45.860 1414.2 (436.1)</td>
<td>1350.6 (416.5) 9.4 (1394.2)</td>
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<td>NO. 9, 1919, 1935 N.A. 1927</td>
<td>76 12 00.411 9.8 (1428.6)</td>
<td>457.8 (1239.2) 473.3 (900.5)</td>
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<td><strong>WINNIE MILL, YACHT CLUB</strong></td>
<td>39 16 18.601 573.6 (1276.7)</td>
<td>547.8 (1239.2) 9.4 (1394.2)</td>
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<td>1935 N.A. 1927</td>
<td>76 10 20.677 436.6 (942.7)</td>
<td>473.3 (900.5)</td>
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<td><strong>WORTON POINT TOWER</strong></td>
<td>39 19 07.52 220.9 (1629.3)</td>
<td>211.0 (1556.0) 176.5 (1196.1)</td>
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<td>NO. 8, 1918 (N.A. Datum)</td>
<td>76 11 07.55 154.8 (1252.5)</td>
<td>176.5 (1196.1)</td>
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<td><strong>FAIR, 1935 N.A. 1927</strong></td>
<td>39 15 37.76 1153.7 (686.8)</td>
<td>1111.3 (665.9)</td>
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<td>76 11 51.503 1235.0 (203.7)</td>
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<td><strong>BUCK, 1935 N.A. 1927</strong></td>
<td>39 15 42.915 1323.4 (525.9)</td>
<td>1253.8 (503.2)</td>
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<td>76 10 24.756 593.6 (645.1)</td>
<td>566.9 (607.1)</td>
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<td><strong>FAIRLEE TOWER NO. 10</strong></td>
<td>39 15 12.731 391.6 (1466.7)</td>
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<td>1919 (N.A. Datum)</td>
<td>76 13 25.882 624.6 (814.1)</td>
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<td><strong>PLUM POINT TOWER NO. 7</strong></td>
<td>39 20 07.274 213.3 (1637.0)</td>
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<td>1918 (N.A. Datum)</td>
<td>76 09 24.187 583.3 (853.7)</td>
<td>557.1 (615.3)</td>
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Copied by W.R.C. 4/29/39
Chk. by R.A.G. 5/6/39
### COMPUTATION OF SCALE FACTOR

**for sheets 5692, 5695, 5698, 5701 and 5703**

<table>
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<th></th>
<th>Actual dist. (meters)</th>
<th>Measured dist. on templates (meters)</th>
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**Average ratio**

0.955

Scale factor equal 1:10,000 x 0.955
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<th>G</th>
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Note: The table entries indicate whether the name on survey is marked in the respective column.
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<td>1 • Spilled Fairless Creek</td>
<td>392762 U.S.G.B.</td>
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<td>See note on Gales Wharf below.</td>
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<tr>
<td>9</td>
<td>393761</td>
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<td>10</td>
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<td>11</td>
<td>392761</td>
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<td>12</td>
<td>392761</td>
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<tr>
<td>15</td>
<td>393761 U.S.G.B.</td>
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<tr>
<td>16</td>
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<tr>
<td>17</td>
<td></td>
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<tr>
<td>18</td>
<td></td>
</tr>
<tr>
<td>19 Gales Wharf</td>
<td>It is recommended that this name be removed from the charts. The wharf is gone and the property is privately owned which eliminates any public access to the water.</td>
</tr>
<tr>
<td>20</td>
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<td>21</td>
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<td>26</td>
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</tr>
<tr>
<td>27</td>
<td></td>
</tr>
</tbody>
</table>
TO BE CHARTED  }  STRIKE OUT ONE

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

Baltimore, Maryland Nov. 10, 1939

I recommend that the following objects which have been inspected from seaward to determine their value as landmarks, be charted on the charts indicated.

The positions given have been checked after listing.

T5692

L. H. Swope
Chief of Party

<table>
<thead>
<tr>
<th>GENERAL LOCALITY</th>
<th>POSITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>NAME AND DESCRIPTION</td>
<td>LATITUDE</td>
</tr>
<tr>
<td>WINDMILL, YACHT CLUB</td>
<td>39 16 575.8</td>
</tr>
</tbody>
</table>

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.
<table>
<thead>
<tr>
<th>Number and color</th>
<th>Scaled from T-5692 ( \times 0.956 )</th>
<th>Meters to ( \times 0.956 )</th>
</tr>
</thead>
<tbody>
<tr>
<td>109 Green</td>
<td>39° 18' 755.0 m. 76° 05 (425)</td>
<td>769.5 (1080.6)</td>
</tr>
<tr>
<td></td>
<td>108 Blue 39° 18' 129 76° 06 (403)</td>
<td>136.1 (1715.2)</td>
</tr>
<tr>
<td></td>
<td>93 Blue 39° 17' 959 76° 05 (1127)</td>
<td>1094.1 (1846.2)</td>
</tr>
<tr>
<td></td>
<td>92 Blue 39° 17' 168 76° 05 (322)</td>
<td>166.8 (1683.6)</td>
</tr>
<tr>
<td></td>
<td>72 Blue 39° 16' 1758 76° 06 (276)</td>
<td>1840.6 (98.7)</td>
</tr>
<tr>
<td></td>
<td>71 Green 39° 16' 84 76° 06 (424)</td>
<td>87.9 (1762.4)</td>
</tr>
<tr>
<td></td>
<td>73 Green 39° 16' 877 76° 05 (597)</td>
<td>918.2 (932.1)</td>
</tr>
<tr>
<td></td>
<td>52 Green 39° 15' 1469 76° 05 (1025)</td>
<td>1538.0 (312.3)</td>
</tr>
</tbody>
</table>
Chief of Party: L. W. Swanson

Project: H. T. 215

Compiled by: D. A. Jones

Instructions dated: May 13, 1938.

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, 45, 56, 61, 64, and 76; 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. 25; 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. 65; and 66 d, e)

   No ground surveys were made.

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. 23)

   None are 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 party has not had access to the Hydrographic Survey made during the season of 1938.

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; 43; and 66 d, e, f)

7. High water line on marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 45, and 77)

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. 23, 26, and 57)

Form 524 is not submitted. Recoverable objects to be used or that were used are described on the overlay sheet.

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)

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. C. S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 566)

13. The geographic datum of the compilation is North American 1866; the reference station is correctly noted.

14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 60f)

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.

(Far. 34, 35, 36, 37, 38, 40, 41, 42, 43, 44, 45, 46, 47)

16. No additional surveying is recommended at this time.

17. Remarks:

   It should be noted that the Hydrography was done in 1938. The shoreline was in all probability taken from T 5428 and T 5437. These are some changes as noted in this report. This should be checked on those sheets in this area. These changes were checked from all photographs of the areas in question and from them the shoreline as shown on this map drawing is correct.

18. Examined and approved:

   [Signature]

   Chief of Party

   Nov. 19, 1939

19. Remarks after review in office:

   Reviewed in office by:

   [Signature]

   Chief, Section of Field Records

   Chief, Section of Field Work

   Chief, Division of Charts

   Chief, Division of Hydrography and Topography.
DIVISION OF CHARTS

Section of Field Records

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-5692

May 1, 1941

There are no contemporary graphic control surveys in this area.

**Hydrographic Surveys**

H-6372 (1:10,000) 1938.
Comparison of T-5692 with the hydrographic survey was completed by the hydrographic verifying unit.

**Previous Topographic Surveys**

T-5428 (1:10,000) 1933, air photographic survey.
T-5437 (1:10,000) 1935, air photographic survey.

Refer to page 3 of the descriptive report for a detailed comparison made by the field party between T-5692 and the previous surveys. The discrepancies noted in Fairlee, Wortons, and Tim's Creek are not due to a difference in the main radial plots but are apparently due to errors in interpretation and detailing on the 1933 air photographic surveys. The field inspection in these creeks is more complete on T-5692 and the shoreline on T-5692 has been partially checked by the hydrography.

No comparison has been made between T-5692 and the topographic surveys prior to 1933, as these older surveys were superseded by the 1933 sheets.

T-5692 supersedes the sections of T-5428 and T-5437 which it covers.

**Charts 572, 549 and 1226**

T-5692 was applied to charts 572 and 549 prior to this review. No changes have been made in T-5692 since its application to these charts.

T-5692 shows numerous small changes in shoreline and interior details for correction of chart 1226.

**Radial Plot**

The radial plot for this area is discussed in detail on
page 4 of the descriptive report. This area is covered by the earlier nine lens photographs and the plot was extremely difficult because of incomplete calibration of the camera and because of paper distortion of the photographs. Neither the celluloid coated paper nor aluminum mounted paper were available for the photographs used in plotting the sheets in this area.

The adjustments of the plot in the south east section of the sheet amounted to about 1 mm. The accuracy of the plot can be determined only by ground check. It is accepted as sufficiently good for charting, and recoverable points in the eastern half of the sheet are thought to be within 1 mm. of correct geographic position. There was more control on the western half of the sheet and a check against the previous surveys was available in this area. Recoverable points in this section of the sheet are probably within 1/2 mm. of correct position.

Field Inspection and Detailing

The field inspection and the detailing of T-5692 are complete.

Changes made in the roads at latitude 39-18.6, longitude 76-06 and latitude 39-15.9, longitude 76-11 are not indicated on the photographs or in the field inspection notes, but were, no doubt, made from local knowledge of the field party.

T-5692 was compiled as a smooth drawing and is in very good condition for reproduction.

Reviewed in office by D. H. Benson, March 1941.

Inspected by B. G. Jones, March 1941. and Dec. 16, 1942.

[Signatures]

Examine and approved:

[N. Boddie]
Chief, Division of Charts.

[N. Boddie]
Chief, Topography Section.

[N. Boddie]
Chief, Division of Coastal Surveys.
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 J.P.D. 

Positions checked by J.P.D. 

Grid inked on machine by J.P.D. 

Intersections inked by J.P.D. 

Points used for plotting grid:

\[ \begin{align*}
\phi & = 39^\circ.18' \\
\lambda & = 76^\circ.13' \\
X & = 1,021,683.42 \\
Y & = 535,090.09 \\
\phi & = 39^\circ.18' \\
\lambda & = 76^\circ.07' \\
X & = 1,049,982.60 \\
Y & = 535,648.43 \\
\phi & = 39^\circ.14' \\
\lambda & = 76^\circ.13' \\
X & = 1,021,797.60 \\
Y & = 522,797.71 \\
\phi & = 39^\circ.17' \\
\lambda & = 76^\circ.10' \\
X & = 1,025,888.46 \\
Y & = 572,145.21
\end{align*} \]

Triangles stations used for checking grid:

1. A Newton 1935, \( X = 1,041,827.18 \)
2. 
3. 
4. 
5. 
6. 
7. 
8.