DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Topographic  Hydograph
Sheet No. T-5694

State  Maryland

LOCALITY
Chester River
Eastern Shore Chesapeake Bay

Photographs taken April 30, 1937

193-40

CHIEF OF PARTY
L.W. Swanson
Applied to Reconstruction of Chart 548 - Aug. 1, 1941 - J.Walkow
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-5894

State: Maryland
General locality: Eastern Shore Chesapeake Bay
Locality: Chester River
Scale: 1:10,000
Date of survey: April 30, 1937
Photographs

Vessel: Air Photographic Survey Party No. 2

Chief of party: L.W. Swanson
Field Inspection: W.C. Russell and D.A. Jones
Compilation: J. Aleck

Surveyed by: J. Aleck — Detail; W.E. Schmidt — Shoreline

Inked by:

Heights in feet above ground to tops of trees
Contour, Approximate contour, Form line interval...

Instructions dated: May 13, 1939

Remarks: Rough Draft
PHOTOGRAPHS

<table>
<thead>
<tr>
<th>No.</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
</tr>
</thead>
<tbody>
<tr>
<td>1203-1205</td>
<td>April 30, 1937</td>
<td>11:32-11:45 A.M.</td>
<td>1:10,000</td>
<td>2.0 ft. above M.L.W.</td>
</tr>
<tr>
<td>1207-1209</td>
<td>&quot;</td>
<td>11:47-11:55 A.M.</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>1232-1234</td>
<td>&quot;</td>
<td>11:57-12:15 A.M.</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>1233</td>
<td>&quot;</td>
<td>3:02-3:14 P.M.</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
</tbody>
</table>

CAMERA: U.S. Coast and Geodetic Survey nine lens, F 8½ inches.
Negatives on file in the Washington office.
*Stage of tide from predicted tables for Chestertown

SUPPLEMENTAL SURVEYS
Field inspection, Land areas——J.S. Russell & D.A. Jones
Shoreline——D.A. Jones
Details on T5694 are of the date of the photographs. The field inspection showed no details later than the photographs.

STATISTICS
CHIEF OF PARTY-----------------------------L. W. Swanson
PLACE OF COMPILATION---------------------Baltimore, Md.
SCALE FACTOR------I.M. Zeekind & R.A. Gilmore, 11/1/39
PROJECTION----------Ruling Machine, Washington Office 11/7/39
PROJECTION CHECKED BY---------------------Washington Office 11/7/39
CONTROL PLOTTED BY---------------------D.A. Jones, 11/14/39
CONTROL CHECKED BY---------------------L.W. Swanson, 11/15/39
RADIAL PLOT BY---------------------------R.A. Gilmore
HYDROGRAPHIC SIGNALS PRICKED BY----------R.A. Gilmore, W.C. Russell, N.L. Haslow
ADDITIONAL RADIAL POINTS-----------------J. Aleck
SHORELINE INKED BY----------------------W.E. Schmidt --- 1/2/40-1/4/40
DETAIL INKED BY--------------------------J. Aleck-8/5/40-12/1/40
SHORELINE (under 200m)-------------------2.0 statute miles
AREA--------------------------------------31.7 sq. statute miles
ROADS, STREETS, TRAILS, RAILROADS--------85.0 statute miles

DATUM--------------------------------------North American 1927
REFERENCE STATION------------------------Hyde, 1934

This sheet has been checked by J. Ruhn — S. Photo. Aid — as of Jan. 19, 1941

x coordinate: 1, 112, 592, 18 FT. ✔
y coordinate: 515, 631, 12 FT.
DESCRIPTIVE REPORT
to accompany
AIR PHOTOGRAPHIC SURVEY SHEET NO. T-5694
CHESTER RIVER
EASTERN SHORE CHESAPEAKE BAY
MARYLAND

Date of this report ---------------------------Dec. 5, 1940

INSTRUCTIONS
Instructions for Project HT-215, of which this sheet is a
part, are dated May 13, 1938.

CONTROL
The control for this sheet consist of two triangulation
stations shown on the sheet by the triangulation symbol. Neither
lies within the detailed area but are close to junction lines.
U.S. Coast and Geodetic Survey stations:
1) Hyde, 1934
2) Woodall, 1934
The plot consisted of one plot for six sheets

SCALE PLOT
A complete description of the scale plot can be found in the
descriptive report accompanying sheet T-5693.

RADIAL PLOT
A complete description of the radial plot can be found in the
descriptive report accompanying sheet T-5693 and T-5696.
See Descriptive report and review T-5696 for a detailed discussion.

DETAIL
This sheet was detailed as a rough draft. All information on
the sheet other than control was taken from the photographs and the
field inspection notes. The roads and railroads between latitudes
39 18 and 39 19 were drawn as full or dashed lines so that they could
be charted. As an aid in detailing, additional radial points were
cut in, using the original radial points as control. Where the photo-
graphs were closely to scale, radial points were not added. Green circles
indicate two cuts and blue circles indicate three cuts.

JUNCTIONS
This sheet joins T-5659 and T-5660 on the North
T-5693 on the South
T-5697 on the West
The junction with sheets T-5660, T-5693, and T-5697 was good.
Four radial points were relocated to make the junction with T-5659 fit.
These points are indicated by green circles and affect the roads
crossing the junction near longitudes 75 53 and 75 56. The road crossing
the junction at 75 54 E is labeled DFL and should be labeled DDL.
A fence is shown on this sheet at long. 75 55 14 and extends beyond the
junction with sheet T-5659.
GEOGRAPHIC NAMES

Geographic names appearing on this sheet are listed on form M 234.

COMPARISON WITH PREVIOUS SURVEYS

T-3024 (1909-1910) No inland details are shown on T-3024. The general shape of Chester River is the same on both surveys. Since there was no control along this portion of the river the displacements may be due to errors in the plane table, as well as to erosion and accretion.

There is no sand along the shore of Chester River.

Between long. 75 50 and 75 51 there is no similarity between the two surveys since the old survey ends near long. 75 50.

Between long. 75 51.9 and 75 52.1 the width of Chester River decreased 20 m.

At lat. 39 15.3, long. 75 52.4 the marsh has built up 50 m.

At long. 75 53.5, the width of Chester River decreased 30 m.

At long. 75 53.4 the width of Chester River decreased 20 m.

20 m. of marsh land was cut out of the northern bank of Chester River and filled in the inner part of the bay at long. 75 52.5.

At long. 75 51.5 a small bay 50 m. by 20 m. and having a narrow inlet was cut out of the southern bank of Chester River.

REMARKS

The probable error is not greater than 5 meters for all radial points and well defined objects. The error of minor details is not greater than 10 meters.

LANDMARKS AND TOPOGRAPHIC STATIONS

There are no landmarks or topographic stations on this sheet.

RECOMMENDATIONS FOR FUTURE SURVEYS

This sheet is complete in all its details of importance in charting and no further surveys are needed.

December 6, 1940

Respectfully submitted,

Joseph Aleck

Chief of Party

Photogrammetric Aide
<table>
<thead>
<tr>
<th>Name on Survey</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
<th>G</th>
<th>H</th>
<th>K</th>
</tr>
</thead>
<tbody>
<tr>
<td>Black</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Chester River</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>Chesterville</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>3</td>
</tr>
<tr>
<td>Lambson</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>Millington</td>
<td></td>
<td>*</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>Mills Branch</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>6</td>
</tr>
<tr>
<td>Unicorn Branch</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>7</td>
</tr>
<tr>
<td>Chestertown Branch, P.R.R.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>8</td>
</tr>
<tr>
<td>Centreville Branch, P.R.R.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>9</td>
</tr>
<tr>
<td>Andover Branch</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>10</td>
</tr>
<tr>
<td>Cypress Branch</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>11</td>
</tr>
<tr>
<td>Morgan Creek</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>12</td>
</tr>
</tbody>
</table>

Notes:
- A: On Chart
- B: On Chart 2
- C: On Chart 3
- D: On Chart 4
- E: On Chart 5
- F: On Chart 6
- G: On Chart 7
- H: On Chart 8
- K: On Chart 9
<table>
<thead>
<tr>
<th>Remarks</th>
<th>Decisions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>393759</td>
</tr>
<tr>
<td></td>
<td>390762</td>
</tr>
<tr>
<td></td>
<td>392759</td>
</tr>
<tr>
<td>** Formerly Jones Landing</td>
<td>393758</td>
</tr>
<tr>
<td>* Formerly Jones Landing</td>
<td>392758</td>
</tr>
<tr>
<td></td>
<td>392758</td>
</tr>
<tr>
<td></td>
<td>392758</td>
</tr>
<tr>
<td></td>
<td>According to Railway Guide</td>
</tr>
<tr>
<td></td>
<td>y L Heck on 8/17/41</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Chief of Party: L. W. Swanson

Compiled by: J. Aleck

Project: H. T. 215

Instructions dated: May 13, 1938
and Director's letter of Aug. 28, 1939.

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. 16 a, b, c, d, e, f, and g; h, i, and j)

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. g; and h, i)

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)

   None

4. Blue-prints and maps from other sources which were transmitted
   by the field party contain sufficient control for their applica-
   tion to the charts. (Par. 26)

   None

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.

   No contemporary surveys.

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.
   125; 42; and 66 c, h, i)

7. High water line on marshy and mangrove coast is clear and ade-
   quate for chart compilation. (Par. 16 a, 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 Compli-
tation of Planimetric Line Maps from Five Lens Air Photographs."
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)

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)

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 80)

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. 18c)

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 64a)

13. The geographic datum of the compilation is M.A. 1937 and the reference station is correctly noted.

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, 47)

16. No additional surveying is recommended at this time.

17. Remarks: This compilation is not of the same accuracy as the map drawings to the west. The flights on the eastern part of the sheet are too widely spaced and much detailing has been done with radial points located by only two cuts; also due to not sufficient overlap of flights very poor two cut intersections were had along the line of flight. It is felt that this work is sufficiently accurate for charting purposes.

18. Examined and approved; This sheet has been returned and checked by J. Rahn Jan 19, 1940

Chief of Party
DIVISION OF CHARTS

Section of Field Records

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-5694

There are no contemporary graphic control surveys in this area.

Hydrographic Surveys

The 1940 hydrographic survey of Chester River has not yet been received in the office.

Previous Topographic Surveys

T-3024 (1:20,000) 1910

A detailed comparison between T-3024 and T-5694 is made on page 3 of the descriptive report. T-5694 supersedes the part of T-3024 which it covers.

Comparison With Chart 1226

T-5694 has not been applied to Chart 1226 at the date of this review. This sheet shows additional roads and minor shoreline corrections to the chart.

Radial Plot

The plot was made in one unit for six sheets and is discussed in detail in the descriptive report for T-5696. The six sheet plot was not checked in this office.

Field Inspection and Detailing

The field inspection and detailing of T-5694 were complete as received from the field, with the exception of minor revisions of a few buildings and the relocation of a number of streamlines. A pond at latitude 39° 17.1", longitude 75° 50.3" was added in the office after stereoscopic examination of the photographs and the absence of field notes in regard thereto. Several bluff lines were added in the office in the vicinity of Millington in the southeast corner of the sheet.

In regard to the relocation of the stream lines through wooded places, the stereoscopic examination of the photographs indicated the low points of the stream valleys and at some places the stream lines were moved as much as 100 meters (latitude 39° 16.3', longitude 75° 52.1').

The date of the field inspection was not stated. This should be included in the descriptive report. It is assumed that the interior F.I. was made in 1938 and the shoreline in 1939.
Reviewed by: D. H. Benson, April 22, 1941.

Inspected by: B. G. Jones.

Examined and Approved:

[Signature]
Chief, Section of Field Records.

[Signature]
Chief, Division of Charts.

[Signature]
Chief, Topography Section.

[Signature]
Chief, Division of Coastal Surveys.