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<th>Type of Survey</th>
<th>Air Photographic</th>
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<tbody>
<tr>
<td>Field No.</td>
<td>Office No. T-5710</td>
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</table>

**LOCALITY**

- **State**: Maryland
- **General locality**: Chesapeake Bay
- **Locality**: Miles River
- **Skipton Creek and Vicinity**

**1941**

**CHIEF OF PARTY**

L. W. Swanson

**LIBRARY & ARCHIVES**

**DATE**
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-5710......

REGISTER NO.

State...Maryland........................................................................................................

General locality.....Chesapeake Bay

Locality......Miles River----Skipton Creek

Photographs May 1, 1937

Scale......1:10,000.......Date of May 2, 1937.....19

July 8, 1937

Air Photography party No. 2.

Chief of party...La. N. Swanson

Surveyed by...Field Inspection by D. A. Jones & J. N. Jones, Fall 1939

Inked by...Joe N. Henningsen (rough draft).

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

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

Instructions dated...May 13, 1938..............................................19

Remarks:

..........................................................
DATA RECORD T-5710

PHOTOGRAPHS

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<tr>
<th>Numbers</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Altitude</th>
<th>Stage of Tides*</th>
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<td>5-1-37</td>
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<td>1.3 ft. above M.L.W.</td>
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<td>1544-1545</td>
<td>5-1-37</td>
<td>3:32-3:35</td>
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<td>0.2 &quot; &quot; &quot; &quot; &quot; &quot; &quot; &quot;</td>
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Single lens photos listed on page 3.
* Tide from prediction tables for St. Michaels, Md., mean range 1.3 ft., spring range 1.5 ft.

Camera:--------U. S. Coast and Geodetic Survey nine lens camera.
Focal length 8½ inches.
Negatives on file in Washington office.

SUPPLEMENTAL SURVEYS

Graphic control surveys........................................None.
Hydrographic Surveys........................................None.
Name Investigation........J. N. Jones................March, 1940.

The details on T-5710 are of the date of the photographs.

GENERAL INFORMATION

Chief of Party..............................................L. W. Swanson.
Projection by........Washington Office, Rule Mach......July 18, 1940.
Projection checked by........Washington office...........July 18, 1940.
Control plotted by.........L. W. Swanson...............July 18, 1940.
Control checked by.............J. L. Rihn..............July 22, 1940.
Radial plot made by.............J. Stienberg & L. M. Zeskind...July, 1940.
Radial points pricked by........J. Stienberg & L. M. Zeskind...July, 1940. (Main-Plot)
Additional radial points by..........N. L. Kaslow.........July, 1940. (Shoreline)
Shoreline inked by...............N. L. Kaslow..........August, 1940.
Detail (rough draft) inked by......Joe N. Henningeman....May 22, 1941.
Scale........................................1:10,000.
Points for Interior detail Pricked by Joe N. Henningeman.

STATISTICS

Area land........................................ 21.8 sq. stat. miles.
Shoreline (more than 200 meters from shore) opposite).......... 19.6 Stat. Miles.
Shoreline (less than 200 meters from shore, opposite)........... 9.3 Stat. Miles.
Roads, streams & trails.................................... 108.5 Stat. Miles.
Time required for detailing...................................23 days.

REFERENCE STATION

Longwoods, 1934
Datum North America 1927.

Latitude:--------38° 51' 43.832" N, 943,2 meters.
Longitude:-------76° 04' 33.840" W, 943.7 meters.

Maryland system of plane coordinates:----X

X coordinate: 1,062,676.86
Y coordinate: 374,986.12

Datum: North America 1927.
Date of this report: May 22, 1941.

INSTRUCTIONS: This rough draft map drawing is a part of project No. HT-215 dated May 13, 1938 and supplemental instructions contained in the Director's letters dated 3-31-38, 6-1-38, 6-19-39 and 8-28-39.

CONTROL: The control consists of stations shown both on and off the sheet by the triangulation symbol. The following is a list of the control and its sources:

On the sheet:-------

U.S.C.&G.S.
Longwoods, 1934
Reference, Longwoods, 1934
Lockhart, 1934

M.S.F.S.

Nub, 1909

Off the sheet:-------

M.S.F.S.

Granary, 1909

Whale, 1909

Note:-----
The reference marker for Longwoods 1934 is shown as a square.

RADIAL PLOT:

Sheets T-5705, T-5710 & T-5713 were run together. The plot was complete on T-5705 and T-5710 but due to lack of photographs the plot of T-5713 could not be completed and only that part of the sheet west of Easton was run.

The control that was on these sheets was limited and for the most part concentrated in local areas. Because of this 20,000 photographs were taken of the area several years after the original 10,000 flight. Two control sheets were run of the 20,000 photographs, locating radial points common to the 20,000 and 10,000 photographs. The 20,000 plot (template plot) layed rather well and it was felt that a good determination of the position of the common points was had. The position of these points were transferred graphically to the 10,000 sheets and the 10,000 plot was run by templates using the control supplemented by the radial points located on the control plots. Great care was taken in the pricking of the points common to the
RADIAL PLOT CONTINUED:

two flights, but it was found that only approximately 50% of these points could hold with the triangulation. As yet this party has not been able to determine the reason for this discrepancy. No doubt some of the error is personal, but it is felt that some of it is mechanical.

The 10,000 plot was laid without too much difficulty by disregarding the radially located control points that would not hold. These points can readily be identified prior to the running of a plot by simply taking each 10,000 template separately and fixing the best possible orientation using the triangulation first and fixing the template to satisfy the greatest number of radial control points.

It is regretted that a tabulation or record was not made at the time as to the percentage of control radials used and the approximate error of those most not used, but time was not had to make this study. It is contemplated in the future.

It should be noted that a year after the plot was run some additional single lens photographs were purchased to help in the detailing of these sheets. These photographs layed easily and well with the base plot. This tends to show that there is not any great local error or jumps. Of course, it does not prove that the plots are located correct geographically.

The following photographs were corrected for tilt:

1356
1545 1642 (tilted badly, not used)
1549 1665
1550 1671

DETAILING:

The area within this sheet was on the whole covered by a sufficient number of photos except in the N. E. corner where it was weak and single lens photos had to be depended on to a large extent. The shoreline was put on entirely by nine lens photos and only the interior detail was put on by the single lens pictures. These single lens pictures were used to detail from as much as possible where they could be used.

The drainage of this sheet was examined under the stereoscope where there was any doubt to its position. Some of this drainage was heavy wooded was removed from sheet in office after examination under stereoscope.

During the detailing of this sheet a symbol was used to show evergreen trees (pine and cedar) which was found to be in error. Having been notified of this error the proper symbol was used. It will therefore be noticed that two different symbols appear on this sheet for the same kind of trees. No cypress trees appear in the area covered by this sheet.

One U. S. Highway #213 appears on this sheet. All highways have been noted from late revision of Maryland State Highways map planning board.

Wherever possible all buildings along the shoreline were shown. It is believed that all buildings in the interior part of the sheet have been shown except small outbuildings. In a very few cases the field inspection noted a building where it could not be discerned on the office print. They either must have been erected after the area had been photographed or else torn down. A large camp or some other structure was added to the office, as were several other buildings.

All roads over 6 Meters in width were labeled. Those not labeled are assumed to be 6 Meters, shown as
DETAILING CONTINUED:

All trails were shown with the dash symbol.
All fences were dashes with an intermittent "x" symbol.
Ditches were labeled.
Where a fence and ditch appear on the same line a fence was shown and the ditch was labeled on the fence line.
Intersections most common have been shown in detail.
The use of the projector was very helpful in detailing this sheet.
The wooded area is shown in scout detail on this sheet as it was not considered necessary to completely symbolize the whole area.

FIELD INSPECTION:

The sheet was detailed according to the field inspection everywhere that it appeared.
Field inspection by D. A. Jones & J. N. Jones, Fall 1939.

SINGLE LENS PHOTOGRAPHS USED IN DETAILING:

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<tr>
<th>Number</th>
<th>Date</th>
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<tr>
<td>AHY-28-64 Inc. 28-69</td>
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<td>AHY-63-38 Inc. 63-41</td>
<td>11-14-37</td>
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<tr>
<td>AHY-63-6 Inc. 8-9</td>
<td>6-25-37</td>
<td>1:10,000</td>
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</table>

RECOVERABLE HYDROGRAPHIC SIGNALS:

None put on this sheet. Hydrographic signals shown by 1.5mm dia. circles on cartolaid, will not be shown on published copies.

RECOVERABLE TOPOGRAPHIC STATIONS:

No recoverable topographic stations appear on this sheet.
Recoverable topo. stations shown by 2.5 mm. circles and will be shown on published copies.

LANDMARKS FOR CHARTS:

No landmarks appear on this sheet.

GEOGRAPHIC NAMES:

Geographic names shown on this sheet are listed on form M234 in the appendix. Field inspection of names by Lieut. J. N. Jones listed on form.

JUNCTIONS:

This sheet joins the following map drawings:
Junction to T-5709, T-5713 & T-5706 along with a small amount of junction on T-5713 are in agreement. Sheet T-5812 has not been completed so a junction is not possible in any form yet.

COMPARISON WITH PREVIOUS CHARTS AND SURVEYS:

T-2524:

Roads, property lines, and interior detail seems to be common with this survey and T-5710, are in generally good agreement.
COMPARISON WITH PREVIOUS CHARTS AND SURVEYS CONTINUED:

Skipton Creek, Wye Narrows and Pickering Creek seem to be in good agreement considering all factors. The vicinity of the cove around Nub 1909 seems to deviate from the general trend of the two surveys. Otherwise Wye East River seems to be in good agreement with the present survey.

Miles River seems to be in good agreement except at two noticeable points. These points are to be noticed as in the upper limits of the eastern end of Miles River, where the survey seems to be incomplete and in the area between Latitude 39° 49.5' to 39° 50' the part of Miles River seems to be in large disagreement with the former survey. (Marshy areas)

CHART 1235:------

There is not enough detail in the interior of this chart to be able to make a comparison, but the shoreline shown here seems to be in common agreement with T-5710 considering the difference in scale.

RECOMMENDATION FOR FUTURE SURVEYS:------

The detail on this sheet is believed to be complete in all importance for charting and no additional surveys should be made.

The probable error of radial points and well defined objects along the shoreline is not greater than 5 meters. The error of other detail of importance on this sheet is probably not greater than 10 meters where our radial points have been determined by three or more photos.

Respectfully submitted,

Joe N. Henningson,
Photogrammetric Aid (Field)

Forward Approved
Lieut. L. W. Swanson, Chief of Party.

Date: May 7, 1947
## GEOGRAPHIC NAMES

**Survey No.**

**T-5710**

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<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
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<th>H</th>
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**Notes:**

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- Not known
- M 234
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</tbody>
</table>

*more writing in red ink*
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 f, 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)

   No ground surveys.

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)

   Known submitted.

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. 12b; 46; and 66 c, k, i)

   High water line on marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a; 26; and 46)

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."
6. 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)

8. 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)

Form 524 is not submitted.

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 recommended for charting.

12. 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 over navigable streams.

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 65)

13. The geographic datum of the compilation is NAVD 1927 and the reference station is correctly noted.

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

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:

18. Examined and approved; May 28, 1941

[Signature]
Chief of Party

19. Remarks after review in office:

Reviewed in office by:

Examined and approved:

Chief, Section of Field Records

Chief, Section of Field Work

Chief, Division of Charts

Chief, Division of Hydrography and Topography.
DIVISION OF PHOTOGRAMMETRY

REVIEW OF PLANIMETRIC MAP T-5710

Radial Plot:

The main radial plot for T-5710, T-5705, and T-5713 was made as a unit and was not checked in the office. The secondary radial plot controlled by main radial points seems to be good on T-5710, although along the junctions with sheets T-5713 and T-5812 the secondary radial points do not check the same points on the other surveys as closely as desirable. The main plot points at the same junctions check each other. In the descriptive report accompanying T-5812, the statement is made that two roads crossing the junction at latitude 38°52.7' and latitude 38°51.8' did not match and that the radial plot of T-5812 was extended until a junction was made. The roads as thus plotted were transferred to T-5710 by the reviewer.

Field Inspection and Detailing:

The field inspection was good and adequate except for streams through woodlands.

The detailing was good except for a few buildings added by the reviewer after stereoscopic inspection of photographs and according to field inspection notes, notably a large cannery at latitude 38°51.8', longitude 76°04.2'. All of the streams through woodlands were examined under the stereoscope, resulting in the removal of several from the sheet and the relocation of several others.

Previous Topographic Surveys:

T-5710 is complete and adequate to supersede the following older surveys with the exception of contours shown on T-2524:

<table>
<thead>
<tr>
<th>Sheet</th>
<th>Scale</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-224</td>
<td>1:20,000</td>
<td>1847</td>
</tr>
<tr>
<td>T-2524</td>
<td>1:20,000</td>
<td>1900-01</td>
</tr>
</tbody>
</table>

Comparison with Nautical Chart 1225:

T-5710 was applied to Chart 1225 prior to this review. No changes have been made during the review which affect the chart.
Comparison with Contemporary Hydrographic Surveys:

The contemporary hydrographic surveys were not available at the time of this review. (June 4, 1942)

NOTE: T-5710 was compared with H-6604 January 16, 1943 and a few minor discrepancies between soundings and shoreline were corrected by making small changes in the shoreline on T-5710.

Reviewed by D. H. Benson - June 4, 1942

Review report prepared by B. G. Jones from notes by D. H. Benson.

APPROVED BY:

B. G. Jones 6/46       Robert W. Wenzel
B. G. Jones, Technical Asst. Chief, Nautical Chart Branch
Div. of Photogrammetry Division of Charts

K. T. Adams       Raymond B. Scott
Chief, Div. of Photogrammetry Chief, Div. of Coastal Surveys