DESCRIPTIVE REPORT
Topographic Sheet No. T-5718

State: Maryland
Locality: Chesapeake Bay
Little Choptank River to Slaughter Cr. Bridge
Photographs taken May 1937 and May 1938

Chief of Party: L.W. Swanson
Applied to Chart Comp. 553  Aug. 7, 1942  H.E. MacEwan

Applied to clerk 1225  Feb. 1, 1944  G.M.S.
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-5718

REGISTER NO.

State... Maryland

General locality... Chesapeake Bay

Locality... Little Choptank River to Slaughter Cr. Bridge

Scale... 1:10,000 Date of survey... Single Lens-May 1, 1938

Vessel... Air Photographic Party No. 2

Chief of party... L.W. Swanson

Field inspection: J. Jones-6/39 & L.W. Swanson 4/41

Surveyed by: Radial Plote J.Rhoads & A. Kaslow Harms by: W.E. Schmidt

Inked by: W.E. Schmidt (rough draft)

Heights in feet above ground to tops of trees

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

Instructions dated... 3/31/38... 5/3/38... 6/1/38... 6/28/39

Remarks:

Sheet completed to limits. Weak sections outlined in blue ink.
DATE OF SURVEY

See opposite page for dates of the photographs.

Field inspection was made in August 1939 and April 1941.

Mean high water line was detailed from the nine lens photographs and is of the date of those photographs, May 1, 1937, with the exception of minor changes taken from the single lens photographs of May 1938.

Interior details were compiled largely from the single lens photographs of May 1938.
<table>
<thead>
<tr>
<th>No.</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Alt.</th>
<th>Stage of Tide</th>
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<td>1331-33</td>
<td>5/1/37</td>
<td>9:14-9:45</td>
<td>1:10,000</td>
<td>1.0' above M.L.W.</td>
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<tr>
<td>1422</td>
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<td>1432</td>
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<tr>
<td>1447-48</td>
<td></td>
<td>2:02-2:09</td>
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<td>0.8'</td>
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**Single lens**

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<td>13-61</td>
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</table>

Tide from predicted tide tables, Sharps Island, mean range 1.5 ft., spring range 1.5 ft. Reference station Baltimore, Md.


Camera: AAA single lens. Focal length unknown. Photos were increased from 1:20,000 to 1:10,000.

**SUPPLEMENTAL SURVEYS**

- Graphic control surveys: none
- Hydrographic surveys: none
- Field inspection: J. Jones 8/39 and L.W. Swanson 4/41
- Additional F.I.S.: J. Steinberg 5/41

**GENERAL INFORMATION**

Chief of Party: L.W. Swanson

Projection by: Washington Office--Ruling machine--J.P. Dunigh--Date unknown

Projection checked by: Washington Office--Date unknown

Hydrographic signals on field inspection photos pricked by: J. Jones & L.W. Swanson

Hydrographic signals on office photos pricked by: W.E. Schmidt

Additional hydrographic signals pricked on office photos by: W.E. Schmidt

Main radial points pricked on office photos by: W. VanLoon

Additional radial points pricked on office photos by: W.E. Schmidt

Control plotted by: J.L. Rihm 1/23/41

Control checked by: C. Supp 1/24/41

Radial plot by: J.L. Rihm and W. Kaslow 2/11/41

Radial plot relayed: W.E. Schmidt 2/11/41

Compiled by: W.E. Schmidt (shoreline and interior, rough draft)

Preliminary review by: ---

--- See next page for Statistics & Reference Station.
STATISTICS

Area (land) ------------------------------ 15.0 Sq. statute miles
Shoreline (more than 200 meters from opposite shore) 31.0 Statute miles
Shoreline (less than 200 meters from opposite shore) 3.0 Statute miles
Roads & Streets --------------------------- 30.0 Statute miles
Trails ------------------------------------- 12.0 Statute miles
Streams (all drainage, ditches etc.) -------- 75.0 Statute miles
Total time required for detailing (working days) for shoreline and interior ------------------ 22 days

REFERENCE STATION

Hoop-2, 1934 (adj) N.A. 1927
Latitude: 38° 30' 14.818" 456.9 m (1503.2 m)
Longitude: 76° 17' 10.544" 255.4 m (1198.4 m)
Page 86 - Geographic positions.
X coordinate: 1,004,254.50 ft.
Y coordinate: 245,080.80 ft.
Descriptive Report
To Accompany
Air Photographic Survey Sheet No. T-5718
State of Maryland

Chesapeake Bay-Little Choptank River to Slaughter Cr. Bridge.

Date of the report-----------------------------May 20, 1941

INSTRUCTIONS:
This rough draft map drawing is a part of project
No. HT215 dated May 13, 1938 and supplemental instructions contained
in the Director's letters dated 3/31/38, 6/1/38, 6/19/38 and 8/26/39.

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

U.S.G.S.
Hoos-2, 1934 (adj)
Loft, 1934 (adj)
James-2, 1934 (adj)
Moore, 1910, (adj)

RADIAL PLOT:
The customary template method and also the separate
orientation of the photos under the smooth sheet was used to
determine the radial points in the final lay of this sheet. The
secondary control on this sheet was determined from a plot layed
from 1:20,000 photos. This 20,000 plot was layed due to insufficient
triangulation for a 10,000 plot. All good radial points from the
20,000 plot were transferred to the 10,000 scale sheets by the
graphic method. It was found that when sheet No.T-5718 was ready
for detailing and an attempt was made to orient the 10,000 photos
under the smooth sheet (10,000) some of the secondary control could
not be held due to twist, distortion and other mechanical errors.
This necessitated discarding a good many secondary points that had
been established from the original 20,000 plot. It was decided to
establish additional control (F.I.S.) and a relay of this sheet
was begun. Two additional flights of single lens photos were also
obtained from the AAA in order to help run the relay of this sheet.
After establishing a number of good radial points by using the
nine lens photos (those without excessive tilt) the single lens
photos were laid and their centers located on the smooth sheet.
The points established by the use of the nine lens photos were used
as secondary control points to lay the single lens photos. The
single lens photos were found to be distorted about 1/8" and
they had to be oriented in quarters to obtain good intersections
of the points. Both the template method and the separate orientation
of the single lens photos under the smooth sheet was used. The
many tilted photos on this sheet caused considerable trouble.
The field recovery of the triangulation was completed in a most
satisfactory way giving all necessary dimensions for scale check etc.
These stations could be pricked on the office photos with a
fair degree of accuracy except where they appeared at the outer
limits of the photos (blurred condition). It has been found that
F.I.S. stations are more satisfactory for control due to direct
pricking. Poor spacing of photos covering the area on
this sheet was another contributing factor of trouble.
RADIAL PLOT CONTINUED:

In some cases when using the nine lens photos a few masks had to be oriented separately and this was noted directly on the photo. All tilt was taken into account on the nine lens photos. Tilt was not considered on the single lens photos. In the final plot of this sheet stations Mary and Etta were used to help control the photos on the east side of this sheet (dog ear). Weak sections on this sheet were outlined in blue ink and noted.

The following is a brief description of the attempt to lay the original 20,000 plot which included this sheet and the 10,000 plot which followed in order.

The customary template method was used to determine the positions of the radial points. The radial points were pricked on the 1:20,000 scale photos, templates were made and the plot for control sheet No. 4 was laid. This control sheet ruled in Washington office. The radial points obtained from this plot were then transferred to the 1:10,000 scale smooth sheets No., T-5715, T-5716, T-5719, T-5718 and T-5720, to be used as secondary control points.

At the first attempt (10,000 plot) it was found possible to lay a radial plot for four of the sheets but not including T-5716. Using the points obtained from this plot and the 1:20,000 scale plot, the amount of max. tilt was computed on 28 photos (10,000) suspected of having an appreciable degree of tilt. It was found that 17 of these photos were tilted in excess of one degree and that 6 were tilted more than two degrees.

New templates were drawn for all photos having fifty minutes or more of tilt using the isocenters as the origin of all radial outs. It was not necessary to relay the plot for T-5715. The plot for this sheet (T-5718) was relayed independently. The plot for T-5716, T-5719, and T-5720 was then laid. The northeast corner of T-5720 was left out of this plot with the intention of laying it in conjunction with the plot for T-5717.

A second lay of the radial plot (10,000) showed a considerable improvement, because of the calculation of the amounts of tilt and the location of the isocenters. No single lens photos were used in any of these plots.

The relationships of the photo centers and the radial points at the North-South junctures of the sheets T-5716 and T-5719 with sheets T-5715, T-5718 and T-5720 were recorded on three overlapping pieces of celluloid. The making of these overlap sheets was an attempt to strengthen the accuracy of the maps of the various sheets at these borders and bring the junctions into closer agreement.

The photo centers pricked on this sheet (T-5718) are mechanical centers unless the calculated tilt is more than forty-nine minutes, in which case the isocenters were pricked.

Laying the plot for this sheet (T-5718) together with the calculated amounts of tilt for each:

see next page
\[ \tan 6^\circ = \frac{K}{8.34} \]
\[ \times 8.34 \times \tan 6^\circ = \]
RADIAL PLOT CONTINUED:

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<tr>
<td>1334</td>
<td>1</td>
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Included in this report is a sheet titled "Triangulation in the Radial Plot" for this smooth sheet (T-5718) which will give an idea how the triangulation held during the lay of the original 10,000 plot.

Special Note: It will be noted in the above description of the original plot it was stated that only the isocenters of photos having a forty-nine minute tilt or more were pricked and used on the smooth sheet and in other cases the mechanical center was used. This was not true in the final lay of the plot for this sheet. All isocenters were used where any amount of tilt had been figured.

DETAILING:

The area within this sheet was covered by a sufficient number of photos but due to poor spacing and tilt, certain sections were considered weak and were noted as such. Most of the interior was detailed from the single lens photos wherever possible. 99% of the shoreline was detailed from the nine lens photos and any large change that was noted on the single lens photos (taken at a later date) was corrected accordingly wherever possible. It was impossible of course to detail all shoreline that appeared on the single lens photos due to uncertain identification of the same points on the nine lens and single lens photos due to the different dates in photographing.

All drainage on this sheet was carefully examined under the 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.

No U.S. Highways appear in this sheet. All State Highways have been noted (from late revision of Maryland State Highways Maps-Planning Board).

Wherever possible all buildings along the shoreline were shown. All buildings in the interior part of this sheet were shown except small outbuildings. The small outbuildings in some few cases were shown where they could be plainly seen and detailed without very much loss of time. In certain sections of the area covered by this sheet the field inspection called for buildings which could not be identified on the office prints.
Bridge at Slaughter Creek.

Field inspection stated that, "Bridge to be opened from \( \frac{3}{4} \) hr. before sunrise to \( \frac{3}{4} \) hr. after sunset. Operator can be found at Harrington store, Slaughter Island, or blow whistle. Vent. CI. measured Apr. 14, 1941: 14\( \frac{3}{4} \) ft. bridge closed.

Using predicted tides, Baltimore Reference station, corrected to Choptank River light, the observed clearance reduces to approximately 1 ft. The 1935 Engineer Bridge Book gives the vent. CI. closed as 4 ft.
DETAILING (CONTINUED):

It was assumed in these cases that the building had been erected after the area had been photographed and they therefore could not be accurately located on this sheet.

- All roads were labeled (width and classification)
- All fences marked with "f"
- All trails shown with the proper dashed symbol and

were not labeled.

- Ditches were labeled.

Notes appear on this smooth sheet to clarify any questionable areas.

Where a fence and ditch appeared as the same line on the photos, a solid thin line was shown and labeled as fence and ditch. In most cases only the ditch was shown since it had been assumed that a ditch is more permanent than a fence. In certain areas on the photos the ditches looked very much like fences but after conference with Lieut. L.W. Swanson, Chief of Party, who visited these areas in question (fences and ditches) they were correctly labeled. Some of these ditches had the appearance of trails.

SLAUGHTER CREEK BRIDGE

The road as it leaves the west side of Slaughter Cr. Bridge has been detailed a trifle wider than xxxxxx it actually is but has been labeled correctly. This xxxxxx road of course is shown relatively correct correct correct on the this sheet.

- The use of the projector was helpful in detailing this sheet.

A special note has been printed on this sheet about the bridge at Paylers Island (town) across Slaughter Cr. All other bridges (small) were labeled. Clearance given in USE 1933 Bridge Book see also opposite page.

FIELD INSPECTION:

- Field inspection by Lieut. J. Jones and Lieut. L.W. Swanson 3/39 and 4/41

This sheet was carefully detailed according to this field inspection.

RECOVERABLE HYDROGRAPHIC SIGNALS:

- These signals were indicated by the proper symbol on this sheet by a 25mm circle. Their positions have been submitted with this report on Form 567 (Landmarks for Charts) in the appendix. These permanently recoverable will be shown as Topographic stations on the published map.

RECOVERABLE TOPOGRAPHIC STATIONS:

- No recoverable topographic stations appear on this sheet.

LANDMARKS FOR CHARTS:

- Referred to above (Recoverable hydrographic signals).

None

List of Fixed Aids on Form 567 attached.
Accuracy

The remarks on the bottom of page 7 and on page 8 are restated here for the sake of clarity.

Because of poor spacing of the photographs and excessive tilt (6° +) of photograph 14B2 the following areas on this sheet are probably below usual standards of accuracy. The error of recoverable details in these areas is probably not over 10 meters (1.0 mm. on the sheet):

1. The entire area of the sheet west of Long. 76° 20'

2. The area south of Lat. 38° 29' and east of Long. 76° 16'
GEOGRAPHIC NAMES:
Geographic names shown on this sheet are listed on form M254 in the appendix. Names of beacons listed from "Light List 1938". Field inspection of names by Lieut. J. Jones. Listed on form M254 by W. E. Schmidt.

JUNCTIONS:
This sheet joins the following map drawings:

T-5715 - No junction (water area to the north.
T-5719 - To the east

Junction has been made with T-5719 and is in agreement.

COMPARISON WITH PREVIOUS CHARTS AND SURVEYS:

Chart 1225 - This chart is to a 1/80,000 scale and no comparison was made. See form 567 for recharting of Ragged Pt. Bn., Slaughter Cr. Inner and Outer Bns.

T-2550 - Most of the protected creeks are in fair agreement and those inland features which are common to both sheets are also in fair agreement. The unprotected shoreline along the Little Choptank River and Chesapeake Bay have undergone a decided change (a maximum of about 200 meters in some places). The Maryland State Highway No. 16 has been straightened considerably east of Slaughter Cr. There is of course no possible comparison where the inland features have undergone a decided change such as straightening of roads, change of fence lines etc.

T-2661 - The shoreline is in fair agreement except the area covered by James Island. The shoreline along this island has receded considerably and the original island is now broken into three parts.

REMARKS:
Owing to the poor spacing of photos and tilt, certain specified areas on this sheet were considered weak. These areas were outlined in blue ink and noted. It is however the opinion of this detailer that the area mentioned above does not contain any error over 10 meters.

This is the area west of 76° 20' and the area east of 76° 16' and west of 38° 29'.

See note on opposite page
RECOMMENDATION FOR FUTURE SURVEYS:

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

The probable error of radial points and well defined objects along the shoreline is not greater than 5 meters except the areas outlined in blue ink (probable error 5 to 10 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.

see note opposite page 8.

Respectfully submitted,

[Signature]

H.E. Schmidt,
Photogrammetric Aid (Field)

[Signature]

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

[Signature]

Date: May 21, 1944
# TRIANGULATION IN THE RADIAL PLOT

## Legend
- **G** - Bisects point
- **T** - Tangent and less than line thickness off point
- **O** - More than line thickness off point

## Table

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<td>See section as outlined in green ink on this smooth sheet. v.s.b.</td>
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<td>Write Island in full for town v.s.b.</td>
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<td>v.s.b.</td>
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**GEOGRAPHIC NAMES**

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T-5718

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<td>✓</td>
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**Note:** No additional names recommended—Lieut. J. Jones

1- Mr. L.R. Scoum, Cambridge, Md.  
5—Local sign  
2-Mr. W. F. Moore, Oxford, Md.  
3- Mr. W.F. Smith, Madison, Md.  
Names listed below recommended by W.F. Schmidt

/ Little Choptank River ✓ ✓ ✓  
/ Slaughter Cr. Outer Br. ✓ ✓  
/ Slaughter Cr. Inner Br. ✓ ✓  
/ Ragged Pt. Br. ✓ ✓  

M 236
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<tr>
<th>Name on Survey</th>
<th>A</th>
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<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
<th>G</th>
<th>H</th>
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Note: No additional names recommended—Lt. J. Jones

1- Mr. L.R. Slacum, Cambridge, Md.   5- Local sign
2- Mr. W.F. Moore, Oxford, Md.       6- Names listed below recommended by W.E. Schmidt
3- Mr. W.F. Smith, Madison, Md.
<table>
<thead>
<tr>
<th>Name on Survey</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<th>F</th>
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<td>Travers Pt. (= South point of Travers Curve, west side)</td>
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Chesapeake Bay: Remarks and information added 1/17/41 by L. Heckert.

Survey No. T5718
The form shall be prepared in accordance with 1934 U.S. Coast and Geodetic Survey, Department of Commerce.

<table>
<thead>
<tr>
<th>CHARTS</th>
<th>LANDMARKS FOR CHARTS</th>
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<tr>
<td>U.S. Coast and Geodetic Survey</td>
<td></td>
</tr>
<tr>
<td>Department of Commerce</td>
<td></td>
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</table>

Note: The date of location is noted as of July 20, 1943 (date of this report). The purpose of location is noted as of July 20, 1943 (date of this report). The positions given have been checked after sighting.

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

The positions given have been checked after sighting.
Chief of Party: L. W. Swanson

Project: HT 215

Instructions dated: 5/13/38
8/28/39

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, # and i; 26; and 64)

2. Change in position, or non-existence of wharfs, lights, and
   other topographic detail of particular importance to naviga-
   tion which affect the chart, is discussed in the descriptive
   report. (Par. 28; 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. 55; 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. 28)

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

7. High water line on marshy and mangrove coast is clear and ade-
   quate for chart compilation. (Par. 16a, 43; and 45)

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."
8. The representation of low water lines, reefs, coral reefs and rocks, and legends pertaining to them is satisfactory. (Par. 36, 38, 40, 42)

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 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)

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)

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 66)

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

14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 56)

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:

It should be noted that two areas are blocked off, where only weak intersections of radials could be obtained. It is the opinion of the Compiler and the Chief of Party, that the error in these areas is not greater than 6 to 10 meters. Better spacing and overlap of photographs, would have greatly reduced the amount of office work on this sheet. The number of tilted photographs at the southern end of this project should be noted.

18. Examined and approved;

[Signature]
Chief of Party
5/7/41

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 CHARTS
SURVEYS SECTION

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-5718

There are no contemporary graphic control or hydrographic surveys in this area.

Previous Topographic Surveys

T-2493    (1900)  1:20,000
T-2460 and T-2460 Supplemental (1901) 1:20,000
T-2461    (1901)  1:20,000

T-5718 supersedes the previous surveys in the common area.

Comparison with Chart 1225 (printed 6-27-39)

No land marks were recommended within the area of T-5718.

Form 567 listing three lights located by the radial plot was forwarded to the Nautical Chart Section by the field party. These lights were located by the nine lens photographs of May 1, 1937. The date of location was stated on form 567 as May 1941, the date of the plot, with a footnote explaining that the lights were actually located by photographs taken in May 1937. Two of the lights were rebuilt in the period between May 1937 and May 1941. This fact has been reported to the Nautical Chart Section to avoid any possible confusion as to the actual date of location. In making out form 567 in the field the date of location for objects located by the photo plot should always be the date of the photographs unless subsequent field inspection has plotted the objects in a new position on the photographs (as when the object has been rebuilt since the photography and the new position is identified). In the latter case the date of location is the date of the field inspection.

Radial Plot

The radial plot for this survey and several adjoining surveys is described in detail on pages 3 to 5 of the Descriptive Report.
The plot was difficult but has been very carefully made and is accepted as within the limits of accuracy stated on pages 7 and 8 of the Descriptive Report.

The plot has been partially checked in this office by laying templets of the 1:10,000 photographs Nos. 1331, 1332, 1447, 1448, and 1451 on the ground control within the limits Long. 76° 12' to 76° 21' and Lat. 38° 28' to Lat. 38° 32'. The azimuth lines between all photograph centers were used in laying the templets. The resulting location of the photograph centers and the orientation of the photographs was substantially the same as determined by the field party.

**Topographic Stations**

All points located by the photographic plot for hydrographic control will remain on the celluloid drawing for use in making up the hydrographic surveys. However, only those stations which are recoverable over a period of years will be shown as topographic stations on the printed copies of T-5718.

**General**

The meaning of the abbreviation F. I. S. on page 3 of the report is not clear. Presumably this refers to a point readily identified on the photograph which has been located by a direction and distance from a triangulation station.

The reference to relocation of shore line from the later single lens photographs on page 5 of the Descriptive Report is not clear since no statement is made as to what sections, if any, were relocated by an appreciable amount.

Reviewed in office by S. V. Griffith, June 10, 1941
Inspected by B. G. Jones, June 11, 1941

Redrafted, Jan. 1943

Examined and approved:

[Signatures]

Chief, Surveys Section

Chief, Division of Charts

Chief, Section of Topography

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 N. L. Wilonsky

Positions checked by J. P. Danich

Grid inked on machine by N. L. Wilonsky

Intersections inked by J. F. Holz

Grid checked by J. P. Danich

Points used for plotting grid:

\[
\begin{align*}
\phi &= 38°30'04.5086'' \quad x = \underline{990,000} \quad \phi &= 38°30'15.9615'' \quad x = \underline{1,025,020} \\
\lambda &= 76°20'03.4045'' \quad y = 250,000 \quad \lambda &= 76°17'01.1743'' \quad y = 245,020 \\
\phi &= 38°31'02.5921'' \quad x = \underline{1115,000} \\
\lambda &= 76°14'54.8657'' \quad y = 250,000 \\
\phi &= 38°29'36.2714'' \quad x = \underline{940,000} \\
\lambda &= 76°20'10.7765'' \quad y = 235,000 \\
\phi &= 38°28'34.3165'' \quad x = \underline{1,015,000} \\
\lambda &= 76°14'56.1187'' \quad y = 235,000 \\
\end{align*}
\]

Triangulation stations used for checking grid:

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<tr>
<th>Station</th>
<th>Possible Coordinates</th>
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</thead>
</table>
| Hope, 1934 | 1. \( \phi = 38°30'44.8126'' \quad x = 1002,257.50 \) | 5.  \
| Lofl, 1934 | 2. \( \phi = 38°30'00.602'' \quad x = 997,212.83 \) | 6.  \
| James, 1934 | 3. \( \phi = 38°31'45.666'' \quad x = 999,448.52 \) | 7.  \
<p>|       | 4. ( \phi = 38°30'03.389'' \quad x = 257,057.63 ) | 8.  |</p>
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<th>REMARKS</th>
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A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart.
Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.