

5680

5 cards

5680

Form 504 Rev. Dec. 1933	
DEPARTMENT OF COMMERCE U.S. COAST AND GEODETIC SURVEY R. S. PATTON, DIRECTOR	
DESCRIPTIVE REPORT	
Topographic Hydrographic	Sheet No. T-5680
State MARYLAND	
LOCALITY	
GUNPOWDER RIVER	
CHESAPEAKE BAY and vicinity	
Photos taken in Apr. 1937 + Apr. 1938	
1940	
CHIEF OF PARTY	
L. W. Swanson	

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

REG. NO.

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 - 5680

REGISTER NO. **T5680**

State MARYLAND

General locality CHESAPEAKE BAY

Locality GUNPOWDER RIVER

Scale 1:10,000 x 0.965 photographs
Date of ~~survey~~ April 30 & May 1, 1937

Vessel Air Photographic Survey Party No. 2

Chief of party L.W. Swanson

Field Inspection -- D.A. Jones, E.L. Jones,
Surveyed by Radial Plot -- R.A. Gilmore, A.L. Wardwell, E.L. Jones

Inked by (rough draft) E.L. Jones

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

Contour, Approximate contour, Form line interval feet

Instructions dated March 4 & May 13, 1938

Remarks:

Date of Survey

The field inspection in this area shows no details later than the photographs. T-5680 is of the date of the latest photographs and must be divided into several sections in order to give exact dates:

1. High water line and offshore details are of April 30, 1937, the date of the nine lens photographs. ~~However, No~~ important changes were noted in the high water line by the field inspection in the spring of 1939.
2. Interior details north of Gun Powder River and Gun Powder Falls, are of April 30, 1937, the date of the nine lens photographs.
3. Interior details south of Gun Powder River and Gun Powder Falls are of April 5, 1938, the date of the single lens photographs.

PHOTOGRAPHS

Number	Date	Time	Scale	Alt.	Stage of tide
Acc 968 *1297 to 1298	Apr. 30, 1937	2:47-2:48	1:9650	6700'	0.6' above MLW
{ AJO 1-139 to 142	" 5, 1938	Unknown	"	Unknown	about $\frac{1}{2}$ tide
Acc { AJO 1-55 to 59	" 5, 1938	"	"	"	" " "
1018 { AJO 1-119 to 124	" 5, 1938	"	"	"	" " "
*1292-93 - - - - 4-30-37--2:44-2:45--					

Camera: U.S. Coast & Geodetic Survey Nine Lens (Focal length $8\frac{1}{4}$ inches).
 * Negatives on file in Washington Office.
 U.S. Dept. of Agriculture single lens (Focal length unknown).
 Negatives on file in Dept. of Agriculture.

Tide from predicted tables for Battery Point, Gunpowder River.

SUPPLEMENTAL SURVEYS

Graphic Control Sheets: None
 Field Inspection:.....D.A. Jones....., Spring 1939.
 Name Investigation:.....E.L. Jones....., July, 1939.

GENERAL INFORMATION

Chief of Party.....L.W. Swanson.....
 Projection by.....Ruling Machine, Washington Office,..Date Unknown
 Projection checked by.....Washington Office.....Date Unknown
 Radial points picked by...R.A. Gilmore.....April, 1939
 Additional radial points by....E.L. Jones.....July 12-16, 1939
 Control plotted by.....W.C. Russell.....June 25, 1939
 Control checked by.....R.A. Gilmore.....July 26, 1939
 Radial Plot by.....R.A. Gilmore & A.L. Wardwell.....April, 1939
 Additional radial plot by:....E.L. Jones.....July 17-29, 1939
 Shoreline inked by.....E.L. Jones.....(14 $\frac{1}{2}$ days from
 Detail (rough draft).....E.L. Jones.....) Aug. 1939-Jan. 1940
 Preliminary review by.....
 Smooth draft by.....

STATISTICS

Area (land).....19.8 square statute miles
 Shoreline (more than 200 m from opposite shore) 43.3 statute miles
 Shoreline (creeks).....19.4 " "
 Roads, streets, trails and railroads.....108.2 " "

REFERENCE STATION

GUN, 1939 Datum: N.A. 1927
 Latitude 39° 22' 49.012" (1511.5 m) Unadjusted
 Longitude 76° 21' 13.732" (328.7 m) "

X = coordinate: 982,664.31 Ft.
 Y coordinate: 564,026.37 Ft.

DESCRIPTIVE REPORT
to accompany
AIR PHOTOGRAPHIC SURVEY SHEET NO. T - 5680
STATE OF MARYLAND

GUNPOWDER RIVER

Date of this report.....January 20, 1940.

INSTRUCTIONS:

This map drawing is a part of project HT-215, the instructions for which are dated March 4, 1938, and May 13, 1938. For authority to detail this sheet by the rough draft method, see the Director's letter of August 28, 1938.

FIELD INSPECTION:

The field inspection for this sheet was made by Don A. Jones, Surveyor, in the Spring of 1939, except for the geographic names, which were investigated by Edmund L. Jones, Jr. H. & G.E., in July, 1939.

PHOTOGRAPHS:

The nine lens photographs on this sheet were taken by the U.S. Army with the U.S. Coast & Geodetic Survey nine lens camera. The single lens photographs were obtained from the U.S. Agriculture Dept.

CONTROL:

The thirteen triangulation stations shown on this sheet furnished good control for all of the shoreline detailed except at the head of Bird River (latitude $39^{\circ}23.0'$ and longitude $76^{\circ}25.0'$) where additional control was desired.

An attempt was made to stiffen the plot in the southwest section of the sheet by the recovery of triangulation station AIRWAY BEACON NO. 60, 1933, which falls on the next adjacent map drawing (T-5429) to the south. This airway beacon has since been moved and the station destroyed. A recovery card for this station has been submitted with this report.

Reconnaissance was made in this section to locate by triangulation cuts an intersection station, but was found impractical without excessive building. Also, a closed plane table traverse was considered, but due to the narrow winding roads over which such a traverse would have to be run it was believed that a traverse of this kind would not furnish control points in the southwest section of the sheet of greater accuracy than the radial plot, and hence would be of no value in controlling it.

RADIAL PLOT:

There were two distinct radial plots run on this sheet. A discussion of each is given below.

First Radial Plot:

This radial plot was run in April, 1939, by E.A. Gilmore,

Jr. H. & G. E., and A. L. Wardwell, Aid, to determine a few well distributed points on the eastern half of the sheet. This plot was run entirely with the nine lens photographs in conjunction with sheets T-5678, T-5679 and T-5681. Projections were prepared on "dummy sheets" and all available control was plotted. These sheets were laid out on a large table and secured together with scotch tape. Celluloid templates were prepared with paper distortion applied and were laid down on the "dummy sheet". After the plot had been run the celluloid map drawing sheets were laid over the plot and the radial points pricked on the sheet by adjusting each square where there were small differences in the projection due to distortion. These radial points were encircled in blue where they were well determined and were used for control in the second plot where additional points were radially plotted for detailing.

Some difficulties were encountered with the paper distortion of the photographs which was probably due to the drying process at the time of printing. The prints were, in general, larger on one edge and smaller on the opposite edge. To correct for this a template was prepared and revolved about the principal point until the best adjustment of the corners of the photograph was obtained. The corrections were then drawn on the photograph.

The nine lens photographs Nos. 1294, 1295 and 1296, which fall in the area of this sheet and would have ordinarily been used, were so badly tilted that they could not be used in the plot. These photographs would have greatly strengthened the plot.

According to notes, no difficulty was encountered, except as mentioned above, in the running of this plot. The templates were well controlled, except on the west and south side of photograph No. 1297. Good intersections were obtained on the eastern half of the sheet. On the west and southwest section of the sheet only two slim cuts could be obtained from the nine lens photographs.

The two flights of nine lens photographs on this sheet overlapped 20%, which is sufficient to obtain a few well distributed radial points providing the photographs were well controlled, but is not sufficient to detail the sheet. *This overlap is poor should be 50 to 60%.*

Second Radial Plot:

This plot was run in July, 1939, by Edmund L. Jones, Jr. H. & G. E., to extend the plot on the west section of the sheet and to radial plot additional points for detail. Single lens photographs from the Agriculture Dept. were used to supplement the nine lens photographs from the U.S.C. & G.S. The plot was controlled by the triangulation on the sheet and the previously located radial points from the first radial plot. Radial lines from the nine lens photographs were drawn directly on the sheet,

except for photograph No. 1297, where it was necessary to prepare a template since the cuts originally drawn on the first plot were not in agreement with the single lens photographs.

Pencil cuts from single lens photographs AJO 1-139 to 142 were drawn directly on the sheet, since these photographs were well controlled. All radial points well located by three or more radials, were encircled in purple and used to help control the two single lens flights, on the west half of the sheet.

Celluloid templates were prepared for single lens photographs ANK 1-118 to 124 and AJO 1-55 to 59 (the two flights on the west part of the sheet) and several runnings of this plot were made. The radial points arrived at on three of the best plots were encircled with different colored inks and it was found that in some areas that the radial points in all plots were within 5 meters of each other. Since the last running of the plot was considered the strongest all radial points on this plot within 5 meters of the position determined on the other two plots were encircled in purple. In areas where the radial points were not as strongly located they were encircled in green and are due to either:

1. Slim intersections.
2. Two strong radials, but no check radial.
3. Several radials giving good intersections on last running of single lens plot, but not agreeing within 5 meters with the previous single lens plots.

In areas where single lens plots failed to agree within 10 meters the areas were not detailed.

A template was used in testing the single lens photographs for paper distortion. The center knuckles on all photographs were on a line normal to each other; however, it was found that two corners (the corners away from the direction of flight) on all photographs were in disagreement by as much as 13 mm. It was found by radial plotting one or two single lens photographs in areas well controlled by the nine plot that this corner discrepancy was not due to paper distortion, but to other causes which did not affect the radial line plot. No correction was made for paper distortion on any of the single lens photographs.

It should be noted that since the single lens photographs had only 37% overlap between flights and that the nine lens photographs had only 20% overlap between flights, that there are several areas on the sheet where the radial points are encircled by green and are believed to be accurate within 10 meters.

The shoreline shown on this sheet to the limits of navigation at the head of Bird River, is well controlled with radial points accurate to within 5 meters.

From the compiler's standpoint, greater care in the actual taking of the photographs should be exercised. Not considering the actual cost of supplementing the sheet with single lens

photographs from the Dept. of Agriculture (which in many cases would not be available) the compiler spent about 10 days additional in preparing the single lens photographs, the templates, and running additional plot and then could not carry the plot to the west limit of the sheet with accuracy sufficient for detailing. It is believed that if the photographer could spot the centers of the photographs on a map showing the proposed sheet layouts, he could quickly determine if a sheet is sufficiently covered for radial plotting and detailing. In order to compile sheets with standard accuracy, it is necessary to overlap flights 50% or more, and if the flight sheet (similar in purpose to a boat sheet) shows, as in the case of this sheet, only 20% overlap, then split flights should be run. In order to cut down on the number of tilted photographs at the ends of flights, the pilot should steady on course for a longer period. It is realized that there are other problems in connection with the piloting and photographing which tend to make the above difficult, and which are not apparent to the compiler.

DETAIL:

This map drawing has been rough drafted in accordance with the Director's letter of August 28, 1939. The adjusting and inking of all detail on this sheet required $14\frac{1}{2}$ days, which is considerable saving of time for this party over the smooth drafting type of map drawing.

The following general notes were adhered to in detailing this sheet:

(a) To locate all detail with the same accuracy as would be used on smooth draft sheets.

(b) Roads.

The roads shown on this sheet are in accordance with the Director's letter of May 13, 1939, reference No.80-LEF.

Only the centerlines of roads have been shown on this sheet, except at a few intersections where the roads have been drawn for the guidance of the office draftsman.

Public roads not maintained for year round motor traffic, and private roads, which are not available for use by the public, have been labeled on the sheet "d.d.l." (double dashed line).

Public roads which are graded and maintained for year round motor vehicle traffic, regardless of road surfacing, have been labeled on the sheet "d.f.l." (double full line).

Trails have been labeled "s.d.l." (single dashed line).

Unless the actual width of roads are indicated on the sheet, they should be drawn 0.6 mm in width (clear space between the inside edges of ink lines).

(c) An attempt has been made to show all buildings on this sheet except small sheds and out-buildings.

(d) Wooded areas have been outlined and labeled.

(e) Scattered trees, hedges and other detail too small to outline, were fully inked in.

(f) The shoreline in marsh areas on this sheet has been treated in accordance with Field Memo No. 1, (1938).

(g) Intermittent streams and probable drainage have been shown by standard symbols as given by the Board of Surveys and Maps. In most cases the probable drainage streams were located by the stereoscope in the office.

(h) All docks have been shown on this sheet.

(i) All geographic names, and other information which would ordinarily be placed on the overlay sheet, was inked directly on the map drawing.

HYDROGRAPHIC SIGNALS:

Thirteen natural objects have been located on the sheet for hydrographic signals should a revision hydrographic survey be contemplated within the next few years. These stations are shown by small black circles (18 mm in diameter) and are accompanied by short descriptions. They are not described on card form No. 524, and are not intended to be shown on the finished map drawing.

RECOVERABLE TOPOGRAPHIC STATIONS:

Descriptions on card form No. 524 are submitted for five natural objects, which should be shown on the finished map drawing. These stations are especially intended for any future hydrographic surveys in this area. The stations are BOW, BET, CUP, GAB and HAR.

RECOVERY NOTES, TRIANGULATION STATIONS.

Recovery cards for stations GRACES QUARTERS, 1933, and BATTERY, 1934, have been previously submitted by this field office. A recovery card for station AIRWAY BN. No. 60, 1933, which falls on sheet No. T-5429, is submitted with this report.

BRIDGE CLEARANCES:

The clearances for the Penna. R.R. bridge (Bascule type) over the Gunpowder River as measured by the field inspection party are as follows:

Horizontal clearance 36.4 feet. (35 FT) *
Vertical clearance 11.1 feet above M.H.W. (12 FT) *

The clearances as obtained in the field have been shown on the map drawing. It should be noted that the horizontal clearance as obtained in the field is 1.4 feet more, while the vertical clearance is 0.9 feet less than the values given in the publication List of Bridges over

**Note. Values are from W.D.E. Bridge List for 1935. These values will be shown on T-5680 in preference to those submitted by the field party.*
J.B. Jones

Navigable Waters, revised to January 1, 1935.

COMPARISON WITH PREVIOUS SURVEYS:

Only a visual comparison could be made between chart No. 1226 and map drawing No. T-5680, due to the difference in scale. The main differences are as follows:

1. The chart does not show the draw on the Penna. R.R. bridge over Gunpowder River.
2. The creeks on the south shore of Bird River show considerable change.
3. The charted name "Harewood" is now known locally as Harewood Park.

A comparison of Battery Point with map drawing No. T-5429, compiled in 1935, reveals numerous differences in shoreline and road location of 10 to 25 meters. It was because of the failure to obtain a satisfactory junction with No. T-5429 along parallel 39 21' that Battery Point was redrawn on No. T-5680. Since these differences were apparent at the time of compiling No. T-5680, and since the photographs are especially well controlled in this area on the later survey, it is recommended that Battery Point as drawn on No. T-5680 be charted.

*T-5429 compared
to agree with T-5680*

Part of No. T-5680 falls within the area of No. T-2308, which was surveyed by plane table in 1898 on a scale of 1:20,000. It is recommended that the reviewer make a comparison with this sheet in the Washington Office since a copy is not available at this office.

JUNCTIONS:

Junctions were made with the following sheets:

Sheet No. T-5429

This sheet was compiled in 1935 by the party of J.C. Partington, Jr. H. & G.E., and according to the descriptive Report "The strip of territory located to the north of 39 20' parallel is too far out on the wing prints to be accurately compiled. This area is shown on the compilation because no recent work has been done in this section and a special effort was made to show all detail possible."

The junction to the west of Dundee Creek was especially good considering the poor control on both sheets. No attempt has been made on T-5680 to force a junction, although it is believed that T-5680 should be slightly favored when a junction is made by the reviewers in the Washington Office.

The junction to the east of Dundee Creek was especially poor and, since this area was covered by the recent nine lens and single lens photographs, all of Battery Point was redrawn

all details below 39 20' on T-5680 transferred to T-5429 and T-5429 compared to agree with T-5680

on T - 5680. It is recommended that this point be charted from the topography submitted on T - 5680.

Sheet T - 5681

The only land area at the junction with this sheet is the tip of Battery Point along the meridian in longitude $76^{\circ}20'$. There is a slight overlapping of area detailed on the two sheets. The junction of the two sheets are in agreement.

Sheet T - 5678

The junction with this sheet is along the meridian in longitude $76^{\circ}19'$ and north of latitude $39^{\circ}23'$. A discrepancy of 3 to 4 meters in the shoreline was investigated on both sheets and the discrepancy was taken up on T-5680.

Sheet T - 5679

A satisfactory junction was made with this sheet along latitude $39^{\circ}25'$.

COAST PILOT INFORMATION:

There are no changes within the area of T - 5680, which apply to Section C of the Coast Pilot.

GEOGRAPHIC NAMES:

Geographic names for this sheet have been investigated in accordance with Field Memo No. 4, 1935, and have been listed on form M 234 in the appendix. The names and addresses of local people who assisted in the investigation have, also, been shown in the appendix.

Only about one-third of the names submitted appear on chart No. 1226. All are in agreement with present local usage, except for the name "Harewood" which is known locally as Harewood Park.

There are several names which have not been recommended for charting, since they are not well established in local usage, but which are listed here for future surveys. They are:

<u>Name</u>	<u>Latitude</u>	<u>Longitude</u>
✓Stony Point	$39^{\circ}22.6'$	$76^{\circ}23.1'$
✓Shell Point	$39^{\circ}22.8'$	$76^{\circ}22.6'$
✓Nottingham Creek	$39^{\circ}22.4'$	$76^{\circ}23.0'$
✓Nightingale Creek	$39^{\circ}22.3'$	$76^{\circ}22.4'$
✓Joiners Point	$39^{\circ}23.6'$	$76^{\circ}21.9'$

LANDMARKS:

There are no landmarks for charts on this sheet.

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 five meters. The error of inland radial points and detail of importance is not greater than 10 meters.

Respectfully submitted,

Edmund L. Jones

Edmund L. Jones,
Jr. H. & G.E.

Approved: *Jan 22, 1940*

L.W. Swanson
L.W. Swanson,
Chief of Party.

Names and addresses : of local residents who have aided in the investigation of geographic names.

Reference letter	Name and address	approximate years local knowledge	remarks
a	M . W. Sirguy Middle River, Md.	56	fisherman
b	Geo. H. Butt Fullerton, Md.	40	retired farmer
c	M. A. Gipe Magnolia, Md.	25	fisherman Bird & Gunpowder
d	F. M. Gambrill Whitemarsh, Md.	21	storekeeper at Whitemarsh
e	E. L. Moore Whitemarsh, Md.		Lives near Windlass Run
f	W. H. Milling Whitemarsh, Md.	20 or more	Owms property at Bird R. Grove
g	Clinton Portor Chase, Md.	50	born and raised on Oliver Pt.
h	J. T. Light Magnolia, Md.	60	retired farmer
i Geo	Geo. Brown Magnolia, Md..	60	store keeper at Magnolia
j	J. Holmes Whitemarsh, Md.		permanent local residencee
k	F. L. Whight Whitemarsh, Md.	50	Manufacturer on Gunpowder Falls
y	local signs		

Remarks.

Decisions

1		393763
2		394763
3		394763
4		393763
5		"
6	Know by a few local residents as Hog Creek due to its close proximity to Hog Point.	"
7		"
8		"
9	Also known as Oliver Beach Point due to a beach development on this point.	"
10		393764
11		"
12	There is a railroad station here but no post office.	394764
13	Railroad station here has been abandoned and there is no post office.	394763
14	Small rural settlement with one or two business establishments, a post office and a railroad station.	394763
15	* Shown on C & G S chart and G. S. map as Harwood. It is a small settlement used mostly in the summer months.	393763 See note below *
16	Small rural settlement with two or three business establishments, a post office and a railroad station.	393763
17	Derives its name from a family living near here many years ago. Also known as Wiesner Cove.	393763
18	Local name, which is well established, for beach development on either side of the railroad.	"
19	Origin unknown. Very well established local name.	"
20	Derives its name from the fact that the headwaters cross the railroad.	"
21	Derives its name from a family which still owns a part of this point	"
22	Local name for a beach development which is well established in local usage.	"
23	Believed to have been named after a family which either owned this land or lived in the vicinity of the marsh.	"
24	Local name for beach development which is well established in local usage.	393764
25	Name derived from a family which either owned land on this point or lived in its vicinity.	393763
26	The Older residents state that much lighwood was boated from this creek 50 years ago.	"
27	Origin unknown	"
M 234	* Harwood is U.S.G.B. decision, but case is being re-submitted to Board. Do not enter word Park pending new decision	being re-sub- pending new decision

GEOGRAPHIC NAMES

Survey No.

GEOGRAPHIC NAMES											
Survey No.											
Name on Survey	<div>On Chart No. 1226</div> <div>On previous survey No.</div> <div>On U. S. quadrangle Maps</div> <div>From local information</div> <div>On local Maps</div> <div>P. O. Guide or Map</div> <div>Rand McNally Atlas</div> <div>U. S. Light List</div>										
	A	B	C	D	E	F	G	H	K		
Gunpowder River	*		*	(a-b-c-d-e-f-y)						1	
Gunpowder Falls	*		*	(a-c-d-g-k-y)						2	
Little Gunpowder Falls	*		*	(a-c-d-g-k-y)						3	
Bird River	*		*	(a-c-d-e-g-y)						4	
Canal Creek	*		*	(c-d-h-i-k)						5	
Reardon Inlet	*		*	(c-d-i-k)						6	
Piney Pt.	*		*	(c-d-i-k)						7	
Foster Branch			*	(c-k-i)						8	
Oliver Pt.	*		*	(a-c-d-h)						9	
Windlass Run			*	(a-d-e-f-g)						10	
Whitemarsh RUN			*	(a-b-d-e-f-g-j-k)						11	
Loreley			*	(d-e-f-h-g-k)						12	
Gunpowder			*	(a-b-d-e-f-g-h-i-j-k)						13	
Magnolia	*		*	(c-h-i-k-y)						14	
Harewood Park * USE 12				(a-b-c-d-e-f-g-h-i-j-k-y)						15	
Chase	*		*	(a-b-f-g-y)						16	
Cunninghill Cove				(a-g-j)						17	
Twin River Beach				(a-b-c-e-f-g-h-i-j-k)						18	
Iron Point				(a-c-f-g-h-i-g-k)						19	
Railroad Creek				(a-g-j)						20	
Earl Point				(a-b-e-g)						21	
Bird River Beach				(a-b-d-e-f-g)						22	
Stumps Marsh				(a-b-d-f-e-g-j-k)						23	
Bird River Grove				(a-b-d-e-f-g)						24	
Bowerman Point				(a-b-d-f-g-j-k)						25	
Lightwood Creek				(a-g-j)						26	
Duck Creek				(a-c-g-i-j-k)						27	

M 234

Remarks

Decisions

1	which originally lived in this vicinity. Known locally as Day's Cove and named after a family/	393763
2		"
3	The Sugarloaf farm has been cultivated near this creek for many years.	394763
4	Origin unknown.	393 763
5		393 763
6		393763
7		"
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9		
10		
11		
12		
13		
14		
15		
16		
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20		
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GEOGRAPHIC NAMES

Survey No.

Name on Survey	A. On Chart No. 1226	B. On previous survey No.	C. On U. S. quadrangle Maps	D. From local information	E. On local Maps	F. P. O. Guide or Map	G. Rand McNally Atlas	H. U. S. Light List	K.
<u>Day Cove</u>	.			(a-o-f-g-h-i-j-k)					1
<u>Days Island</u>	.			(a-o-f-g-h-i-j-k)					2
<u>Sugarloaf Creek</u>	.			(^c g-i)					3
<u>Hog Point</u>	.			(o-g-h-i)					4
<u>Dundee Creek</u>	*		*	(a-o-d-g-k)					5
<u>Battery Point</u> (Transferred to T-5429)	*		*	(a-o-d-g-k)					6
<u>Earl Beach</u>				(a-b-g-f-h)					7
Names underlined in red approved by L. Heck on 6/14/40									8
									9
									10
									11
									12
									13
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									25
									26
									27

REVIEW OF AIR PHOTO COMPILATION NO. 75680

Chief of Party: *L.W. Swanson*Compiled by: *E.L. Jones*Project: *H.T. 215*Instructions dated: *March 4, 1938*
*May 13, 1938**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. 16a, b, c, d, e, g and f; 25; 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, n) *See Desc. Report.*
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 application 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. *See Desc. Report.*
6. The control and adjustment of the photo plot are discussed in the descriptive report. Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 12b; ~~44~~; and 66 c, h, i)
7. High water line on marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Refer also to the pamphlet "Notes on the Compilation of Planimetric Line Maps from Five Lens Air Photographs."

8. The representation of low water lines, reefs, coral reefs and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41)
9. Recoverable objects have been located and described on Form 524 in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 57)
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) *None*
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)
See Desc. Report - t Sheet for notes.
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 66k)
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. 66j) *Except as noted in descriptive report.*
15. The drafting is satisfactory and particular attention has been given the following:
 1. Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report.
 2. The degrees and minutes of Latitude and Longitude are correctly marked.

- 3. All station points are exactly marked by fine black dots.
- 4. Closely spaced lines are drawn sharp and clear for printing.
- 5. Topographic symbols for similar features are of uniform weight.
- 6. All drawing has been retouched where partially rubbed off.
- 7. Buildings are drawn with clear straight lines and square corners where such is the case on the ground.

(Par. 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48)

16. No additional surveying is recommended at this time.

17. Remarks:

*Attention is called to ^{last} P. pages
and first P. page 4.*

18. Examined and approved;

Jan. 22, 1940

L. W. Swanson
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 CHARTS

Section of Field Records

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-5680 Scale 1:10,000

With reference to the discussion of the radial plot on pages 1 to 4 of the descriptive report, the nine lens photographs were very poorly flown in this area, as regards both tilt and overlap. For this reason the plot was difficult to make and the nine lens photographs had to be supplemented by single lens photographs purchased from the Department of Agriculture. The plot was made by the field party with considerable care and attention to detail. It is accepted as sufficiently accurate for charting. In the western part of the sheet the accuracy is probably somewhat below usual standards for 1:10,000 scale air photographic surveys.

Previous Topographic Surveys.

T-197	(1846)	1:20,000.
T-213	(1846-47)	1:20,000.
T-2308	(1897-98)	1:20,000.
T-5429	(1935)	1:10,000, Air Photographic Survey.

T-5680 is complete and adequate to supersede the sections of the above surveys which it covers, except for contours on T-197 and T-2308.

The section of T-5680 below latitude 39° 2' overlapped T-5429. This has been removed from T-5680 and used to correct T-5429. The two sheets now join along latitude 39° 21' without overlap.

Recoverable Topographic Stations.

Five Form 524 descriptions for recoverable topographic stations on T-5680 have been filed under T-5680.

Comparison with Chart 1226 (Sept. 8, 1939), Chart 572 (Being compiled).

The field party has made a comparison which is on Page 6 of the descriptive report for T-5680. No differences in addition to the ones mentioned in the

above comparison were found. There are no landmarks or fixed aids to navigation in the area covered by T-5680.

T-5680 was applied to Chart 572 prior to this review. See subsequent paragraph regarding details removed from T-5680 during the review.

Confidential Information.

T-5680 is partly within the Aberdeen Proving Ground. Confidential copies of T-5680 have been furnished the Commanding Officer, Aberdeen Proving Ground and a confidential plate is filed in the vault for possible future printing. Confidential information has been painted off of the negatives in accordance with instructions from the Commanding Officer, Aberdeen Proving Ground and a new non-confidential plate made for printing the file copy and copies for sale.

The instructions regarding the removal of confidential details consisted of notes made on a copy of T-5680. This copy has been destroyed. The original celluloid drawing and all confidential prints of T-5680 have been destroyed.

Instructions regarding removal of confidential information from T-5680 have been reported to the Nautical Chart Section.

General.

The compilation of details and the descriptive report on T-5680 are complete.

Reviewed by H. D. Reed.

Inspected by - B. G. Jones.

Examined and approved:

T. B. Reed

T. B. Reed,
Chief, Section of Field Records.

J. S. Borden

Chief, Division of Charts.

Raymond P. Egan

Chief, Section of Field Work.

G. H. de

Chief, Division of H. & T.

Applied to drawing of Chart 1226 - Oct 10, 1940 - J.T.W.