

SUPPLEMENTAL T

5339

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DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Air Photo
Topographic
~~Hydrographic~~

Sheet No. T-5339

State Maryland

LOCALITY

Chesapeake Bay

Magothy River,

Gibson Island Section

Project No. HT 175

1935

CHIEF OF PARTY

J. C. Partington Jr. H. & G. E.

U. S. GOVERNMENT PRINTING OFFICE: 1934

SUPPLEMENTAL T

Applied to New Compilation of Chart 549 Dec 27-1938 Chas R Bush Jr.
" reconstruction of chart 566 Nov 1947 H. F. R.
Lead mark north of Magathy Narrows Table

-STATISTICS-

on

SHEET, FIELD NO. T-5339, REG. NO. T-5339.

293 to 303
PHOTOS, NO. 350 to 355
373 to 379

DATE OF PHOTOGRAPHS November 28, 1933

10:35 A.M. to 1:00 P.M.

	BY	DATE FROM	TO
ROUGH RADIAL PLOT	<i>R.D. Cross</i> R.D. Cross	5-15-34	6-20-34
SCALE FACTOR (0.956)	<i>R.D. Cross</i> R.D. Cross	6- 2-34	6-20-34
SCALE FACTOR CHECKED	<i>J.C. Partington</i> J.C. Partington	6-21-34	6-21-34
PROJECTION	<i>R.D. Cross</i> R.D. Cross	7- 3-34	7- 3-34
PROJECTION CHECKED	<i>J.C. Partington</i> J.C. Partington	7- 3-34	7- 3-34
CONTROL PLOTTED	E.C. Broadwell	7 -6-34	7- 7-34
CONTROL CHECKED	<i>D.J. Batte</i> D.J. Batte	7- 9-34	7- 9-34
TOPOGRAPHY TRANSFERRED	<i>H.M. Turner</i> H.M. Turner	12- 4-34	12- 5-34
TOPOGRAPHY CHECKED	<i>R.D. Cross</i> R.D. Cross	12- 5-34	12- 5-34
SMOOTH RADIAL LINE PLOT	<i>R.D. Cross</i> R.D. Cross	7-16-34	7-25-34
RADIAL LINE PLOT CHECKED	<i>J.C. Partington</i> J.C. Partington	7-26-34	7-26-34
DETAIL INKED	<i>H.M. Turner</i> H.M. Turner	12- 5-34	3- 4-35

AREA OF DETAIL INKED 8.5 sq. Statute Miles (Land Area)

AREA OF DETAIL INKED .03 sq. Statute Miles (Shoals in Water Area)

LENGTH OF SHORELINE (more than 200 m. from nearest opposite shore)
16.79 Statute Miles

LENGTH OF SHORELINE (rivers and sloughs less than 200 m. wide)
7.74 Statute Miles

LENGTH OF STREETS, ROADS, TRAILS, R.R., etc. 51.86 Statute Miles

GENERAL LOCATION Maryland, Chesapeake Bay

LOCATION ~~Magothy River~~, Gibson Island ~~Section~~

DATUM North American 1927

STATION Symington, 1933 Latitude 39° 04' 05.032" = 155.2 m.
Longitude 76° 26' 10.313" = 247.9 m.

Field Computations

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

AIR PHOTO
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-5339

REGISTER NO. T-5339 **5339**

State Maryland

General locality Chesapeake Bay

Locality ~~Magothy River~~, Gibson Island, ~~Section~~

Scale 1:10,000 Date of Photographs November 28, 1933
Date of ~~Survey~~ Compilation March 4, 1935

~~Vessel~~ Photo Compilation Party # 25

Chief of party Lieut. (j.g.) J.C. Partington, March 5, 1935
Reviewed and recommended for approval

Photographs plotted by R.D. Cross July 25, 1934
~~Surveyed by~~

Inked by H.M. Turner March 4, 1935

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

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

Instructions dated March 14, 1934, 19.....

Remarks: Compilation of aerial photographs:
Nos. 293-303; 350-355; 373-379

PROJECTION DIAGRAM

SHEET NO. 5339

Scale = 1:10,000

Scale Factor = 0.956

Distances Multiplied by Scale Factor Are Given in Red.

- - - - -

	31'	76° 30'	29'	28'	27'	26'	76° 25'	
07'	(4133.9) 4324.3	(2756.0) 2882.8	(1378.0) 1441.4	(1378.0) 1441.4 (1768.8) 1850.3	(2756.0) 2882.8	(4133.9) 4324.3		07'
06'	(4135.1) 4325.3	(2756.7) 2883.5	(1378.4) 1441.8	(1378.4) 1441.8 (3537.7) 3700.5	(2756.7) 2883.5	(4135.1) 4325.3		06'
39° 05'	(4135.9) 4326.3	(2757.3) 2884.2	(1378.6) 1442.1	(1378.6) 1442.1 (5306.6) 5550.8	(2757.3) 2884.2	(4135.9) 4326.3		39° 05'
04'	(4137.1) 4327.4	(2758.1) 2884.9	(1379.0) 1442.5	(1379.0) 1442.5	(2758.1) 2884.9	(4137.1) 4327.4		04'

Layout by R.D.C. 6-30-34

Checked R.H.Y. 7- 2-34

SHEET NO. 5339

SCALE FACTOR COMPUTATIONS

Photos 290-318

- - -

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Measured Distance</u>	<u>Computed Distance</u>	<u>Scale Factor Meas./Comp.</u>
Symington 1933*		Purse 1906 r'33	1960	2052	.955
Sand 1932		Gate 1932	1363	1420	.960
Front Gable Whitehall House, Whitehall Cr. 1932		Hack 1932	1915	2010	.953
Center Chimney Labrot house, red brick, Crab- bing Cr. 1932		Hack 1932	1515	1590	.953
Windmill-Bayside Farm, Sandy Pt. 1932		Sand 1932	560	587	.954
Gib 1933*		Purse 1906 r'33	2800	2929	.956
Tar 1933*		Gib 1933*	2195	2312	.949
Baltimore L.H. 1918 r'33		Purse 1906 r'33	3318	3490	.951
Skid 1933		Purse 1906 r'33	1715	1813	.946
Skid 1933		Baltimore L.H. 1918 r'33	2489	2611	.953
Son 1933*		Baltimore L.H. 1918 r'33	2446	2584	.947
Son 1933*		Purse 1906 r'33	2447	2565	.954
Rude 1933*		Baltimore L.H. 1918 r'33	5495	5777	.951
Hic 1933*		Gib 1933*	1838	1927	.954
Field 1903 r'33		Hic 1933*	1449	1526	.950
Field 1903 r'33		Tar 1933*	865	906	.955
Acre 1933*		Tar 1933*	3857	4064	.949
Pavilion 1933*		Skid 1933	2230	2357	.946

(cont'd)

SHEET NO. 5339

SCALE FACTOR COMPUTATIONS

Photos 290-318 (cont'd)

- - -

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Measured Distance</u>	<u>Computed Distance</u>	<u>Scale Factor Meas./Comp.</u>
Pavilion 1933*		Purse 1906 r'33	1190	1253	.950
White Br. Chy. Gibson Island 1933*		Purse 1906 r'33	1950	2048	.952
Pink Terra Cotta Chy. 1933*		Purse 1906 r'33	2037	2136	<u>.954</u>

Average Scale Factor = .952

This average scale factor is computed for the entire flight but only part of this flight (293-303) falls on the tracing area of the sheet.

Triangulation stations marked (*) fall on this sheet.

Computed by R.D.C. 6/5/34
Checked by J.C.P.

SHEET NO. 5339

SCALE FACTOR COMPUTATIONS

Photos 319-361

- - -

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Measured Distance</u>	<u>Computed Distance</u>	<u>Scale Factor Meas./Comp.</u>
South Chimney Red-roofed house 1932		Acre 1933*	7290	7569	.963
Acre 1933*		Purse 1906 r'33	2297	2392	.960
Acre 1933*		Pavilion 1933*	2415	2515	.960
Purse 1906 r'33		Center Chimney, La- brot house, red brick Crabbing Cr. 1932	5345	5521	.968
Center Chimney, Labrot house, red brick, Crab- bing Cr. 1932		South Chimney Red-roofed house 1932	4858	5039	.964
Center Chimney, Labrot house, red brick, Crabbing Cr. 1932		Green 1932 r'34	3812	3951	.965
South Chimney Red-roofed house 1932		Annapolis High Power Radio Tower No. 1 1932 r'33	2345	2453	.956
Disposal Plant Chy. 1915 r'33*		Field 1903 r'32	3934	4148	.948
"					
Disposal Plant Chy. 1915 r'33*		Tar 1933*	3571	3762	.949
Rude 1933*		Tar 1933*	1803	1908	.945
Rude 1933*		Field 1903 r'32	1444	1527	.946
Field 1903 r'32		Tar 1933*	855	906	.944
Arundel 1898- 1906 r'32		Ridge (R.M.#3) 1932	3467	3638	.953

Average Scale Factor = .955

This average scale factor is computed for the entire flight but only part of this flight (350-355) falls on the tracing area of this sheet.

Triangulation stations marked (*) fall on this sheet.

Computed by E.C.B. 6/13/34
Checked by J.C.P.

SHEET NO. 5339

SCALE FACTOR COMPUTATIONS

Photos 362-403

- - -

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Measured Distance</u>	<u>Computed Distance</u>	<u>Scale Factor Meas./Comp.</u>
Rock Point 1906*		Disposal Plant Chy. 1915 r'33*	4610	4770	.966
Disposal Plant Chy. 1915 r'33*		Tar 1933*	3650	3763	.970
Tar 1933*		Linstid 1848 r'33*	3050	3163	.964
Park 1933*		Chest 1933*	1378	1438	.958
Chest 1933*		Linstid 1848 r'33	1245	1316	.946
Linstid 1848 r' 33*		Rock Point 1906*	8285	8588	.965
Green 1932 r'34		Fort 1903 r'32	1066	1114	.957
Chink 1932		Green 1932 r'34	1983	2071	.958
Greenbury Point shoal Lighthouse 1898 r'32		Chink 1932	1645	1715	.959
Greenbury Point shoal Lighthouse 1898 r'32		Green 1932 r'34	780	812	.961
Cross on Cath- olic Retreat, Manresa 1932		Field 1903 r'32	1030	1077	.956
Cross on Cath- olic Retreat, Manresa 1932		Weems 1903 r'32	1295	1367	.947
Annapolis High Power Radio Tower No. 1 1932 r'33		Green 1932 r'34	1353	1411	.959
Annapolis High Power Radio Tower No. 2 1932 r'33		Green 1932 r'34	1110	1153	.963
Annapolis High Power Radio Tower No. 3 1932 r'33		Green 1932 r'34	744	773	.962

(cont'd)

SHEET NO. 5339

SCALE FACTOR COMPUTATIONS

Photos 362-403
(cont'd)

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Measured</u> <u>Distance</u>	<u>Computed</u> <u>Distance</u>	<u>Scale Factor</u> <u>Meas./Comp.</u>
Annapolis High Power Radio Tower No. 4 1932 r'33		Green 1932 r'34	1390	1450	.959
Annapolis High Power Radio Tower No. 6 1932 r'33		Green 1932 r'34	830	860	.965

High Black		Field 1903 r'32	1132	1180	.951
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Water Tank 1932

High Black Water Tank 1932	Weems 1903 r'32	1132	1192	.950
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South Chimney Red-roofed house 1932	Field 1903 r'32	1128	1180	.956
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South Chimney Red-roofed house 1932	Severn 1932	570	601	.948
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High Black Standpipe, An- napolis 1932 r'33	Severn 1932	2530	2659	.951
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High Black Standpipe, An- napolis 1932 r'33	Cliff 1932	2458	2661	.958
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Cliff 1932	Fort 1903 r'32	980	1022	.959
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Severn 1932	Cliff 1932	1510	1588	.951
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Field 1903 r'32	Severn 1932	770	803	.959
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Manassa 1932	Severn 1932	943	984	.958
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SHEET NO. 5339

SCALE FACTOR COMPUTATIONS

Photos 362-403 (cont'd)

- - -

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Measured Distance</u>	<u>Computed Distance</u>	<u>Scale Factor Meas./Comp.</u>
Jacqueline 1932		Weems 1903 r'32	490	516	.950
Mago 1933*		Ulm 1933*	1980	2063	.960
Pagoda 2 Story 1933*		Mago 1933*	355	374	<u>.949</u>
Average Scale Factor =					.957

This average scale factor is computed for the entire flight but only part of the flight (373-379) falls on the tracing area of the sheet.

Triangulation stations marked (*) fall on this sheet.

Computed by R.D.C. 6/20/34
Checked by J.C.P.

SHEET NO. 5339

SCALE FACTOR COMPUTATIONS

- - -

<u>Flight</u>	<u>Average Scale Factor</u>
Photos 290-318	.952
Photos 319-361	.955
Photos 362-403	<u>.957</u>
Average Scale Factor for Sheet = .955	

Scale factor of .956 was used in order to make junction with adjoining sheets.

SHEET NO. 5339

CONTROL DATA

	North American Datum				1927 Datum	x Scale Factor
	°	'	"	m.	m.	m.
Acre 1933	39	03	37.516	1156.9	(704.3) 1145.9 (426.4)	(673.3) 1095.5 (407.6)
	76	27	42.104	1012.4	1016.4	971.7
<u>Big 1933</u>	39	04	10.340	318.8	(1542.4) 307.8 (89.2)	(1474.5) 294.3 (85.3)
	76	30	56.126	1349.3	1353.3	1293.8
Chest 1933	39	04	44.272	1365.2	(496.0) 1354.2 (596.3)	(474.2) 1294.6 (570.1)
	76	29	35.040	842.2	846.2	809.0
Cupola Pav. Park Point 1933	39	04	46.00	1418.5	(442.8) 1407.5 (640.1)	(423.3) 1345.6 (611.9)
	76	28	33.22	798.4	802.4	767.1
Dutch 1933	39	04	42.817	1320.4	(540.8) 1309.4 (653.4)	(517.0) 1251.8 (624.7)
	76	27	32.658	785.0	789.0	754.3
Field 1933	39	05	34.879	1075.6	(785.7) 1064.6 (827.1)	(751.1) 1017.8 (790.7)
	76	26	25.425	611.0	615.0	587.9
Flag Pole, Shore Acres 1933	39	03	37.46	1155.2	(706.0) 1144.2 (487.7)	(674.9) 1093.9 (466.2)
	76	27	39.56	951.1	955.1	913.1
Front Chy. Yellow House 1933	39	03	52.20	1609.6	(251.6) 1598.6 (640.5)	(240.5) 1528.3 (612.3)
	76	29	33.20	798.3	802.3	767.0
Gib 1933	39	04	32.294	995.8	(865.4) 984.8 (510.4)	(827.3) 941.5 (487.9)
	76	26	38.610	928.1	932.1	891.1
Hic 1933	39	05	22.209	684.9	(1176.4) 673.9 (793.7)	(1124.6) 644.2 (758.8)
	76	27	26.811	644.4	648.4	619.9

SHEET NO. 5339

CONTROL DATA (cont'd)

	North American Datum				1927 Datum	x Scale Factor
	<u>°</u>	<u>'</u>	<u>"</u>	<u>m.</u>	<u>m.</u>	<u>m.</u>
Hun 1933	39	05	02.066	63.7	(1797.6) 52.7	(1718.5) 50.4
	76	30	38.945	936.0	(502.1) 940.0	(480.0) 898.6
Jack 1933	39	05	19.462	600.2	(1261.0) 589.2	(1205.5) 563.3
	76	25	28.409	682.8	(755.3) 686.8	(722.1) 656.6
Linstid 1848 r'33	39	05	21.737	670.3	(1191.0) 659.3	(1138.5) 630.3
	76	29	08.800	211.5	(1226.6) 215.5	(1172.6) 206.0
Linstid 2 1933* (N.A. 1927 Datum)	39	05	20.743		(1210.6) 639.7	(1157.3) 611.6
	76	29	08.675		(1233.6) 208.5	(1179.3) 199.3
<u>Mago 1933</u> ✓	39	04	18.564	572.5	(1288.7) 561.5	(1232.0) 536.8
	76	30	11.776	283.1	(1155.1) 287.1	(1104.3) 274.5
Mt. Pt. Beacon 1933	39	03	19.920	614.3	(1246.9) 603.3	(1192.0) 576.8
	76	26	02.951	71.0	(1367.8) 75.0	(1307.6) 71.7
<u>Pagoda 2 Story 1933</u> ✓	39	04	18.33	565.2	(1296.1) 554.2	(1239.1) 529.8
	76	30	27.32	656.9	(781.6) 660.9	(747.2) 631.8
Park 1933	39	04	46.445	1432.3	(429.0) 1421.3	(410.1) 1358.8
	76	28	35.297	848.4	(590.1) 852.4	(564.1) 814.9
Pavilion 1933	39	03	37.047	1142.4	(718.8) 1131.4	(687.2) 1081.6
	76	25	57.508	1382.7	(56.1) 1386.7	(53.6) 1325.7
Pink TerraCotta Chy 1933	39	04	08.27	254.9	(1606.4) 243.9	(1535.7) 233.2
	76	26	14.95	359.3	(1079.2) 363.3	(1031.7) 347.3

(*) Computed directly on N.A. 1927 Datum

SHEET NO. 5339

CONTROL DATA (cont'd)

	North American Datum				1927 Datum	x Scale Factor
	°	'	"	m.	m.	m.
Red Chy. Ho. on Dobbins Is. 1933	39	04	41.00	1264.4	(596.9) 1253.4	(570.6) 1198.2
	76	27	35.91	863.1	(575.1) 867.1	(549.8) 829.1
Rude 1933	39	06	17.357	535.3	(1326.0) 521.3	(1267.7) 501.2
	76	25	52.797	1268.6	(169.2) 1272.6	(161.8) 1216.6
Son 1933	39	04	14.439	445.3	(1415.9) 434.3	(1353.6) 415.2
	76	25	30.843	741.5	(697.0) 745.5	(666.3) 712.7
Symington 1933* (N.A. 1927 Datum)	39	04	05.032		(1695.0) 155.2	(1620.4) 148.4
	76	26	10.313		(1194.6) 217.9	(1142.0) 237.0
Tar 1933	39	05	45.277	1396.2	(465.0) 1385.2	(444.5) 1324.3
	76	27	00.677	16.3	(1422.2) 20.3	(1359.6) 19.4
Ulm 1933	39	03	53.495	1649.6	(211.6) 1638.6	(202.3) 1566.5
	76	28	52.196	1254.9	(183.6) 1258.9	(175.5) 1203.5
<u>Ward 1933</u> ✓	39	04	41.717	1286.4	(574.0) 1275.4	(548.7) 1219.3
	76	30	14.828	356.4	(1082.1) 360.4	(1034.5) 344.5
White Br. Chy Gibson Island 1933	39	04	05.19	160.0	(1701.2) 149.0	(1626.3) 142.4
	76	26	08.86	213.1	(1225.4) 217.1	(1171.5) 207.5

(*) Computed directly on N.A. 1927 Datum

DESCRIPTIVE REPORT

To Accompany

PHOTO COMPILATION SHEET NO. 5339

Chesapeake Bay: Magothy River, Gibson Island Section

Instructions Dated March 14, 1934

- - - -

1. GENERAL INFORMATION:

(a) Refer to Title Sheet.

(b) Refer to Statistics Sheet.

(c) No general report covering this area is available. The area extends from the 39° 07' parallel on the north to the Magothy River on the south and from Chesapeake Bay on the east to the 76° 30' meridian on the west.

The north east section of the sheet and the section along the main highway to Baltimore is covered by cultivated fields. The western and southern part is hilly and is covered almost entirely by trees.

(d) The following photographs were used in plotting this sheet:

<u>Photo Numbers</u>	<u>Flight Strip Location</u>	<u>Date</u>	<u>Time</u>	<u>Stage of Tide</u>
293 to 303	Over the central part of Gibson Island	11-28-33	10:35 AM to 1:00 PM	Low--- 8:37 AM High-- 3:20 PM
350 to 355	Bodkin Creek to Sillery Bay	11-28-33	10:35 AM to 1:00 PM	Low--- 8:37 AM High-- 3:20 PM
373 to 379	Rock Point to Broad Creek	11-28-33	10:35 AM to 1:00 PM	Low--- 8:37 AM High-- 3:20 PM

(e) Refer to Statistics Sheet.

2. CONTROL:

(a) Sources:

The triangulation stations shown on the celluloid furnished sufficient control for plotting the sheet. These triangulation stations were obtained from the ~~Progress Sketches~~ ^{work} of the following Chiefs of Parties:

(*) N.B. The paragraphs (numbers and letters) listed refer to those shown on pages 22 and 23 of Notes on Compilation of Planimetric Line Maps.

DESCRIPTIVE REPORT

SHEET NO. 5339

- - - -

Lieut. Roland D. Horne
Lieut. John A. Bond

Projects G 113 and G 136 1933 & 1934
Magothy River 1933

The triangulations stations obtained from the ^{work} ~~progress sketches~~ of Lieut. Roland D. Horne were on North American 1927 Datum. All other stations were adjusted to North American 1927 Datum by applying the following correction furnished by the Washington Office: From the forward latitude position subtract eleven meters and to the forward longitude position add four meters.

(b) Errors:

The longitude of Station "Hic 1933" shown on Form No. 28 B is in error. An error of over one hundred meters was made in converting the seconds into meters on this form and this error should be corrected in the Washington Office.

The following stations were not used in running the radial plot:

<u>Station</u>	<u>Remarks</u>
Flagpole, Shore Acres 1933	Not tied in by field party.
Mountain Point Beacon 1933	Not tied in by field party.
Linstid 1848 r'33	This station is now in the basement of a house which was under construction when the pictures were taken. The station is somewhere near the center of the house but it cannot be pricked accurately.
Linstid 2 1933	This station was found by the field party but it is located in the yard of a newly constructed house and so many changes have taken place in the ground since the pictures were taken that the station cannot be tied in.
Dutch 1933	Very difficult to locate on pictures.
Red Chimney House on Dobbins Is.	Very difficult to locate on pictures.

(c) Discrepancies:

No discrepancy in position of any control station was found in running this plot. There is possibly a discrepancy in the position of Linstid 1848 r'33 as this station has been lowered several feet to the basement of a house. A report covering this station has already been sent in and it does not require further discussion herein. The station was not used in running the radial plot.

3. COMPILATION:

(a) Method:

The usual radial line method was used to determine the position of all radial points.

*noted and corrected
6/25/35
P.H.*

DESCRIPTIVE REPORT

SHEET NO. 5339

- - -

(b) Adjustment of Plot:

No adjustment was necessary in plotting this sheet.

(c) Interpretation:

The pictures 373 to 379 are very dim, making it difficult to accurately trace detail from the wing prints. For this reason, considerable difficulty was experienced in tracing the shore line between Hickory Bar Point and Broad Creek. This is also true of the shore line around Dobbins Island and between Chest Neck Point and the western boundary of the sheet. Also, it is impossible to accurately show the houses along the shore in these sections. These areas have been checked very carefully and we believe that they are correctly shown on the compilation.

(d) Information from other sources:

All information on this sheet except names was obtained directly from the photographs.

(e) Conflicting Names:

See table "Discrepancies in Names" on next page.

New Names:

No new names are recommended in this area.

4. COMPARISON WITH OTHER SURVEYS:

- (a) This compilation was compared with photostats of Topographic Sheets of the U.S. Coast and Geodetic Survey, Nos. 6037 and 6038. It was also compared with U.S. Geological Survey Quadrangles.

- (b) In making above comparisons, ~~small~~ differences in shore line were noted at the following places:

Chesapeake Bay, 500 meters south of station Rude.

Chesapeake Bay, the causeway connecting the mainland to Gibson Island. This causeway was out up and practically destroyed in the storm of August 1933 and had been temporarily rebuilt when the pictures were taken. At the present time it is being rebuilt with a concrete seawall and will be permanent after present work is completed.

Grays Creek on the Magothy River.

Dobbins Island, Magothy River.

Upper end of Cornfield Creek, Magothy River.

Other variations in shore line are of such minor character that they require no special comment.

DISCREPANCIES IN NAMES APPEARING ON PHOTO COMPILATION NO. 5339

Name appearing on Topographic Sheet No. 6037	Name appearing on U.S. C. & G. S. Chart No. 549	Name appearing on U.S. G.S., North Pt. Quad	Correct Name according to decision of Geographic Board
Tar Cove	Tarcoat Cove	Tar Cove	Tar Cove ✓
Hickory Point	Hickory Bar Point	Hickory Point	Hickory Point ✓
Dobbins Id.	Dobbins I.	Dutch Ship I.	Dobbins Is.
Purdy Point	Purdy Point	Clove Point	Purdy Point
Stony Bar Point	Stony Bar Point	Rock Bar Point	Rock Point.
Redhouse Cove	Redhouse Cove	Redhouse Creek	Redhouse Cove

DESCRIPTIVE REPORT

SHEET NO. 5339

- - - -

5. LANDMARKS:

- (a) On account of the recent topographic surveys in this vicinity no additional landmarks or recoverable objects were recommended by the field party.
- (b) No additional objects show with sufficient prominence under the stereoscope to be recommended for landmarks.

6. RECOMMENDATIONS FOR FURTHER SURVEYS:

- (a) The compilation is believed to have a probable error of 3 meters in position of well defined detail of importance for

- (b) The width of roads has been exaggerated where necessary to procure well defined lines when the sheet is reproduced.
Only the houses located where they may be of value for hydrography have been shown.

7. RECOVERABLE OBJECTS:

The Baltimore Office has no record of any described recoverable topographic stations in this area and the field inspection party did not recommend any recoverable objects to be included in this compilation.

Respectfully submitted,

J.C. Partington
J.C. Partington
Jr. H. & G.E.
Chief of Party

Date. April 4, 1935 GEOGRAPHIC NAMES

Survey No. T-5339

Chart No. 77-1226,549

Diagram No. 77

Approved by the Division of Geographic Names, Department of Interior. *

Referred to the Division of Geographic Names, Department of Interior. R

Under investigation. Q

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	<u>Tar Cove</u> *	<u>Tarcoat Cove</u>			
	<u>Hickory Point</u> *	<u>Hickory Bar Pt (Ch 549)</u>			
	<u>Dobbins Island</u> *	<u>same 549, 1226</u>			
	<u>Purdy Point</u> *	<u>same 549, 1226</u>			
	<u>Rock Point</u> *	<u>Stony Bar Pt (Ch 549)</u>			
	<u>Redhouse Cove</u> *	<u>same 549.</u>			
	<u>Cornfield Creek</u>	<u>549, 1226</u>			
	<u>Long Point</u>	<u>549, 1226</u>			
	<u>Magathy Narrows</u>	<u>549</u>			
	<u>Red house Cove</u>	<u>549</u>			
	<u>Windmill Point</u>	<u>549</u>			
	<u>Purdy Point</u>	<u>549, 1226</u>			
	<u>otter Pond</u>	<u>549, 1226</u>			
	<u>Gibson Island</u>	<u>549, 1226</u>			
	<u>Holland Point</u>	<u>549, 1226</u>			

GEOGRAPHIC NAMES

Date. April 4, 1935.Survey No. T-5339Chart No. 77, 1226, 549Diagram No. 77

Approved by the Division of Geographic Names, Department of Interior. *

Referred to the Division of Geographic Names, Department of Interior. R

Under investigation. Q

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	<u>Long Cove</u>	same ch. 549			
	<u>Park Creek</u>	ch. 549, 1226			
	<u>Park Point</u>	549, 1226			
	<u>Broad Creek</u>	549, 1226			
	<u>Chest Neck Pt.</u>	549, 1226			
	<u>Chest Neck</u>	549, 1226			
	<u>Blackhole Creek</u>	549, 1226			
	<u>Mt Carmel</u>	549, 1226			
	<u>Lake Shore</u>	549, 1226			
	<u>Magothy River</u> *	549, 1226			

REVIEW OF AIR PHOTO COMPILATION T-5339

Comparison with Plane Table survey T-6037 (1933) 1:10,000.

T-6037 is a rather complete plane table survey made within one month of the date of the photographs and showing roads, buildings, and shore line in the area covered by the eastern half of this compilation. There are numerous differences in location of detail between the compilation and T-6037.

Buildings on T-6037 are much too large and in some instances are out of position from 3 to 20 meters. Buildings on the compilation as submitted by the field party were more accurately located but were also too large. The buildings now shown on the compilation have been redrawn from the photographs and positions checked, and should be used in preference to the positions given on T-6037. All buildings shown on T-6037 are shown on the compilation except for a few which could not be seen accurately on the photographs.

Shore line differences between this compilation and T-6037 are numerous and vary in size from 3 to 25 meters. The shore line on the compilation has been carefully checked in this office from a study of both the photographs and T-6037 and has been corrected for errors in location and interpretation. The photographs are rather dim^{and} in some instances it has been possible to obtain a better interpretation after comparison with the plane table survey than was given by the field draftsman. There remain numerous differences, in some places amounting to as much as 25 meters, which after examination of the photo plot are unaccounted for except as plane table errors. The compilation as now completed should be accepted in preference to T-6037. A note to that effect has been made on T-6037.

Comparison with T-6038 (1933) 1:10,000.

T-6038 was surveyed within about one month of the date of the photographs. Only a small section of T-6038 falls within the area of this compilation. The same conditions apply as discussed for T-6037 in the preceding paragraph except that differences ~~were not made~~^{are not} so large. Detail on this compilation should be accepted in preference to the plane table for that area of T-6038 which is covered *by the compilation*.

Comparison with Previous Surveys.

T-2286 (1897). This is a topographic survey on 1:20,000 scale made 38 years ago. It covers the Patapsco River and Chesapeake Bay from the Magothy River to Curtis Point. Only a small portion of T-2286 is common to the compilation and in this area there are no large changes of topography. Prominent points still remain but there are many small changes of shore line. New roads have been built; other improvements and developments by man have been made. Except for the contours, T-2286 is superseded by this compilation for the area in common.

T-2325 (1898). This is a topographic survey on 1:20,000 scale made 37 years ago. It covers the Magothy River and Broad Neck, joins T-2286 on the north. The largest and most marked change of shore line occurs at Mountain Point on Gibson Island, where the shore line has built up approximately 150 meters since the time of T-2325. Except for the contours, T-2325 is superseded by this compilation for the area in common.

Remarks.

Widths of roads have been exaggerated by the field draftsman and are not to scale.

Lionard G. McSann
Nov 29, 1935.

B. J. Jones

REVIEW OF AIR PHOTO COMPILATION NO. *T-5338*Chief of Party: *J.C. Partington*Compiled by: *H.M. Turner*Project: *HT 175*Instructions dated: *March 14, 1934*

- ✓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 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. 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)~~
No blue-prints or maps transmitted.
- ✓5. Differences between this compilation and contemporary plane table and hydrographic surveys have been examined and rectified in the field before forwarding the compilations to the office and are discussed in the descriptive report.
Discussed in descriptive 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)
High water line on sand beach shown as traced on field photographs by field inspection party except as noted specifically in the following pages of this review.

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)~~
No recoverable objects 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 submitted with this compilation
 See list attached to descriptive reports T-6038, T-6037.*

- ✓11. ~~All bridges shown on the compilation are accompanied by a note stating whether fixed or draw, clearance, and width of draw if a draw bridge. Additional information of importance to navigation is given in the descriptive report. (Par. 16c)~~
No bridges on this compilation.

- ✓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) ✓
North Point Quadraugle available for geographic name comparison.

- ✓13. The geographic datum of the compilation is *North American 1927* and the reference station is correctly noted. (Field computations)
Datum station is unadjusted.

- ✓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 Longi- ✓
 tude 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:

18. Examined and approved;

J.C. Partington
Chief of Party

19. Remarks after review in office:

See following page.

Reviewed in office by:

L. A. Nelson
May 29, 1935.

✓ B. G. Jones

Examined and approved:

K. T. Adams
Asst Chief, Section of Field Records
Division of Charts
L. O. Dolbert
Chief, Division of Charts

B. Borden
Chief, Section of Field Work
Stude
Chief, Division of Hydrography
and Topography.

Descriptive Report T5339 Supplemental

Filed 9/5/39

The topographic stations shown in red on T5339 Supplemental were transferred on this date from the original Graphic Control Survey T6037. These stations are landmarks recommended by T6037. They should have been transferred to T5339 during the review in May 1935 but were omitted and have been transferred to the Supplemental at this time to complete the records. The stations have already been applied to the charts from T6037.

In transferring station House(East Cable) Lat 39 06 Long. 76 25 a difference in position of 7 meters in Lat. and 9 meters in Long. was found between the Graphic Control Survey and the Air Photographic Survey T 5339

From the differences found and checked during the original review of T5339 the Air Photographic Survey is considered correct. A note has been made on T6037 referring to T5339 for the correct position of this station. The list of Landmarks in the Descriptive report T6037 has been corrected. Since the station has been applied to the charts as noted above the ~~error~~ corrected position has been reported to the Chart Standards on this date.

B.G. Jones
B. G. Jones 9/5/39