

5342

Form 504
Rev. Dec. 1933
DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Air Photo

Topographic

Hydrographic

Sheet No. 5342

Applied to New Comp. Chart 545 June 29-1938. Chas. R. Bush,

Applied to New Comp. of Chart 549 May 23 1939 Chas R. Bush,

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. 5342

REGISTER NO.

State Maryland

General locality Chesapeake Bay

Locality Stedds Pt. to Stony Pt.
Patapsco River, Marley Creek, Stony Creek & Reck Creek

Date of Photographs April 28 & May 18 1934

Scale 1:10,000 Date of ^{Compilation} ~~Survey~~ December 3, 1934

~~Vessel~~ Photo Compilation Party # 25

Chief of party Lieut. (j.g.) J.C. Partington, March 18, 1935
Reviewed and recommended for approval

Photographs plotted by S.M. Stoler, December 3, 1934
~~Surveyed by~~

Inked by A.V. Merkel March 6, 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. 537-555, 576-585, 696-708.

PROJECTION DIAGRAM

SHEET NO. 5342

Scale = 1:10,000

Scale Factor = 1.034

Distances multiplied by Scale Factor are given in Red.

- - - - -

76° 35'	34'	33'	32'	31'	76° 30'
12'	(1465.0) 4318.2	(2976.7) 2878.8	(1488.3) 1439.4	(5739.5) 5550.8	13'
12'	(1466.0) 4319.2	(2977.3) 2879.4	(1488.6) 1439.7	(3826.4) 3700.6	12'
11'	(1467.1) 4320.2	(2978.0) 2880.1	(1489.1) 1440.1	(1913.2) 1850.3	11'
39° 10'	(1468.2) 4321.3	(2978.7) 2880.8	(1489.4) 1440.4	(1913.2) 1850.3	39° 10'
09'	(1469.2) 4322.3	(2979.5) 2881.5	(1489.8) 1440.8	(3826.4) 3700.6	09'
08'	(1470.3) 4323.3	(2980.2) 2882.2	(1490.1) 1441.1	(5739.5) 5550.8	08'
07'	(1471.3) 4324.3	(2980.8) 2882.8	(1490.4) 1441.4		07'
76° 35'	34'	33'	32'	31'	76° 30'

Layout by J.W.S.
Checked by R.D.C.

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SCALE FACTOR COMPUTATIONS

Photos 571-585

- - - - -

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Measured Distance</u>	<u>Computed Distance</u>	<u>Scale Factor Meas./Comp.</u>
Quarantine 1915 r'34*		Sledds (U.S.E.) 1915*	1965	1897	1.036
Quarantine 1915 r'34*		Stone 1915	2491	2402	1.037
Quarantine 1915 r'34*		F.S. Royster 1915 r'34	3059	2953	1.036
Quarantine 1915 r'34*		Brooklyn Church, spire 1915	5535	5324	1.040
Quarantine 1915 r'34 *		U.S. Ordinance Plant, tank 1933 r'34 *	3948	3826	1.032
U.S. Ordinance Plant, tank 1933 r'34*		Filbert 1933	2239	2176	1.029
U.S. Ordinance Plant, tank 1933 r'34*		Brooklyn Church, spire 1915	3910	3789	1.032
U.S. Ordinance Plant, tank 1933 r'34*		F.S. Royster 1915 r'34	4544	4412	1.030
F.S. Royster 1915 r'34		Brooklyn Church, spire 1915	3490	3352	1.041
F.S. Royster 1915 r'34		Sledds (U.S.E.) 1915*	2536	2450	1.035
Prudential Oil Co.'s stack 1915		Sledds (U.S.E.) 1915*	2060	1987	1.037
Sugar (U.S.E.) 1916		Quarantine 1915 r'34 *	2325	2245	1.036
Dome 1915*		Brooklyn Church, spire 1915	5235	5041	1.038

Average Scale Factor = 1.035

Average scale factor computed for entire flight but only part of this flight (576-585) falls on the tracing area of the sheet.

Triangulation stations marked (*) fall on this sheet.

Actual scale factor used for sheet was 1.034 in order to correspond with adjoining sheets.

Computed by S.M.S. 8/16/34
Checked by R.D.C.

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CONTROL DATA

Station	North American Datum				1927 Datum	x Scale Factor
	°	'	"	m.	m.	m.
Armistead 1915 r'34* (N.A. 1927 Datum)	39	12	35.226		(764.0) 1086.3 (1139.6) 0.1	(790.0) 1123.2 (1148.5) 0.1
	76	32	00.003			
Base Monument, north (U.S.E.) 1915	39	12	34.591	1066.8	(794.6) 1055.8 (1360.4) 79.4	(821.6) 1091.7 (1140.6) 82.1
	76	32	03.112	75.4		
Brewerton Channel Front Range 1934* (N.A. 1927 Datum)	39	12	28.031		(985.9) 864.4 (34.4) 1105.4	(1019.4) 893.8 (35.6) 1153.2
	76	31	58.567			
Brewerton Channel Rear Range 1934* (N.A. 1927 Datum)	39	12	48.796		(345.5) 1504.8 (1259.9) 179.6	(357.2) 1556.0 (1302.7) 185.7
	76	33	07.483			
Dome 1915	39	12	28.953	892.9	(968.4) 881.9 (339.9) 1099.7	(1001.3) 911.9 (351.4) 1137.1
	76	33	45.668	1095.7		
Fort Carroll Light House 1915 r'34* (N.A. 1927 Datum)	39	12	51.921		(249.3) 1601.1 (1124.1) 305.3	(257.7) 1655.5 (1172.6) 315.9
	76	31	12.731			
Quarantine 1915 r'34 (N.A. 1927 Datum)*	39	13	02.044		(1787.3) 63.0 (1335.7) 104.7	(1848.0) 65.1 (1381.1) 108.3
	76	33	04.365			
Sledds (U.S.E.) 1915	39	13	06.644	204.9	(1656.4) 193.9 (882.0) 557.3	(1712.7) 200.5 (912.0) 576.2
	76	34	23.066	553.3		
Solly 1933* (N.A. 1927 Datum)	39	09	31.488		(879.3) 971.0 (1349.2) 91.6	(909.2) 1004.0 (1395.1) 94.7
	76	34	03.815			
Stony 1934* (N.A. 1927 Datum)	39	10	19.849		(1238.2) 612.1 (379.4) 1061.0	(1280.3) 632.9 (392.3) 1097.1
	76	30	44.195			

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CONTROL DATA

Station	North American Datum				1927 Datum	x Scale Factor
	°	'	"	m.	m.	m.
†. Sugar (U.S.E.) 1916	39	13	15.667	483.1	(1378.1) 472.1	(1425.0) 488.2
	76	34	36.203	868.4	(566.9) 872.4	(586.2) 902.1
Swan 1934* (N.A. 1927 Datum)	39	11	19.227		(1257.4) 592.9	(1300.1) 613.1
	76	31	56.906		(74.3) 1365.8	(76.8) 1412.2
Tank, U.S. Indust- rial Alcohol Co. 1933 r'34	39	13	08.396	258.9	(1602.4) 247.9	(1656.9) 256.3
	76	34	59.368	1424.2	(11.2) 1428.2	(11.6) 1476.8
U.S. Alcohol Co., stack 1933* (N.A. 1927 Datum)	39	13	09.237		(1565.4) 284.9	(1618.6) 294.5
	76	35	01.023		(1414.9) 24.5	(1463.0) 25.3
U.S. Ordinance Plant, tank 1933 r'34* (N.A. 1927 Datum)	39	12	19.00		(1264.4) 585.9	(1307.4) 605.8
	76	35	33.53		(635.2) 804.6	(656.8) 832.0
U.S. Quarantine Station. tank	39	12	52.136		(242.5) 1607.8	(250.7) 1662.5
					(1375.3)	(1422.1)

(N.A. 1927 Datum)

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

(†) Falls without the limits of the compilation as shown.

DESCRIPTIVE REPORT

To Accompany

PHOTO COMPILATION SHEET NO. 5342

Chesapeake Bay: Patapsco River, Marley Creek, Stony Creek,
& Rock Creek

Instructions dated March 14, 1934

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1. GENERAL INFORMATION: *

- (a) Title. Refer to Title Sheet.
- (b) Statistics. Refer to Statistics Sheet.
- (c) No general report covering this area is available. The area is bounded on the north by the Patapsco River, on the east by the 76° 30' 00" meridian, on the south by approximately the 39° 06' 45" parallel, and on the west by the 76° 35' 00" meridian.
- This section is thickly settled along the shores of the rivers and creeks and along the highways. There are only a few cultivated fields and orchards, the rest of the area being covered 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>
537 to 555	North and south between the 76° 32' 00" and the 76° 33' 00" meridians	4-28-34	11:20 AM to 1:00 PM	High-- 5:52 AM Low---12:43 PM
576 to 585	North and south between the 76° 34' 00" and the 76° 35' 00" meridians	4-28-34	11:20 AM to 1:00 PM	High-- 5:52 AM Low---12:43 PM
696 to 708	North and south between the 76° 34' 00" and the 76° 35' 00" meridians	5-18-34	9:45 AM to 1:50 PM	High-- 9:58 AM Low--- 1:50 PM

2. CONTROL: *

(a) Sources:

The triangulation stations shown on the celluloid furnished sufficient control for plotting the sheet. *established by*
These triangulation stations were ~~obtained from the progress sketches of the following Chiefs of Parties:~~

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Lieut. (j.g.) J.C. Partington Patapsco River 1934
Lieut. John A. Bond Baltimore Harbor 1934
Lieut. Roland D. Horne Project No. G-113 1933

Also several stations were obtained from the publication "Triangulation in Maryland".

The stations obtained from the ~~progress sketch~~^{work} of Lieut. John A. Bond, 1934 and those obtained from "Triangulation in Maryland" were on North American Datum and were ~~adjusted~~^{corrected} 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 field party pricked a flagpole for the triangulation station "Base Monument North (U.S.E.) 1915". This is in error as another field inspection party recovered the triangulation station at a later date and found it to be a concrete monument having a copper nail with a cross mark for a point. This station is plotted on the celluloid but was not used in running the radial plot.

(c) Discrepancies:

No discrepancy in the position of any station was found in running the plot.

3. COMPILATION: *

(a) Method:

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

(b) Adjustment of plot:

No serious difficulty was encountered in running the plot and no adjustment of plot was necessary. Most of the territory is covered by overlapping flights which give an additional check upon the accuracy of the points. There is very little control for the southern half of this sheet but the points should be very accurately located judging from the intersections obtained by the radial plot.

(c) Interpretation:

Pictures 543 to 551 inclusive are badly distorted due to tilt and it was very difficult to trace detail from them. The distortion made it difficult to identify houses and docks along Rock Creek. At points where the draftsman was in doubt a field inspection was made in order to clear up the difficulty and it is believed that the compilation is correct in this area.

8.

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(d) Information from other sources:

There are three bridges over navigable streams shown on this compilation. On the following page is the information on these bridges obtained from the U.S. Engineers Department at Baltimore, Md. on January 26, 1935. The information for the bridge over Stony Creek is contained in the publication "List of Bridges over Navigable Waters of the United States - 1927". The data on the other two bridges is not contained in the above mentioned publication.

All other information was obtained directly from the photographs.

(e) Conflicting Names:

The name Solly appears on the U.S. Coast and Geodetic Survey Charts. This name is spelled Solley on the U.S. Geological Survey, Relay Quadrangle. The name is spelled locally as Solley.

Additional Names:

It is recommended that the following names be added to the



BRIDGES

Location		Owner	Kind	Channel Spans				Completion reported	Operating regulations and closed periods	Purpose for which bridge is used
Mi. above mouth	Nearest town street etc.			Clear width normal to channel		Clear Height				
				Left	Center	Right	M.L. W.			
1.0	Stony Creek Md.	Anne Arundel County	Swing	51.4	- -	51.4	11.9	9.9	June 15, 1915	High-way
	South Baltimore									
	Curtis Creek Md.									
1.0	Baltimore	- - -	Bas-cule	- -	150	- -	19.0	17.8	1932	High-way
1.3	Baltimore	B. & O. R. R.	Swing	150	- -	150	15.0	13.8	1930	Rail-way

N.B. Stony Creek bridge is listed as being 3.0 miles above mouth of Creek. This figure is incorrect and the figure given above of 1.0 mile above mouth is approximately correct.

*. The probable error of position given here as 0.5 millimeter on the scale of this compilation is believed to be too small a value especially in the area of this compilation east of $76^{\circ} 31.5'$ where the compilation has not been satisfactorily photographed. A more reasonable estimate of the maximum error of position would be from ~~0.4 to 1.0~~ millimeters.

L.A.M.

B.G. Jones

DESCRIPTIVE REPORT

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5. LANDMARKS: *

[REDACTED]

DESCRIPTIVE REPORT

SHEET NO: 5424

- - -

9. MILITARY RESERVATIONS:

On March 14, 1935 the Commanding Officer, Ordnance Depot, Curtis Creek was interviewed in regard to showing detail within the limits of the U.S. Army Ordnance Depot. The Commanding Officer, Major Everett Collins, advised that no detail should be shown on the photo compilations or charts of this area.

In accordance with the Director's letter of April 4, 1934 and in compliance with the above request, this area has been left blank.

The only topography shown is the high water line and features outside of the high water line.

The present charts show the detail in this area. It is recommended that this detail be taken off the present charts.

Respectfully submitted,

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

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

Baltimore, Md.March 19, 193 5

DIRECTOR, U.S. COAST AND GEODETIC SURVEY:

The following determined objects are prominent, can be readily distinguished from seaward from the description given below, and should be charted:

The prominence of these objects
has been checked from the water.

J.C. Partington

Chief of Party.

D.C. Partington

Chart of 1927.

DESCRIPTION	POSITION					METHOD OF DETERMINATION	CHARTS AFFECTED
	LATITUDE		LONGITUDE		DATUM		
	°	'	D.M. METERS	°		'	
TANK 90 <i>Omit. Not conspicuous letter 277 (1937)</i>	39	12	1183	76	35	47	N.A. 1927 Radial Plot 545 1 X
TANK 50	39	12	444	76	35	69	N.A. 1927 Radial Plot 545, 549 1 ✓
CHY 150	39	12	1632	76	34	298	N.A. 1927 Radial Plot 545, 549 1 ✓
TANK 75	39	11	1834	76	34	126	N.A. 1927 Radial Plot 545, 549 1 ✓
FLAG TOWER	39	11	1777	76	34	224	N.A. 1927 Radial Plot 545 1 ✓
CUP <i>Omit. Sectioned letter 277 (1938)</i>	39	11	1734	76	34	134	N.A. 1927 Radial Plot 545, 549 1 X
SILLO (Δ Dome)	39	12	881.9	76	33	1099.7	N.A. 1927 Triang. 545, 549 1 ✓
TANK 50 (Δ U.S. Chan-ling Station, tank 1933 #V 24)	39	12	1607.8	76	33	64.5	N.A. 1927 Triang. 545, 549 1 ✓
FLAG 30	39	12	1106	76	32	128	N.A. 1927 Radial Plot 545 1 ✓
Charted Landmarks - The continuance of which is recommended.							
Positions sealed by J.W.S.							
Positions checked by R.D.C.							

A list of objects carefully selected because of their value as landmarks as determined from seaward, together with individual descriptions, must be furnished in a special report on this form, and a copy of such report must be attached by the Chief of Party to his descriptive report.

The selection, determination, and description of these points are an important factor in the value of the chart. Landmarks selected at appropriate intervals can be clearly charted. However, when none is outstanding, a group of two or three objects may by their interrelationship provide positive identification. A group so selected should be indicated.

The description of each object should be short, but such as will clearly identify it; for example, a standpipe, elevated tank, gas tank, church spire, tall stack, red chimney, radio mast, etc. Assign numerals to landmarks to indicate: (1) Offshore, (2) inshore, (3) harbor, 1, 2, 3 would be a mark useful on all charts. Generally, flagstaves and like objects are not sufficiently permanent to chart.

LANDMARKS ~~FOR CHARTS~~
TO BE REMOVED FROM CHARTS
Baltimore, Md.

March 19 _____, 1935

The following determined objects are prominent, can be readily distinguished from seaward from the description given below, and should be charted:

[illegible]

The description of each object should be short, but such as will clearly identify it: for example, a standpipe, elevated

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

Baltimore, Md.

December 28, 1934

DIRECTOR, U.S. COAST AND GEODETIC SURVEY:

The following determined objects are prominent, can be readily distinguished from seaward from the description given below, and should be charted:

J.C. Partington

Chief of Party.

[illegible]

A list of objects carefully selected because of their value as landmarks as determined from seaward, together with individual descriptions, must be furnished in a special report on this form, and a copy of such report must be attached by the Chief of Party to his descriptive report.

The selection, determination, and description of these points are an important factor in the value of the chart. Landmarks selected at appropriate intervals can be clearly charted. However, when none is outstanding, a group of two or three objects may by their interrelationship provide positive identification. A group so selected should be indicated.

The description of each object should be short, but such as will clearly identify it; for example, a standpipe, elevated tank, gas tank, church spire, tall stack, red chimney, radio mast, etc. Assign numerals to landmarks to indicate: (1) Offshore, (2) inshore, (3) harbor, 1, 2, 3 would be a mark useful on all charts. Generally, flagstuffs and like objects are not sufficiently permanent to chart.

Date April 9, 1935.

GEOGRAPHIC NAMES

Survey No. T-5342Chart No. 77, 545, 549, 1226Diagram 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>Solley</u> ^{location?}	do. ch. 1226 (correct spelling on ch. 549)			
	<u>Orchard Beach</u>		✓		
	<u>Sunset Beach</u>		✓		
	<u>Cottage ^{Grove} Beach</u> ?		✓		
	<u>Fairhaven Beach</u>		✓		
	<u>Lipins Corner</u>		✓		
	<u>River ^{le} Beach</u>		✓		
	<u>(Lake Waterford)</u>		✓	<u>Waterford Lane</u>	
	<u>Marley Neck</u>		✓		
	<u>Armiger.</u>	do ch. 549, 1226			
	<u>Jacobsville</u>	do - 549, 1226			
	<u>Leading Point</u> ?	549, 545			
	<u>Sledds Point</u>	549, 545			
	<u>Curtis Creek</u>	549, 545			
	<u>Ferry Point</u>	549, 545			
	<u>Marley Creek</u>	549,			
	<u>Tanyard Cove</u>	549,			
	<u>Fort Carroll</u>	549, 545			
	<u>Hawkins Point.</u>	549, 545			
	<u>^{Thoms} Thomas Cove.</u>	549, 545			
	<u>Patapsco River</u>	549, 545			
	<u>Thomas Pt.</u>	549, 545			

GEOGRAPHIC NAMES

Survey No. T-5342Date. April 8, 1935.Chart No. 77, 545, 549, 1226Diagram 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>Goose Neck</u>	549.			
	<u>Cox Creek</u>	549, 1226			
	<u>Stony Point</u>	549, 1226			
	<u>Stony Creek</u>	549, 1226			
	<u>Back Cove</u>	549, 1226			
	<u>Nobbs Creek</u>	549, 1226			
	Constitution Cove	549.			
	<u>Beehive Cove</u>	549			
	<u>Sloop Cove</u>	549			
	<u>Long Cove</u>	549, 1226			
	<u>El, Cove</u>	549, 1226			
	<u>Rock Creek</u>	549, 1226			
	<u>Tar Cove</u>	549, 1226			
	<u>Curtis Bay</u> ?	549, 1226			
	<u>Mountain Road</u>	—	✓	✓	
	<u>Annapolis Blvd</u>	—	✓	✓	
*	<u>Cabin Branch</u>	549, 545, 1226			
	<u>Walnut Point</u> ?	549, 545, 1226.			
	<u>Stahl Point</u>	549, 545, 1226			
	<u>Furnace Creek</u>	549, 1226			
	<u>Big Burley</u>	549, 1226			
	<u>Arundel Cove</u>	549, 545, 1226			
	<u>Swan Creek</u>	549, 545, 1226			

* Detail and name has been removed, transferred to adjoining sheet.

Done
10/21/35.

names approved 10/22/35
K.T.A.

(M-136)

REVIEW OF AIR PHOTO COMPILATION NO. T-5342

Comparison with Previous Topographic Surveys.

T-220 (1845) Scale 1:20,000.

T-220 covers the south shore of the Patapsco River from Bodkin Point to Ferry Point. Changes of culture and shoreline since the time of T-220 are large. T-220 is superseded by this compilation over the common area.

T-983 (1865) Scale 1:10,000.

T-983 covers the south shore of the Patapsco River from the Light St. Bridge to Swan Creek. Changes of culture and shoreline since 1865 are large. Except for the contours which are shown on T-983, T-983 is superseded by the compilation over the common area.

T-2269 (1898) Scale 1:10,000.

T-2269 covers the Patapsco River from Curtis Creek to Gwynns Falls. Only a small portion of T-2269 is common to the compilation between Sleds Point and Leading Point. This portion has changed considerably since 1898 and is superseded by this compilation.

T-2286 (1898) Scale 1:20,000.

T-2286 is the most recent complete plane table survey made in this area. It covers the Chesapeake Bay and Patapsco River from Gibson Island to Curtis Creek. Shoreline differences between T-2286 and this compilation, changes since the time of T-2286 are given as follows:

At mouth of Rock Creek:

Latitude 39° 09'.5

60 meters maximum

Longitude 76° 30'

At Orchard Beach

0 to 50 meters

At Goose Neck

0 to 40 meters

Between ~~Thomas~~ ^{Thomas} Cove and Hawkins Pt.

0 to 30 meters

Other changes since the time T-2286 was made are new roads, beach improvements, and real estate developments. Except for the contours shown on T-2286, T-2286 is superseded by this compilation.

T-4065a (1924) Scale 1:10,000.

T-4065a covers the Patapsco River in Baltimore Harbor. No shoreline is shown on T-4065a over the area covered by this compilation, except a portion of Curtis Creek shoreline. T-4065a is superseded by this compilation over the common area.

Comparison with the Charts.

Chart No. 545.

New landmarks and landmarks recommended for deletion are given at the back of this Descriptive Report. Landmark "SILO" on this chart corresponds to triangulation station Dome, 1915.

The wreck shown on this chart in latitude $39^{\circ} 12'.9$, longitude $76^{\circ} 33'.35$ has been transferred to the compilation from H-4371 (1924). It could not be identified on the photographs but its existence has not been disproved.

The submerged rock on chart 545 on ^{Thoms}~~Thomas~~ Cove and the submerged wreck south of Hawkins Point could not be identified on the photographs but are not disproved. These are not shown on this compilation.

Chart No. 549.

The discussion for Chart 545 given above also applies for Chart No. 549. In addition there is a submerged wreck shown on chart 549 at the mouth of Rock Creek which could not be identified on the photographs but is not disproved and not shown on this compilation.

Chart No. 1226.

The submerged wreck shown on this chart between Sleds Point and Leading Point has been transferred to the compilation from H-4371 (1924). It could not be identified on the photos and its existence has not been disproved.

The submerged rock in ^{Thoms}~~Thomas~~ Cove and the submerged wrecks, one South of Hawkins Point, the other at the mouth of Rock Creek, could not be identified on the photographs. This detail is not shown on the compilation, ~~although in all probability it is still in existence.~~
Changes to be made to these charts as a result of this compilation are discussed under the comparison with previous Topographic Surveys.

There are no new hydrographic surveys or any graphic control surveys of this area.

Remarks.

The projection of this compilation was tested roughly by checking long diagonals and found satisfactory.

The heights of bluffs as given below were estimated by the field inspection party. They are not shown on the compilation as they do not apply to a specific location.

In Rock Creek	10 to 30 feet
In Stony Creek	15 to 30 feet
In Nabbs Creek	10 to 25 feet
At Stony Point	10 feet
At Orchard Beach	30 feet
In Cox Creek	10 to 15 feet
At Hawkins Point	30 feet
At Leading Point	15 feet
At Walnut Point	15 feet
In Curtis Creek	5 to 20 feet.

July 18, 1935.

Leonard A. McGann,

VB Jones

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)
Descriptions of stations filed with this compilation. See review at back for detail.
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)
Duplicate attached to descriptive report.
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 66k)
13. The geographic datum of the compilation is *North American 1927* and the reference station is correctly noted. *Datum station is unadjusted.*
14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j) *Datum station*
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. The whole map shall be printed on one side of the sheet. ✓

7. Buildings are drawn with clear straight lines and square corners where such is the case on the ground. ✓