

5419

U. S. COAST & GEODETIC SURVEY
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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. 5419

State Maryland

LOCALITY

Chesapeake Bay

South River - Upper Portion

Project No. HT-145

Photographs ~~1935~~ taken May 1934

CHIEF OF PARTY

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

U. S. GOVERNMENT PRINTING OFFICE: 1934

5419

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. 549

REGISTER NO.

State Maryland

General locality Chesapeake Bay

Locality South River - Upper Portion

Date of Photographs May 18, 1934

Scale 1:10,000 Date of ~~survey~~ Compilation Apr. 19, 1935

Vessel Photo Compilation Party # 25

-STATISTICS-

on

SHEET, FIELD NO. 5419, REG. NO. 7-5419.

PHOTOS, NO. 655-675

785-797

DATE OF PHOTOGRAPHS May 18, 1934

9:45 A.M. to 1:50 P.M.

	<u>BY</u>	<u>FROM</u>	DATE <u>TO</u>
ROUGH RADIAL PLOT	S.M. Stoler	7-10-34	7-30-34
SCALE FACTOR (0.970)	S.M. Stoler	7-23-34	7-30-34
SCALE FACTOR CHECKED	<i>R.D. Cross</i> R.D. Cross & E.C. Broadwell	7-31-34	7-31-34
PROJECTION	<i>J.W. Seager</i> J.W. Seager	1-11-35	1-11-35
PROJECTION CHECKED	<i>R.D. Cross</i> R.D. Cross	1-11-35	1-11-35
CONTROL PLOTTED	<i>R.H. Young</i> R.H. Young	1-14-35	1-14-35
CONTROL CHECKED	<i>R.D. Cross</i> R.D. Cross	1-15-35	1-15-35
TOPOGRAPHY TRANSFERRED	<i>R.H. Young</i> R.H. Young	3- 6-35	3- 6-35
TOPOGRAPHY CHECKED	<i>R.D. Cross</i> R.D. Cross	3- 7-35	3- 7-35
SMOOTH RADIAL LINE PLOT	<i>R.D. Cross</i> R.D. Cross	3-11-35	3-22-35
RADIAL LINE PLOT CHECKED	<i>J.C. Partington</i> J.C. Partington	3-23-35	3-23-35
DETAIL INKED	<i>R.H. Young</i> R.H. Young	3-25-35	4-19-35
AREA OF DETAIL INKED 19.6 sq. Statute Miles (Land Area)			
AREA OF DETAIL INKED .01 sq. Statute Miles (Shoals in Water Area)			
LENGTH OF SHORELINE (more than 200 m. from nearest opposite shore) 15.2 Statute Miles			
LENGTH OF SHORELINE (rivers and sloughs less than 200 m. wide) 2.7 Statute Miles			
LENGTH OF STREETS, ROADS, TRAILS, R.R. etc. 53.65 Statute Miles			
GENERAL LOCATION Chesapeake Bay, Maryland			
LOCATION South River - Upper Portion			
DATUM North American 1927			
STATION	Jenks 1933	Latitude 38° 57' 29.438" = 907.8 m.	Longitude 76° 34' 58.556" = 1410.0 m.

Field Computations

SHEET NO. 5419 - PROJECTION DIAGRAM

2.

Scale = 1:10,000

Scale Factor = 0.970

Distances Multiplied by Scale Factor Are Given in Red.

01'	39'	38'	37'	36'	76° 35'	34'	01'
	(4200.5)	(2800.3)	(1400.2)				
	4330.4	2886.9	1443.5	(5384.1)			
				5550.6			
39° 00'	(4201.5)	(2801.0)	(1400.5)				39° 00'
	4331.4	2887.6	1443.8	(3589.4)			
				3700.4			
59'	(4202.4)	(2801.6)	(1400.8)				59'
	4332.4	2888.3	1444.1	(1794.7)			
				1850.2			
58'	(4203.4)	(2802.3)	(1401.2)				58'
	4333.4	2889.0	1444.5				
57'	(4204.5)	(2802.9)	(1401.5)				57'
	4334.5	2889.6	1444.8				
56'	(4205.4)	(2803.6)	(1401.8)				56'
	4335.5	2890.3	1445.2				
38° 55'	(4206.4)	(2804.3)	(1402.1)				38° 55'
	4336.5	2891.0	1445.5				
	39'	38'	37'	36'	76° 35'	34'	

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

SHEET NO. 5419

SCALE FACTOR COMPUTATIONS

Photos 655-670

- - - - -

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Measured Distance</u>	<u>Computed Distance</u>	<u>Scale Factor Meas./Comp.</u>
Windmill - Wilmer Estate 1933		Poplar 1933	759	781	.972
Boyd 1933 *		Edge 1933 *	748	768	.973
Edge 1933 *		Brown 1933 *	652	676	.964
Works 1934 *		Windmill - Wilmer Estate 1933	4758	4924	.966
Works 1934 *		Edge 1933 *	3775	3896	.968
Boyd 1933 *		Windmill - Wilmer Estate 1933	2219	2306	.962
Average Scale Factor =					.968

Triangulation stations marked (*) fall on this sheet.

Entire flight given falls on tracing area of sheet.

Computed by S.M.S. 7/30/34
Checked by R.D.C.

SHEET NO. 5419

SCALE FACTOR COMPUTATIONS

Photos 674-705

- - - -

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Measured Distance</u>	<u>Computed Distance</u>	<u>Scale Factor Meas./Comp.</u>
Solly 1933		Crownsville 1933	14590	14983	.974
Solly 1933		Cedar 2 1934	10390	10636	.977
Solly 1933		Jit 1934 (Topo)	9882	10099	.978
Solly 1933		Chapman 1934	10924	11180	.977
Crownsville 1933		Chapman 1934	5673	5884	.964
Crownsville 1933		Cedar 2 1934	4850	5023	.966
Crownsville 1933		Jit 1934 (Topo)	4882	5065	.964
Jit 1934 (Topo)		Chapman 1934	2663	2754	.967
Crownsville 1933		Brew 1934	4328	4484	.965
Solly 1933		Brew 1934	11033	11292	<u>.977</u>

Average Scale Factor = .971

This average scale factor is computed for the entire flight but only part of this flight (674-675) falls on the tracing area of the sheet.

None of the above triangulation stations fall on this sheet.

Computed by S.M.S. 7/26/34
Checked by E.C.B.

SHEET NO. 5419

SCALE FACTOR COMPUTATIONS

- - - -

<u>Flight</u>	<u>Average Scale Factor</u>
655 to 670	.968
674 to 705	<u>.971</u>

Average Scale Factor for Sheet = .970

* Falls without the limits of the printed compilation.

SHEET NO. 5419

CONTROL DATA

- - -

Station	North American Datum				1927 Datum	x Scale Factor
	<u>°</u>	<u>'</u>	<u>"</u>	<u>m.</u>	<u>m.</u>	<u>m.</u>
Addison 1933	38	57	28.944	892.5	(968.7) 881.5	(939.6) 855.1
	76	34	26.637	641.4	(799.4) 645.4	(775.4) 626.0
Bear 1933	38	57	48.125	1484.0	(377.2) 1473.0	(365.9) 1428.8
	76	35	37.293	897.9	(542.8) 901.9	(526.5) 874.8
Beard 1933	38	56	58.511	1804.3	(56.9) 1793.3	(55.2) 1739.5
	76	34	03.064	73.8	(1367.4) 77.8	(1326.4) 75.5
Bovd 1933	38	57	15.691	483.9	(1377.4) 172.9	(1336.1) 158.7

SHEET NO. 5419

CONTROL DATA (Cont'd)

Station	North American Datum				1927 Datum	x Scale Factor
	°	'	"	m.	m.	m.
Lamp 1933 *	38	56	58.017	1788.9	(72.2) 1777.9	(70.0) 1724.6
	76	33	25.332	610.0	(830.8) 614.0	(805.9) 595.6
Larramore 1933 *	38	57	06.404	197.5	(1663.7) 186.5	(1613.8) 180.9
	76	33	44.824	1079.4	(361.4) 1083.4	(350.6) 1050.9
Porter 1933	38	57	50.047	1543.3	(317.9) 1532.3	(308.4) 1486.3
	76	35	11.027	265.5	(1175.0) 269.5	(1139.8) 261.4
Simmon 1933 *	38	57	21.449	661.3	(1199.9) 650.3	(1163.9) 630.8
	76	33	36.381	876.0	(564.8) 880.0	(547.9) 853.6
Siren on Bridge * House 1933	38	57	05.18	159.8	(1701.5) 148.8	(1650.5) 144.3
	76	33	20.12	484.5	(956.3) 488.5	(927.6) 473.8
View 1933	38	57	13.228	407.9	(1453.3) 396.9	(1409.7) 385.0
	76	34	21.243	511.5	(929.3) 515.5	(901.4) 500.0
Works 1933 * (N.A. 1927 Datum)	38	59	09.312		(1563.1) 287.2	(1516.2) 278.6
	76	33	48.048		(287.7) 1156.5	(279.1) 1121.8

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

* Fall without the limits of printed compilation.

SHEET NO. 5419
CONTROL DATA (Cont'd)

Station	North American 1927 Datum			x Scale Factor	
	°	'	"	m.	m.
Trav. Sta. # 4-A 1935	39	00	42.304	(545.7) 1304.5 (1198.2)	(529.3) 1265.4 (1162.2)
	76	36	10.204	245.5	238.1
Trav. Sta. # 5-A 1935 * (Monumented but not used for control)	39	00	40.813	(591.7) 1258.6 (1112.6)	(573.9) 1220.8 (1079.2)
	76	36	13.762	331.2	321.3
Trav. Sta. # 6-A 1935 *	39	00	32.668	(842.8) 1007.4 (801.2)	(817.5) 977.2 (777.2)
	76	36	26.706	642.6	623.3
Trav. Sta. # 2-B 1935	38	55	55.141	(149.8) 1700.4 (1400.0)	(145.3) 1649.4 (1358.0)
	76	38	01.873	45.1	43.7
Trav. Sta. # 3-B 1935	38	56	04.903	(1699.0) 151.2 (1075.7)	(1648.0) 146.7 (1043.4)
	76	38	15.340	369.5	358.4
Trav. Sta. # 5-B 1935	38	56	22.680	(1150.8) 699.4 (559.7)	(1116.3) 678.4 (542.9)
	76	38	36.761	885.4	858.8
Trav. Sta. # 6-B 1935 *	38	56	52.996	(216.0) 1634.2 (598.4)	(209.5) 1585.2 (580.4)
	76	38	35.151	846.4	821.0
Trav. Sta. # 7-B 1935 * (Monumented but not used for control)	38	57	05.335	(1685.7) 164.5 (622.1)	(1635.1) 159.6 (603.4)
	76	38	34.164	822.7	798.0
Trav. Sta. # 9-B 1935	38	57	20.597	(1215.1) 635.2 (740.8)	(1178.6) 616.1 (718.6)
	76	38	29.235	704.0	682.9

(*) Station marked with standard hydrographic disc set in concrete monument.

(+) Station not used in running the plot.

SHEET NO. 5419

CONTROL DATA (Cont'd)

Station	North American Datum				1927 Datum	x Scale Factor
	°	'	"	m.	m.	m.
Trav. Sta. # 3-C 1935	38	57	01.872	57.7	(1803.5) 46.7	(1749.4) 45.3
	76	35	09.372	225.7	(1215.1) 229.7	(1178.6) 222.8
Trav. Sta. # 4-C * 1935	38	56	57.344	1768.3	(92.9) 1757.3	(90.1) 1704.6
	76	35	26.525	638.7	(802.1) 642.7	(778.0) 623.4
Trav. Sta. # 5-C * 1935 (Monumented + but not used for control)	38	56	54.183	1670.8	(190.4) 1659.8	(184.7) 1610.0
	76	35	38.295	922.1	(518.7) 926.1	(503.1) 898.3
Trav. Sta. # 7-C 1935	38	56	51.373	1584.2	(277.0) 1573.2	(268.7) 1526.0
	76	35	55.684	1340.9	(99.9) 1344.9	(96.9) 1304.6
Trav. Sta. # 5-D 1935 (N.A. 1927 Datum)	39	00	52.084		(244.1) 1606.1	(236.8) 1557.9
	76	35	50.376		(231.6) 1212.0	(224.6) 1175.6
Trav. Sta. # 6-D * 1935 (N.A. 1927 Datum) (Monumented but not used for control)	39	00	38.709		(654.7) 1195.5	(635.1) 1159.6
	76	35	46.076		(335.0) 1108.7	(325.0) 1075.4
Trav. Sta. # 7-D * 1935 (N.A. 1927 Datum) (Monumented but not used for control)	39	00	33.065		(830.6) 1019.6	(805.7) 989.0
	76	35	44.947		(362.2) 1081.6	(351.1) 1049.2
Trav. Sta. # 9-D (N.A. 1927 Datum)	39	00	22.006		(1171.6) 678.6	(1136.4) 658.2
	76	35	23.205		(885.4) 558.4	(858.8) 541.6

(*) Station marked with standard hydrographic disc set in concrete monument.

(+) Station not used in running the plot.

"C" Traverse on North American Datum.

"D" Traverse on North American 1927 Datum.

DESCRIPTIVE REPORT

To Accompany

PHOTO COMPILATION SHEET NO. 5419

Chesapeake Bay: South River - Upper Portion

Director's Instructions Dated March 14, 1934

- - -

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 territory included in the compilation is bounded on the north by the $39^{\circ} 01' 00''$ parallel, on the east by the $76^{\circ} 34' 00''$ meridian, on the south by the $38^{\circ} 55' 00''$ parallel and on the west by the $76^{\circ} 38' 00''$ meridian. Approximately 4 square miles of detail in the southwestern corner of this area has been omitted because of a skip between pictures 796 and 797 making it impossible to run a radial plot in this section.

The section is very hilly and is covered almost entirely by thick woods. It is thinly settled along the main highways and along the water front but there are practically no houses in the western half of the area.

(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>
655 to 675	North and south along the $76^{\circ}-34'-00''$ meridian	5-18-34	9:45 AM to 1:50 PM	High-- 7:43 AM Low--- 2:57 PM
785 to 797	North and south between the $76^{\circ}-30'-00''$ meridian and the $76^{\circ}-37'-00''$ meridian	5-18-34	9:45 AM to 1:50 PM	High-- 7:43 AM Low--- 2:57 PM

(e) Refer to Statistics Sheet.

2. CONTROL: *(a) Sources:

The following triangulation stations were ~~obtained from the progress sketch of Lieut. John A. Bond, South, West and Rhode Rivers~~ ^{established by} in 1933. These stations ~~were~~ ^{corrected} on N.A. Datum and were ~~adjusted~~ ^{corrected} to N.A. 1927 Datum by subtracting 11 meters from the forward latitude position and adding 4 meters to the forward longitude position:

* 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

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- - - - -

Addison	Broad	Lamp
Bear	Brown	Porter
Beard	Glen	Siren on Bridge House
Boyd		View

All 1933

The following triangulation stations ^{by} ~~were obtained from the~~
~~progress sketch of Lieut. Roland D. Horne, Project No. G-113~~
~~1933. These stations are on N.A. 1927 Datum:~~

Jenks
 Davidsonville
 Works

In order to furnish sufficient control for running the plot the following open end traverses were run:

Beginning at triangulation station "Crownsville 1933" and using reference mark No. 3 for a starting azimuth a traverse was run along the highway leading south from the above mentioned station. This traverse continues for 9 stations and these stations are designated with the letter "D" following the number. This traverse was not terminated on a triangulation station and for this reason the stations are considered to be located with less than third order accuracy. Stations 5-D, 6-D, 7-D and 9-D are described on Form No. 524 as recoverable H. and T stations. Only stations Nos. 6-D and 7-D are permanently marked with concrete monuments, the other stations being marked by pine stakes. Stations 5-D and 9-D were the only stations used in running the plot.

Beginning at station 5-D on the above traverse and using traverse station 4-D for a starting azimuth a traverse was run along a road leading in a southwesterly direction. This traverse continues for six stations and these stations are designated with the letter "A" following the number. Stations 4-A, 5-A and 6-A are described on Form No. 524 as recoverable H and T stations. Only stations 5-A and 6-A are permanently marked with concrete monuments, the others being marked by pine stakes. Only stations 4-A and 6-A were used in running the plot.

Beginning at "Davidsonville 1933" and using Holy Family Catholic Church Spire for a starting azimuth a traverse was run along a road in a northwesterly direction. This traverse continues for 9 stations and these stations are designated with the letter "B" following the number. Stations 2-B, 3-B, 5-B, 6-B, 7-B, and 9-B are described on Form No. 524 as recoverable H and T stations. Only stations 6-B and 7-B are permanently marked with concrete monuments, the others being marked with pine stakes. All "B" stations but 7-B were used in running the plot.

DESCRIPTIVE REPORT

SHEET NO. 5419

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Beginning at triangulation station "View 1933" and using triangulation stations "Jenks 1933" as a starting azimuth a traverse was run along a road in a westerly direction. This traverse continues for 7 stations and these stations are designated with the letter "C" following the number. Stations 3-C, 4-C, 5-C, and 7-C are described on Form No. 524 as recoverable H and T stations. Only stations 4-C and 5-C are permanently marked with concrete monuments, the others being marked with pine stakes. Only stations 3-C, 4-C and 7-C were used in running the plot.

None of the above traverses were terminated on a triangulation station as the nature of the ground is such that it is difficult to run long traverses without spending considerable time in the field. The angles were measured with a 2 second two micrometer theodolite measuring 2 sets of 3 D/R and closing the horizon. Distances were measured with a 50 meter steel tape and all distances were checked with a 300 foot steel tape. *Positions of traverse stas are given on Form 524 cards. Computations are filed in*

(b) Errors: *Air Photo. Unit. Rm. 1209. B.9A.*

The station "Lamp 1933" was not used in running the plot as the field party picked the wrong point for the station. No error in position of any control station was found in running the plot.

(c) Discrepancies:

The stations along the shore of South River are very difficult to prick on the photographs because they are located among trees. On pictures where the trees obscure the points on the ground these stations are possibly pricked slightly in error. This caused no trouble in running the plot because there are several stations located close together in this vicinity and the best stations could be chosen on each picture.

3. COMPILATION:

(a) Method:

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

(b) Adjustment of Plot:

There are only three or four pictures in this compilation that can be definitely fixed in at least three wings. The remaining pictures have control in only one or two wings. In running the plot the control stations were held very closely and the wings having no control were adjusted until excellent intersections were obtained.

T 6031 gives 9.0 ft at M.L.W

W.S.E. Bridge list for 1927 gives ^{9.3}~~4.6 ft~~ M.L.W. } ~~obviously~~
8 ft H.W. }

in error

Mean Range of tide approx 1.0 ft.

9.0 ft M.L.W. from T6031 - 1.0 ft = 8 ft M.H.W.

~~shown on compilation~~

Bgg

DESCRIPTIVE REPORT

SHEET NO. 5419

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(c) Interpretation:

This area is so completely covered by trees that it is impossible to see the houses in some sections. There is a possibility that some of the houses have been omitted for this reason. No other difficulty was encountered in interpreting the pictures.

(d) Information from other sources:

The information on the highway bridge over the South River was obtained from the publication "List of Bridges over the Navigable Waters of the United States 1927". This information differs a little from the information given on Topographic Sheet No. 6031. *See opposite page*

The names shown on the compilation were obtained from Topographic Sheet No. 6031, from U.S. Coast and Geodetic Survey Charts, and from U.S. Geological Survey, Owensville Quadrangle. Also, some of the names were obtained from local residents of the area.

All other information was obtained directly from the photographs.

(e) Conflicting names:

There are no conflicting names on this sheet.

Additional names:

The name Tarmans Branch was obtained from the U.S. Geological Survey, Owensville Quadrangle. It does not appear on Topographic Sheet No. 6031 nor on existing U.S. Coast and Geodetic Survey Charts.

Riva is the name of the Post Office that serves a small settlement and this name should be added to the charts.

All other names are either shown on existing charts or on Topographic Sheet No. 6031 and therefore are not considered as new names.

4. COMPARISON WITH OTHER SURVEYS:

- (a) The shore line was compared with photostats of Topographic Sheet No. 6031. The shore line checks very closely but there are several places where a small difference occurs and these places are listed below:

Upper end of Beards Creek
Upper end of South River, Western Side
Upper end of Broad Creek.

BRIDGE DATA

FROM: List of Bridges over the Navigable Waters of the United States, 1927

Mi. above Mouth	Nearest town	Owner	Kind	Clear width Normal to Channel		Clear Height M.L.W. H.W.	Completion Reported	Operating Regulations	Purpose for Which Used
				Left	Right				
6	River-view, Md.	Anne Arundel County	Sw.	40	--	9.3 8	Jan. 1923	--	Highway

FROM: Topographic Sheet No. 6031, 1933

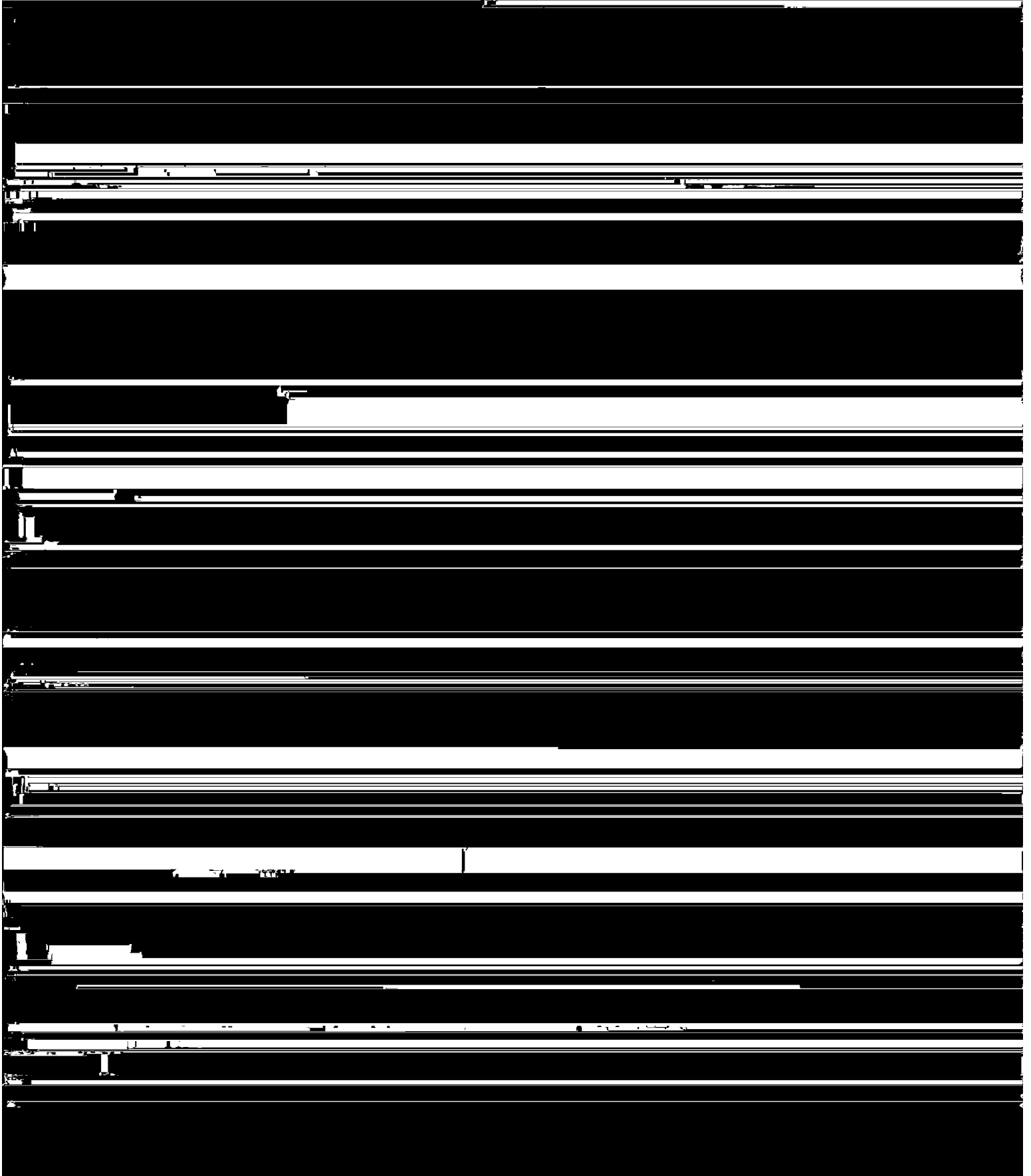
Hor. Clearance		M.L.W.	
Sw.	39	38	9
	S. side	N. side	

Opens slowly by hand.

* A closer estimate of the accuracy of intersected points would be between 0.3 and 0.5 mm. For non-intersected points the value of estimated error is between 0.5 mm and 1.0 mm.
Lam.

DESCRIPTIVE REPORT

SHEET NO. 5/19



Remarks

Decisions

1		
2		
3	Riva is the present name of <u>Riverview</u> OK for Topo <u>YHE</u>	
4		
5		
6		
7		
8		
9		
10		
11	This is Boyd Pt on the U.S. Quad and Chart 550	
12		
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15		
16		
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20		
21		
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23		
24		
25		
26		
27		

GEOGRAPHIC NAMES

Survey No.

T-5419

Name on Survey

	A	B	C	D	E	F	G	H	K	
										1
<u>Iglehart</u>	*		✓							2
<u>Riva</u>	*					✓	✓			3
<u>North R. Tarmans Branch</u>	(U.S. 6.0)		*				North River			4
<u>Broad Creek</u>	*	✓	✓							5
<u>Beards Creek</u>	*	✓	✓							6
<u>South River</u>	*	✓	✓				✓			7
<u>Beards Point</u>	*	✓	✓							8
<u>Porter Point</u>	✓	T6031								9
<u>Addison Point</u>	✓	T6031								10
<u>Boyd's Point</u>	*		✓							11
<u>Hammond-Ferry Road</u>										12
<u>The Generals Highway</u>										13
<u>Defense Highway</u>										14
<u>Add</u>										15
<u>Flat Creek</u>		T248								16
<u>Granville Cr.</u>		*								17
<u>Cedar Pt.</u>		*								18
<u>Goose I.</u>	✓	T5329								19
										20
										21
	Names underlined in red approved									22
	by KTA on 1/26/36									23
										24
										25
										26
										27

Review of Air Photo Compilation T 5419

Photographs May 1934

Scale 1: 10 000

Comparison with contemporary Plane Table Survey:

T 6031 (July 1933) 1:20 000. T6031 is a survey of water front detail of South River above Poplar Point and was made about ten months prior to the date of the photographs for this compilation.

Shoreline differences between T 6031 and this compilation amount to from 0.3 mm to 2.0 mm. These differences are for short sections of the shoreline and are due largely to the plane table sketching. They do not indicate any considerable error in either the planetable traverses or the photo plot. The photographs are clear and the compilation is accepted as correct after comparison with the photographs in this office.

The pile and the wreck near Ferry Road Bridge and several buildings which could not be seen on the photos due to trees have been transferred to the compilation in this office from T6031.

The descriptive report for T 6031 states that the small docks along South River are of a temporary nature and are often taken out by storms. Such docks on T 6031 which do not show on the photographs have not been transferred to this compilation since the photographs are subsequent to the planetable survey.

All detail on T6031 in this area is now shown on the compilation except for temporary planetable stations, the magnetic meridian, and small docks as mentioned above.

Comparison with previous Planetable Surveys:

There have been numerous changes of shoreline and culture since the older surveys. Comparison with the old surveys listed below shows that the compilation is complete and adequate to supersede the sections of those surveys which it covers with the exceptions noted:

T 248 (1847) 1:20 000	Except for contours
T 249 (1847) 1:20 000	
T 2394 (1899) 1:20 000	Except for contours

Comparison with the Charts:

Chart 550

There have been a number of changes in the small ^{docks.} ~~piers~~. A number of the small docks shown on Chart 550 from T6031 are not shown on this compilation for reasons stated in Par. 4 above. A new pier has been built at the south end of Ferry Road Bridge and covers the pile now shown in that position on the chart.

Reviewed Feb. 25, 1936

Ronald A. Williams
V. B. G. Jones

REVIEW OF AIR PHOTO COMPILATION NO. T-5419

Chief of Party: J. C. Partington

Compiled by: R. H. Young

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)

TRAVERSE WITH THEODOLITE & TAPE FOR CONTROL OF PHOTO PLOT
DISCUSSED IN DESCRIPTIVE REPORT. ✓

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. ✓

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

8. The representation of low water lines, ~~reefs, coral reefs and rocks,~~ and legends pertaining to them is satisfactory. (Par. 38, 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)
Traverse stations shown as recoverable H. & T. stations. ✓
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. ✓
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. ✓
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 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:

18. Examined and approved;

J. C. Partington
Chief of Party

19. Remarks after review in office:

Reviewed in office by: Leonard A. McNamee. February 25 1936

Examined and approved:

C. K. Green
Chief, Section of Field Records

L. O. Lobbert
Chief, Division of Charts

Fred. L. Peacock
Chief, Section of Field Work

G. H. Hude
Chief, Division of Hydrography
and Topography.