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Form 504
Rev. April 1935

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Topographic
Hydrographic

Sheet No. T-5694

State Maryland

LOCALITY

Chester River

Eastern Shore Chesapeake Bay

Photographs taken April 30, 1937

1937 40

CHIEF OF PARTY

L.W. Swanson

Applied to Reconstruction of Chart 548 - Aug. 1, 1941 - J. Walker

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-5694

REGISTER NO.

State Maryland

General locality Eastern Shore Chesapeake Bay

Locality Chester River
photographs

Scale 1:10,000 Date of survey April 30, 1937

Vessel Air Photographic Survey Party No.2

Chief of party L.W. Swanson
Field Inspection W.C. Russell and D.A. Jones
Compilation J. Aleck

Surveyed by

Inked by J.Aleck --Detail ; W.E. Schmidt-- Shoreline

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

Contour, Approximate contour, Form line interval ** feet

Instructions dated May 13, 1939, 19

Remarks: Rough Draft

DATA RECORD T-5694

PHOTOGRAPHS

No.	Date	Time	Scale	Stage of Tide
1203-1205	April 30, 1937	11:32-11:45A.M.	1:10,000	2.0ft. above M.L.W.
1207-1209	"	11:47-11:55A.M.	"	"
1232-1234	"	11:57-12:15A.M.	"	"
1323	"	3:02- 3:14P.M.	"	"

CAMERA: U.S. Coast and Geodetic Survey nine lens, F 8 $\frac{1}{2}$ inches.

Negatives on file in the Washington office.

*Stage of tide is from predicted tables for Chestertown

SUPPLEMENTAL SURVEYS

Field inspection, Land areas *about 1938.* ~~about 1939.~~ W.C. Russell & D.A. Jones

Shoreline ~~about 1939.~~ D.A. Jones

Details on T5694 are of the date of the photographs. The field inspection showed no details later than the photographs.

STATISTICS

CHIEF OF PARTY-----L.W. Swanson

PLACE OF COMPILATION-----Baltimore, Md.

SCALE FACTOR-----I.M. Zeskind & R.A. Gilmore, 11/1/39

PROJECTION-----Ruling Machine, Washington Office 11/7/39

PROJECTION CHECKED BY-----Washington Office 11/7/39

CONTROL PLOTTED BY-----D.A. Jones, 11/14/39

CONTROL CHECKED BY-----L.W. Swanson, 11/15/39

RADIAL PLOT BY-----R.A. Gilmore

HYDROGRAPHIC SIGNALS PRICKED BY--R.A. Gilmore, W.C. Russell, N.L. Haslow

ADDITIONAL RADIAL POINTS-----J. Aleck

SHORELINE INKED BY-----W.E. Schmidt --- 1/2/40-1/4/40

DETAIL INKED BY-----J. Aleck-8/5/40-12/1/40

SHORELINE (under 200m) -----2.0 statute miles

AREA-----31.7 sq. statute miles

ROADS, STREETS, TRAILS, RAILROADS-----85.0 statute miles

DATUM-----North American 1927 ✓

REFERENCE STATION-----Hyde, 1934

Lat. 39° 14' 1183.9 30.370" (666.4) (1183.9 m)

Long. 75° 53' 1118.9 44.63" (329.1) (1118.3 m) *adjusted*

*This sheet has been checked by J. Rihn -
S. Photo. Aid — as of Jan. 19-1941*

X coordinate: 1,112,592.18 FT. ✓

Y coordinate: 515,631.12 FT.

DESCRIPTIVE REPORT
to accompany

AIR PHOTOGRAPHIC SURVEY SHEET NO. T-5694
CHESTER RIVER
EASTERN SHORE CHESAPEAKE BAY
MARYLAND

Date of this report -----Dec. 5, 1940

INSTRUCTIONS

Instructions for Project HT-215, of which this sheet is a part, are dated May 13, 1938.

CONTROL

The control for this sheet consist of two triangulation stations shown on the sheet by the triangulation symbol. Neither lies within the detailed area but are close to junction lines.

U.S. Coast and Geodetic Survey stations :

- 1) Hyde, 1934
- 2) Woodall, 1934

The plot consisted of one plot for six sheets

SCALE PLOT

A complete description of the scale plot can be found in the descriptive report accompanying sheet T-5693.

RADIAL PLOT

A complete description of the radial plot can be found in the descriptive report accompanying sheet T-5693 *and T-5696*

See Desc. report and review T-5696 for a detailed discussion.

DETAIL

This sheet was detailed as arrough draft. All information on the sheet other than control was taken from the photographs and the field inspection notes. The roads and railroads between latitudes 39 18 and 39 19 were drawn as full or dashed lines so that they could be charted. ^{as per the Director's letter dated May 7, 1940.} As an aid in detailing, additional radial points were cut in, using the original radial points as control. Where the photographs were closely to scale radial points were not added. Green circles indicate two cuts and blue circles indicate three cuts.

JUNCTIONS

This sheet joins	T-5659 and T5660	on the North
	T-5693	on the South
	T-5697	on the West

The junction with sheets T-5660, T-5693, and TT-5697 was good. Four radial points were relocated to make the junction with T-5659 fit. These points are indicated by green circles and affect the roads crossing the junction near longitudes 75 53 and 75 56. The road crossing the junction at 75 54½ is labeled DFL and should be labeled DDL. A fence is shown on this sheet at long. 75 55½ and extends beyond the junction with sheet T- 5659

GEOGRAPHIC NAMES

Geographic names appearing on this sheet are listed on form M 234.

COMPARISON WITH PREVIOUS SURVEYS

T-3024 (1909-1910) No inland details are shown on T-3024. The general shape of Chester River is the same on both surveys. Since there was no control along this portion of the river the displacements may be due to errors in the plane table as well as to erosion and accretion.

There is no sand along the shore of Chester River.

Between long. 75 50 and 75 51 there is no similarity between the two surveys since the old survey ends near long. 75 50.

GEOGRAPHIC NAMES

Survey No. T5694

Name on Survey	A. On Chart No. 1226	B. On previous survey No. T- 3024	C. On U. S. quadrang. Maps	D. From local information	E. On local Maps No. 1226	F. P. O. Guide or Map	G. Rand McNally Atl.	H. U. S. Light List	K.
✓ <u>Black</u>			✓		✓				1
✓ <u>Chester River</u>	✓	✓	✓		✓				2
✓ <u>Chesterville</u>			✓		✓				3
✓ <u>Lambson</u>			✓		✓				4
✓ <u>Millington</u>	*	**	✓		✓				5
✓ <u>Mills Branch</u>			✓		✓				6
✓ <u>Unicorn Branch</u>			✓						7
✓ <u>Chestertown</u> <u>Branch, P. R. R.</u>									8
✓ <u>Centerville Branch</u> <u>P. R. R.</u>									9
									10
✓ <u>Andover Branch</u>									11
✓ <u>Cypress Branch</u>									12
<u>Morgan creek</u>			✓						13
									14
									15
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									22
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									25
									26
									27

Remarks

Decisions

1		393759
2		390762
3		392759
4		393758
5	** Formerly Jones Landing * Formerly Jones Landing	392758
6		"
7		392758
8		} According to Railway Guide.
9		
10		
11		
12		392758
13		"
14		
15		
16	[y L Heck on 3/17/41]	
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REVIEW OF AIR PHOTO COMPILATION NO. T-5694

Chief of Party: L. W. Swanson

Compiled by: J. Aleck

Project: H. T. 215

Instructions dated: May 13, 1938
and Director's letter of Au. 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~~, ~~f~~ and ~~g~~; ~~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 ~~d, 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)
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.
No contemporary surveys.
6. The control and adjustment of the photo plot are discussed in the descriptive report. Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 126; ~~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)
- ~~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 ~~65~~)
- 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)
- 15. The drafting is satisfactory and particular attention has been given the following:
 - ✓1. Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report.
 - ✓2. The degrees and minutes of Latitude and Longitude are correctly marked.

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

(Par. 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47)

- ✓16. No additional surveying is recommended at this time.

17. Remarks: This compilation is not of the same accuracy as the map drawings to the west. The flights on the eastern part of the sheet are too widely spaced and much detailing has been done with radial points located by only two cuts; also due to not sufficient overlap of flights very poor two cut intersections were had along the line of flight.
It is felt that this work is sufficiently accurate for charting purposes.

18. Examined and approved;

And checked by *J. R. Kim* *Jan Dec-19, 1940*

L. L. Swanson
Chief of Party

*Forwarded
to Sumner
5/2-141*

DIVISION OF CHARTS

Section of Field Records

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-5694

There are no contemporary graphic control surveys in this area.

Hydrographic Surveys

The 1940 hydrographic survey of Chester River has not yet been received in the office.

Previous Topographic Surveys

T-3024 (1:20,000) 1910

A detailed comparison between T-3024 and T-5694 is ^{given} made on page 3 of the descriptive report. T-5694 supersedes the part of T-3024 which it covers.

Comparison With Chart 1226

T-5694 has not been applied to Chart 1226 at the date of this review. This sheet shows additional roads and minor shoreline corrections ~~of to~~ the chart.

Radial Plot

The plot was made in one unit for six sheets and is discussed in detail in the descriptive report for T-5696. The six sheet plot was *not* checked in this office.

Field Inspection and Detailing

The field inspection and detailing of T-5694 were complete as received from the field, with the exception of minor revisions of a few buildings and the relocation of a number of streamlines. A pond at latitude $39^{\circ} 17.1''$, longitude $75^{\circ} 50.3''$ was added in the office after stereoscopic examination of the photographs and the absence of field notes in regard thereto. Several bluff lines were added in the office in the vicinity of Millington in the southeast corner of the sheet.

In regard to the relocation of the stream lines through wooded places, the stereoscopic examination of the photographs indicated the low points of the stream valleys and at some places the stream lines were moved as much as 100 meters (latitude $39^{\circ} 16.3''$, longitude $75^{\circ} 52.1''$).

The date of the field inspection was not stated. This should be included in the descriptive report. It is assumed that the interior F.I. was made in 1938 and the shoreline in 1939.

Redrafted in Washington office

Reviewed by: D. H. Benson, April 22, 1941.

Inspected by: B. G. Jones.

Examined and Approved:

Robert W. King

Chief, Section of Field Records.

J. B. Benson

Chief, Division of Charts.

K. T. Adams

Chief, Topography Section.

G. H. Rude

Chief, Division of
Coastal Surveys.