

5706

Applied to Reconstruction Chart 548 - Aug 6, 1941 - J. F. Walther
" " Ch 1225 - (Sep. 1940) H. S. S.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

15706

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-5706

REGISTER NO.

State MARYLAND

General locality Chesapeake Bay - Eastern Bay

Locality Prospect Bay & Wye River and Vicinity

Scale 1:10,000 Date of ~~Survey~~ ^{Photographs} May 1 & July 8, 1937

~~Vessel~~ Air Photographic Survey Party No. 2

Chief of party Lieut. L.W. Swanson (j.g.)

Field Inspection -- W.C. Russell, J. Jones and D. Jones

Surveyed by Radial Plot -- J. Jones

Revised Radial Plot -- W.E. Schmidt & J. Steinberg

Inked by J. Steinberg & J. Jones

Heights in feet above _____ to ground to tops of trees

Contour, Approximate contour, Form line interval _____ feet

Instructions dated May 13, 1938

Remarks: Supplemental Instructions in letter from
Director dated August 28, 1939.

DATA RECORD T-5706.PHOTOGRAPHS -

Number	Date	Time	Scale	Alt.	Stage of Tide*
1354	May 1, 1937	9:14-9:45 a.m.	1:10,000	6875	1.4 Ft. above M.L.W.
1355	"	"	"		1.4 Ft. above M.L.W.
1356	"	"	"		1.4 Ft. above M.L.W.
1357	"	"	"		1.4 Ft. above M.L.W.
1407	"	10:27-10:49 a.m.	"		1.3 Ft. above M.L.W.
1408	"	"	"		1.3 Ft. above M.L.W.
1409	"	"	"		1.3 Ft. above M.L.W.
1636	July 8, 1937	9:14-9:45 a.m.	"		0.9 Ft. above M.L.W.
1637	"	"	"		0.9 Ft. above M.L.W.

*Tide from predioted tables for Baltimore, Md., with time correction to Queenstown, Md. Mean range 1.3 ft. spring range 1.5 ft.

Cameras: U.S. Coast & Geodetic Survey Nine Lens (Focal length $8\frac{1}{4}$ inches).
All negatives on file in Washington Office.

SUPPLEMENTAL SURVEYS

Graphic Control Sheets:.....None
Field Inspection W.C. Russell Fall of 1939
 D.A. Jones " " "
 J.N. Jones Spring of 1940
Name Investigation J.N. Jones March of 1940

GENERAL INFORMATION

	Date
Chief of Party	L.W. Swanson
Projection by	Washington Office.. Ruling Machine... Unknown
Projection checked by	Washington Office..... Unknown
Control plotted by	W.E. Schmidt March 23, 1940
Control checked by	J.N. Jones March, 1940
Radial Plot by	J.N. Jones April 3-14, 1940
Revised radial plot by	J. Steinberg & W.E. Schmidt April 24-May 3, 1941
Radial points pricked by ...	J.N. Jones March, 1940
Add. radial points by	J.N. Jones & J. Steinberg (Shoreline) April - June 25, 1940
	J. Steinberg (Detail) April - June 24, 1941
Shoreline inked by	J.N. Jones & J. Steinberg April & June, 1940
Detail inked by	J. Steinberg April 24-June 24, 41
Scale	1:10,000 no scale factor

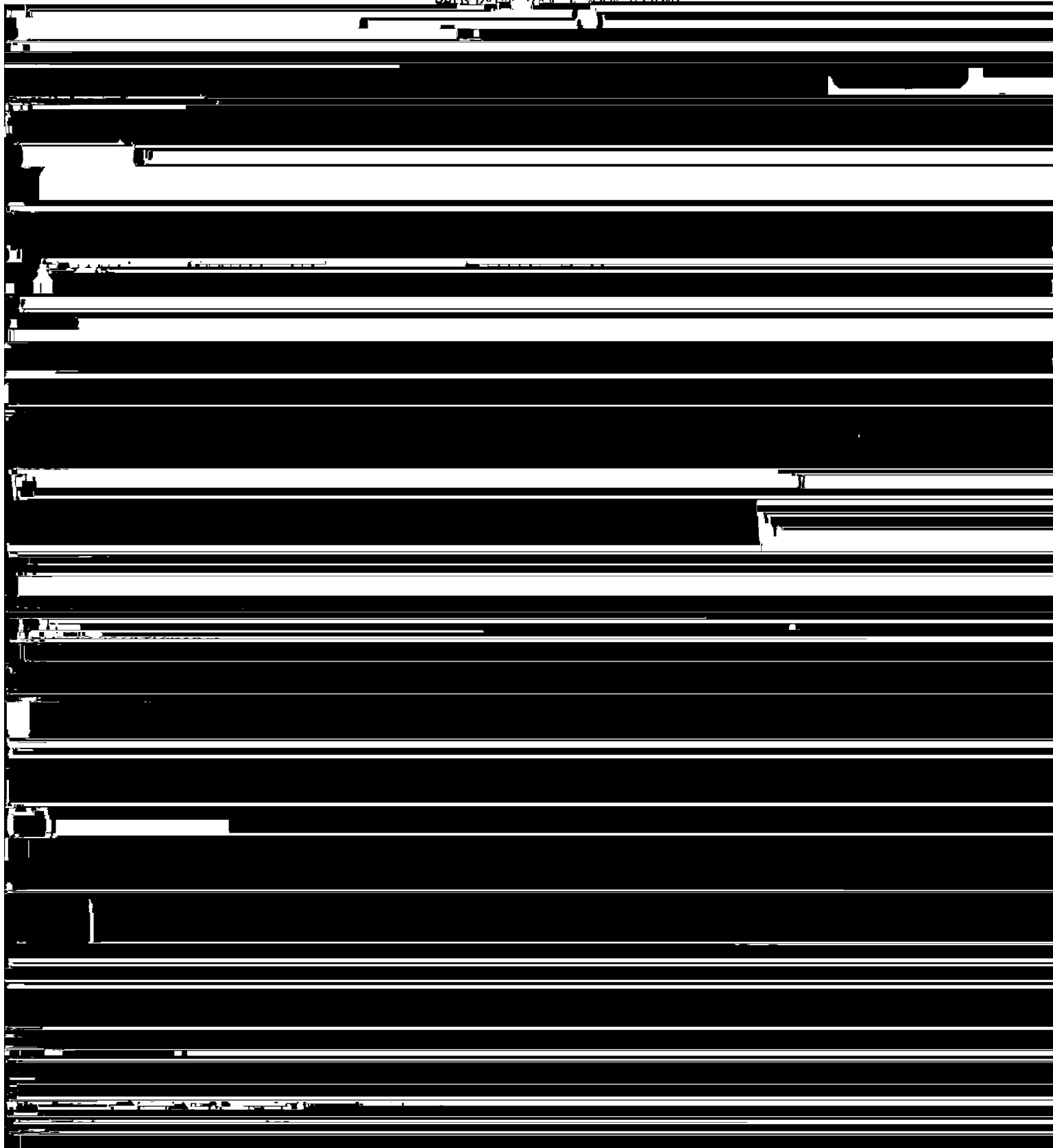
STATISTICS

Area (land) 23.0 Square Statute Miles
Shoreline (more than 200 m. from opposite shore). 38.0 Statute miles
Shoreline (less than 200 m. from opposite shore). 22.0 Statute miles
Roads, streets, trails and railroads 72.0 Statute miles
Time required for detailing 24 days

REFERENCE STATION

WHALEY, 1934
Latitude 38° 54' 22.899" (706.1 m.) ✓ Datum: N.A. 1927
Longitude 76° 12' 08.873" (213.8 m.) ✓ Adjusted
Maryland State Grid Coordinates $x = 1,026,954.97$ ft.
(Lambert single zone) $y = 391,763.84$ ft.

DESCRIPTIVE REPORT
TO ACCOMPANY
AIR PHOTOGRAPHIC SURVEY SHEET NO. T-5706
STATE OF MARYLAND
CHESAPEAKE BAY
PROSPECT TAY & WIDE RIVER



RADIAL PLOT:

For the first radial plot refer to the descriptive report of sheet No. T-5705.

REVISED RADIAL PLOT:

Before detailing this sheet a revised radial plot was run by J. Steinberg and W.E. Schmidt in April 1941. To help in controlling the sheet more strongly, dog ears were attached to the north and east sides for photograph centers 1358, 1668, 1669, 1670, 1671 and also for control stations Queenstown Water Tank, 1938 and Light- Outer beacon, 1938.

In running this revised plot, due to the uncertain pricking of the triangulation stations on some photographs in the southern part of this sheet, it was necessary to secure a field inspection station in this area which could be used in orienting the photographs.

With these additional photographs and control stations new secondary control points were established by radial intersections directly on the smooth sheet. These new radial points were established by first laying the photographs having the strongest control and also holding the photographs to strong established radial points in the original plot. These new radial control points are shown with a purple colored double circle.

On the photographs that lacked triangulation stations, the flight lines were first checked and then held in conjunction with any previous established radial control points to orient them.

During the field inspection of triangulation stations, the method employed to prick the station on the photograph, by identifying several objects on the ground that can be seen on a photograph and measuring to the control station from them and also a measurement between two of the objects across the station to determine a scale check, has been found to be insufficient for radial control, unless these objects can be identified on all the photographs to be used in the radial plot.

It is the general opinion that in order to save time in compiling new sheets more accurately, that future field inspection of control stations be done by establishing a field inspection station for each triangulation station except, where there is a definite certainty that the triangulation station can be pricked on all the photographs to be used in the plot.

It should be noted that due to the small overlap between flights, the northern end of the Wye River is weak, but it is believed by the compiler to be accurate within one millimeter.

HYDROGRAPHIC SIGNALS:

A number of natural objects have been located on this sheet for use as hydrographic signals. These objects are shown by black circles 1.5 mm. in diameter.

RECOVERABLE TOPOGRAPHIC STATIONS:

No recoverable topographic stations appear on this sheet.

By field inspection station is meant a well defined point whose position has been obtained by direction and distance from a triangulation station.

DETAIL:

Roads were detailed according to the field inspector's notes as shown on the field inspection prints.

Only the centerlines of roads have shown on this sheet, except a few which have been shown by double lines, the year around and drained,

All public roads maintained by the State or County, regardless of road surfacing, have been labeled on the sheet "d.f.l." (double full line).

All private roads, which are not available for use by the public, have been labeled on the sheet "d.d.l." (double dashed line).

Trails have been labeled "s.d.l." (single dashed line) or indicated by a single dashed line.

Unless the actual width of roads are indicated on the sheet, they should be drawn 0.6 mm. in width.

All buildings that were visible on the photographs of this sheet have been shown. Several new buildings not on the photographs but indicated on the field prints are shown on this sheet.

Wooded areas have been outlined and labeled.

All the fences on this sheet have been shown by a standard symbol.

Intermittent streams and probable drainage have been shown by a solid line and ditches labeled "dch." In most cases the probable drainage streams were located by the stereoscope, and shown by a dashed line.

The ferry shown on chart No. 1225 between Cedar Point and Drum Point has been discontinued and has not been shown on this sheet.

COMPARISON WITH PREVIOUS SURVEYS:

T-4746a: The shoreline is in fair agreement with this compilation sheet except for the following differences.

From Lat. 38° 58' 24" to Lat. 38° 58' 15" shoreline has receded to
Long. 76° 12' 24" Long. 76° 13' 09" a max. of 2 mm. 20 meters
No inland features are shown on t-4746a.

T-2291: The shoreline is in fair agreement with this compilation sheet except for the following differences.

From Lat. 38° 58' 46" to Lat. 38° 58' 27" shoreline has receded to
Long. 76° 11' 31" Long. 76° 12' 02" a max. of 5 mm.

From Lat. 38° 59' 00" to Lat. 38° 58' 48" shoreline has receded to
Long. 76° 11' 15" Long. 76° 11' 20" a max. of 3 mm.

All inland features that are common to each other are in fair agreement.

T-2524: A comparison of the shore line with map drawing T-2524, compiled in 1900-1901, reveals numerous differences of from 1 to 3 mm. except on the Prospect Bay shore, where the shore line has receded in places from 1 to 13 mm.

COMPARISON WITH PREVIOUS SURVEYS (con'd.)

The shore line from Brian Point to Hog Hole Creek has receded to a Max. of 10 mm.

The small island shown on sheet T-2524 at latitude 38° 53' 24" longitude 76° 12' 22" has now disappeared.

The inlets from Quarter Cove on sheet T-2524 are approximately from 5 to 10 mm. too far east. It should be noted that all common inland features in this vicinity are in good agreement.

All shore line not subject to the action of severe storms have been found to be in fairly good agreement.

All inland features that are common to both surveys are generally in fair agreement.

JUNCTIONS:

On the North: (T-5703) The junction with this sheet was found to be in good agreement.

On the East: (T-5707) The junction with this sheet was found to be in good agreement.

(T-5710) The junction with this sheet is in good agreement except for the following discrepancies. At latitude 38° 53' 33" longitude 76° 08' 00" the d.f.l. should be d.d.l. At latitude 38° 53' 05" longitude 76° 08' 00" the fence to be extended as shown on sheet T-5706. At latitude 38° 53' 34" longitude 76° 08' 00" the fence to be extended to building as shown on sheet T-5706. At latitude 38° 53' 40" longitude 76° 08' 00" the fence to be extended as shown on sheet T-5706. At latitude 38° 53' 42" longitude 76° 08' 00" the s.d.l. should be shown as a d.d.l.

On the South: (T-5709) The junction is in good agreement with this sheet except for the following discrepancies. At latitude 38° 52' 30" longitude 76° 08' 06" the dch. should be extended to building at latitude 38° 52' 12" longitude 76° 08' 17". At latitude 38° 52' 30" longitude 76° 08' 27" the dch. should be extended as shown on sheet T-5706.

On the west: (T-5705) The junction is in good agreement with this sheet.

GEOGRAPHIC NAMES:

The geographic names shown on this sheet are listed on form M-234 in the appendix.

LANDMARKS:

It is recommended by this party that the landmarks to be charted be submitted by the hydrographic party charting this area.

RECOMMENDATION FOR FUTURE SURVEYS:

This sheet is believed to be complete in all detail of importance for charting and no additional surveys are required.

RECOMMENDATION FOR FUTURE SURVEYS (con't.)

The probable error of radial points and of well defined objects along the shore line is not greater than 0.5 mm. The error of inland radial points and detail of importance is not greater than 1mm.

Respectfully submitted,

Joseph Steinberg

Joseph Steinberg
Senior Photogrammetric Aid (field)

Approved:

July 1, 1941
L.W. Swanson
Lieut. L.W. Swanson (j.g.)
Chief of Party

Remarks

Decisions

1		390762
2		389762
3	3	388763
4	# called Big Wye River % called Front Wye River	388762 U.S.G.B.
5		388762
6		389762
7		389762
8	\$Spelled "Hoghole Cr.", & also spelled "Hoghole Cr."	389762
9	' spelled "Jacksons Cr." # also "Jacksons Cr."	389762
10		389762
11		389761
12		389761
13	∠ spelled "De Courcy I." x* spelled "Coursey I."	389761
14	@ called "Back Wye River"	389761
15		388761
16	% also known as "Carpenters Cove"	389761
17		388761
18	*called "Front Wye River" & called "Back Wye River"	388761 U.S.G.B.
19		388761
20		388761
21		389761
22		389762 U.S.G.B.
23	1938 Decscon Places Drum Pt at 53' 06" and reject Cedar Pt. 11' 40"	Apply Drum Pt. as on Chart 1225
24	# " This point is shown in error on the U.S.G.S. quadrangle and the Md. State Roads Comm. highway	388761 U.S.G.B.
25	map. The position as charted on sheet T-5706 was obtained from people in the vicinity of this point	388761
26	and also from the description in special publication No. 114 on page 367 in the description of triangulation station Ferry, 1909 by C.C. Yates.	388761
27		389761

GEOGRAPHIC NAMES

Survey No. T 5706

No. 1.

GEOGRAPHIC NAMES													
Survey No. T 5706													
No-1.													
Name on Survey	ON CHART No. 348	ON CHART No. 1225	ON previous survey No. T-4746 A	ON U. S. quadrangle Maps	From local information	MASS. STATE MAPS ON GLOBE	ON LOCAL MAPS	PREVIOUS COUNTY P. O. GUIDE or Map	NO. T-2291	ATLAS Kent & Queen Rand McNally Atlas	ANNEX COUNTY 167	U. S. Light List	ON PREVIOUS SURVEY-T2324
	A	B	C	D	E	F	G	H	K				
✓ Chester River	x	x	x	x	x	x	x	x					1
✓ Prospect Bay				x		x							2
✓ Eastern Bay	x	x		x	x	x		x					3
✓ Wye River.		x		x	x	x		#		%			4
✓ Greenwood Creek		x		x	x			x			x		5
✓ Marshy Creek	x	x	x	x		x		x			x		6
✓ Cabin Creek				x		x		x			x		7

Remarks.

Decisions

1

389761

@ called Winchester & called Winchester & called

GEOGRAPHIC NAMES

Survey No. **T-5706**
No. 2.

GEOGRAPHIC NAMES		Survey No. T-5706 No. 2.											
Name on Survey		On Chart No. 528	On Chart No. 1225	On previous survey No. T-4746 a	On U. S. quadrangle Maps	From local information	Previous survey No. T-2291	On State Maps	P. O. Guide for Map	Atlas of Anne's County	Rand McNally Atlas	U. S. Light List	On Previous Survey T-2524
		A.	B.	C.	D.	E.	F.	G.	H.	K.			
Piney Neck	✓	x		x							x		1
Grasonville	@	x		&		*	x	φ			%		2
Bryantown	✓	x		\$	x		@				x		3
Stony Bar Bluff	x	x				x							4
Baltimore & Eastern Railroad (Penn. R.R. system)	✓												5
	#	&	%	\$			x						6
													7
Md. State Hyw. No. 18	✓						x						8
Md. State Hyw. No. 404	✓						x						9
Quarter cove	✓												10
		Note: x Indicates same name on all sources of information noted.											
Walsey Cr.	✓												12
													13
													14
													15
													16
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													24
													25
													26
													27

M 234

Note: x Indicates same name on all sources of information noted.

L Heck 10/24/11

REVIEW OF AIR PHOTO COMPILATION NO. T-5706

Chief of Party: L. W. Swanson

Compiled by: J.N.Jones,
Joseph Steinberg.

Project: HT 215

Instructions dated: May 13, 1938
August 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, ~~h~~, d, e, g and ~~f~~; 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)
There were 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)
None are submitted.
- ~~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.
There are 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. 12B; ~~44~~; and 66 c, h, i)
7. High water line on marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, and ~~44~~)

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

8. The representation of low water lines, reefs, coral reefs and rocks, and legends pertaining to them is satisfactory. (Par. 36, ~~37~~, ~~38~~, ~~39~~, 40, 41)
9. Recoverable objects have been located and described on Form 524 in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. ~~59~~, ~~60~~, and ~~61~~)
Form 524 is not submitted. Objects located for hydrographic purposes are described on the overlay sheet.
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)

This party has not recommended the charting of any Landmarks on this Map Drawing. It is suggested that the hydrographic Party make such recommendations as seen from the water.
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)
There are no bridges over navigable waters on this Map Drawing.
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)
It should be noted there are some very minor changes to be made to T-5710.
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:

18. Examined and approved;

L. W. Swanson
Chief of Party

July 1, 1941

19. Remarks after review in office:

Reviewed in office by:

Examained and approved:

Chief, Section of Field Records

~~Chief, Section of Field Work~~

Chief, Division of Charts

Chief, Division of Hydrography
and Topography.

DIVISION OF CHARTS
SURVEYS SECTION

Review of Air Photographic Survey T-5706
August 22, 1941

Hydrographic Surveys

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

Previous Topographic Surveys

T-5706 has been compared with and is adequate to supersede the sections of the following previous surveys which it covers with the exception of contours shown on T-2524 and T-2291:

T-4746a	(1932)	1:10,000
T-2524	(1900-01)	1:20,000
T-2291	(1897)	1:20,000
T-224	(1854)	1:20,000
T-223	(1854)	1:20,000
T-200	(1846)	1:20,000

There have been many changes since these previous surveys were made, the largest being at the mouth of Winchester Creek which has shifted some 250 meters west of its 1897 position.

Comparison with Charts 548 and 1225

The comparisons with survey sheets T-4746(a), T-2524, and T-2291 apply also to charts 548 and 1225. Necessary corrections have been applied to Chart 548 (reconstruction chart) August 6, 1941.

There is a private airfield at lat. $38^{\circ}55.8'$, long. $76^{\circ}12.2'$. This has been reported to the Aeronautical Chart Branch.

A silo landmark at lat. $38^{\circ}54.7'$, long. $76^{\circ}12.2'$ on chart 1225 cannot be seen on the photographs. This landmark was recommended by the hydrographic survey party in chart letter 343 (1941, which gives a position determined by sextant. As the topographic survey field inspection party did not locate the silo on the photographs, it has not been plotted on T-5706.

Radial Plot

The radial plot for T-5706 and T-5705 was done as a unit and is fully discussed in the Descriptive Reports for those sheets. No complete check of the plot was made in this office, but individual photographs laid under the compilation appeared to check well with the compilation as plotted.

It is noted that tilts were computed and new centers pricked for several photographs, but in no case did the tilt amount to more than 2 degrees. It has been accepted practice to disregard tilts of less than 3 degrees (the allowable limit), as they do not affect radial plots to an appreciable amount where there is enough control to fix the photographs.

The probable error of radial points is not greater than 0.5 mm. Except in the northeast corner of the sheet where it is not greater than 1 mm.

Field Inspection and Detailing

The field inspection and detailing of T-5706 are complete

The field inspection located a few new buildings, otherwise the detailing was as of the date of the photographs, May 1 and July 8, 1937

The detailing was very good and no corrections were necessary. Some of the lighter lines had rubbed almost off and were touched up in this office. Ticks were drawn at intersections of the projections, which had also rubbed badly.

Reviewed in office by D. H. Benson, August 22, 1941

Examined and approved:

B.G. Jones

Charles Price

Chief, Surveys Branch

J. B. Dink

Chief, Div. of Charts

K.T. Adams

Chief, Topography Section

G. F. Wade

Chief, Div. of Coastal
Surveys