

5709

Diad. on Diag. Ch. No. 77-4

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Planimetric Map

Field No. T-5709 Office No. _____

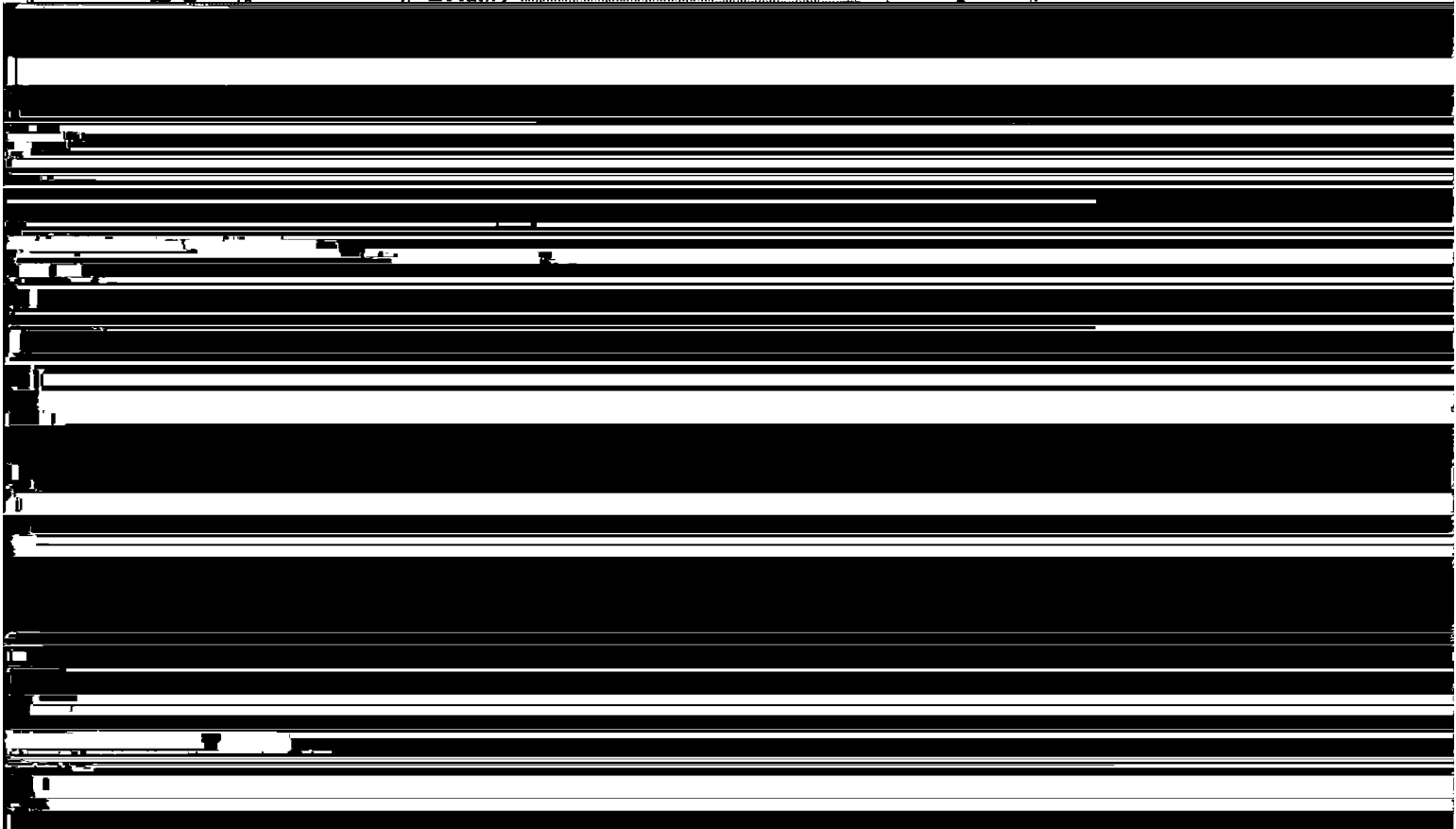
LOCALITY

State Maryland

General locality Chesapeake Bay

Locality St. Michaels and Vicinity

5709



Applied to drawing of chart 1225 2-11-41 J. T. W.

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-5709

REGISTER NO.

State Maryland

General locality Chesapeake Bay

Locality St. Michaels and Vicinity

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

Vessel Air Photographic Survey Party No. 2

Chief of party L. W. Swanson

Surveyed by Field inspection by J. Steinberg and J. N. Jones

Inked by J. L. Rihn (Rough draft)

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

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

Instructions dated.....May 13, 1938

Remarks:

DATA RECORD T-5709

PHOTOGRAPHS

<u>Numbers</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Altitude</u>	<u>Stage of tide*</u>
1350-1353	5/1/37	9:14-9:45	1 : 10,000	6,975 ft.	1.3 ft. above M.L.W.
1410-1412	5/1/37	10:27-10:49	"		1.1 ft. above M.L.W.
1460-1462	5/1/37	2:11- 2:15	"		0.2 ft. above M.L.W.

* Tide from prediction tables for St. Michaels, Md. mean range 1.3 ft., spring range 1.5ft.

Camera: U. S. Coast and Geodetic Survey nine lens camera.
Focal length $8\frac{1}{4}$ inches.
Negatives on file in Washington office.

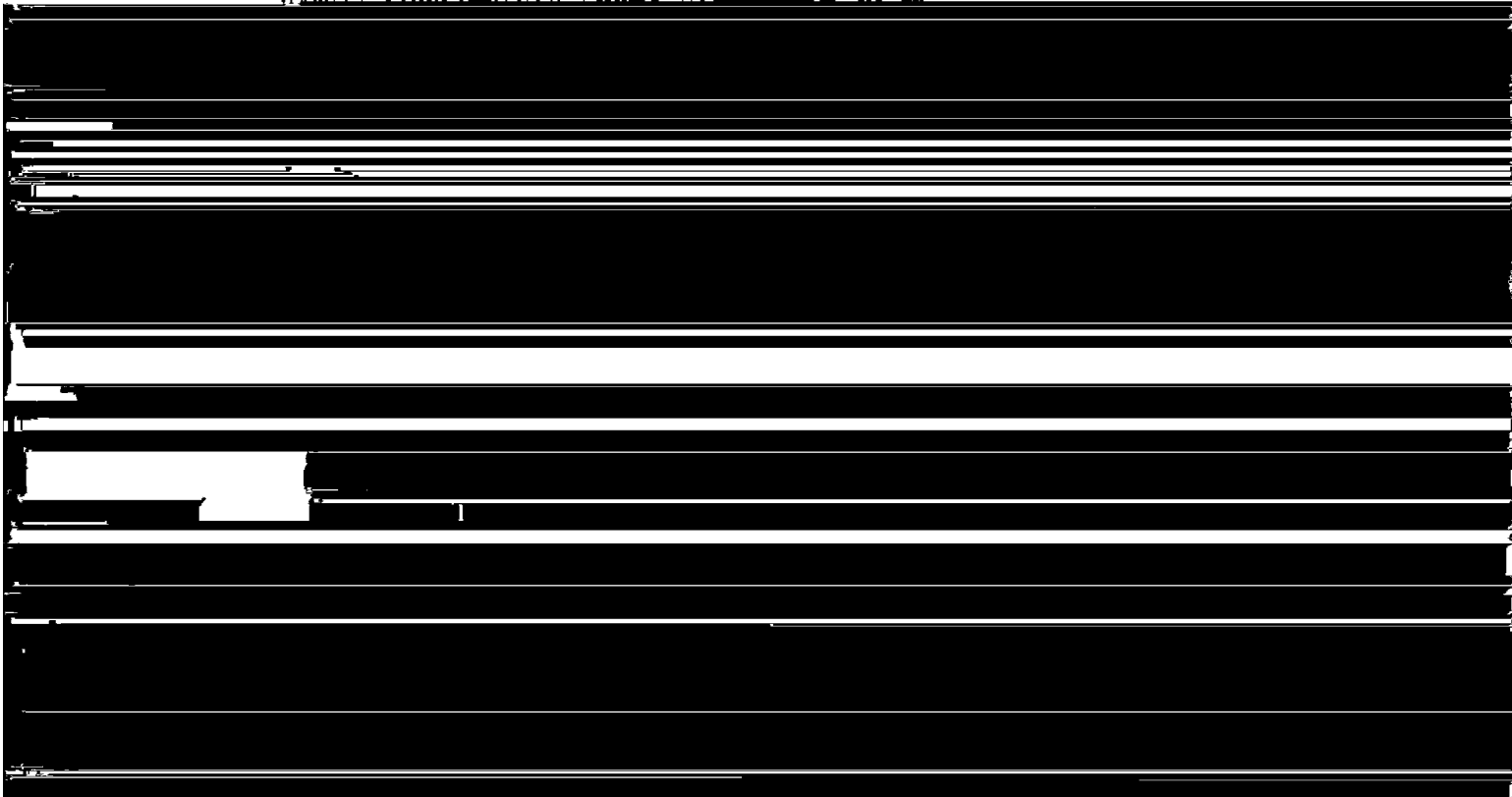
SUPPLEMENTAL SURVEYS

Graphic control surveys ----- None ?
 Hydrographic surveys ----- None ?
 Field inspection ----- Joseph Steinberg and J. Jones ---- Spring, 1940 .

The details on T-5709 are of the date of the photographs.

GENERAL INFORMATION

Chief of Party --- L. W. Swanson
 Projection by: --- Washington Office --- Ruling machine ----- 4/24/40
 Projection checked by: --- Washington Office (J. Dunich) ----- 4/24/40
 Control plotted by: --- J. L. Rihn ----- 4/30/40
 Control checked by: --- J. N. Jones ----- 5/1/40
 Radial Plot made by: --- L. W. Swanson and J. L. Rihn ----- 5/6/40
 Radial points pricked by: --- J. L. Rihn
 Shoreline inked by: --- J. L. Rihn
 Detail (rough draft) inked by: --- J. L. Rihn



2

DESCRIPTIVE REPORT
to accompany
AIR PHOTOGRAPHIC SURVEY SHEET NO. T-5709
STATE OF MARYLAND
CHESAPEAKE BAY-ST. MICHAELS

Date of this report ----- December 30, 1940

INSTRUCTIONS:

The topography on this sheet is part of Project HT-215, the instructions for which are dated May 13, 1938.

CONTROL:

The control consists of twenty-five stations shown on this sheet by the triangulation symbol. The following is a list of the control and its source:

U. S. Coast and Geodetic Survey

- ✓ Lipscomb, 1934
- ✓ Bigelow, 1934
- ✓ St. Michaels Water Tank, 1934

Maryland Shell Fish Survey with C. and G. Survey

- | | | |
|------------------|------------------------------------|--|
| ✓ Albert, 1909 | Added in office | |
| ✓ Colonel, 1909 | ✓ Beverly, 1909 | } Recovered in 1940
and pricked in field. |
| ✓ Shaw, 1909 | ✓ Ansley, 1909 R.M. | |
| ✓ Won, 1909 | ✓ St. Michaels P.E.Ch. spire, 1909 | |
| ✓ Benn, 1909 | ✓ Bruffs, 1909 | |
| ✓ Wood, 1909 | | |
| ✓ Two, 1909 | | |
| ✓ Mais, 1909 | off sheet, but used in radial plot | |
| ✓ Swing, 1909 | Henderson, 1909 | |
| ✓ Second, 1909 | | |
| ✓ Rieman, 1909 | | |
| ✓ Leeds, 1909 | | |
| ✓ Margo, 1909 | | |
| ✓ Tug, 1909 | | |
| ✓ Gibbs, 1909 | | |
| ✓ Hunting, 1909 | | |
| ✓ Beg, 1909 | | |
| ✓ Long, 1909 | | |
| ✓ Dorrance, 1909 | | |
| ✓ Tang, 1909 | | |
| ✓ Kirk, 1909 | | |
| ✓ Fig, 1909 | | |

Reference marks for stations Colonel, 1909, Won, 1909, Swing, 1909, and Rieman, 1909 were plotted instead of the stations themselves because they were much easier to prick. They are shown by small ink circles.

Field inspection stations were plotted with Gibbs, 1909 and Fig, 1909. They are shown by small blue squares.

The triangular symbol is not shown for stations Colonel, 1909, Won, 1909, Swing, 1909, and Rieman, 1909 because these stations were not recovered. Reference marks were recovered for these stations, and are shown with 2.5 mm. circles, as topographic stations.

RADIAL PLOT:

The radial plot was made only for this sheet. The dummy sheet that was used had coordinate grid projections. The celluloid template method was used in running this plot. For method, see report on T-5698. The hydro-signals were so numerous along the shore line that no additional radial points were pricked there. In shore, two radial points per square mile were selected at well defined road intersections.

Although there were an adequate number of triangulation control stations, the laying of the plot was considerably difficult. Photographs Nos. 1409, 1354, and 1351 were found to have their outer chambers twisted in various degrees with the center chamber. Therefore, the celluloid templates which were made from these photographs were discarded. After all of the other templates had been layed, these photographs were place under the dummy sheet. An average center was found; then holding this center, each chamber was oriented separately and the radial lines drawn chamber by chamber. There were no triangulation stations for control in three chambers of 1351, none of 1409, and one chamber of 1354. These four chambers were oriented by using flight lines and strong intersections already obtained from other photographs.

During the inking of the shore line, it was noticed that the three photographs mentioned above and photographs Nos. 1411, and 1412 all had appreciable tilt.

SCALE:

The scale of this sheet is 1:10,000. There is no scale factor.

DETAILING:

Except for control and geographic names, all information on this sheet was taken from the field inspection notes and from the photographs. Some recently constructed buildings were discovered on later 1:20,000 scale photographs Nos. 4716 and 4717. These buildings were added to this sheet.

Since the scale of this celluloid sheet and the scale of the photographs were considerably different, all detailing was first done under the projection machine.

COMPARISON WITH PREVIOUS SURVEYS:

1. Chart No. 77 (1936) and Chart No. 1225 (1935) --- As nearly as could be ascertained, the shoreline agrees with these charts. Because of the large difference in scale, no detailde comparison could be made.

2. Topo Survey No. T-2513 --- The inland topography in and around St. Michaels agrees fairly well. No agreement or disagreement that could be explained by erosion could be made with the shore line and other topography below St. Michaels.

3. Topo Survey T-2524 (1901) --- The inland topography agrees remarkably well. Erosion however has changed the shore line over the entire area of this sheet. Because of various factors some areas have changed more than others.

a. Herring Island has disappeared completely. Nothing but a shoal area remains.

b. The eastern shore of Eastern Bay from Bennett Pt. to the northern limit of the sheet shows the greatest change from erosion. The fast shore line has receded from 0 to 85 meters. The marshy area has only been changed appreciably at the very end of Bennett Pt.

c. The eastern shore of Miles river from Long Pt. to Bruffs Island shows an recession of 0 to 40 meters. The ponds just inside the shore line have grown larger, changing not only in size but also in shape and location.

d. The western shore of Miles River from the southern limit of the sheet to Eastern Bay has receded from 0 to 30 meters.

e. The shore line along Wye East River, the rest of Miles River, and the creeks does not show as much change from erosion. The erosion is usually at marshy areas, the mouths of streams, or points of land.

JUNCTIONS:

Good junction were made with map drawing T-5706 on the north and map drawing T-5708 on the west. Map drawings T-5711 also on the west, T-5712 on the south, and T-5707 and T-5710 on the east have not been detailed.

NAMES:

The geographic names are on the overlay sheet and are listed on form 234 in the appendix.

LANDMARKS:

Landmarks for this sheet are listed on Form 567 in the appendix.

RECOVERABLE HYDROGRAPHIC AND TOPOGRAPHIC STATIONS:

These stations are indicated by the proper symbol on the rough draft sheet No. T-5709.

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

The probable error is not greater than five meters for radial points shown in blue on the back of this sheet and well defined objects along the water front. The error of other detail is not greater than ten meters.

Respectfully submitted,

Jack L. Rihn

Jack L. Rihn
Senior Photogrammetric Aide (Field)

1-9-46
R. W. Swanson

GEOGRAPHIC NAMES

Survey No. T-5709

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Name on Survey	On Chart No. 77		On Chart No. 1225		On previous survey No. 2524		On U. S. quadrangle Maps		From local information		Highway Map		On local Maps State Planning Board		County Map		P. O. Guide or Map Lake, Griffin & Sherman 16		Jr. Rand McNally Atlas		U. S. Light List	
	A	B	C	D	E	F	G	H	K													
St. Michaels	x	x	x	x	x	x	x	x	x	x	x	x	x	x								1
Eastern Bay	x	x		x	x	x	x	x	x													2
Wye River	x	x	x	x		x	x															3
Wye Island	x	x	x	x	x																	4
Lloyd Creek	x	x	*	x	x																	5
Woodland Creek	x	x	x	x	x																	6
Tunis Mills	x	x	x	x	x	#																7
Leeds Creek	x	x	x	x	x																	8
Hunting Creek	x	x	x	x	x																	9
Miles River	x	x	x	x		x																10
Wye East River	x	x	@	x	x	x	@															11
Bruffs Island		x	x	x	x		x															12
Shaw Bay		x	∕	x	x		∕															13
Bennett Point		x	\$	x	x		\$															14
Fairview Point		x	x	x	x																	15
Long Point		x	x	x																		16
Long Haul Creek		x	x	x	x																	17
Deep Water Point		x	x	x	x																	18
Spencer Creek			&	x	x																	19
Copperville				x	x	x																20
Unionville				x	x	x																21
Bordley Point				x	x																	22
Quarter Cove				x	x																	23
Wystown Point					x																	24
Gross Creek				x	x																	25
Parrott Point					x																*	26
Antlers River																						27

	Remarks	Decisions
1		387762
2		388763
3		388762 USGB
4		388761
5	* Lloyds Creek	388761
6		388761
7	# Tuhls Mills (probably a mistake in copying)	388761
8		387761 U.S.G.B
9		387761
10		388762 U.S.G.B.
11	@ Back Wye River	388761 U.S.G.B
12		388761
13	¢ Shaws Bay	388761
14	§ Bennetts Point	388762 U.S.G.B
15		387761
16		387761
17		387762
18	% The U. S. Light List gives both Deep Water Point and Deepwater Point.	388762
19	& Spencers Creek	388762 U.S.G.B
20		388761
21		388761
22		388761
23		388761
24	An old established name.	388761 ?
25		388761
26	* The Light List refers to a Parrotts Island at the entrance to St. Michaels' harbor.	387762
27	An old established name.	388762 USGB

where?

see above

GEOGRAPHIC NAMES

Survey No. **2-5709**

Name on Survey	Source										
	A	B	C	D	E	F	G	H	K		
Herring Island											1
											2
											3
<u>Baltimore & Eastern Railroad (Pennsylvania R. R. system)</u>											4
											5
Street Names of St. Michaels											6
											7
<u>Little Neck Creek</u>											8
											9
<u>San Domingo Cr.</u>											10
<u>Miles River Neck</u>											11
											12
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											27

A
H
N

Remarks

Decisions

1	It is recommended that this name be deleted from the charts. Erosion has caused the entire island to disappear leaving only a shoal area	Alv deleted GNS 77.
2		
3	The ownership of this railroad has changed. The name has been verified with the local office of the Pennsylvania R. R.	
4		
5		
6	Local information was the only source for these names. There is no street map of St. Michaels in existence at the present time.	
7		
8	The first creek S.E. of Spencoer Creek is known locally as Little Neck Creek. This name is not on the overlay sheet.	T223 has Little Neck Pt. A here.
9		
10	Upper part is just s. of St. Michaels	387762 U.S.G.B
11		388764
12	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: auto;"> <p>Names underlined in red approved by L. Heck on 9/17/41</p> </div>	
13		
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REVIEW OF AIR PHOTO COMPILATION NO. T. 5709

Chief of Party: L. W. Swanson

Compiled by: J. L. Rihn

Project: H. T. 215

Instructions dated: May 13, 1938

Directors letter Aug. 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~~; ~~28~~; 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. ~~28~~; and 66 ~~e, h~~)
- ~~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

~~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

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)

Recoverable objects are described on overlay sheet. Form 524 will not be 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)

Landmarks and Hydrographic Signals are described on over lay sheet. Form 567 is submitted.
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)

Notes on overlay sheet.
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 *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 Longi-


- 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;

1-9-41

 Chief of Party

19. Remarks after review in office:

Reviewed in office by:

Examined and approved:

~~Chief, Section of Field Records~~

~~Chief, Section of Field Work~~

~~Chief, Division of Charts~~

~~Chief, Division of Hydrography and Topography.~~

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

Baltimore, Maryland

Dec. 30, 1940

*Duplicate of Chart 1671
22C(1441)*

TO BE CHARTED } STRIKE OUT ONE
~~XXXXXXXXXXXXXXXXXXXX~~

I recommend that the following objects which have ~~(XXXXXXXXXX)~~ been inspected from seaward to determine their value as landmarks, be charted on ~~XXXXXXXXXX~~ the charts indicated.
The positions given have been checked after listing.

L. W. Swanson

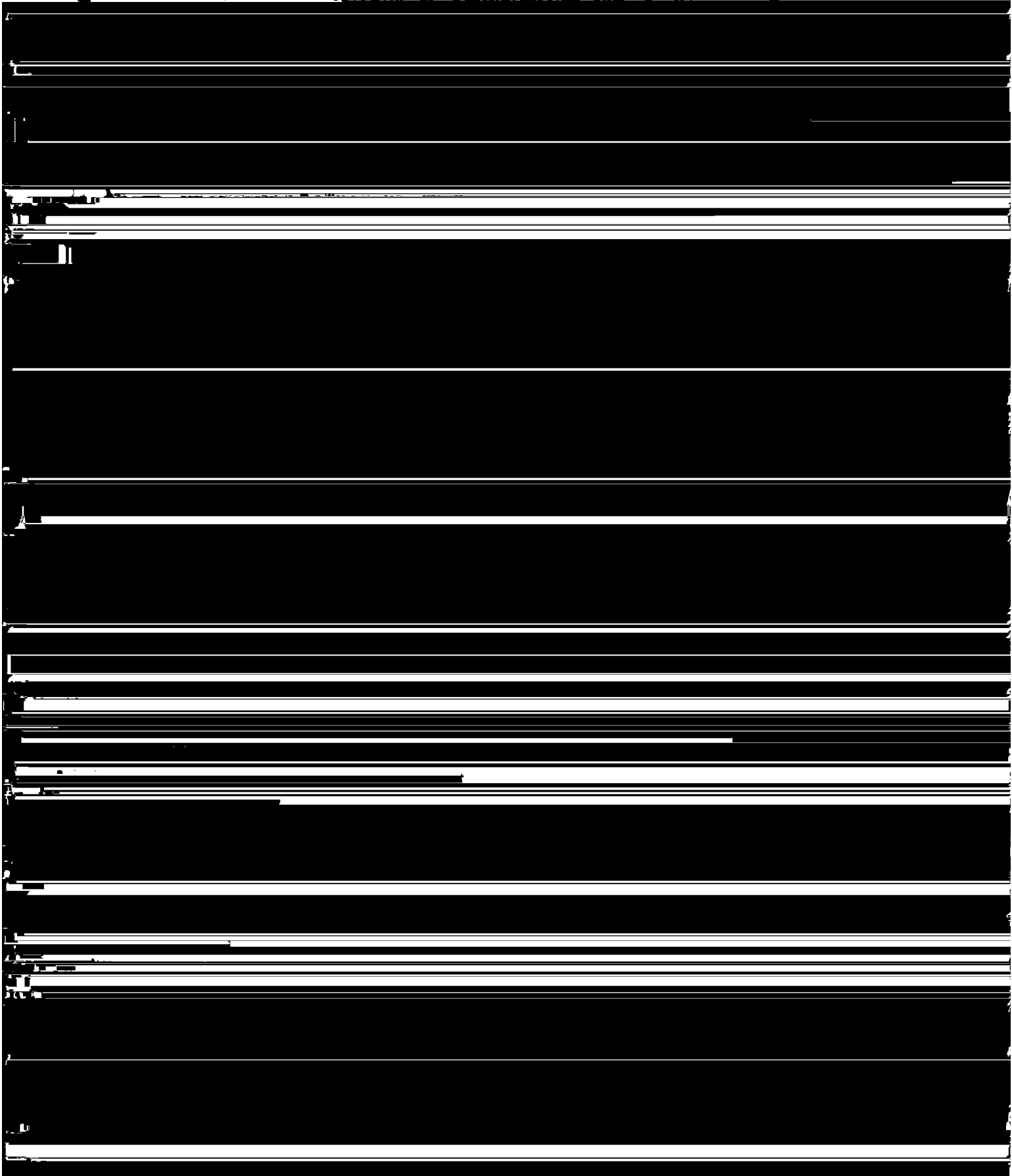
Chief of Party

GENERAL LOCALITY NAME AND DESCRIPTION	POSITION		DATUM	METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
	LATITUDE	LONGITUDE							
Chesapeake Bay Eastern Shore, Maryland									
STACK (Red brick stack)	38 47	76 15	258	"	"	"	"	"	77 & 1825
TANK (Steel, white water tank)	38 47	76 11	59	"	"	"	"	"	"
TANK (Steel, black water tank)	38 52	76 09	1238	"	"	"	"	"	"
CUPOLA (Cupola on house)	38 43	76 11	1281	"	"	"	"	"	"
CHIMNEY (CNY. northmost side of house)	38 49	76 11	1279	"	"	"	"	"	"
The photographs used in the plot were all taken on May 1, 1937.									
The descriptions in parentheses are the names of hydrographic signals on Map drawing No. F-5709.									

This form shall be prepared in accordance with 1937 Field Memorandum, "LANDMARKS FOR CHARTS". The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

DIVISION OF PHOTOGRAMMETRY

REVIEW OF PLANIMETRIC MAP T-5709



Radial Plot:

Four triangulation stations for which recovery cards were turned in in 1940 were plotted on T-5709 in the office, although apparently not used in the radial plot of T-5709. They are Bruffs (M.S.F.S.) 1909, Ansley R.M. (M.S.F.S.) 1909, Beverly (M.S.F.S.) 1909, St. Michaels P.E. Church Spire, 1909. Two of these stations (Ansley R.M. and Beverly) were pricked in the field on some of the photographs and were used in the radial plots of adjoining sheets T-5711 and T-5712. These two stations and St. Michaels P.E. Ch. Sp. checked with the radial plot within

0.2 mm. No attempt was made to prick Bruffs 1909 in the office.

Station Won R.M. (M.S.F.S.) 1909 as plotted on the sheet does not check with the position pricked on the photographs. The plotting of the reference mark has been checked in the office and the error is apparently in the identification on the photograph.

A check of the radial plot made by orienting the photographs under the acetate sheet disclosed no errors in the main plot. The secondary radial points and other details of importance are believed to be within 1.0 mm of true position.

Field Inspection and Detailing:

Field inspection was made in the spring of 1940 and is complete except for the pricking of Δ Bruffs (M.S.F.S.)

The detailing was of the date of the photographs (May 1, 1937), except for a few new buildings taken from 1:20,000 scale photographs taken March 12, 1940, and a road at latitude $38^{\circ}48.3'$, longitude $76^{\circ}10.5'$, noted as changed on the field inspection.

The rough draft detailing was good and complete, except for a few fences and ditches added in the office, and Parrotts Island Light and Fairview Point Light which were radial plotted and added to T-5709 in this office.

Fixed Aids to Navigation:

The two lights above mentioned were apparently overlooked by the field party as nothing is said in the descriptive report in regard to them.

Some fixed day beacons on Hunting Creek (shown on Chart 1225) were noted on photograph 1351 by field inspection, but are not visible on the photographs, cannot be radial plotted and are not shown on T-5709.

Reviewed by D. H. Benson, Dec. 23, 1941

Inspected by B. G. Jones, Dec. 23, 1941

NOTE:

T-5709 was compiled in 1940 and reviewed in 1941. However, the Washington Office processing was delayed until 1946 because of war map work of the Bureau. Meanwhile, the Coast and Geodetic Survey produced topographic quadrangles (manuscript scale 1:20,000) for the War Department of this same area. Planimetric details from T-5709 were used as a base in preparing quadrangles T-8266 and T-8267, which were