

5710

5710
T-5710

Form 504	
U. S. COAST AND GEODETIC SURVEY	
DEPARTMENT OF COMMERCE	
DESCRIPTIVE REPORT	
Type of Survey	Air Photographic
Field No.	Office No. T-5710
LOCALITY	
State	Maryland
General locality	Chesapeake Bay
Locality	Miles River
Skipton Creek and Vicinity	
1941	
CHIEF OF PARTY	
L. W. Swanson	
LIBRARY & ARCHIVES	
DATE	

Applied to Chart 1225 - Sept. 1940

HSZ

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

REG. NO.

The Topographic Sheet should be accompanied by this form,
filled in as completely as possible, when the sheet is for-
warded to the Office.

Field No. T-5710.....

REGISTER NO.

State Maryland

DATA RECORD T-5710

PHOTOGRAPHS

Numbers	Date	Time	Scale	Altitude	Stage of Tides*
1351-1354	5-1-37	9:14- 9:45	1:10,000		1.3 ft. above M.L.W.
1544-1545	5-1-37	3:32- 3:33	"		0.2 " " " "
1548-1549	5-2-37	9:07- 9:22	"		1.4 " " " "
1642-1643	7-8-37	10:32-10:42	"		0.3 " " " "
1665-1668	7-8-37	10:44-11:08	"		0.3 " " " "

Single lens photo's listed on page 3.

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

Camera:-----U. S. Coast and Geodetic Survey nine lens camera.

Focal length $8\frac{1}{2}$ inches.

Negatives on file in Washington office.

SUPPLEMENTAL SURVEYS

Graphic control surveys.....None.

Hydrographic Surveys.....None.

Field Inspection.....D. A. Jones & J. N. Jones.....Fall, 1939.

Name Investigation.....J. N. Jones.....March, 1940.

The details on T-5710 are of the date of the photographs.

GENERAL INFORMATION

Chief of Party.....L. W. Swanson.

Projection by.....Washington Office, Rule Mach...July 18, 1940.

Projection checked by.....Washington office...July 18, 1940.

Control plotted by.....L. W. Swanson.....July 18, 1940.

Control checked by.....J. L. Rihm.....July 22, 1940.

Radial plot made by.....J. Stienberg & I. M. Zeskind....July, 1940.

Radial points picked by..J. Stienberg & I. M. Zeskind.July, 1940. (Main-Plot)

Additional radial points by...N. L. Kaslow.....July, 1940. (Shoreline)

Shoreline inked by.....N. L. Kaslow.....August, 1940.

Detail (rough draft)...inked by..Joe N. Henningsen...May 22, 1941.

Scale.....no scale factor.....1:10,000.

Points for Interior detail Picked by Joe N. Henningsen.....

STATISTICS

Area land.....21.8 sq. stat. miles.

Shoreline (more than 200 meters from shore) opposite)...19.5 Stat. Miles.

Shoreline (less than 200 meters from shore, opposite)...9.3 Stat. Miles.

Roads, streams & trails.....108.5 Stat. Miles.

Time required for detailing.....23 days.

REFERENCE STATION

Longwoods, 1934

Datum North America 1927.

Latitude:-----38° 51' ^{33.832"} (1043.2 meters).

Longitude:-----76° 04' ^{39.140"} (943.7 meters).

Maryland system of plane coordinates:-----X

Y

X coordinate: 1,062,676.86
Y coordinate 374,996.12

M.L.W.

DESCRIPTIVE REPORT
to accompany
AIR PHOTOGRAPHIC SURVEY SHEET NO. T-5710
STATE OF MARYLAND
CHESAPEAKE BAY---SKIPTON CREEK---MILES RIVER

Date of this report.....May 22, 1941.

INSTRUCTIONS: This rough draft map drawing is a part of project
No. HT--215 dated May 13, 1938 and supplemental instructions contained
in the Director's letters dated 3-31-38, 6-1-38, 6-19-39 and 8-28-39.

CONTROL: The control consists of stations shown both on and off the
sheet by the triangulation symbol. The following is a list of the
control and its sources:

On the sheet:-----

- U.S.C.&G.S.
- Longwoods, 1934
- Reference, Longwoods, 1934
- Lockhart, 1934
- M.S.F.S.
- Nub, 1909

Off the sheet:-----

- M.S.F.S.
- Granary, 1909
- Whale, 1909

Note:-----
The reference marker for Longwoods 1934 is shown as a square.

RADIAL PLOT:

Sheets T-5705, T-5710 & T-5713 were run together. The plot was complete on T-5705 and T-5710 but due to lack of photographs the plot of T-5713 could not be completed and only that part of the sheet west of Easton was run.

The control that was on these sheets was limited and for the most part concentrated in local areas. Because of this 20,000 photographs were taken of the area several years after the original 10,000 flight. Two control sheets were run of the 20,000 photographs, locating radial points common to the 20,000 and 10,000 photographs. The 20,000 plot (template plot) layed rather well and it was felt that a good determination of the position of the common points was had. The position of these points were transferred graphically to the 10,000 sheets and the 10,000 plot was run by templates using the control supplemented by the radial points located on the control plots. Great care was taken in the pricking of the points common to the

RADIAL PLOT CONTINUED:

two flights, but it was found that only approximately 50% of these points could hold with the triangulation. As yet this party has not been able to determine the reason for this discrepancy. No doubt some of the error is personal, but it is felt that some of it is mechanical.

The 10,000 plot was layed without too much difficulty by disregarding the radially located control points that would not hold. These points can readily be identified prior to the running of a plot by simply taking each 10,000 template separately and fixing the best possible orientation using the triangulation first and fixing the template to satisfy the greatest number of radial control points.

It is regretted that a tabulation or record was not made at the time as to the percentage of control radials used and the approximate error of those most not used, but time was not had to make this study. It is contemplated in the future.

It should be noted that a year after the plot was run some additional single lens photographs were purchased to help in the detailing of these sheets. These photographs layed easily and well with the base plot. This tends to show that there is not any great local error or jumps. Of course, it does not prove that the plots are located correct geographically.

The following photographs were corrected for tilt:

1356	1545	1642 (tilted badly, not used)
	1549	1665
	1550	1671

DETAILING:

The area within this sheet was on the whole covered by a sufficient number of photos except in the N. E. corner where it was weak and single lens photos had to be depended on to a large extent. The shoreline was put on entirely by nine lens photos and only the interior detail was put on by the single lens pictures. These single lens pictures were used to detail from as much as possible where they could be used.

The drainage of this sheet was examined under the stereoscope where there was any doubt to its position. *Some of this drainage thru heavy woodland was removed from sheet in office after examination under stereoscope.*

During the detailing of this sheet a symbol was used to show evergreen trees (pine and cedar) which was found to be in error. Having been notified of this error the proper symbol was used. It will therefore be noticed that two different symbols appear on this sheet for the same kind of trees. No cypress trees appear in the area covered by this sheet.

One U. S. Highway #213 appears on this sheet. All highways have been noted from late revision of Maryland State Highways map planning board.

Wherever possible all buildings along the shoreline were shown. It is believed that all buildings in the interior part of the sheet have been shown except small outbuildings. In a very few cases the field inspection noted a building where it could not be discerned on the office print. They ~~either must have been erected after the area had been photographed or else torn down.~~ *A large cannery indicated by field inspection and clearly visible under the stereoscope was added in the office, as were several other buildings.*

All roads over 6 Meters in width were labeled. Those not labeled are assumed to be 6 Meters.
shown as

DETAILING CONTINUED:

All trails were shown with the dash symbol.
 All fences were dashes with an intermittent "x" symbol.
 Ditches were labeled.
 Where a fence and ditch appear on the same line a fence was shown and the ditch was labeled on the fence line.
 Intersections most common have been shown in detail.
 The use of the projector was very helpful in detailing this sheet.
 The wooded area is shown in scant detail on this sheet as it was not considered necessary to completely symbolize the whole area.

FIELD INSPECTION:

The sheet was detailed according to the field inspection everywhere that it appeared.

Field inspection by D. A. Jones & J. N. Jones, Fall 1939.

SINGLE LENS PHOTOGRAPHS USED IN DETAILING:

Number	Date	Scale
AHY-28-64 Inc. 28-69	8-20-37	1:10,000
AHY-63-38 Inc. 63-41	11-14-37	1:10,000
AHY--8--6 Inc. 8--9	6-25-37	1:10,000

RECOVERABLE HYDROGRAPHIC SIGNALS:

~~None put on this sheet.~~ Hydrographic signals shown by 1.5mm. dia circles on cartoloid, will not be shown on published copies.

RECOVERABLE TOPOGRAPHIC STATIONS:

~~No recoverable topographic stations appear on this sheet.~~
 Recoverable topo. stations shown by 2.5 mm. circles and will be shown on published copies.

LANDMARKS FOR CHARTS:

No landmarks appear on this sheet.

GEOGRAPHIC NAMES:

Geographic names shown on this sheet are listed on form M234 in the appendix. Field inspection of names by Lieut. J. N. Jones listed on form.

JUNCTIONS:

This sheet joins the following map drawings:

Junctions to T-5709, T-5713 & T-5706 along with a small amount of junction on T-5713 are in agreement. Sheet T-5812 has not been completed so a junction is not possible in any form yet.
Junction with T-5812 made in Washington office.

COMPARISON WITH PREVIOUS CHARTS AND SURVEYS:

T-2524:-----

Roads, property lines, and interior detail ~~appears to be~~ common with this survey and T-5710, are in generally good agreement.

COMPARISON WITH PREVIOUS CHARTS AND SURVEYS CONTINUED:

Skipton Creek, Wye Narrows and Pickering Creek seem to be in good agreement considering all factors. The vicinity of the cove around Nub 1909 seems to deviate from the general trend of the two surveys. Otherwise Wye East River seems to be in good agreement with the present survey.

Miles River seems to be in good agreement except at two noticeable points. These points are to be noticed as in the upper limits of the eastern end of Miles River, where the survey seems to be incomplete and in the area between Latitude $38^{\circ} 49.5'$ to $38^{\circ} 50'$ the part of Miles River seems to be in large disagreement with the former survey. (Marshy areas)

CHART 1225:-----

There is not enough detail in the interior of this chart to be able to make a comparison, but the shoreline shown here seems to be in common agreement with T-5710 considering the difference in scale.

RECOMMENDATION FOR FUTURE SURVEYS:-----

The detail on this sheet is believed to be complete in all importance for charting and no additional surveys should be made.

The probable error of radial points and well defined objects along the shoreling is not greater than 5 meters. The error of other detail of importance on this sheet is probably not greater than 10 meters where our radial points have been determined by three or more photos.

Respectfully submitted,

Joe N. Henningsen
Joe N. Henningsen,
(Photogrammetric Aid (Field))

L. W. Swanson
Forward Approved
Lieut. L. W. Swanson, Chief of Party,

Date: *May 28, 1941*

GEOGRAPHIC NAMES

Survey No.

T-5710

Name on Survey

	On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List	
A,	B,	C,	D	E	F	G	H	K	
Wye Landing (apparently not used)	x		x	12					1
Wye Heights	x			?					2
Pickering Creek	x		x	123					3
Wye Island	x		x	123					4
Wye East River	x		x	123	x				5
Wye Narrows	x		x	x 123	x				6
Skipton Creek	x		x	x 123					7
(not used) Probascio Landing			x	x 1					8
(not used) Skipton Landing			x	x 1					9
Skipton			x	x 123					10
Longwoods			x	x 123					11
Potts Mill Creek			x	x 1					12
(not on this sheet) Covington Cove			x	x 123					13
Mill Creek			x	x 1					14
Three Bridge Branch				x 13				x	15
Granary Creek			x	x 12					16
									17
(1). MRLR Hart									18
(2). Mr. A. Slagle									19
(3). Mr. Wm. Kastenhuber									20
									21
									22
Miles River									23
Miles River Neck									24
									25
									26
									27

Not shown on JT

Remarks

Decisions

1		388 760
2		(288760)
3		388 761
4		388 761
5		388 761 U.S.G.B.
6		389 761
7		388 760
8		(388 760) U.S.G.B.
9		(388 760)
10		388 760
11		388 760
12		388 760
13	off this sheet.	389 761
14		388 760
15		388 760 ?
16	off this sheet	388 761
17		
18		
19		
20		
21		
22		388 762 U.S.G.B.
23		388 761
24		
25		
26	since under used in ad program by L. Heck on 9/17/41	

where?

REVIEW OF AIR PHOTO COMPILATION NO.

Chief of Party: *L.W. SWANSON*

SHORTLINE by: *N.L. Kaslow*

Compiled by: *J.N. HENNINGSEN*

Project: *H.T. 215*

Instructions dated: *5/13/38*
8/28/39

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, ~~d~~, e, g and i; ~~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. 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)
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)
KNOWN 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.
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."

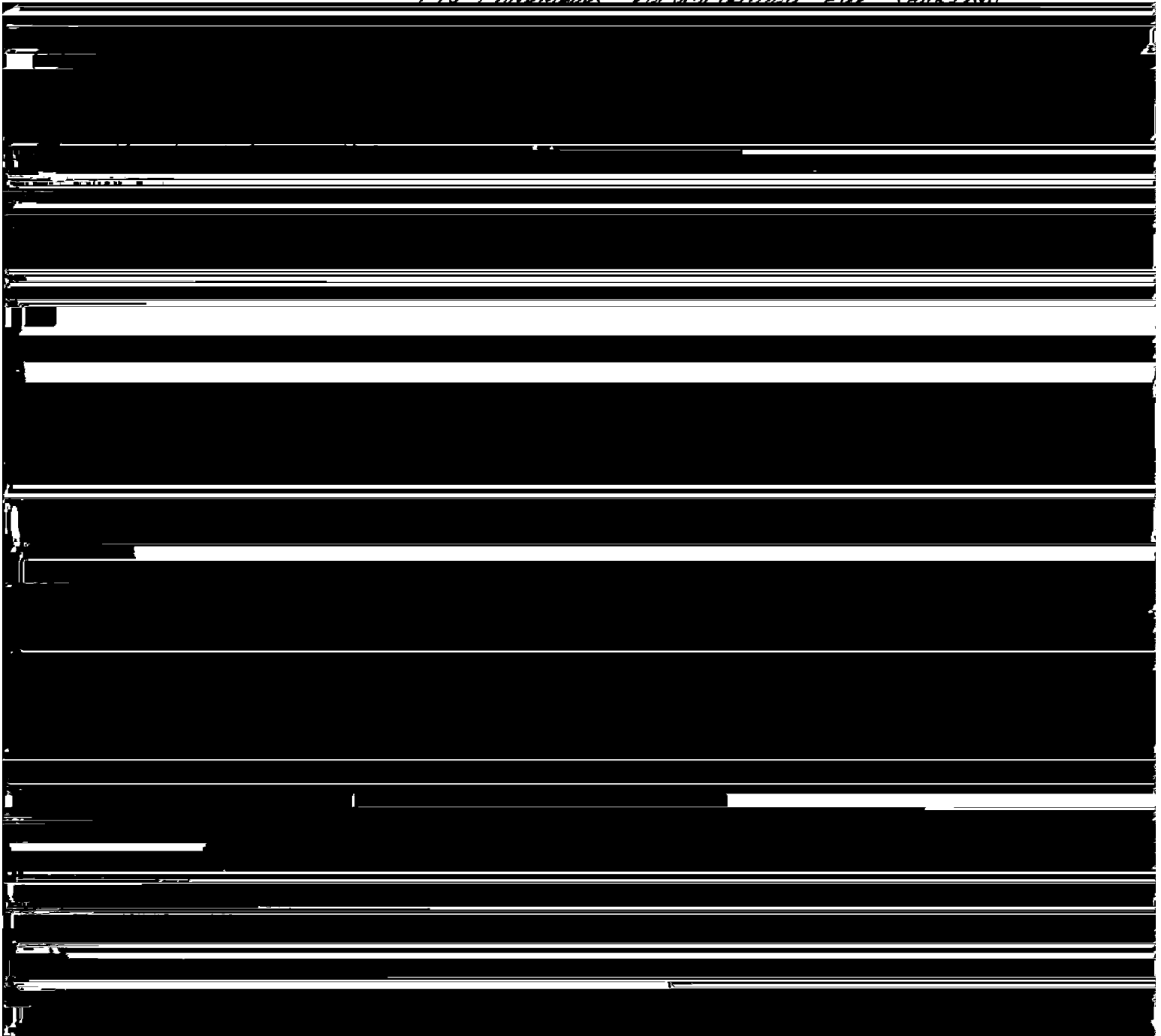
8. The representation of low water lines, reefs, coral reefs and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41)

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. 29, 30, and 57)

Form 524 is not 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)

No landmarks recommended for charting



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;

May 28, 1941
L. W. Swanson

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.

DIVISION OF PHOTOGRAMMETRY

REVIEW OF PLANIMETRIC MAP T-5710

Radial Plot:

The main radial plot for T-5710, T-5705, and T-5713 was made as a unit and was not checked in the office. The secondary radial plot controlled by main radial points seems to be good on T-5710, although along the junctions with sheets T-5713 and T-5812 the secondary radial points do not check the same points on the other surveys as closely as desirable. The main plot points at the same junctions check each other. In the descriptive report accompanying T-5812, the statement is made that two roads crossing the junction at latitude $38^{\circ}52.7'$ and latitude $38^{\circ}51.8'$ did not match and that the radial plot of T-5812 was extended until a junction was made. The roads as thus plotted were transferred to T-5710 by the reviewer.

Field Inspection and Detailing:

The field inspection was good and adequate except for streams through woodlands.

The detailing was good except for a few buildings added by the reviewer after stereoscopic inspection of photographs and according to field inspection notes, notably a large cannery at latitude $38^{\circ}51.8'$, longitude $76^{\circ}04.2'$. All of the streams through woodlands were examined under the stereoscope, resulting in the removal of several from the sheet and the relocation of several others.

Previous Topographic Surveys:

T-5710 is complete and adequate to supersede the following older surveys with the exception of contours shown on T-2524:

T-224	1:20,000	1847
T-2524	1:20,000	1900-01

Comparison with Nautical Chart 1225:

T-5710 was applied to Chart 1225 prior to this review. No changes have been made during the review which affect the chart.

Comparison with Contemporary Hydrographic Surveys:

The contemporary hydrographic surveys were not available at the time of this review. (*June 4, 1942.*)

NOTE: T-5710 was compared with H-6604 January 16, 1943 and a few minor discrepancies between soundings and shoreline were corrected by making small changes in the shoreline on T-5710.

Reviewed by D. H. Benson - June 4, 1942

Review report prepared by B. G. Jones from notes by D. H. Benson.

APPROVED BY:

B. G. Jones 6/46
B. G. Jones, Technical Asst.
Div. of Photogrammetry

Robert W. Hox
Chief, Nautical Chart Branch
Division of Charts

K. T. Adams
Chief, Div. of Photogrammetry

Raymond P. Egan
Chief, Div. of Coastal Surveys