

5713

Applied to Chart 1225 (before review) Dec. 4, 1942 G.H.S.

(after review) Jan. 2, 1944 G.H.S.

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-5713

REGISTER NO.

State Maryland

General locality Chesapeake Bay

Locality Easton Md., Miles River, Tred Avon River.

Scale 1:10,000 Photographs 7-8-37 Many Single Lens
Date of ~~Survey~~ 3-12-40 at numerous dates.

~~Vessel~~ Air Photographic Party No. 2

Chief of party L. W. Swanson

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

Inked by Shoreline and Interior Joe N. Henningsen (Rough Draft).

Heights in feet above _____ to ground to tops of trees

Contour, Approximate contour, Form line interval _____ feet

Instructions dated May 13, 1938, 19____

Remarks: _____

✓

DESCRIPTIVE REPORT
to accompany
AIR PHOTOGRAPHIC SURVEY SHEET NO. T-5713
STATE OF MARYLAND
CHESAPEAKE BAY---TRED AVON RIVER---EASTON, MD.

Date of this report.....Oct. 15, 1941.

INSTRUCTIONS:

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

CONTROL:

The control consists of stations shown on this sheet namely:

U. S. C. & G. S.

Villa, 1934

Easton, 1934

Easton Standpipe, 1934

Easton Black W. T. , 1934

Sal 1934

M. S. F. S.

Henderson, 1910

Stab, 1910

Gash, 1910

Camden, 1910

Radoliff, 1910

Villa 1910

Chap 1910

} added in office
(not used to control photos)

The control shown off the outer limits of detail on this map drawing is not noted or shown on this sheet or report.

RADIAL PLOT:

A detailed report of this radial plot of this sheet along with those of the Choptank river is being prepared and will be submitted in the near future with one of the other sheets.

The basic plot was made from nine lens photographs on a 1:20,000 scale and enlarged to a 1:10,000 scale.

PHOTOGRAPHS:

This sheet was not covered by a sufficient number of nine lens photographs to make a complete survey. Three flights of single lens photographs taken on a 1:20,000 scale and enlarged to a 1:10,000 scale were purchased from the AAA.

DETAILING:

The western part of this survey was detailed from the nine lens photographs while the eastern part was detailed from single lens. Cuts for detailing could be obtained from the nine lens photographs over most of the sheet with the exception of the N. E. corner. The nine lens photos No's. 1664 and 1665 were very difficult to hold to the control. It was also found that single lens photo's numbered AHY 63-45, AHY 75-92 and AHY 75-93 were very hard to lay.

DETAILING CONTINUED:-----

Since the control plot was run it has been found that the single and ring lens photos have distorted a large amount. Therefore, it is rather difficult to lay every photograph as a whole, for the purposes of detailing the control plot was accepted and the photographs were oriented accordingly.

The drainage on this sheet was examined under the stereoscope where there was any doubt as to its position. Heavy woodlands prevented positive identification of all stream positions shown with dash symbol (indicating approx. locations).

Highways appearing on this sheet are:---

U. S. Highway	#213
State	" #309
"	" #331
"	" #328
"	" #333
"	" #370
"	" # 33

There are over 12 miles of railroad on this sheet. Running west from Easton is the Baltimore and Eastern Branch of the Pennsylvania Railroad, from Easton South is the Delaware railroad and from Easton North is the Oxford Branch of the Pennsylvania Railroad. It is to be noted that the railroad from Easton east to the Choptank river has been abandoned and should be ignored on the photographs. This abandoned R.R. has been added in the office and shown with the std. symbol for abandoned railroads.

Wherever possible all buildings along the shoreline were shown. It is believed that all buildings in the interior 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 possibly were erected after the pictures had been flown.

The town of Easton Md. is thought to be shown complete in all street detail layout. The important buildings noted on the field prints and according to the town map of Easton where field inspected, are shown. To the east of the town of Easton is shown the Easton Airport. This should be put on as shown. The only part considered the airport property is the runways. It is an odd case, but operations are under way it is thought, to consolidate it into a full size airport.

Roads are assumed to be 6 meters in width unless noted. Therefore as far as this sheet goes no roads are shown over 6 meters in width either on the field prints or on this sheet.

All trails are shown with the dash symbol.-----

All fences are shown x-----x-----x-----x-----x-----x-----x

Ditches are labeled.

Where a fence and ditch appear on the same line a fence was shown and also noted as a ditch.

The use of the projector was very helpful in detailing this sheet.

Intersections most common have been shown in detail.

All of the wooded area is not shown in complete detail on this sheet, as it was not considered necessary according to the instructions.

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 and J. C. Lajoie fall 1941.

RECOVERABLE HYDROGRAPHIC SIGNALS:

None put on this sheet. Hydrographic signals are shown by 1.5 mm. dia. circles on the cartoloid. They will not be shown on the final prints

RECOVERABLE TOPOGRAPHIC STATIONS:

No Recoverable topographic stations appear on this sheet, as 2.5 mm. circles and will be shown on the published prints.

LANDMARKS FOR CHARTS:

~~For~~ landmarks appear on this sheet. Listed on form 537.

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.

REMARKS:

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 shoreline is not greater than 5 meters. The error of the interior 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: *Nov. 12, 1941*

Remarks.

Decisions

1		388761 U.S.G.B
2		387761
3		388762 U.S.G.B
4		387761
5		387760
6		"
7		"
8		387761
9	Names and numbers of railroads and highways checked and found in agreement with available sources. L.H.	387761
10		387761
11		387760
12		"
13		387761
14		386761 U.S.G.B.
15		387761
16		"
17		387760
18		387759
19		387760
20		"
21		
22		
23		
24		
25	on sheet, s.w. of Easton.	387761
26		386762
27		387760

GEOGRAPHIC NAMES

Survey No. 2513

Name on Survey	A. On Chart No. 1225	B. On previous survey No. 2513	C. On U. S. quadrangle Maps	D. From local information	E. Hy. Plan Map. On local Maps	F. Survey No. 2524	G. Rand McNally Atlas	H. U. S. Light List	K.
✓ Goldsborough Creek	x		x Goldsboro			x Goldsboro			1
✓ Glebe Creek	x		x	x		x			2
✓ Miles River	x		x		x	x			3
✓ Watermelon Point	x	x		1,2 x					4
✓ Easton Point	x	x	x	1,2 x					5
✓ Easton	x	x	x		x				6
✓ St. Aubins Heights				x 1,2	x				7
✓ Shipshead Creek				1,2,3 x					8
✓ Dixon Creek	x	x	x	1,2 x					9
✓ Bloomfield	x	x	x	1,2 x	x				10
✓ Tanyard Branch				1,2 x					11
✓ Papermill "Pond"				1,2 x					12
✓ "The Anchorage"				1,2 x					13
✓ Tred Avon River	x	x	x	1,2 x			x		14
✓ Neck Point	x	x		1,2 x					15
✓ Camden Point	x	Camden x		1,2 x					16
✓ Williams Creek			x						17
✓ Kings Creek			x		x				18
✓ Wootenau Creek			x		x				19
✓ Galloway Run			x						20
(1). Mr. Wm. Kastemhuber---			Easton, Md.						21
(2). Mr. W. L. Anderson---			Easton, Md.						22
(3). Mr. J. S. Seward-----			Kirkham, Md.						23
✓ Miles River Neck									24
✓ Edmundson Neck									25
✓ Choptank River									26
✓ Easton Airport									27

LANDMARKS FOR CHARTS

TO BE CHARTERED }
STRIKE OUT ONE

Paul Simon, III.

Nov. 20, 1941 193

I recommend that the following objects which have ~~(been inspected from seaward to determine their value as landmarks, and been charted on (deleted from) the charts indicated.~~

The positions given have been checked after listing.

FOOTNOTES:

Chief of Party:

[illegible]

This form shall be prepared in accordance with 1934 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.

U. S. GOVERNMENT PRINTING OFFICE 69876

44-38861-1000

Same as 226-709 (1941)

REVIEW OF AIR PHOTO COMPILATION NO. T - 5713

Chief of Party: L. W. Swanson

Compiled by: J. N. Henningsen

Project: H. T. 215

Instructions dated: 5/13/38; 6/1/38
6/19/39 and 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, c, d, e, ~~f~~ and ~~g~~; 26; and 64)

~~f~~. 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)

~~f~~. 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 are no ground surveys within the limits of this Map Drawing.

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)

A plan of the City of Easton is attached. Some minor field inspection is shown on this plan.

~~f~~. 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)

A detailed report is being prepared of the combined plot of the Upper Choptank River and vicinity.

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. ~~38~~, ~~39~~, and 57)
- Form 524 is submitted for two recoverable topographic signals, within the City of Easton, Md.
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 ~~65k~~)
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, 48)

16. No additional surveying is recommended at this time.

17. Remarks:

It should be noted that up to September, 1941, the runways are all that belongs to the Easton Airport (Under lease). The Area about the runways is under cultivation.

18. Examined and approved;

Nov 12, 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, Division of Charts

Chief, Section of Field Work

Chief, Division of Hydrography
and Topography.

DIVISION OF PHOTOGRAMMETRY

REVIEW OF PLANIMETRIC MAP T-5713

There are no contemporary graphic control surveys or hydrographic surveys in this area.

Previous Topographic Surveys:

T-224	1847	1:20,000
T-254	1849	1:20,000
T-2513	1900	1:20,000
T-2524	1900-01	1:20,000

Changes in shoreline have been too small to affect the charts. There have been some changes in culture, but of a minor character. The comparison on page 4 of the descriptive report (T-5713) is adequate.

T-5713 supersedes the above listed surveys for the common areas.

Comparison with Chart 1225 (Revised to Dec. 12, 1941)

Shoreline changes are negligible. Interior detail on chart 1225 should be changed slightly and completed between the Tred Avon and Choptank Rivers.

T-5713 has not been applied to chart 1225 at this date.

Radial Plot:

The control plot was not checked as a whole in the Washington Office, as it covered a number of sheets. However, the photographs were oriented under the acetate and checked the main radial plot. In one or two areas the secondary radial points were found to about 0.75 mm in error, apparently due to carelessness in orienting the photographs while making the secondary plot. The corresponding errors in detailing have been corrected.

Field Inspection and Detailing:

The field inspection was complete except for streams through woodlands.

The sheet was detailed as a rough draft. The detailer did not follow the field inspection notes closely enough, so that several minor changes in details were required in the Washington Office. The abandoned railroad referred

to on page 3 of the descriptive report was added in this office and shown by the proper symbol.

There were a large number of interlacing streams through woodlands shown on the sheet as received from the field. After careful inspection of the photographs under the stereoscope, many of these were removed, and others shown by a dashed symbol indicating probable or approximate locations.

The inking of the shoreline was poor, it being necessary to retouch it so that the smooth draftsmen could tell the difference between the true high water line and the lighter vegetation water line.

Topographic Quadrangles:

T-5713 was compiled in 1941 but processing in the Washington Office was delayed and not completed until 1946 because of war map work of the Bureau. Meanwhile, the Coast and Geodetic Survey made topographic quadrangle (manuscript scale 1:20,000) of this same area for the War Department. Planimetric details from T-5713 were used as a base for quadrangles T-8249, T-8250, T-8258, and T-8259, which were completed in 1943. The quadrangles are more recent and more complete as regards details than T-5713, but are at a smaller scale.

Reviewed by D. H. Benson; May 22, 1942

Inspected by B. G. Jones, June 2, 1942

NOTE: After T-5713 had been reviewed, smooth drafted, and printed, the hydrographic survey of this area became available and comparison was made with that survey. A small change in the marsh shoreline at latitude $38^{\circ}44.8'$, longitude $76^{\circ}06.9'$, and latitude $38^{\circ}46'$, longitude $76^{\circ}04'$ has been made in red on the manuscript T-5713 in accordance with recommendation of the hydrographic party. This change is shown on the registered copy in red. It will be made on the published copies at a future printing.

B. G. Jones
B. G. Jones - Dec. 1944

Page 3

Review report prepared by B. G. Jones from reviewer's notes,
July 1946

Approved by:

B. G. Jones 7/46

B. G. Jones, Technical Asst.
Div. of Photogrammetry

Robert W. Knox

Chief, Nautical Chart Branch
Division of Charts

K. T. Adams

Chief, Div. of Photogrammetry

Raymond E. Egan

Chief, Div. of Coastal Surveys