

5740

T5718

Applied to Chart Comp. 553 Aug. 7, 1942 H.E. MacEwan

applied to chart 1225 Feb. 7, 1944 J.H.S.

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

REG. NO.

15718

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-5718

REGISTER NO.

State Maryland

General locality Chesapeake Bay

Locality Little Choptank River to Slaughter Cr. Bridge.

Nine lens-May 1, 1937

Scale 1:10,000 Date of survey Single Lens-May 1, 1938

Vessel Air Photographic Party No. 2

Chief of party L.W. Swanson

Field inspection: J. Jones-8/39 & L.W. Swanson 4/41

Surveyed by Radial Plot-J. Rihn & N. Kaslow-Berun by: W.E. Schmidt

Inked by W.E. Schmidt (rough draft)

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated 3/31/38, 5/13/38, 6/1/38, 6/19/39, 19.....
8/28/39

Remarks:

Sheet completed to limits. Weak sections outlined in blue ink.

...

T5718

DATE OF SURVEY

See opposite page for dates of the photographs.

Field inspection was made in August 1939 and April 1941.

Mean high water line was detailed from the nine lens photographs and is of the date of those photographs, May 1, 1937, with the exception of minor changes taken from the single lens photographs of May 1938.

Interior details were compiled largely from the single lens photographs of May 1938.

PHOTOGRAPHS

Nos.	Date	Time- AAA	Scale	Alt.	Stage of Tide*
Nine lens					
1331-33	5/1/37	9:14-9:45	1:10,000		1.0' above M.L.W.
1422	"	10:27-10:49	"		0.8' "
1432	"	"	"		" "
1447-48	"	2:02-2:09	"		0.4' "
1451	"	"	"		" "
Single lens					
ANJ29-2	5/1/38	unknown	"		unknown
29-3	"	"	"		"
13-3	"	"	"		"
13-4	"	"	"		"
13-19	"	"	"		"
13-20	"	"	"		"
13-61	"	"	"		"

See also page opposite

*Tide from predicted tide tables, Sharps Island, mean range 1.3 ft., spring range 1.5 ft. Reference station Baltimore, Md.

Camera: U.S. Coast & Geodetic Survey nine lens. Focal length $8\frac{1}{2}$ inches. Negatives on file in Washington Office.

Camera: AAA single lens. Focal length unknown. Photos were increased from 1:20,000 to 1:10,000

SUPPLEMENTAL SURVEYS

Graphic control surveys-----none
 Hydrographic surveys-----none
 Field inspection---J.Jones 8/39 and L.W. Swanson 4/41
 Additional F.I.S.---J. Steinberg 3/41

GENERAL INFORMATION

Chief of Party---L.W. Swanson
 Projection by---Washington Office--Ruling machine--J.P. Dunigh--Date unknown
 Projection checked by--Washington Office--Date unknown
 Hydrographic signals on field inspection photos pricked by--J.Jones & L.W. Swanson
 Hydrographic signals on office photos pricked by--W.E. Schmidt
 Additional hydrographic signals pricked on office photos by--W.E. Schmidt
 Main radial points pricked on office photos by--W. VanLoon
 Additional radial points pricked on office photos by--W.E. Schmidt-3/41
 Control plotted by--J.L. Rihn-1/23/41
 Control checked by--C. Supp 1/25/41
 Radial plot by--J.L. Rihn and N. Kaslow 2/11/41
 Radial plot relayed--W.E. Schmidt-~~2/11/41~~-3/41
 Compiled by--W.E. Schmidt (shoreline and interior, rough draft)
 Preliminary review by-----

See next page for Statistics & Reference Station.

STATISTICS

T5718 2

Area(land)-----15.0 Sq. statute miles
Shoreline(more than 200 meters from opposite shore) 31.0 Statute miles
Shoreline(Less than 200 meters from opposite shore) 3.0 Statute miles
Roads & Streets -----30.0 Statute miles
Trails-----12.0 Statute miles
Streams(all drainage;ditches etc. -----75.0 Statute miles
Total time required for detailing (working days)for shoreline
and interior-----22 days

REFERENCE STATION

Hoop-2, 1934 (adj) N.A. 1927
Latitude; 38° 30' 14.818 " 456.9 m (1393.2 m)
Longitude: 76° 17' 10.544 " 255.4 m (1198.4 m)
Page 86-Geographic positions.

x coordinate : 1,004,254.50 ft.
y coordinate : 245,080.80 ft.

3

Descriptive Report
To Accompany
Air Photographic Survey Sheet No. T-5718
State of Maryland

T5718

Chesapeake Bay-Little Choptank River to Slaughter Cr. Bridge.

Date of the report-----May 20, 1941

INSTRUCTIONS:

This rough draft map drawing is a part of project No. HT215 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 on this sheet by the triangulation symbol. The following is a list of the control and its sources;

U.S.C. & G.S.

Hoop-2, 1934 (adj)
Loft, 1934 (adj)
James-2, 1934 (adj)
Moore, 1910, (adj)

RADIAL PLOT:

The customary template method and also the separate orientation of the photos under the smooth sheet was used to determine the radial points in the final lay of this sheet. The secondary control on this sheet was determined from a plot layed from 1:20,000 photos. This 20,000 plot was layed due to insufficient triangulation for a 10,000 plot. All good radial points from the 20,000 plot were transferred to the 10,000 scale sheets by the graphic method. It was found that when sheet No. T-5718 was ready for detailing and an attempt was made to orient the 10,000 photos under the smooth sheet (10,000) some of the secondary control could not be held due to twist, distortion and other mechanical errors. This necessitated discarding a good many secondary points that had been established from the original 20,000 plot. It was decided to establish additional control (F.I.S.) and a relay of this sheet was begun. Two additional flights of single lens photos were also obtained from the AAA in order to help run the relay of this sheet. After establishing a number of good radial points by using the nine lens photos (those without excessive tilt) the single lens photos were laid and their centers located on the smooth sheet. The points established by the use of the nine lens photos were used as secondary control points to lay the single lens photos. The single lens photos were found to be distorted about 1/8" and they had to be oriented in quarters to obtain good intersections of the points. Both the template method and the separate orientation of the single lens photos under the smooth sheet was used. The many tilted photos on this sheet caused considerable trouble. The field recovery of the triangulation was completed in a most satisfactory way giving all necessary demensions for scale check etc. These stations could be pricked on the office ~~exp~~ photos with a fair degree of accuracy except where they appeared at the outer limits of the photos (blurred condition). It has been found that F.I.S. stations are more satisfactory for control due to direct pricking. Poor spacing of photos ~~and~~ covering the area on this sheet was another contributing factor of trouble.

Field Inspection Stations

KTH

In some cases when using the nine lens photos a few masks had to be oriented separately and this was noted directly on the photo. All tilt was taken into account on the nine lens photos. Tilt was not considered on the single lens photos. In the final plot of this sheet stations Mary and Etta were used to help control the photos on the east side of this sheet(dog ear). Weak sections on this sheet were outlined in blue ink and noted.

The following is a brief description of the attempt to lay the original 20,000 plot which included this sheet and the 10,000 plot which followed in order.

The customary template method was used to determine the positions of the radial points. The radial points were pricked on the 1:20,000 scale photos, templates were made and the plot for control sheet No.4 was laid. This control sheet ruled in Washington office. The radial points obtained from this plot were then transferred to the 1:10,000 scale smooth sheets Nos. T-5715, T-5716, T-5718, T-5719 and T-5720, to be used as secondary control points.

At the first attempt(10,000 plot) it was found possible to lay a radial plot for four of the sheets but not including T-5716. Using the points obtained from this plot and the 1:20,000 scale plot, the amount of ~~the~~ tilt was computed on 28 photos(10,000) suspected of having an appreciable degree of tilt. It was found that 17 of these photos were tilted in excess of one degree and that 6 were tilted more than two degrees.

New templates were drawn for all photos having fifty minutes or more of tilt, using the isocenters as the origin of all radial outs. It was not necessary to relay the plot for ~~T-5715~~ T-5715. The plot for this sheet(T-5718) was relayed independently. The plot for T-5716, T-5719, and T-5720 was then layed. The northeast corner of T-5720 was left out of this plot with the intention of laying it in conjunction with the plot for T-5717.

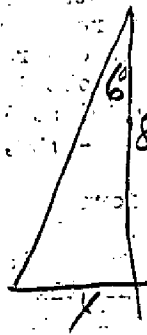
A second lay of the radial plot(10,000) showed a considerable improvement, because of the calculation of the amounts of tilt and the location of the isocenters. No single lens photos were used in any of these plots.

The relationships of the photo centers and the radial points at the North-South junctions of the sheets T-5716 and T-5719 with sheets T-5715, T-5718 and T-5720 were recorded on three overlapping pieces of celluloid. The making of these overlap sheets was an attempt to strengthen the accuracy of the maps of the various sheets at these borders and bring the junctions into closer agreement.

The photo centers pricked on this sheet(T-5718) are mechanical centers unless the calculated tilt is more than forty-nine minutes, in which case the isocenters were pricked.

laying the plot for
Listed below are the photos used in ~~making~~ this sheet(T-5718) together with the calculated amounts of tilt for each:

see next page



$$\tan 6^\circ = \frac{x}{8\frac{3}{4}}$$

	Degrees	Minutes
1448	1	57
1451	3	25
1332	0	28
1422	1	12
1432	6	03
1334	1	08

Included in this report is a sheet Titled "Triangulation in the Radial Plot" for this smooth sheet (T-5718) which will give an idea how the triangulation held during the lay of the original 10,000 plot.

Special Note: It will be noted in the above description of the original plot it was stated that only the isocenters of photos having a forty-nine minute tilt or more were pricked and used on the smooth sheet and in other cases the mechanical center was used. This was not true in the final lay ~~of the plot~~ of the plot for this sheet. All isocenters were used where any amount of tilt had been figured.

DETAILING:

The area within this sheet was covered by a sufficient number of photos but due to poor spacing and tilt, certain sections were considered weak and were noted as such. Most of the interior was detailed from the single lens photos wherever possible. 99% of the shoreline was detailed from the nine lens photos and any large change that was noted on the single lens photos (taken at a later date) was corrected accordingly wherever possible. It was impossible of course to detail all shoreline that appeared on the single lens photos due to uncertain identification of the same points on the nine lens and single lens photos due to the different dates in photographing.

All drainage on this sheet was carefully examined under the stereoscope.

During the detailing of this sheet a symbol was used to show evergreen trees (pine and cedar) which was found to be

not used

Bridge at slaughter Creek

Field inspection stated ~~that~~, " Bridge to be opened from $\frac{1}{2}$ hr. before sunrise to $\frac{1}{2}$ hr after sunset. Operator can be found at Harrington store, $\rightarrow$ slaughter Island, or blow whistle. Vent. cl. measured Apr. 14, 1941: $1\frac{1}{2}$ ft bridge closed. Using predicted tides, Baltimore Reference station, corrected to Choptank River light the observed clearance reduces to approximately 1 ft. The 1935 Engineer Bridge Book gives the vent. cl. closed as 4 ft.

~~DETAILING~~

DETAILING (CONTINUED):

It was assumed in these cases that the building had been erected after the area had been photographed and they therefore could not be accurately located on this sheet.

All roads were labeled (width and classification)

All fences marked with "f"

All trails shown with the proper dashed symbol and were not labeled.

Ditches were labeled.

Notes appear on this smooth sheet to clarify any questionable areas.

Where a fence and ditch appeared as the same line on the photos, a solid thin line was shown and labeled as fence and ditch. In most cases only the ditch was shown since it had been assumed that a ditch is more permanent than a fence. In certain areas on the photos the ditches looked very much like fences but after conference with Lieut. L.W. Swanson, Chief of Party, who visited these areas in question (fences and ditches) they were correctly labeled. Some of these ditches had the appearance of trails.

~~The main road as it leaves the west side of Slaughter Cr. Bridge has been detailed a trifle wider than it is~~

The main road as it leaves the west side of Slaughter Cr. Bridge has been detailed a trifle wider than ~~it is~~ it actually is but has been labeled correctly. This ~~road of course is shown relatively correct~~ road of course is shown relatively correct ~~correct~~ on the this sheet.

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

A special note has been printed on this sheet about the bridge at Taylors Island (town) across Slaughter Cr. All other bridges (small) were labeled. *Clearance given in*

All shoal area shown on this sheet is approximate.

USE 1935 Bridge Book. See also opposite page

FIELD INSPECTION:

Field inspection by Lieut. J. Jones and Lieut. L.W. Swanson - 8/39 and 4/41

This sheet was carefully detailed according to this field inspection.

RECOVERABLE HYDROGRAPHIC SIGNALS:

These signals were indicated by the proper symbol on this sheet by a 2 1/2 mm circle. ~~Their positions have been submitted with this report on form 567 (Landmarks for Charts) in the appendix. Those permanently recoverable will be shown as Topographic Stations on the published Map.~~

~~RECOVERABLE TOPOGRAPHIC STATIONS:~~

~~No recoverable topographic stations appear on this sheet.~~

LANDMARKS FOR CHARTS:

~~Referred to above (Recoverable hydrographic signals).~~

None

List of Fixed Aids on Form 567 attached.

Accuracy

The remarks on the bottom of page 7 and on page 8 are restated here for the sake of clarity.

Because of poor spacing of the photographs and excessive tilt ($6^{\circ} +$) of photograph 1432 the following areas on this sheet are probably below usual standards of accuracy. The error of recoverable details in these areas is probably not over 10 meters (1.0 mm. on the sheet):

1. The entire area of the sheet west of Long. $76^{\circ} 20'$
2. The area south of Lat. $38^{\circ} 29'$ and east of Long. $76^{\circ} 16'$

GEOGRAPHIC NAMES:

Geographic names shown on this sheet are listed on form M234 in the appendix. Names of beacons listed from "Light List 1938". Field inspection of names by Lieut. J. Jones. Listed on form M234 by W.E. Schmidt.

JUNCTIONS:

This sheet joins the following map drawings:

8
T-5715- ~~No junction~~ No junction (water area to the north.

T-5719-To the east

Junction has been made with T-5719 and is in agreement.

COMPARISON WITH PREVIOUS CHARTS AND SURVEYS:

Chart 1225- This chart is to a 1/80,000 scale and no comparison was made. See form 567 for recharting of Ragged Pt. Bn., Slaughter Cr. Inner and Outer Bns. T-2560- Most of the protected creeks are in fair agreement and those inland features which are common to both sheets are also in fair agreement. The unprotected shoreline along the Little Choptank River and Chesapeake Bay have undergone a decided change (a maximum of about 200 meters in some places). The Maryland State Highway No. 16 has been straightened considerably east of Slaughter Cr. There is of course no possible comparison where the inland features have undergone a decided change such as ~~straightened~~ straightening of roads, change of fence lines etc.

T-2561- The shoreline is in fair agreement except the area covered by James Island. The shoreline along this island has receded considerably and the original island is now broken into three parts.

REMARKS:

Owing to the poor ~~spacing~~ spacing of photos and tilt, certain specified areas on this sheet were considered weak. These areas were outlined in blue ink and noted. It is however the opinion of this detailer that the area as mentioned above does not contain any error over 10 meters.

This is the area west of 76° 20' and the area East of 76° 16' and west of south of 38° 29'

RECOMMENDATION FOR FUTURE SURVEYS:

T5718 8

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

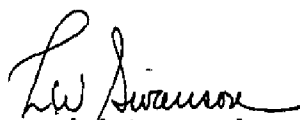
The probable error of radial points and well defined objects along the shoreline is not greater than 5 meters except the areas outlined in blue ink (probable error 5 to 10 meters). The error of other detail of importance on this sheet is probably not greater than 10 meters where our radial points have been determined by three or more photos.

See note opposite page 8.

Respectfully submitted,



W.E. Schmidt,
Photogrammetric Aid (Field)



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

Date *May 21, 1941*

T5718

TRIANGULATION IN THE RADIAL PLOT

Legend

OF SHEET

- G- Bisects point
 T- Tangent and less than line
 thickness off point
 O- More than line thickness
 off point

T-5718

STATION	PHOTO	1422	1423	1424	1331	1332	1333	1334	1447	1448	1452
Loft					T	G			T	G	
Hoop-2		G			T	O	O				T
Madison Ch. Spire		T	G				O	T			
Harrington		G	T				T	G			
Louise		G	G	G							
R.M. Ross			T	T							
Laney		T	O	O							
James -2					T				G		O
Starret		G	G	T		?	?				G

NLK 2/14/41

T5718

T-5718

Remarks

Decisions

1		385763
2	* See section as outlined in green ink on this smooth sheet. omit here	U.S.G.B.
3	(*) Oyster Cr. (*) Oyster Bay X Oyster Cr.	384762-763 U.S.G.B.

5	Hoopers Pt. Write Island in full for town	U.S.G.B.
6	(*) Hoopers Pt.	385762
7		384762/63
8		"
9		"
10		385762 U.S.G.B.
11	(*) Woolfords Cr.	385762 U.S.G.B.
12		384762/63
13		"
14		"
15		"
16		384762-63 U.S.G.B.
17		" U.S.G.B.
18	* Generally referred to as Susquehanna Farm Neck. (Locally)	385762 U.S.G.B.
19	No longer exists: probably a point of James I before erosion.	(385763)
20	Location has been referred to U.S.G.B. ok	
21	to apply here pending its decision.	
22		

GEOGRAPHIC NAMES

Survey No.

T-5718

Name on Survey	Previous Survey No. 2561	On Chart No. 1225	On previous survey No. T-2560	On U. S. Quadrangle Maps	From local information	Hwy Planning Map of Maryland	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List	Local Sign
A	B	C	D	E	F	G	H	I	J	K
/ James Pt.	✓		✓	✓				✓		1
/ James I.	✓		* ✓	✓				✓		2
/ Oyster Cove	✓	⊗	X	✓				✓		3
/ Taylors I.	✓	✓	✓	✓						4
/ Taylors I. ^{Island} (town)	✓	✓	✓	✓	✓				✓	5
/ Hooper Pt.	✓	⊗	✓	✓						6
/ Slaughter Cr.	✓	✓	✓	✓				✓	✓	7
/ Smithville	✓		✓	✓	✓				✓	8
/ Parsons Cr.	✓	✓	✓	✓						9
/ Susquehanna Pt.	✓	✓		✓	✓			✓		10

GEOGRAPHIC NAMES

Survey No.
T-5718

Name on Survey	Previous Survey No. 2561	On Chart No. 1225	On previous survey No. T-2560	On U. S. quadrangle Maps	From local information	Hwy Planning Map of Maryland	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List	Local Sign
A	B	C	D	E	F	G	H	K		
/ James Pt.	✓		✓	1,2			✓		1	
/ James I.	✓		* ✓	1,2,3			✓		2	
/ Oyster Cove	✓	⊗	X	1,2			✓		3	
/ Taylors I.	✓	✓	✓	1,2,3					4	
/ Taylors I. (town)	✓	✓	✓	1,3,5	✓			✓	5	
/ Hooper Pt.	✓	⊗	✓	1,2					6	
/ Slaughter Cr.	✓	✓	✓	1,2,3			✓	✓	7	
/ Smithville	✓		✓	1,2,3	✓			✓	8	
/ Parsons Cr.	✓	✓	✓	1,2,3					9	
/ Susquehanna Pt.	✓	✓	✓	2			✓		10	
/ Woolford Cr.	⊗	✓	✓	2,3					11	
/ Cators Cove		✓	✓	3					12	
/ Davis Cr.			✓	3					13	
/ Chapel Cove			✓	2,3					14	
/ Hooper Neck			✓	1,2,3					15	
/ Travers Cove		✓	✓	1,3					16	
/ Poverty Pt.			✓	1,3					17	
/ Susquehanna Neck			✓	*					18	
Abbot Pt.							✓		19	
Woolford				5					20	
Note: No additional names recommended-Lieut. J. Jones										21
1- Mr. L.R. Slacum, Cambridge, Md.					5-Local sign				22	
2-Mr. W. F. Moore, Oxford, Md.					Names listed below recommended by: W. E. Schmidt					23
3- Mr. W.F. Smith, Madison, Md.										24
/ Little Choptank River	✓	✓	✓						24	
/ Slaughter Cr. Outer Bn.							✓		25	
/ Slaughter Cr. Inner Bn.							✓		26	
/ Ragged Pt. Bn.							✓		27	

384762/63 U.S.G.B.

385762 U.S.G.B.

GEOGRAPHIC NAMES

Survey No. **T5718**

Name on Survey	A. On Chart No.	B. On previous survey No.	C. On U. S. quadrangle Maps	D. From local information	E. Hwy. Planning Map On local Maps of Maryland	F. P. O. Guide or Map	G. Rand McNally Atlas	H. U. S. Light List	K.
1 Maryland State Hwy. No. 16				✓					1 ✓
1 Travers Pt. (= South point of Travers Cove, west side Slaughter creek)									2 ✓
1 Woolford Neck									3 ✓
1 Slaughter Creek Bridge									4 ✓
1 Chesapeake Bay									5 ✓
									6
									7
									8
									9
									10
									11
									12
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Names and dates of persons
by L. Heck on 10/21/41

T5718

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

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

Baltimore, Md.

I recommend that the following objects which have (*hydrograph*) been inspected from seaward be charted on (*latest photo*) the charts indicated.
The positions given have been checked after listing.

L.W.

GENERAL
LOCALITY

NAME AND DESCRIPTION

LATITUDE		LONGITUDE		DATUM
O	I	O	I	

Reg'd Pt. Bn. *	<i>Rebuilt 1941</i>	38	31	581.3 (1268.8)	76	16	699.2 (754.3)	N.A. 1927
Slaughter Cr. Inner Bn.	<i>Rebuilt 1948</i>	38	30	29.9 (1820.2)	76	16	851.4 (602.5)	"
Slaughter Cr. Outer Bn. *	<i>Rebuilt 1938</i>	38	30	365.2 (1485.2)	76	16	790.7 (663.7)	"

Note: The date of location is noted as of May 20, 1941 (date of photos used for the above locations were taken May 1, 1937-41)

* *Actual date of location is date of those two lights noted in light and sound signal to the above date.*

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARK considered for the charts of the area and not by individual field survey sheets. Information un

REVIEW OF AIR PHOTO COMPILATION NO.

75718

Chief of Party: L. W. Swanson

Compiled by: W. E. Schmidt.

Project: HT 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, c, d, e, ~~f~~ and i; 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)

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. 12b; ~~44~~; and 66 c, ~~44~~, 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."

11-57

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 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)

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 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. 65j~~)

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.

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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:

It should be noted that two areas are blocked off, where only weak intersections of radials could be obtained. It is the opinion of the Compiler and the Chief of Party, that the error in these areas is not greater than 5 to 10 meters. Better spacing and overlap of photographs, would have greatly reduced the amount of office work on this sheet. The number of tilted photographs at the southern end of this project should be noted.

18. Examined and approved;

L. W. Swanson
Chief of Party

5/21/41

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.

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*Copy made &
filed 7/8/41
by KTR.*

DIVISION OF CHARTS

SURVEYS SECTION

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-5718

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

Previous Topographic Surveys

T-2493	(1900)	1:20,000
T-2460 and T-2460 Supplemental	(1901)	1:20,000
T-2461	(1901)	1:20,000

T-5718 supersedes the previous surveys in the common area.

Comparison with Chart 1225 (printed 6-27-39)

No land marks were recommended within the area of T-5718.

Form 567 listing three lights located by the radial plot was forwarded to the Nautical Chart Section by the field party. These lights were located by the nine lens photographs of May 1, 1937. The date of location was stated on form 567 as May 1941, the date of the plot, with a footnote explaining that the lights were actually located by photographs taken in May 1937. Two of the lights were rebuilt in the period between May 1937 and May 1941. This fact has been reported to the Nautical Chart Section to avoid any possible confusion as to the actual date of location. In making out form 567 in the field the date of location for objects located by the photo plot should always be the date of the photographs unless subsequent field inspection has plotted the objects in a new position on the photographs (as when the object has been rebuilt since the photography and the new position is identified). In the latter case the date of location is the date of the field inspection.

Radial Plot

The radial plot for this survey and several adjoining surveys is described in detail on pages 3 to 5 of the Descriptive Report.

T-5718 (Air Photo) - 2

The plot was difficult but has been very carefully made and is accepted as within the limits of accuracy stated on pages 7 and 8 of the Descriptive Report.

The plot has been partially checked in this office by laying templets of the 1:10,000 photographs Nos. 1331, 1332, 1447, 1448, and 1451 on the ground control within the limits Long. $76^{\circ} 12'$ to $76^{\circ} 21'$ and Lat. $38^{\circ} 28'$ to Lat. $38^{\circ} 32'$. The azimuth lines between all photograph centers were used in laying the templets. The resulting location of the photograph centers and the orientation of the photographs was substantially the same as determined by the field party.

Topographic Stations

All points located by the photographic plot for hydrographic control will remain on the celluloid drawing for use in making up the hydrographic surveys. However, only those stations which are recoverable over a period of years will be shown as topographic stations on the printed copies of T-5718.

General

The meaning of the abbreviation F. I. S. on page 3 of the report is not clear. Presumably this refers to a point readily identified on the photograph which has been located by a direction and distance from a triangulation station.

The reference to relocation of shore line from the later single lens photographs on page 5 of the Descriptive Report is not clear since no statement is made as to what sections, if any, were relocated by an appreciable amount.

Reviewed in office by S. V. Griffith, June 10, 1941

Inspected by B. G. Jones, June 11, 1941

*Redrafted
Jan, 1943*

Examined and approved:


Chief, Surveys Section


Chief, Division of Charts


Chief, Section of Topography


Chief, Division of Coastal
Surveys

PLANE COORDINATE GRID SYSTEM

Positions of grid intersections used for fitting the grid to this compilation were computed by Division of Geodesy and the computation forms are included in this report.

Positions plotted by N.L. Wilonsky

Positions checked by J.P. Danich

Grid inked on machine by N.L. Wilonsky

Intersections inked by F. Holz

grid checked by J.P. Danich.

Points used for plotting grid:

Maryland:

$\theta = 38^{\circ}31'04.5086''$ $x = 990,000$ $\theta = 38^{\circ}30'13.9615''$ $x = 1,005,000$
 $\lambda = 76^{\circ}20'03.4045''$ $y = 250,000$ $\lambda = 76^{\circ}17'01.1743''$ $y = 245,000$

$\theta = 38^{\circ}31'02.5921''$ $x = 1,015,000$ x
 $\lambda = 76^{\circ}14'54.8657''$ $y = 250,000$ y

$\theta = 38^{\circ}28'36.2314''$ $x = 990,000$ x
 $\lambda = 76^{\circ}20'10.7765''$ $y = 235,000$ y

$\theta = 38^{\circ}28'34.3165''$ $x = 1,015,000$ x
 $\lambda = 76^{\circ}14'56.4184''$ $y = 235,000$ y

Triangulation stations used for checking grid:

Hope 2, 1934 1. $\theta = 38^{\circ}30'14.818''$ $x = 1,004,254.50$ 5. _____
 $\lambda = 76^{\circ}17'10.544''$ $y = 245,080.80$
Lof 1, 1934 2. $\theta = 38^{\circ}30'00.602''$ $x = 992,071.83$ 6. _____
 $\lambda = 76^{\circ}19'43.934''$ $y = 243,550.27$
James 2, 1934 3. $\theta = 38^{\circ}31'44.586''$ $x = 990,448.52$ 7. _____
 $\lambda = 76^{\circ}20'03.389''$ $y = 254,057.65$
 4. _____ 8. _____

NAUTICAL CHARTS BRANCH

SURVEY NO. T5718

Record of Application to Charts

[illegible]

M.2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.