

8549

Diag. Cht. No. 77-5

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey PLANIMETRIC AIR PHOTOGRAPHIC

Field No. _____ Office No. T-8549

LOCALITY

State MARYLAND

General locality PATUXENT RIVER

Locality MILLTOWN LANDING TO NOTTINGHAM

1942-46

CHIEF OF PARTY

D.E. Sturmer, Chief of Party

F.L. Peacock, Balto. Photo. Office

LIBRARY & ARCHIVES

DATE

Jan 5 - 1951

B-1870-1 (1)

8549

DATA RECORD

T- 8549

Quadrangle (II):

Project No. (II): CS-307

Field Office:

Air Photographic Party No. 2

Chief of Party, ~~Fred. L. Peacock~~*Dale E. Sturmer*

Compilation Office:

Baltimore Photogrammetric Office

Chief of Party, Fred. L. Peacock

Instructions dated (II III):

Aug. 26, 1943, Supplemented by
Sept. 9, 1943 and March 2, 1944, and June 30, 1945Copy filed in *Division*
~~Descriptive~~
~~Report No. T~~ *(VI)**Photogrammetry*
Office Files.

Completed survey received in office: 1946

Reported to Nautical Chart Section: 1946

Reviewed: 12-7-48 Applied to chart No. 553 Date: 9-49

Redrafting Completed: 2-6-50

Registered: 12-7-50

Published: 10-3-50

Compilation Scale: 1:10,000

Published Scale: 1:10,000

Scale Factor (III):

None

Geographic Datum (III): N.A. 1927

Datum Plane (III): *High Water*
Mean Sea Level

Reference Station (III): Huntington, 1943, r. 1945

Lat.: 38° 34' 07.975"

245.9 (1604.2) meters

Long.: 76° 36' 47.235"

1142.7 (308.8) meters

Adjusted

~~Readjusted~~State Plane Coordinates (VI): *Maryland*

X =

Y =

Military Grid Zone (VI)

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
12507 - 12506	11/27/42	1318.	1:10,000	0.0' at Mean Low-Water
12514 - 12517	11/27/42	1318	1:10,000	0.0' at Mean Low-Water

Additional single lens photos:

*U.S. Dept. of Agriculture
April 1938*

*Single lens, ratioed to 1:10,000 (approx.)
(Air photo index 133 F, Acc. 1269)*

Tide from (III): Predicted tables. Reference Station, Baltimore, Md. with corrections for Nottingham, Patuxent River.

Mean Range: 2.5'

Spring Range: 2.9'

Camera: (Kind or source)

U. S. Coast and Geodetic Survey Nine Lens Camera, focal length 8 $\frac{1}{4}$ ", and single lens camera.

Field Inspection by: Dale E. Stürmer, Lieut.
Joseph Steinberg

date: Jan.-May 1945.
March & April 1946

Field Edit by: *None*

date: _____

Date of Mean High-Water Line Location (III):

Same as Date of Photographs, supplemented by date of field inspection

Projection and Grids ruled by (III) S.R.

date: 6-9-45

" " " checked by: S. R.

date: 6-9-45

Control plotted by: Mildred M. Trautman

date: 6-16-45

Control checked by: James L. Harris
Henry P. Eichert

date: 6-18-45

Radial Plot by: John M. Reinoldi

date: July-Sept. 1945

Detailed by: Mildred M. Trautman

date: Dec. 1945 to May '46

Reviewed in compilation office by: H.R. Rudolph

date: May & June 1946

Map Manuscript
Elevations on ~~Field Edit Sheet~~
checked by: *Not applicable*

date: _____

STATISTICS (III)

Land Area (Sq. Statute Miles); 34

Shoreline (More than 200 meters to opposite shore); 13 statute miles

Shoreline (Less than 200 meters to opposite shore); 16.5 statute miles
(measured along centerline of stream)

Number of Recoverable Topographic Stations established; 14
(One of which is a U.S.G.S. Bench Mark)

Number of Temporary Hydrographic Stations located by radial plot; none

Leveling (to control contours) - miles;

Roman numerals indicate whether the item is to be entered by,

(II) Field Party, (III) Compilation Party, or, (VI) the Washington Office.

When entering names of personnel on this record give the surname
and initials (not initials only).

Remarks;

FIELD REPORT
MAP MANUSCRIPT
SURVEY NO. T-8549
PATUXENT RIVER, MARYLAND
PROJECT NO. CS-307

1. DESCRIPTION OF THE AREA:

Survey No. T-8549 includes the area along the Patuxent River from about one mile south of Milltown Landing to just above Nottingham.

The Patuxent River is a winding tidal stream bordered alternately by grass covered marsh and fast land. The inland area consists mostly of rolling farm land. The largest town in the area is Lower Marlboro. All large streams in the area flow into the Patuxent River. Most of these streams run through dense woodland. The elevation in the area ranges from sea level to a maximum of 180 feet.

2. COMPLETENESS OF FIELD INSPECTION:

The field inspection of the area of this survey was accomplished by two different Field Units at different times. In 1945 the Field Unit in the immediate charge of Irving Zirpel working under the direct supervision of Lieutenant Dale E. Sturmer was engaged in the field inspection of the upper Patuxent River. This Field Unit completed the field inspection of the Mean High Water Line, most of the Mean Low-Water Line, foreshore and offshore features, and most of the interior inspection, with the exception of the greater part of the drainage, and a minor part of the tree and road classification on the eastern side of the Patuxent River. The Field inspection work was not completed when the field season closed.

The remainder of the interior field inspection work was completed in the spring of 1946 by a Field Unit operating directly from the Baltimore Photogrammetric Office.

3. INTERPRETATION OF THE PHOTOGRAPHS:

Sufficient notes have been made on the photographs to enable the compiler to augment the field inspection by analogy whenever necessary.

4. HORIZONTAL CONTROL:

All of the horizontal control stations searched for in the area of this survey have been recovered in good condition with the exception of the following stations which were not found:

TT 772 (U.S.G.S.) 1933 (W.O. 13, 1933)
TT 798 (U.S.G.S.) 1933
TT 802 (U.S.G.S.) 1933 (W.O. 14, 1933)

Form 526 is being submitted for seventeen of the horizontal control stations.

5. VERTICAL CONTROL:

U. S. Geological Survey Bench Mark W. O. '29 1933 r. 1934, r. 1945, (also TT 1197) was recovered and identified on the photographs, W.O. 16, 1933, (also TT 847) and W.O. 24 1933 r 1945, were recovered but not identified on the photographs. W. O. 13 1933 (also TT 772) and W.O. 14, 1933 (also TT 802) were searched for but not found.

6. DRAINAGE

Most of the drainage in the area is located in dense woodland areas. The drainage was designated with white washable ink in the office after stereoscopic examination of the photographs. This interpretation was checked in the field by inspection and measuring from identifiable points. In cases where the streams ran through heavy wooded areas, and could not be identified by stereoscopic examination or measured in from identifiable points, drainage was located by short traverses run with a U. S. Engineers pedograph.

All drainage has been shown on the nine lens field photographs or on the single lens photographs with blue ink. Alternate dashes and dots indicate intermittent streams; solid lines indicate perennial streams, dashed lines indicate the limits of swamp.

A few of the perennial streams that pass through low, flat marsh areas could not be identified on the photographs. It was not practical to measure in to them because of the heavy woods and because there were no identifiable points close by. Also the course of these streams may change after heavy rainfall. These areas have been left blank on the photographs with appropriate notes.

7. MEAN HIGH-WATER LINE

All of the Mean High-Water Line has been identified on the photographs in accordance with the instructions for shoreline inspection. All inspection was done either from a dinghy kept close to shore or by traversing on foot. When the Mean High-Water Line could not be identified on the photographs, reference measurements were taken or the distance estimated from the grass line, tree line or some other identifiable feature. The Mean High-Water Line is shown either with a dashed red line or with reference measurements.

There is much marsh area along the river's edge which is just flooded at Mean High Water. In most places, the outer limits of the marsh areas have been delineated on the photographs.

In some areas there is no definite line at the edge of the marsh, due to the outer limits of the marsh areas changing with the season. In the spring and summer, the marsh grass grows out farther to the center of the river, and also much of the area is covered with lily pads. In the fall and winter the lily pads die off and the outer limits of the marsh areas recede toward the shore. With respect to this, local residents were interviewed as to where the

edge of the marsh might be, but there was no agreement among them.

The outer limit of the marsh areas which, in the solid marsh area, is the edge of the marsh, is shown with an alternate dot and dashed line. Where the outer limit of the marsh areas changes with the season, the area is merely termed "grass in water". All notes are in red.

The edge of the marsh adjacent to fast land is shown with a dashed blue line.

8. MEAN LOW-WATER LINE:

As the tide range is small, most of the Mean Low-Water Line is close to the Mean High Water Line, although on some of the mud flats, there is considerable distance between the two.

All the Mean Low-Water Line was inspected at or near Mean Low-Water. In the areas where the Mean Low Water Line is close to the Mean High Water Line, it was determined within an accuracy of 10 meters and is shown with an alternate dot and dashed green line. In these areas where the Mean Low-Water Line is out in the mud flats and can be more easily determined by the hydrographer, it is only given approximately and is shown with a dotted green line.

9. WHARVES AND SHORELINE STRUCTURES:

All of the wharves, piers and other shoreline structures visible on the photographs, within the area of this survey, have been identified on the field photographs.

10. DETAILS OFFSHORE FROM THE MEAN HIGH WATER LINE:

All detail offshore from the Mean High Water Line revealed by photography has been identified on the field photographs, accompanied with appropriate notes.

11. LANDMARKS AND AIDS TO NAVIGATION:

There are no previously charted Landmarks or Non-Floating aids to navigation within the limits of this survey.

One recommended Landmark "STACK, Metal, 1945" falls within the limits of this Survey. Form No. 567 has been submitted. *Attached.*

12. HYDROGRAPHIC CONTROL:

Enough Recoverable Photo (Topographic) Stations of either discs, natural or structural objects were selected to give at least a station per mile along the water way. Incomplete descriptions of these are in a sketch book. Sketches for the stations are being submitted on Form No. 524. On each form is also an identifying number, referring to the incomplete description in the sketch book. The descriptions are to be completed by

12. HYDROGRAPHIC CONTROL:(Continued)

the Baltimore Photogrammetric Office.

No sites for Temporary Photo (Topographic) Stations were selected.

14. ROAD CLASSIFICATION:

Roads were classified by the 1945 Field Inspection Unit according to instructions dated September 9, 1943. Roads not classified by this field unit were classified by the Sub-Party of 1946 in accordance with the "General Instructions for Classification and Compilation of Roads", dated June 30, 1945.

15. BRIDGES:

The positions of numerous culverts and a few small wooden bridges were indicated by symbols and accompanied by notes on the field photographs. There were no bridges over navigable waters in the area of this survey.

16. BUILDINGS AND STRUCTURES:

All public buildings are identified on the photographs. Buildings along the shoreline and those identified by the Sub-Party of 1946 are classified as follows: "a" abandoned, "b" barn, and "d" dwelling. Several new buildings have been located with the pedograph by the 1946 field unit.

18. GEOGRAPHIC NAMES:

A complete investigation of Geographic Names was made and is the subject of a separate report. *List of approved names attached.*

19. CLEARED AREAS:

The cleared areas fall mainly into two categories; cultivated and grass. The following method was used to determine which classification should be used:

If the surface was grass-covered, firm enough to support a truck and appeared that it had not been cultivated in the past year or so, it was called grass. If there was an evidence of recent cultivation, it was termed cultivated. Because of a three year farm rotation program, a field that is now grass would soon become cultivated.

COMPILATION REPORT
MAP MANUSCRIPT SURVEY NO. T-8549
PATUXENT RIVER, MARYLAND
MILLTOWN LANDING TO NOTTINGHAM
PROJECT NO. CS-307

26. CONTROL:

The horizontal control in the area of the Map Manuscript for Survey No. T-8549 consists of seventeen stations. They are as follows:

14 within the detail limits.

T. T. 1220+ (U.S.G.S.) 1934 r. 1945 —

T. T. 1215 (U.S.G.S.) 1934 r 1945 —

.. ✓ T.T. 1197 (U.S.G.S.) 1934 r 1945 (also W.O. 29 1933)

.. ✓ T.T. 1188+ (U.S.G.S.) 1934 r 1945

.. ✓ T.T. 1223+ (U.S.G.S.) 1934, r. 1945

.. ✓ T.T. 1182+ (U.S.G.S.) 1933 r 1945

T.T. 1162 + (U.S.G.S.) 1933 r 1945 —

.. ✓ T.T. 1160 + (U.S.G.S.) 1933 r 1945

.. ✓ * T.T. 1156+ (U.S.G.S.) 1933 r 1945

* T.T. 1004 (U.S.G.S.) 1933 r 1945 —

* T.T. 783+ (U.S.G.S.) 1933 No recovery in 1945 —

T.T. 1011 (U.S.G.S.) 1933 r 1945 —

* T.T. 1213 + (U.S.G.S.) 1934, r. 1945 —

* T.T. 991 (U S G S) 1933 r 1945 —

2 Outside the limits of the Map Manuscript.

** HUNTINGTOWN 1943

** TT 1365 1934 r, 1945 (also B.M. W.O. 24(U.S.G.S.) 1933.

— = unmarked stations deleted from manuscript.

Eleven of the above stations were used to control the radial plot.

* Not used to control the radial plot.

** Identified by a well-defined Substitute Station. The positions of these Substitute Stations have been shown on the Map Manuscript with very small black acid ink circles accompanied by the note "Sub.Sta."

27. RADIAL PLOT:

The radial plot for the area of Survey No. T-8549 is part of the combined plot made with celluloid templates for that part of Project CS-307 assigned to the Baltimore Photogrammetric Office, which includes the areas covered by Surveys Nos. T-8547 to T-8550 inclusive. Satisfactory results were obtained.

For further information refer to the separate Radial Plot Report for the Patuxent River, Chesapeake Bay area, Maryland, submitted to the Washington Office on February 25, 1946, which explains thoroughly the plotting method, the difficulties encountered and the results obtained.

28. DETAILING:

The field data, horizontal control stations and horizontal pass points available for the compilation of the survey were adequate.

The photograph coverage for the area of the survey was insufficient. Due to the large amount of topographic relief in the area of this Survey, delineation from the outer wings of the nine lens photographs was unsatisfactory, and since the photographic coverage was insufficient, ratio prints of single lens photographs were ordered from the Washington Office. These single lens photographs, although not exactly compilation scale, proved of great value in detailing the outer limits of the survey. Numerous cultural changes having occurred during the four year interval between the date of the ratio prints and the date of the nine lens photographs necessitated the use of great care in delineation.

The limits and field classification symbols of all woodland areas have been delineated on an overlay with solid black acid ink lines according to instructions dated June 30, 1945.

Roads were classified by the 1945 Field Inspection Unit according to instructions dated September 9, 1943. The sub-party of 1946 classified roads in accordance with the "General Instructions for classification and compilation of roads", dated June 30, 1945. All roads were delineated and classified as indicated on the field photographs.

All drainage was delineated as shown on the field inspection photographs. In some cases, drainage identified by the 1946 sub-party superseded the drainage shown on the nine lens photographs by the 1945 party.

*Filed in Div. Photogrammetry
General Files as a special report.*

For single lens photographs see data record, p. 2

*Instructions
filed in Div.
Photogr. Office
Files*

29. SUPPLEMENTAL DATA:

The following surveys cover the area of the Map Manuscript for Survey No. T-8549.

<u>SURVEY</u>	<u>DATE</u>	<u>SCALE</u>
T-814	1859-1908	1:10,000
T-815	1859-1908	1:10,000
T-2878	1908	1:10,000

None of these surveys, by the United States Coast & Geodetic Survey were available to the compilation office. *Compared during review.*

30. MEAN HIGH-WATER LINE:

The Mean High-Water Line bordering along firm ground has been delineated in accordance with field inspection data and is shown with a continuous heavy weight black acid ink line. The outer limits of marsh areas bordering the Mean High-Water Line have been delineated with the continuous light weight black acid ink line and the areas of marsh shown with the conventional symbols. Certain areas were termed grass in water by the field inspection Unit where no definite boundary was discernible. These areas were shown on the Map Manuscript with the conventional grass in water symbol and no definite shoreline was shown.

31. LOW-WATER AND SHOAL LINES:

The position of the Mean Low-Water Line has been delineated in accordance with the field data and has been shown with an alternate dot and dash black acid ink line. The position of the Mean Low-Water Line delineated within the area of this Survey is believed to be within an accuracy of 10 meters; according to the field inspection unit.

The approximate limits of shoal areas were not shown on the Map Manuscript because no field data were furnished the compilation office.

32. DETAILS OFFSHORE FROM THE MEAN HIGH-WATER LINE:

All piling, wrecks and other offshore details have been shown on the Map Manuscript in accordance with the field data and accompanied by descriptive notes.

33. WHARVES AND SHORELINE STRUCTURES:

All wharves, piers, fences, and other shoreline structures have been delineated in accordance with the field data and accompanied by descriptive notes.

34. LANDMARKS AND AIDS TO NAVIGATION:

There are no previously charted Landmarks or Non-Floating Aids to Navigation within the limits of the Map Manuscript.

One recommended Landmark "STACK, Metal, 1945" falls within the limits of this Map Manuscript.

Form No.567 has been submitted. *Attached to this report.*

35. HYDROGRAPHIC CONTROL:

14 Recoverable Photo(Topographic) Stations, one of which is a Bench Mark,

Descriptions are lettered on the margin of the Map Manuscript.

38. GEOGRAPHIC NAMES:

The results of a geographic name investigation were furnished the compilation office in a special report by the Field Party. Undisputed names have been shown on the Map Manuscript. A list of undisputed and disputed names is attached to this report. *Approved by Geographic Names Sect. Division of Charts.*

39. JUNCTIONS:

The junctions with Map Manuscript, Survey No. T-8548 to the south, and Survey No. T-8550 to the north, have been made and are in agreement. There are no contemporary surveys to the east or to the west.

40. POSITIONS ACCURACY OF IMPORTANT PLANIMETRIC DETAILS:

Believed to be within 0.5 millimeters, except along the eastern and western limits of the survey where, due to insufficient photographic coverage, it is believed to be within 1.0 millimeter.

41. RECOMMENDATIONS FOR FUTURE SURVEYS:

Map Manuscript, Survey No. T-8549 is complete with respect to all known details necessary for charting, except the charted features not definitely revealed by photography, which should be investigated during the next hydrographic survey. These features have been noted in "Notes to Hydrographic Parties" attached to this report and indicated on a section of Nautical Chart No. 539 also attached to this report.

42. REMARKS:

The description, as furnished in the field report, adequately describes the area of this Map Manuscript.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

United States Geological Survey, Prince Frederick, Maryland 15' Quadrangle, Scale 1:62,500 edition of 1938.

In general, the planimetry common to the Quadrangle and the Map Manuscript is in good agreement. Minor differences are discussed in the "Notes to Reviewer" attached to this Descriptive Report.

Removed from Desc. Report and filed separately in Div. Photoduplication General Files.

45. COMPARISON WITH NAUTICAL CHARTS:

United States Coast and Geodetic Survey Chart No. 539, Scale 1:40,000 published at Washington, D. C. September 1934, reissued October 1938, and corrected to January 6, 1945, common area. In general Planimetry common to the chart and to the Map Manuscript is in agreement. Differences are discussed in the "Notes to Reviewer" and in the "Notes to Hydrographic Parties" attached to this report.

Respectfully submitted
June 11, 1946.

M. Fred M. Lautman

Photogrammetric Aid.

Map Manuscript and
Descriptive Report
Reviewed by:

Harry R. Rudolph
Harry R. Rudolph
Photogrammetric Engineer

Compilation of Map Manuscript
Supervised by:

Harry R. Rudolph
Harry R. Rudolph
Photogrammetric Engineer

Approved and forwarded
June 25, 1946

Fred. L. Peacock
Fred. L. Peacock
Chief of Party, C&G Survey
Officer in Charge
Baltimore Photogrammetric Office

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

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

Baltimore, Maryland

Junè 20

97

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

The positions given have been checked after listing by

Fred. L. Peacock
Fred. L. Peacock

Chief of Party.

[illegible]

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. 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.

1945

IDENTIFICATION REPORT

MAP DRAWING SURVEY No. T-8549

Project No. CS-307

Station	U.S.G.S. Quadrangle	Recovery Date	Pricking * Data
** HUNTINGTOWN 1943	Prince Frederick	1/23/45	Positive
** NAYLOR, 1943	Prince Frederick	1/29/45	Positive
* TT1365 (USGS)1934 (also B.M.WO 24, 1933	Prince Frederick	1/10/45	Not pricked
TT 1220*(USGS). 1934	Prince Frederick	1/26/45	Positive

Station	U.S.G.S. Quadrangle	Recovery Date	Pricking Data
*TT 847 (U.S.G.S.)1933 (also WO 16 1933)	Prince Frederick	1/22/45	Not pricked
* TT 1166 +(U.S.G.S.)1933	Prince Frederick	1/19/45	Not pricked
* TT 1169(USGS)1933 (also WO 23, 1933)	Prince Frederick	1/19/45	Not pricked
* TT 1234+(U.S.G.S) 1934	Prince Frederick	1/22/45	Not pricked
* TT 1204 A(U.S.G.S.)1934	Prince Frederick	1/20/45	Not pricked
* TT1196A(U.S.G.S.)1934	Prince Frederick	1/18/45	Not pricked
* TT 1176+(U.S.G.S)1933	Prince Frederick	1/19/45	Not pricked
* TT 1169A(USGS) 1933	Prince Frederick	1/19/45	Not pricked
* TT 772 (U.S.G.S) 1933 (also WO 13 1933)	Prince Frederick	1/29/45	Not found
* TT 798 (U.S.G.S.)1933	Prince Frederick	1/26/45	Not found
* TT 802 (U.S.G.S.) 1933 (also WO 14 1933)	Prince Frederick	1/20/45	Not found
* TT 1164+(U.S.G.S.)1933	Prince Frederick	1/19/45	Not pricked
*TT 1012+(U.S.G.S.)1933	Prince Frederick	1/20/45	Not pricked
*TT 776 (U.S.G.S.)1933	Prince Frederick	1/26/45	not pricked

* Not used to control the Radial Plot

** Identified by a well-defined Substitute Station. The positions of these Substitute Stations have been shown on the Map Manuscript with very small black acid ink circles accompanied by the note "Sub.Sta."

NOTES FOR HYDROGRAPHIC PARTIES

PATUXENT RIVER, MARYLAND

MAP MANUSCRIPT -- SURVEY NO. T-8549

PROJECT CS-307

The 2½ black acid ink circles accompanied by a name and date (1945) are the positions of the Recoverable Photo (Topographic) Stations. Their descriptions are listed in the lower margin of the Map Manuscript.

The very small black acid ink circle accompanied with the note "Sub. Sta." is the position of a Substitute Station. A brief description of this Substitute Station may be found on the pricking card Form No. M-982-1 submitted to the Washington Office.

The alternate dot and dash line is the position of the Mean Low-Water Line.

One floating aid to navigation was not definitely revealed by photography and should be investigated during the next Hydrographic Survey.

Note: For location of this feature see Section of Nautical Chart No. 539 attached to this report. The feature has been indicated by a red ink line around the area in which it falls.

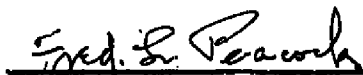
The position of another floating aid to navigation has been shown on the Map Manuscript in disagreement with its charted position.

Note: For location of this feature see section of Nautical Chart No. 539 attached to this report. The feature has been indicated by a green ink line around the area in which it falls.

Respectfully submitted:
June 11, 1946


Mildred M. Trautman

Approved and forwarded:
June 25, 1946


Fred. L. Peacock
Chief of Party, C & G Survey
Officer in Charge
Baltimore Photogrammetric Office

GEOGRAPHIC NAMES

(Undisputed)

- ✓ • Bald Eagle School ✓
- ✓ • Black Swamp Creek ✓
- ~~Bowling Landing~~
- ✓ • Chaneyville ✓
- ✓ • Chew Creek ✓ .. Dunkirk (town)
- ✓ • Ferry Landing ✓
- ✓ • Fridays Creek ✓
- ✓ • Grahams Creek ✓
- ✓ • Hall Creek ✓
- ✓ • Hall Creek School ✓
- ✓ • Hotschkins Branch ✓
- ✓ • Jones Point ✓
- ✓ • Kings Creek ✓
- ✓ • Lower Marlboro ✓
- ✓ • Magruder Landing ✓
- ✓ • Milltown Landing ✓
- ✓ • Nottingham ✓
- ✓ • Patuxent River ✓
- ✓ • Rock Creek ✓
- ✓ • St. Johns Church ✓ .. Smithville Meth. ch. ✓ Shiloh M.E. Church
- ✓ • Short Point ✓
- ✓ • Tanyard Branch ✓
- ✓ • White Landing ✓
- ✓ • Md No. 416 ✓
- ✓ • State No. 260 ✓
- ✓ • State No. 262 ✓
- ✓ • Patuxent Hall ✓ (at Lower Marlboro)

.. State No. 525 ✓
.. State No. 382

✓ Cooper's Man. M.E. Ch.
✓ Chaneyville Sch.
✓ Fairview Sch.

GEOGRAPHIC NAMES

DISPUTED

From Nautical Chart No. 539
and U.S. Geological Survey,
Prince Frederick Quadrangle Map

From Geographic
Names Investigation
in 1945

✓ • Cocktown Creek (use this name
pending USGS decision)

~~(Seymore Creek •~~
~~(Kings Branch •~~

Names preceded by • are
approved. 12/28/48
L. Heck

✓ = Names rechecked & approved
2-28-50
A.J.W.

Division of Photogrammetry
Review Report of
Planimetric Map Manuscript T-8549

Subject numbers not used in this report have been adequately covered in other parts of the descriptive report.

26 Control

Unmarked temporary traverse stations were deleted from the map manuscript. These deletions have been noted on page 8 of the Compilation Report.

28 Detailing

Two methods of classifying roads had been used by the field inspection parties (see item 14, page 7 of the Field Report). Road classes were changed to a uniform system as an aid to smooth drafting and a key to the road class numbers has been noted on the map manuscript.

43 Comparison with Previous Surveys

T-814	1:10,000	1859-1908
T-815	1:10,000	1859-1908
T-2878	1:10,000	1908

Common features in common areas on the surveys are superseded by the map manuscript *for nautical charting purposes.*

44 Comparison with Existing Topographic Quadrangle

- Refer to item 44 of Compilation Report.

45 Comparison with Nautical Charts

Chart No. 539 1:40,000 1934, latest rev. date 1/12/48
There are no significant differences between T-8549 and the

This map manuscript has not been applied to chart 539.

Reviewed by:

Under the direction of:

Nottingham

Rock Cr.
Bowling Ldg.
White Ldg.

Ferry Ldg.

Jones Pt.
Hall Cr.

38°40'



7

1

