

4769

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U. S. COAST & GEODETIC SURVEY
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Form 504
Ed. June, 1928

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

R. S. Patton *Director*

State: Maryland

DESCRIPTIVE REPORT

Topographic
Hydrographic

Sheet No. A 4769

LOCALITY

EASTERN SHORE CHESAPEAKE BAY

KNAPP'S NARROWS TO HARBOR COVE

1933

CHIEF OF PARTY

E. R. McCarthy

U. S. GOVERNMENT PRINTING OFFICE: 1921

4769

Graphic Control

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO. 4769

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. A

REGISTER NO. 4769

Graphic

Contours

U. S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES

NOV 24 1933

State MARYLAND.

General locality CHESAPEAKE BAY, VIRGINIA.

Locality Lowe's Point to Knapp's Narrows and Poplar Island.

Scale 1:10000 Date of survey 9/23 to 10/12, 1933.

Vessel SHORE PARTY.

Chief of party LT. E.R. MCCARTHY.

Surveyed by J.R. BROSNAN.

Inked by R.A. PHILLEG & J.R. BROSNAN.

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

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

Instructions dated August 12, 1933.

Remarks:

DESCRIPTIVE REPORT TO ACCOMPANY TOPOGRAPHIC SHEET " A "

AUTHORITY

Orders and instructions from The Director dated August 12, 1933.

LIMITS

Eastern shore of Chesapeake Bay from; 0.6 mile south of Knapp's Narrows to Lowe's Point, also includes; Poplar Island; Coaches Neck, and Jefferson Island (Cobblers Neck) .

CONTROL

1933 Triangulation Stations.

METHODS

Usual plane table traverse. Resection was used to check traverse wherever possible. The work was accomplished by two parties: an advanced party built the signals, and a second party did the topography.

CLOSURES AND ADJUSTMENTS

From Knapp to Mid 1.8 miles; no error.

From Mid to Haddaway 2.5 miles; 6 meters; adjusted proportionally.

From Dem to O Ebb 1.5 miles; 5 meters; adjusted proportionally.

From Mot to Spring 2 miles, 8 meters. Six meters was adjusted between Mot and O Ebb as a cut to O Ebb from O Zip showed the greater part of the error to be there.

From Spring to Dem, 1.2 miles, 5 meters. This was adjusted proportionally.

Haddaway to O Egg, 1.8 miles, 5 meters. Station Egg was located also by a traverse from Lon. A weighted mean was taken as a true location and traverse from each end adjusted to it. *

From Knapp to the south end of the sheet a dead end traverse was run terminating at the marked station Abel. ←

* A field check was made of the Ferry Cove adjustment and the Poplar Island Pot adjustment.

* Station Haddaway is on sheet " A "
Station Lon is on sheet " B "

SHORELINEMainland

The shoreline is largely hard marsh with a few sand beaches and some high (4 ft.) bluffs at the south end and north end. Amy's Marsh and Lowe's Point are heavily wooded. There is also a line of trees behind the marsh in Back Creek.

Poplar Island

This island is heavily wooded. The western shore is mostly bank with sand in front, while the eastern shore is generally marshy.

Jefferson Island (Cobblers Neck) Name sent to U.S. Geog. Board for approval. *OK. H.B.*

The southern end of this island is heavily wooded and the northern end is marsh. The Jefferson Island Club has a clearing at the southern end.

Coaches Neck

This feature was once a neck, being joined to Poplar Island by a narrow neck of land washed away about 1899. The correct name for this feature is "Coaches Island". Wait for approval of D.G.N.

This land is heavily wooded. There is a small amount of marsh between the woods and the shoreline. Some abandoned houses are located here.

COMPARISONS TO PREVIOUS SURVEYS

This sheet was compared with sheet no. 2513 and sheet no. 2293, both done in 1900, and it was found that the eastern shore of Chesapeake Bay has eroded considerably. *Submitted to U.S. Geol. Survey*
Knapp's Narrows is filling up due to sand washed in. *Would change Knapp's to Knapp's to conform*
The western shore of Poplar Island and the south shore of Coaches Neck have washed badly. *Wait for approval of (D.G.N.) H.B.*

Poplar Island Pot, Back Creek, and Front Creek have changed but slightly. *Names Back Creek and Front Creek have been recommended to U.S. Geog. Board for approval. OK/H.B.*

NAMES

Names shown are in local usage. Some names were added which were not used on the old chart. (no. 1225)

The following names were changed. Authority: local usage.

From	To	Bay	OK.
Haddaway Cove	Ferry Cove	✓	Sent to U.S. Geog. Board for approval
Great Marsh Point	Green Marsh Point	✓	Sent to U.S. Geog. Board for approval
Poplar Island Harbor	Poplar Island Pot	" " " " " "	" " " " " "

OK/H.B. The following change is recommended: Cobblers Neck to Jefferson Island. The island is now owned by the Jefferson Island Club and the local name is Jefferson Island. Name is left in pencil on sheet.

Change to Jefferson Island recommended to U.S. Geog. Board. OK
Lowe's Point and Lowe's Wharf have been referred to U.S. Geog. Board. OK

Would omit all apostrophes and possessive "s" where it will not destroy the meaning or impair the euphony.

Notes on names by Harlow Bacon, Cartographer
Later notes by H.B. in red.

LANDMARKS

The most prominent landmarks on this sheet are:

1. The steeple on the Methodist Church at Sherwood *see letter 737*
2. Stinchcomb's Barn in Ferry Cove *1933*
3. South chimney on the Franklin Carter Home (white house)

STATISTICS

Shoreline-----15.5 miles (Statute)
 Creeks-----8.61 " "
 Roads-----6.21 " "

Area covered by this sheet is 5.3 sq. miles (Statute)

MISCELLANEOUS

A double check was taken to the Pilgrims Holiness Church in Tilghman and it showed the position out ten meters with the 1900 triangulation. This station was located by traverse both times. *

Recommend the plane table position be taken.

The magnetic meridian was obtained by using the declinoire connected with alidade no. 227.

South Bar Beacon and Buoy C were located by plane table triangulation.

Respectfully submitted

J. R. Brosnan
 J. R. Brosnan
 Topographer

Forwarded approved

E. R. McCarthy

E. R. McCarthy
 Chief of party

*Applied to new chart 350
 Oct 1934 H.N.P.*

~~NAMES~~NAMES

The following geographic names were changed by decision of U.S.G.B.

FERRY BAY changed from Ferry Cove

POPLAR HARBOR ^{USGB} " " Poplar Island Pot.

COACHES ISLAND " " Coaches Neck To be submitted, 10/34

LOWES POINT " " LONE'S POINT

E. R. B.

10/15/34

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

Tilghman, Maryland.

November 4, 1933

DIRECTOR, U. S. COAST AND GEODETIC SURVEY:

The following determined objects are prominent, can be readily distinguished from seaward from the description given below, and should be charted.

Lt. E.R. McCarthy.

Chief of Party.

DESCRIPTION	POSITION					METHOD OF DETERMINATION	CHARTS AFFECTED	
	LATITUDE		LONGITUDE		DATUM			
	D	M. METERS	D	P. METERS				
Red House, 2 West Chimney	38	43	228	76	20	232	Topo.	U.S.C. & G.S. No. 1225
Knapps Narrows, 1-2 Drawbridge	38	43	320	76	19	1409	Topo.	"
White House, 2 South Gable	38	43	851	76	20	127	Topo.	"
White House, 1-2 South Chimney	38	44	1324	76	20	667	Topo.	"
Tall Dead Tree 2	38	44	1847 ⁴	76	22	59	Topo.	"
Old House, 2 East Chimney.	38	45	1468	76	23	12	Topo.	"
White House, 2-3 Chimney	38	45	1893 ⁵	76	22	462	Topo.	"
Flagpole 2	38	45	1668	76	22	460	Topo.	"
White Tower 2-3	38	45	1795	76	22	355	Topo.	"
End of Wharf, Sherwood 2-3	38	45	1772	76	19	1123	Topo.	"
Maryland Fish 2-3 Commission Target	38	46	1029	76	20	178	Tran.	"
White House, 2 South Chimney	38	47	442	76	19	182	Topo.	"
Brick House (red) 1-2 North Chimney	38	48	1639	76	18	644	Topo.	"
Yellow House, 1-2 Cupola	38	49	1249	76	17	1261	Topo.	"
Church Steeple, 1-2-3 Claborne	38	50	211	76	16	710	Tran.	"

A list of objects carefully selected because of their value as landmarks as determined from seaward together with individual descriptions, must be furnished in a special report on this form, and a copy of such report must be attached by the Chief of Party to his descriptive report.

The selection, determination, and description of these points are an important factor in the value of the chart. Landmarks selected at appropriate intervals can be clearly charted. However, when none is outstanding, a group of two or three objects may by their interrelationship provide positive identification. A group so selected should be indicated.

The description of each object should be short, but such as will clearly identify it; for example, a standpipe, elevated tank, gas tank, church spire, tall stack, red chimney, radio mast, etc. Assign numerals to landmarks to indicate: (1) off-shore, (2) inshore, (3) harbor, 1, 2, 3 would be a mark useful on all charts. Generally, flagstaffs and like objects are not sufficiently permanent to chart.

Form 567
Rev. Jan., 1933

an., 1933
T-4769

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

~~Tilghman, Maryland,~~

~~November 4,~~ 1933.

DIRECTOR, U. S. COAST AND GEODETIC SURVEY:

The following determined objects are prominent, can be readily distinguished from seaward from the description given below, and should be charted.

[illegible]

A list of objects carefully selected because of their value as landmarks as determined from seaward together with individual descriptions, must be furnished in a special report on this form, and a copy of such report must be attached by the Chief of Party to his descriptive report.

The selection, determination, and description of these points are an important factor in the value of the chart. Landmarks selected at appropriate intervals can be clearly charted. However, when none is outstanding, a group of two or three objects may by their interrelationship provide positive identification. A group so selected should be indicated.

The description of each object should be short, but such as will clearly identify it; for example, a standpipe, elevated tank, gas tank, church spire, tall stack, red chimney, radio mast, etc. Assign numerals to landmarks to indicate: (1) offshore, (2) inshore, (3) harbor, 1, 2, 3 would be a mark useful on all charts. Generally, flagstuffs and like objects are not sufficiently permanent to chart.

REVIEW OF TOPOGRAPHIC SURVEY No. A

Title (Par. 56)

Chief of Party ^{E.R. McCarthy} Surveyed by ^{J.R. Brosnan} Inked by J.R. Brosnan & R.A. Philleo~~Shore~~ Shore Party Instructions dated Aug. 12, 1933 Surveyed in Maryland

1. The survey and preparation for it conform to the requirements of the Topographic Manual. (Par. 7, 8, 9, 13, 16.)

Yes

2. The character and scope of the survey satisfy the instructions.

Yes

3. The control and closures of traverses were adequate. (Par. 12, 29.)

Yes

4. ~~The amount of vertical control that the Manual specifies for contour lines was accomplished. (Par. 18, 19, 20, 21, 22, 23.)~~

5. ~~The delineation of contours from lines is satisfactory. (Par. 49, 50.)~~

6. ~~There is sufficient control on maps from other sources that were transmitted by the field party to enable their application to the sheets. (Par. 28.)~~

7. High water line on marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, 44.)

Yes

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. Rocks and other important details shown on previous surveys and on the chart were verified. (Par. 25, 26, 27.)

Yes

10. The span, draw and clearance of bridges are shown. (Par. 16c.)

Yes

11. ~~Locations and elevations of summits are given. (Par. 19, 51.)~~

12. ~~The tree line was shown on mountains. (Par. 16d.)~~

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Use reverse side for extending remarks.

13. The descriptive report covers all details listed in the Manual, in so far as they apply to this survey. (Par. 64, 65, 66, 67.)

Yes

14. The descriptive report also contains additional information required in aero-topography relative to type of photographs, method of compilation and type of ground control.

Yes

15. The descriptions of recoverable stations and references to shore line were accomplished on Form 524. (Par. 29, 30, 57, 67 except scaling of DMs and DPs, 68.)

Yes

16. A list of landmarks for charts was furnished on Form 567 and plotting checked. (Par. 16d, e, 60.)

Yes

17. The magnetic meridian was shown and declination was checked. (Par. 17, 52.) Yes

18. The geographic datum of the sheet is North American and the reference station is correctly noted. (Par. 34.)

Yes

19. ~~Junctions with contemporary surveys are adequate.~~

20. Geographic names are shown on the sheet and are covered by the Descriptive report. (Par. 64, 66k.)

Yes

21. The quality of the drafting is good. (Par. 31, 32, 33, 35, 36, 37, 38, 39, 40, 41, 42, 45, 46, 47, 48, 49, 50.)

Yes

22. No additional surveying is recommended.

No

23. The Chief of Party inspected and approved the sheet and the descriptive report after review by

Yes

24. Remarks:

See following page concerning statements made on page 3. about position of Pelagius Church.

Reviewed in office by

Examined and approved:

C. K. Green
Chief, Section of Field Records

K. T. Adams
Asst Chief, Division of Charts

B. B. Borden
Chief, Section of Field Work

G. H. Hilde
Chief, Division of Hyd. and Top.

Lam
4/15/35.

SPECIAL REPORT TO ACCOMPANY T-4969, T-5400

With reference to the note on page 3 of the descriptive report T-4769 concerning the position of the Pilgrims Holiness Church an examination of this area was made by joining the celluloid copies of T-5400 and T-5425 together, making a new radial plot thru the area in a north and south direction. It was found that the triangulation position of Pilgrims Holiness Church (Triangulation Station Peoples Chapel, 1909) is correct and consequently the plane table position Station NOB (d) is in error. Three photographs of the flight Nos. 255, 258, and 262 can be "fixed" accurately only by holding to the triangulation position of this church. The triangulation (intersection) position has four ^{directions} ties, sufficient for a good check.

The position of the church can be held with 4 other stations on the same photograph

It was also discovered that the following described stations located by P.F. in making the traverse mentioned on page 3 are in error. The descriptions with the corrected positions are now filed with T-5400.

THE (d)
TEX (d)
SOX (d)

Scaled by L. A. M.
D. H. B.

April 13, 1935.

A new position of PIP (d) checked very closely with the position as given on the description card. This position has not been changed. The maximum error in the position of these stations was about 8 meters, found in the position of Station SOX.

Stations UKE and VIX evidently have been located by a traverse from Triangulation Station KNAPP 1933 to the south end of the sheet. The new position of UKE agreed with the plane table position. VIX could not be seen for radial line intersection but since UKE is near

it, the P.T. position of VII has been accepted as correct.

Station CAT (d). The description as submitted with the plane table survey checks the compilation detail. The topographer evidently described the wrong house, for the P.T. position differs by 22 meters from the radial line location of the house he described. The geographic position on the description has been corrected to agree with the compilation and the card description has been filed under T-5425.

Station ABE (d). This station cannot be recovered on the photographs. The description has been withdrawn from the files and the station is not shown on the compilation due to the fact that the plane table is in error in the immediate vicinity as discussed above.

38°45'

21'

76°20'

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R.S. PATTON, DIRECTOR

**SHORELINE CHANGES
1900 - 1933
VICINITY OF
TILGHMAN, MARYLAND**

SHORELINE IN 1900 SHOWN BY LIGHT LINE, THUS
SHORELINE IN 1933 SHOWN BY HEAVY LINE, THUS
SHADED PORTIONS SHOW AREAS BUILT UP OR
WASHED AWAY

SCALE - 1:10000

OCTOBER 1933

PREPARED UNDER THE DIRECTION OF
LT.(jg) E.R. MCCARTHY, CHIEF OF PARTY
PROJECT HT 151

SCALE OF YARDS
100 0 500 1000



19'

43'

TILGHMAN