5423

Form 504
Rev. Dec. 1933

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

DESCRIPTIVE REPORT

Air Photo
Topographic
~~Hydrographic~~ } *Sheet No.* 5423

State Maryland

LOCALITY

Chesapeake Bay

Kent Island, Northern Part

Project No. HT 175

1935

CHIEF OF PARTY

J.C. Partington Jr. H. & G. E.

U.S. GOVERNMENT PRINTING OFFICE: 1934

Applied to New Comp of Chart 549 June 3 1939 Chas R. Burk Jr

Form 537a
Ed. Nov., 1929

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

AIR PHOTO
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. 5423

REGISTER NO. 5423

State Maryland

General locality Chesapeake Bay

Locality Kent Island, Northern Part

Scale 1:10,000 Date of Photographs November 28, 1933
Date of Compilation February 5, 1935

~~Vessel~~ Photo Compilation Party # 25

Chief of party Reviewed and recommended for approval Lieut. (j.g.) J.C. Partington, February 12, 1935

Photographs plotted by ~~Surveyed by~~ W.V. Sulkowski December 7, 1934

Inked by W.V. Sulkowski February 5, 1935

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated March 14, 1934

Remarks: Compilation of aerial photographs 203-225

/

-STATISTICS-

on

SHEET, FIELD NO. 5423, REG. NO. T-5423.

PHOTOS, NO. 203 to 225

DATE OF PHOTOGRAPHS · November 28, 1933

10:35 A.M.

	BY	DATE FROM	DATE TO
ROUGH RADIAL PLOT	J.C. Tyson	11- 7-34	11-15-34
SCALE FACTOR (0.943)	J.C. Tyson	11- 7-34	11-15-34
SCALE FACTOR CHECKED	R.D. Cross	11-16-34	11-16-34
PROJECTION	W.V. Sulkowski	11-14-34	11-14-34
PROJECTION CHECKED	R.D. Cross	11-14-34	11-14-34
CONTROL PLOTTED	W.V. Sulkowski	11-15-34	11-16-34
CONTROL CHECKED	R.D. Cross	11-16-34	11-16-34
TOPOGRAPHY TRANSFERRED	No Recent Survey Available.		
TOPOGRAPHY CHECKED			
SMOOTH RADIAL LINE PLOT	W.V. Sulkowski	11-30-34	12- 7-34
RADIAL LINE PLOT CHECKED	R.D. Cross	12- 8-34	12- 8-34
DETAIL INKED	W.V. Sulkowski	12-10-34	2- 5-35

AREA OF DETAIL INKED 14.4 sq. Statute Miles (Land Area)

AREA OF DETAIL INKED .02 sq. Statute Miles (Shoals in Water Area)

LENGTH OF SHORELINE (more than 200 m. from nearest opposite shore)
20.36 Statute Miles

LENGTH OF SHORELINE (rivers and sloughs less than 200 m. wide)
27.25 Statute Miles

LENGTH OF STREETS, ROADS, TRAILS, R.R., etc. 26.09 Statute Miles

GENERAL LOCATION Maryland, Chesapeake Bay

LOCATION Kent Island, (Northern ~~Md.~~ Port.)

DATUM North American 1927

			N.A. Datum	N.A. 1927 Datum
STATION	Blue 1932	Latitude	39° 01' 06.216" = 191.6 m.	180.6 m.
		Longitude	76° 17' 51.460" = 1238.0 m.	1242.0 m.

Field Computations.

PROJECTION DIAGRAM

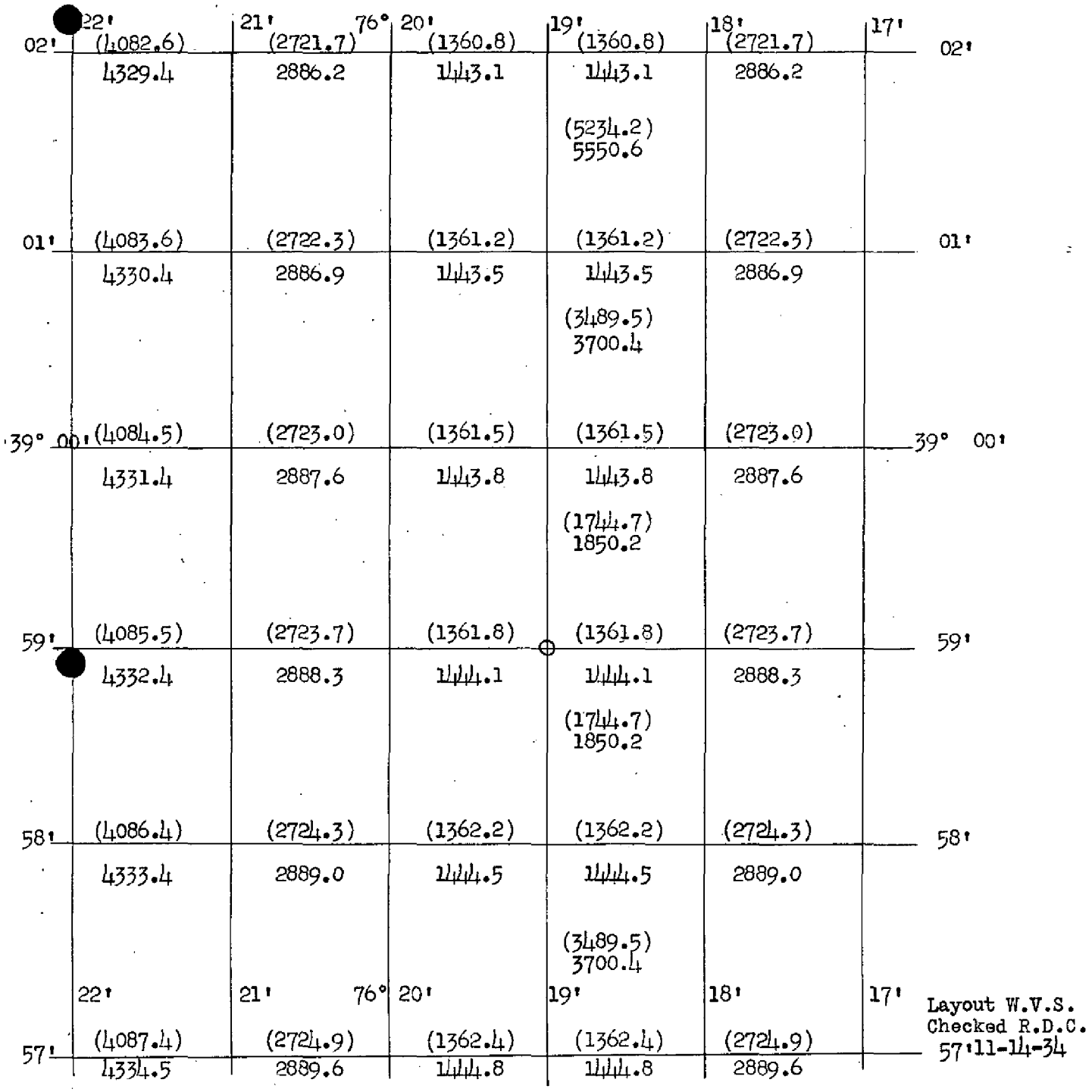
SHEET NO. 5423

Scale = 1:10,000

Scale Factor = 0.943

Distances Multiplied by Scale Factor Are Given in Red.

- - - - -



Layout W.V.S.
Checked R.D.C.
11-14-34

SHEET NO. 5423

SCALE FACTOR COMPUTATIONS

- - -

Station to	Station	Measured Distance	Computed Distance	Scale Factor Meas./Comp.
Love Pt. Ferry Bldg., E. Gab. 1932	Love Pt. Tower No. 16 1918 r'32	1092	1165	.937
Love. Pt. Ferry Bldg., E. Gab. 1932	Here 1909	9462	9976	.948
Love. Pt. Ferry Bldg., E. Gab. 1932	Blue 1932	1392	1476	.943
Blue 1932	Cupola, barn 1932	1763	1868	.944
Blue 1932	Yellow spire 1932	3144	3313	.949
S. Ventilator Red Barn 1932	South Chimney Prices house 1932	2770	2905	.954
S. Ventilator Red Barn 1932	South Gable Ferry Bildg. 1932	6718	7047	.953
Yellow spire 1932	Red Silo 1932	2101	2216	.948
Yellow spire 1932	Hope 1909	3315	3487	.951
Red Silo 1932	West Gable, Log Cabin Club 1932	1100	1158	.950
Red Silo 1932	Hope 1909	2558	2747	.931
Steve 1909	South Gable Ferry Bildg. 1932	3475	3655	.951
Steve 1909	West Gable, Log Cabin Club 1932	3456	3646	.948
Steve 1909	Coffee 1909	1155	1226	.942
Steve 1909	Love Pt. Tower No. 16 1918 r'32	8904	9379	.949
			Average Scale Factor =	.946

All above stations appear on sheet.

Actual scale factor used was .943 in order to agree with the Washington office compilation of the South End, Kent Island.

Computed by J.C.T. 11/15/34
Checked by J.C.P.

SHEET NO. 5423

CONTROL DATA

- - -

	North American Datum				1927 Datum	x Scale Factor
	°	'	"	m.	m.	m.
Blue 1932	39	01	06.216	191.6	(1669.5) 180.6	(1574.3) 170.3
	76	17	51.460	1238.0	(201.5) 1242.0	(190.0) 1171.2
Coffee 1909	38	56	28.073	865.7	(995.5) 854.7	(938.8) 806.0
	76	19	21.807	525.2	(915.9) 529.2	(863.7) 499.0
Cupola, barn 1932	39	01	17.23	531.3	(1329.9) 520.3	(1254.1) 490.6
	76	19	07.78	187.2	(1252.3) 191.2	(1180.9) 180.3
End 1932	38	59	37.92	1169.3	(691.9) 1158.3	(652.5) 1092.3
	76	17	09.35	225.0	(1215.1) 229.0	(1145.8) 215.9
E. of 4 Chy. Brick House 1932	38	59	06.75	208.1	(1653.1) 197.1	(1558.9) 185.9
	76	17	11.35	273.2	(1166.9) 277.2	(1100.4) 261.4
Greek 1909	38	56	25.254	778.8	(1082.5) 767.8	(1020.8) 724.0
	76	18	21.245	511.7	(929.5) 515.7	(876.5) 486.3
Green 1932	38	58	59.466	1833.8	(27.4) 1822.8	(25.8) 1718.9
	76	16	00.081	01.9	(1438.6) 05.9	(1356.6) 05.6
Here 1909	38	56	40.065	1235.5	(625.7) 1224.5	(590.0) 1154.7
	76	19	42.760	1029.7	(411.2) 1033.7	(387.8) 974.8
Hope 1909	38	57	31.681	976.9	(884.3) 965.9	(833.9) 910.8
	76	18	56.234	1353.9	(86.7) 1357.9	(81.8) 1280.5
Kent Island Speed Trial Course, North Rear Range 1932	38	56	05.04	155.4	(1705.8) 144.4	(1608.6) 136.2
	76	21	26.64	641.6	(799.5) 645.6	(753.9) 608.8

SHEET NO. 5423

CONTROL DATA

- - -

	North American Datum °	'	"	m.	1927 Datum m.	x Scale Factor m.
					(1691.1)	(1594.7)
Kent Island Speed Trial Course, North	38	56	05.51	169.9	158.9	149.8
Front Range 1932					(312.5)	(294.7)
	76	21	46.86	1128.7	1132.7	1068.1
					(959.0)	(904.3)
Knock 1909	38	57	29.249	902.0	891.0	840.2
					(360.8)	(340.2)
	76	18	44.851	1079.9	1083.9	1022.1
					(1332.0)	(1256.1)
Landing 1909	38	57	17.162	529.2	518.2	488.7
					(381.0)	(359.3)
	76	18	44.012	1059.8	1063.8	1003.2
					(661.3)	(623.6)
Liver 1909	38	56	38.913	1200.0	1189.0	1121.2
					(1131.1)	(1066.6)
	76	19	12.873	310.0	314.0	296.1
					(209.6)	(197.7)
Love Pt. Ferry Bldg. E. Gab. 1932	39	01	53.56	1651.6	1640.6	1547.1
					(1430.6)	(1349.1)
	76	18	00.37	08.9	12.9	12.2
					(1789.0)	(1687.0)
Love Pt. Tower No. 16 1918, f'32	39	02	02.343	72.2	61.2	57.7
					(298.1)	(281.1)
	76	18	47.440	1141.0	1145.0	1079.7
					(581.9)	(548.7)
Nopri 1932	39	00	41.486	1279.4	1268.4	1196.1
					(1020.8)	(962.6)
	76	19	17.411	418.9	422.9	398.8
					(1824.2)	(1720.2)
North Chimney, Red brick house 1932	38	56	01.20	37.0	26.0	24.5
					(604.4)	(569.9)
	76	21	34.74	836.7	840.7	792.8
					(171.8)	(162.0)
Railway water tank 1909	39	01	54.785	1689.4	1678.4	1582.7
					(625.7)	(590.0)
	76	18	33.824	813.6	817.6	771.0
					(345.9)	(326.2)
Red Silo 1932	38	58	49.14	1515.3	1504.3	1418.6
					(280.6)	(264.6)
	76	19	48.18	1159.7	1163.7	1097.4

SHEET NO. 5423

CONTROL DATA

- - -

	North American Datum °	'	"	m.	1927 Datum m.	x Scale Factor m.
					(866.4)	(817.0)
South Chimney, Prices House 1932	39	00	32.26	994.8	983.8	927.7
					(986.9)	(930.6)
	76	19	18.82	452.8	456.8	430.8
					(1210.9)	(1141.9)
South Gable Ferry Bildg. 1932	38	57	21.09	650.4	639.4	603.0
					(1021.8)	(963.6)
	76	21	17.40	419.0	423.0	398.9
					(1173.9)	(1107.0)
South Gable, Large Grey barn 1932	39	00	22.29	687.4	676.4	637.8
					(1391.9)	(1312.6)
	76	19	01.99	47.9	51.9	48.9
					(67.0)	(63.2)
Steve 1909	38	56	58.184	1794.2	1783.2	1681.6
					(275.4)	(259.7)
	76	18	48.400	1165.5	1169.5	1102.8
					(395.5)	(373.0)
S. Ventilator, Red Barn 1932	38	59	47.53	1465.7	1454.7	1371.8
					(654.6)	(617.3)
	76	17	32.55	785.5	789.5	744.5
					(1503.6)	(1417.9)
Thompson 1909	38	57	11.596	357.6	346.6	326.8
					(1406.4)	(1326.2)
	76	19	01.443	34.7	38.7	36.5
					(592.1)	(558.4)
Tuxon 1909	38	56	41.157	1269.2	1258.2	1186.5
					(305.2)	(287.8)
	76	18	47.162	1135.8	1139.8	1074.8
					(1010.4)	(952.8)
West Gable, Log Cabin Club 1932	38	58	27.59	850.8	839.8	791.9
					(777.2)	(732.9)
	76	20	27.55	663.2	667.2	629.2
					(1172.9)	(1106.0)
Yellow spire 1932	38	59	22.32	688.3	677.3	638.7
					(803.3)	(757.5)
	76	18	26.46	636.8	640.8	604.3

DESCRIPTIVE REPORT

To Accompany

PHOTO COMPILATION SHEET NO. 5423

Kent Island, Northern Part

- - -

1. GENERAL INFORMATION:

(a) Refer to Title Sheet.

(b) Refer to Statistics Sheet.

(c) No general report covering this area is available. The territory included in the compilation is that part of Kent Island which lies north of the 38° 56' parallel and west of the 76°17' meridian. This part of the island is low and flat and is covered almost entirely by cultivated fields.

(d) The following photographs were used in plotting this sheet:

Photo Numbers	Flight Strip Location	Date	Time	Stage of Tide
203 to 225	From Love Point southward over the central part of Kent Island	11-28-33	10:35 AM	High- 2:35 PM Low-- 7:52 AM (Both Approx)

(e) Refer to Statistics Sheet.

2. CONTROL:

(a) Sources:

The triangulation stations shown on the celluloid furnished sufficient control for plotting the sheet. These triangulation stations were obtained from the ~~progress sketches~~ work of the following Chiefs of Parties:

Lieut. John A. Bond	Kent Island 1932
Comdr. L.O. Colbert	South & Severn River Entrance 1932

Also, some of the stations were obtained from the publication "Triangulation in Maryland". All of the above triangulation stations were on North American Datum and were adjusted to North American 1927 Datum by applying the following correction furnished by the Washington Office: From the forward latitude position, subtract eleven meters and to the forward longitude position, add four meters.

DESCRIPTIVE REPORT

SHEET NO. 5423

- - -

(b) Errors:

On the progress ~~chart~~ sketch of Lieut. Roland D. Horne, 1933-1934, Project No. G 136, the station "Love Point Tower No.16, 1918" is shown and the position given on Form No. 28B, Geographic Positions, as follows:

39° 02' 02.135" = 65.8 meters (North American 1927
76° 18' 47.937" = 1153.0 meters Datum)

This position is evidently the position of "Love Point Tower No. 16, 1918, Ecc." and not the true position of the tower. The radial plot showed the above position to be in error and the following table was prepared which leads to the belief that the position given on Form No. 28B is incorrect, if it refers to the Tower. The table shows a comparison between the positions of several stations in the vicinity computed on North American Datum and on North American 1927 Datum. It will be noticed that the difference between the two datums is very uniform except for the station "Love Point Tower No. 16 1918". This should be checked in the Washington Office and the position on Form No. 28B corrected if found to be in error.

Station	Position N.A. Datum			Lieut.Roland D.Horne,1933 Position N.A. 1927 Datum			Difference
	°	'	m	°	'	m	m
Love Point Tow-	39	02	72.2	39	02	65.8	- 6.4
er No. 16 1918	76	18	1141.0	76	18	1153.0	+12.0
Mitchells Bluff	39	13	809.2	39	13	797.3	-11.9
Tower No. 11	76	14	510.6	76	14	514.8	+ 4.2
Love Point	39	03	789.3	39	03	777.1	-12.2
Light House	76	17	15.0	76	17	19.1	+ 4.1
Swan Point	39	08	1748.0	39	08	1736.0	-12.0
Tower No. 14	76	16	743.3	76	16	747.4	+ 4.1

The triangulation station "Love Point Ferry Building, East Gable, 1932" was pricked on the photographs under the stereoscope and is plotted on the celluloid sheet. However, this station no longer exists because the building was destroyed after the pictures were taken.

The following triangulation stations appearing on the celluloid were not used in running the radial plot:

Station	Remarks
End 1932	Too far out on pictures to be tied in.
East of 4 Chimneys, Brick House 1932	Too far out on pictures to be tied in.
South Gable Ferry Building 1932	The field party advised that there is no south gable to this building. The west gable is the most logical to use as a triangulation station and was tied in on the prints. Very little

(cont'd)

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Station	Remarks
South Gable Ferry Building 1932 (Con'd)	dependence was placed on this station in running the plot because it is doubtful which gable was used for the station.
Nopri 1932	This station was difficult to tie in on the photographs and reference mark No. 1 was used in its place on the photos. The position of the reference mark was computed and it was used as a control station in running the plot.

(c) Discrepancies:

No discrepancy in position of a triangulation station was found in running the plot with the exception of the error in connection with "Love Point Tower No. 16 1918" as discussed above.

3. COMPILATION:

(a) Method:

The usual radial line plot was used to determine the position of all radial points.

(b) Adjustments of plot:

No adjustment was necessary in plotting this sheet.

(c) Interpretation:

No difficulty was encountered in interpreting the photographs. The heights of bluffs shown on the overlay sheet are the heights as estimated by the field party.

(d) Information from other sources:

The location of the cable crossing shown approximately one half mile north of Broad Creek was obtained from topographic sheet No. 4691.

Data for the highway bridge over Cox Creek is shown below. This data was taken from "List of Bridges 1927":

Miles above mouth - - - - - - - - - - - - 5
Nearest town - - - - - - - - - - - - - - - Stevensville
Owner - - - - - - - - - - - - - - - - - - Queen Anne County
Kind - Fixed
Number of Spans - - - - - - - - - - - - - - 2
Clear width normal to channel: Left - - 13.8 ft. Right - - 13.8 ft.
Clear height above M.L.W. - - - - - - - - - 6 ft.
Clear height above H.W. - - - - - - - - - - 5 ft.

No data is required for the railroad bridge over Cox Creek as the stream is not navigable at that point except for small row boats.

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All other information shown on the compilation was obtained directly from the photographs except the names.

(e) Conflicting names:

Lat 39°-00.8'
Long 76°-17.7'

Kent Island Steamboat Landing shown on topographic sheet No. 2294 and on the U.S. Geological Survey, North Point Quadrangle, no longer exists. Only a few old pilings remain of the dock and it is recommended that this namebe omitted from future charts.

Love Point Wharf is shown as such on the U.S. Coast & Geodetic Survey Charts. This point is called Love Point Landing by the U.S. Geological Survey, North Point Quadrangle. It is recommended that the name Love Point Wharf be used on the charts.

Additional names:

No additional names are suggested for this area.

4. COMPARISON WITH OTHER SURVEYS:

(a) This compilation was compared with photostats of topographic sheets of the U.S. Coast & Geodetic Survey, Register Nos. 4691 and 2294. It was also compared with U.S. Geological Survey Quadrangles.

(b) The western shore of the island and the section around Love Pt. was compared with a photostat of topographic sheet No. 4691. It was noticed that the size and shape of the small inland ponds varies considerably from that shown on the topographic sheet. Since the shoreline of these ponds can be seen very plainly on the photographs it is recommended that this compilation be accepted as correct. Also, the two stone jetties used as breakwaters at Matapeake Ferry Landing do not check the position shown on the topographic sheet. The ends of these jetties were radial plotted to obtain the correct positions and it is believed that they are correct as shown on the compilation.

The inland detail and the shore line of the creeks was compared with a photostat of topographic sheet No. 2294. This topographic sheet is approximately thirty five years old and consequently there have been so many changes throughout the sheet that we shall not attempt to single out each place where a difference occurs. However, in general, the shore line and detail checks very closely considering the number of years between the time of ~~the two compilations~~ T-2294 and this compilation.

Attention is called to a strip of shore line in Cox Creek which may cause confusion. This strip of shore line is located on the 38° 56' parallel between the 76° 18' and the 76° 19' meridian. Most of the strip lies a few meters south of the above mentioned parallel and it should be traced on the compilation No. 5323 which joins this compilation, No. 5423, on the south. However, there is one small point of this shore line that will fall above the parallel and should appear on this compilation. This small point has been omitted from this sheet because it is doubtful if we could draw it so that a satisfactory junction could be made. When these two compilations are joined in the Washington Office, this strip of shore line should be

accomplished 8/39

× This junction has been inspected in this office. Since no detail south of 38°56' east of west shore of Cox Creek is to be shown on T-5323 this junction is satisfactory.

L.A.M.

Note: This compilation is well controlled and has been carefully compiled but the accuracy of location given on the opposite page is high for work on this scale. A better estimate is an accuracy of location of 3 to 5 meters for intersectual points and 3 to 10 meters for other detail.

B.J. Jones

checked to see that all of it is included on one sheet or the other. See opposite page.

This compilation was compared with Topographic Sheet No. 4746 a and the shoreline of the two inland ponds was found to differ slightly. The shoreline of the open coast also differed by as much as 5 meters between triangulation station "East 1932" and the 76° 17' meridian.

5. LANDMARKS:

(a) The elevated water tank, triangulation station "Railway Water Tank 1909", on Love Point shown as a landmark on the present charts is almost obscured by trees and tall houses. See letter dated Oct. 24, 1934, Reference No. 80-LEF, a copy of which is enclosed. In its place we recommend "Love Point Tower No. 16 1918" to be used as a landmark. This tower can be plainly seen from the water. No other new landmarks were recommended by the field party. A copy of form No. 567 listing all landmarks for this compilation is enclosed.

(b) No additional landmarks show with sufficient prominence under the stereoscope to be recommended for landmarks.

6. RECOMMENDATIONS FOR FURTHER SURVEYS:

(a) The compilation is believed to have a probable error of 3 meters in position of well defined detail of value for charting and of 5 meters for other data. See opposite page.

(b) The widthsof roads has been exaggerated where necessary to procure well defined lines when the sheet is reproduced.

Only the houses located where they may be of value for hydrography have been shown.

7. RECOVERABLE OBJECTS:

(a) The field party did not submit any recoverable objects on Form No. 524 for this area. Also, the Baltimore Office has no record of any recoverable topographic stations which have been described on Form No. 524 by other parties in this area.

Respectfully submitted,

J.C. Partington

J.C. Partington
Jr. H. & G.E.
Chief of Party

DESCRIPTIVE REPORT

SHEET NO. 5423

(COPY)

Post-Office Address: 307 Detention Building, Fort McHenry, Baltimore, Md.
Telegraph Address:
Express Address:

DEPARTMENT OF COMMERCE
U.S. Coast and Geodetic Survey
October 24, 1934

To: The Director,
U.S. Coast and Geodetic Survey,
Washington, D.C.

Through: Lieut. (j.g.) J.C. Partington,
Chief of Party,
U.S. Coast and Geodetic Survey,
Baltimore, Md.

From: Ensign James C. Tison, Jr.,
U.S. Coast and Geodetic Survey,
Baltimore, Md.

Subject: Landmarks

Reference: No. 80-LEF, dated October 5, 1934.

In regard to the existence or prominence of an elevated water tank on Love Point, north end of Kent Island, which is shown on charts 548 and 549, the following information was obtained from a personal inspection:

The water tank exists in the position indicated, and according to residents of the vicinity has been in existence for at least 30 years. It is a typical wooden railroad water tank, about 30 ft. high and 15 ft. in diameter, painted black with conical red roof, and mounted on wooden framework.

Viewed from the water, thetank is almost obscured by trees and tall houses, being visible from a few restricted positions only. Its color makes it very hard to identify even from these positions, due to dark foliage or surrounding trees. The tank is of value as a survey station, but is not sufficiently prominent for charting as a landmark. It is recommended that its position be removed from charts 548 and 549.

Respectfully submitted,

James C. Tison, Jr.
Ensign, Coast & Geodetic Survey.

Approved:

J.C. Partington,
Chief of Party.

Form 567
Rev. Jan. 1933

DIVISION OF CHARTS, FILE NO._____

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

Baltimore, Md.

February 1, 1935

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:

The prominence of these objects has been checked from the water.

J.C. Partington *Chief of Party.*

DESCRIPTION	POSITION						DATUM	METHOD OF DETERMINATION	CHARTS AFFECTED
	LATITUDE			LONGITUDE					
	°	′	D.M. METERS	°	′	D.P. METERS			
BARN CUP. (△Cupola Barn 1932)	39	01	520.3	76	19	191.2	N.A. 1927	Triang.	566
W. GABLE LARGE BARN (△ South Gable, Large Grey Barn 1932	39	00	676.4	76	19	51.9	N.A. 1927	Triang.	566
SILO (△ Red Silo 1932)	38	58	1504.3	76	19	1163.7	N.A. 1927	Triang.	566
W. GABLE LOG HOUSE (△ West Gable, Log Cabin Club 1932)	38	58	839.8	76	20	667.2	N.A. 1927	Triang.	566
north range (△Kent Island Speed Trial Course North Front Range 1932)	38	56	158.9	76	21	1132.7	N.A. 1927	Triang.	77, 566, 1225
north range (△Kent Island Speed Trial Course North Rear Range 1932	38	56	1144.4	76	21	645.6	N.A. 1927	Triang.	77, 566, 1225

Charted Landmarks--The continuance of which is recommended.

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 indentification. 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, flagstaffs and like objects are not sufficiently permanent to chart.

U.S. GOVERNMENT PRINTING OFFICE: 1934 25379

Form 567
Rev. Jan. 1933

DIVISION OF CHARTS, FILE NO._____

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

New LANDMARKS FOR CHARTS

Baltimore, Md.

January 31, 1935

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:

The prominence of these objects has been checked from the water.

J.C. Partington *Chief of Party.*

DESCRIPTION	POSITION						METHOD OF DETERMINATION	CHARTS AFFECTED
	LATITUDE			LONGITUDE		DATUM		
	° ′	D.M. METERS		° ′	D.P. METERS			
(1) TOWER, grey, wood (25 feet high) (Love Pt. Tower # 16)	39 02	61.2		76 18	1145.0	N.A. 1927	Triang.	548, 549, 77, 1225 & 1226
(Tower is an Army observation tower--is 10 ft. sq. enclosed house set on top of four legged tower)								
(This tower is directly over triangulation station Love Pt. Tower #16 and the position as given in field computations of Comdr. Colbert "Love Pt. Tower No. 16 (1918) (r'32)"is thought to be correct. Field computation of Lieut. Horne "Love Pt. Tower No. 16" is thought to be his eccentric position and does not check the above.								

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 indentification. 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, flagstaffs and like objects are not sufficiently permanent to chart.

U.S. GOVERNMENT PRINTING OFFICE: 1934 26379

GEOGRAPHIC NAMES

Date. April 26, 1935.

Survey No. T-5423

Chart No. 77, 548, 566, 1225

Diagram No. 77.

Approved by the Division of Geographic Names, Department of Interior. ✳

Referred to the Division of Geographic Names, Department of Interior. R

Under investigation. Q

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	Kent Island	do 550			
	Broad Creek	do 566. 550			
	Warehouse Creek	do 1225 550			
	Cox Creek	do 1225 550			
	Thompsons Creek	do. 1225 550			
	Love Point	do (point of land)			
	~~Love Point Landing~~	Love Point Wharf 550			
	Matapeake Ferry Landing	do 566 550			
	Stevensville	do. 1225 550			
	Normans.	do 1225 550			
	Love Point -	do (town) 550			

APPROVED NAMES
UNDERLINED IN RED
H.L. Flemer

(M-13E

REVIEW OF AIR PHOTO COMPILATION NO. 5423

Chief of Party: J.C. Partington

Compiled by: W.V. Sulkowski

Project: HT-175

Instructions dated: March 14, 1934

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,g 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)~~
No ground surveys submitted.

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)~~
No blue-prints or maps transmitted.

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.
Discussed in the descriptive report.

6. The control and adjustment of the photo plot are discussed in the descriptive report. Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 12b; 44; and 66 c,h,i)

7. High water line on marshy ~~and mangrove~~ coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)
High water line on sand beach obtained from field photograph high water line as shown by field inspection party.
Ram.

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." M-87

8. The representation of low water lines, ~~reefs, coral reefs and rocks,~~ and legends pertaining to ~~them~~ it 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)~~
No recoverable objects 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)
See descriptive report.

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)
U.S.G.S. Quadrangles "North Point." available for comparison of names. add "Annapolis"

13. The geographic datum of the compilation is North American 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:

18. Examined and approved;

J. C. Partington
Chief of Party

19. Remarks after review in office:

See following page

Reviewed in office by: Leonard A. Nelsen. Apr. 30, 1935.

Examained and approved:

K. T. Adams
Asst Chief, ~~Section of Field Records~~ Division of Charts

L. O. Colbert
Chief, Division of Charts

F. B. Borden
Chief, Section of Field Work

G. Rude
Chief, Division of Hydrography and Topography.

Review of Air Photo Compilation No. T-5423.

Projection:

The projection of this compilation was tested by checking long diagonals and found to be satisfactory.

Comparison with Other Surveys:

Old Topographic Surveys. T-2325 (1898), T-2240 (1896), T-2294 (1899). These surveys cover portions of this compilation. There has been considerable change since the time of them. These surveys are superseded for the area in common with the compilation.

T-4691 (1932). The following additions have been made to the compilations from T-4691, at Mattapeake Ferry Landing:- (1) the two piles in the channel, (2) the small breakwaters, which are barely visible on the photographs. The piles which were transferred cannot be identified on the photographs but their existence has not been disproved. All detail which appears on T-4691 is also shown on this compilation with the exception of non-recoverable plane table positions and the magnetic declination. No rocks or other dangers to navigation appear on old topographic surveys of this area.

Leonard A. Nelson

B J Jones

applied to chart #548
Oct. 10, 1935 g.H.S.