

5722

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Form 504 Rev. April 1935	
DEPARTMENT OF COMMERCE U. S. COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
Topographic <del>Hydrographic</del>	Sheet No. T-5722
5722	
State	MARYLAND
LOCALITY	
CHESAPEAKE BAY	
Kent Island (Southern Part)	
Photographs taken May 1, 1937 (9 lens)	
June 24, 1937 (single lens)	
March 12, 1940 (9 lens)	
1940	
CHIEF OF PARTY	
L.W. Swanson	

T5722

Applied to drawing of Chart 566 (before review) 1/15/41 JTWalker  
" " " " 550 " " 2/3/41 JTW

Applied to drawing of Chart 1222 (before review) by J.T. Walker - see  
history slip May 26, 1941. Can now be considered as being  
completely applied - see note in review page 3 1/2/44 G.H.S.

DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY

REG. NO.

T5722

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-5722

T5722

REGISTER NO.

State MARYLAND

General locality Chesapeake Bay

Locality Kent Island (Southern Part)

Scale 1:10,000 Photographs June 24, 1937  
Date of survey May 1, 1937, from 10:40 to 2:48 P.M.

Vessel Air Photographic Survey Party No. 2

Chief of party Lieut. L.W. Swanson (j.g.)

Field Inspection--J. Steinberg  
Surveyed by Additional Hydro. Signals---L.W. Swanson  
Radial Plot---L.W. Swanson and J. Steinberg

Inked by J. Steinberg

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated May 13, 1938

Supplemental Instructions in letter from  
Remarks: Director dated August 28, 1939.

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Date of Survey

Interior details have been corrected to date of the photographs taken March 1940.

Shoreline is of the date of the photographs from which it was traced:

1. Shoreline along Eastern Bay north of lat.  $38^{\circ}51'$  was taken from photographs of March 12, 1940.
2. Bloody Point Creek shoreline was traced from single lens photograph AWH-6-88. June 24, 1937.
3. Pond and outlet to Eastern Bay at lat.  $38^{\circ}50.5'$  long.  $76^{\circ}22.2'$  from single lens photograph AWH-6-88, June 24, 1937.
4. Shoreline on Eastern Bay south of lat.  $38^{\circ}51'$  and around Kent Point as far as a point 100 meters north of  $\Delta$  Bar 1932 was taken from single lens photograph AWH-6-88, June 24, 1937.
5. Shoreline on Cheseapeake Bay for 400 meters on either side of entrance to Bloody Point Creek taken from nine lens photograph 4803, March 12, 1940.
6. Cheseapeake Bay shoreline from lat.  $38^{\circ}51'$  north to lat.  $38^{\circ}51.5'$  taken from single lens photograph AWH-6-88, June 24, 1937.
7. Cheseapeake Bay shoreline north of lat.  $38^{\circ}51.5'$  taken from nine lens photographs 4804 and 4805, March 12, 1940.

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## DATA RECORD T-5722

PHOTOGRAPHS

Number	Date	Time	Scale	Alt.	Stage of Tide*
1487	May 1, 1937	2:40-2:48 p.m.	approx. 1:10,000	6,875 ft.	0.3 Ft. above M.L.W.
1488	"	"	"	"	0.3 Ft. above M.L.W.
17 4803	March 12, 1940	unknown	"	"	"
4804	"	"	"	"	0.1 ft
4805	"	approx 1 p.m.	"	"	"
Single Lens Photographs					
7-20	June 24, 1937	1:55-2:00 p.m.	"	"	"
6-87 to 6-96	"	unknown	"	"	"

\*Tide from predicted tables for Baltimore, Md., with time correction to Love Point, Chesapeake Bay.

Cameras: U.S. Coast & Geodetic Survey Nine Lens (Focal length  $8\frac{1}{4}$  inches).  
 All negatives on file in Washington Office.  
 U.S. Department of Agriculture Single Lens (Focal length unknown).  
 Photos originally on scale of 1:20,000 and enlarged to 1:10,000.

~~See also~~

SUPPLEMENTAL SURVEYS

Graphic Control Sheets: None  
 Field Inspection..... J. Steinberg..... May 6, 1940-May 12, 1940  
 Name Investigation..... J. Jones ..... March, 1940

see also opposite page

GENERAL INFORMATION

	Date
Chief of Party.....	L.W. Swanson.....
Projection by .....	Washington Office.....
Projection checked by .....	" " .....
Control plotted by .....	J. Alec .....
Control checked by .....	L.W. Swanson .....
Hydrographic radial points by .....	J. Steinberg .....
Additional hydrographic points .....	L.W. Swanson.....
Radial points pricked by .....	C. Supp .....
Additional radial points by .....	J. Steinberg .....
Radial plot by .....	L.W. Swanson and J. Steinberg....
Shoreline inked by .....	J. Steinberg .....
Detailed inked by .....	J. Steinberg .....
Preliminary review by .....	

STATISTICS

Area (land)..... 9.0 Square Statute miles  
 Shoreline (more than 200 m. from opposite shore)..... 17.9 Statute miles  
 Shoreline (less than 200 m. from opposite shore)..... 9.1 Statute miles  
 Roads, streets, trails and railroads ..... 24.2 Statute miles

REFERENCE STATION

BENTON, 1934

Latitude 38° 55' 52.487" (1618.5 m) ✓  
 Longitude 76° 21' 46.974" (1131.5 m)

Datum: N.A. 1927 ✓  
 Adjusted

Maryland State Grid coordinates

X = 981,195.21 ft. ✓  
 Y = 400,467.72 ft.

T5722

DESCRIPTIVE REPORT  
TO ACCOMPANY  
AIR PHOTOGRAPHIC SURVEY SHEET NO. T-5722  
STATE OF MARYLAND  
CHESAPEAKE BAY  
KENT ISLAND (SOUTHERN PART)

DATE OF THIS REPORT ..... December 11, 1940.

INSTRUCTIONS:

This rough draft map drawing is a part of project HT 215, dated May 13, 1938, and supplemental instructions contained in the Director's letter dated August 28, 1939.

FIELD INSPECTION:

Field Inspection of this sheet was made by J. Steinberg, Photogrammetric Aid (Field), during May 1940. Additional hydrographic signals were obtained by Lieut. L.W. Swanson during August, 1940.

The name investigation was done by Lieut. (j.g.) J. Jones during March, 1940.

PHOTOGRAPHS:

The photographs were taken with the U.S. Coast & Geodetic Survey Nine Lens camera and by the U.S. Department of Agriculture (AAA) Single Lens camera. The single lens photographs were used in order to secure stronger radial points. *Single lens photos were used to cover the areas not completely covered by the nine lens.*

CONTROL:

All control used on this sheet were U.S. Coast & Geodetic Survey stations. Also Three M.S.F.S. stations of 1909 which do not fall within the limits of the sheet proper and are listed as follows:

Coffee, 1909  
Greek, 1909  
Turkey, 1909

RADIAL PLOT:

It was originally intended to run sheet No. T-5722 with sheet No. T-5721, but due to lack of control and insufficient pictures at the lower end of T-5722, it was deemed advisable to run the radial plot for this sheet separately.

A traverse was run between stations Bar, 1932 and Bell, 1933 in order to establish additional control for the southern end of sheet T-5722. This traverse was necessitated because station Bell, 1933, could not be pricked on the photo and because there was no other control in this vicinity.

A plot was run for this sheet in the usual manner. The common centers of photographs at junctions with sheets No. T-5705 and T-5721 were transferred to sheet T-5722 before the plot was run, and were held to. This plot was run twice, it being noticed the first time that photograph No. 4803 contained tilt. This tilt was computed, new isocenter established, and the plot rerun.



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Single lens pictures, which were secured from the Department of Agriculture (A.A.A.), were used on the west side of the sheet in order to secure sufficient cuts for radial points and better delineation of detail. Since these pictures had no collimation marks, it was necessary to establish the mechanical center by the intersection of diagonals from the corners of the photographs. These centers were then plotted on the sheet in the usual manner.

It was necessary to use single lens pictures in detailing the southern end of Kent Island as photograph No. 4803 was greatly out of scale and the area to be detailed too far from the center of the picture. Pictures No. 4804 and 4805 were somewhat out of scale and the detailing from these pictures was obtained with the aid of the projector.

#### HYDROGRAPHIC SIGNALS:

A number of natural objects have been located on this sheet for use as hydrographic signals. These objects are shown by black circles 1.5 mm. in diameter. *Some of these stations - those which are recoverable - can be used as topo. stations and are shown by circles 2.5 mm. in diameter.*

#### RECOVERABLE TOPOGRAPHIC STATIONS:

A number of topographic stations that were recovered are listed as follows:

Barn Cupola, 1933  
Dig, 1933  
Mis, 1933  
Ule, 1933  
Ray, 1933  
Can, 1933  
Hel, 1933  
Erg, 1933  
Cud, 1933

*not destroyed, page 5 from Ref. T-5323*

#### DETAIL:

Roads were detailed according to the field inspector's notes as shown on the field inspection prints.

All the buildings on this sheet have been shown.

#### COMPARISON WITH PREVIOUS SURVEYS:

*(1937-38)*  
T-5323: The shoreline is in fair agreement with this compilation sheet except for the following listed differences.

From Latitude 38-51' 00" to Latitude 38-50' 45" shoreline receded to a  
Longitude 76-22' 39" Longitude 76-22' 36" max. of 50 m.

At Lat. 38-50' 24" shoreline has receded to  
Long. 76-22' 35" a max. of 40 m.

From Lat. 38-50' 08" to Lat. 38-50' 16" shore receded to a max.  
Long. 76-22' 06" Long. 76-22' 26" of 20 m.  
*Bloody Point*  
*Kent Point*

At Lat. 38-50' 32" shoreline receded to a  
Long. 76-22' 39" max. of 20 m.

## COMPARISON WITH PREVIOUS SURVEYS(con'd)

From Lat. 38-51' 14" to Lat. 38-51' 24" shoreline has receded up to a  
 Long. 76-22' 35" Long. 76-22' 18" max. of 20 m. ✓  
*Chess. Bay shore*

From Lat. 38-55' 48" to Lat. 38-55' 34" shoreline has receded up to a  
 Long. 76-19' 00" Long. 76-19' 07" max. of 20 m. ✓  
*Cox Cr.*

From Lat. 38-53' 40" to Lat. 38-54' 03" shoreline has advanced up to a  
 Long. 76-20' 27" Long. 76-20' 14" max. of 25 m. \*Plot on T-5323 slightly in error  
 here due to mis-plotting of Δ 541P

At Lat. 38-53' 46" island has receded up to a max.  
 Long. 76-20' 17" of 26 m. 20 m. on west side. Southern tip  
 has shifted slightly toward east.

From Lat. 38-52' 51" to Lat. 38-53' 09" shoreline has receded up to a  
 Long. 76-20' 04" Long. 76-20' 06" max. of 20 m. ✓

Approximately 183 meters of the tip of Bloody Point is covered at high tide.

A new ferry landing has been built at Lat. 38-52' 51" Long. 76-20' 03". ✓

The inland detail is in fairly good agreement except for the following changes.

At Lat. 38-52' 44" the road shown on T-5323 is 20 m. to the north. ✓  
 Long. 76-21' 01"

At Lat. 38-55' 11" " " " " 46 m. " " west. ✓  
 Long. 76-20' 26" *This is a new location of a farm road.*

At Lat. 38-55' 48" " " " " 23 m. " " " ✓  
 Long. 76-20' 19" *Incorrectly drawn on T-5323.*

At Lat. 38-54' 32" " " " " " now gone. ✓  
 Long. 76-21' 07"

At Lat. 38-53' 17" a new road now takes off from the old road and runs  
 Long. 76-21' 02" to the Romancoke Ferry Landing. ✓  
 The old road shown on T-5323 at this position has been  
 destroyed. ✓

The following triangulation stations were found to be plotted in error and are listed as follows:

West Gable Small Yellow House, 1932.....	Plotted approximately 6 m. northerly. ✓
Kent Island Speed Trial Course	
South Rear Range, 1932.....	" " 6 m. " ✓
Ship, 1933.....	" " 7 m. northwesterly ✓
Bar, 1932.....	" " 5 m. westerly. ✓
Bloody Point Bar Lighthouse, 1898-1933...	" " 7 m. northerly. ✓

## JUNCTIONS:

On the East : (T- 5705 and T- 5708) There is no check on these sheets as this side is entirely water area.

On the North : (T- 5721) The junction is in good agreement with this sheet except for the following discrepancies. At lat. 38-56-02 long. 76-19-39 the s.d.l. should be d.d.l. (6m.). At lat. 38-56-06 long. 76-20-51 the d.d.l. should be d.f.l. (6m.). These changes agree with the field inspection prints. It is recommended that the road and fence on sheet T-5721 be made to agree with that as plotted beyond the limits of sheet T-5722 because it is believed that the radial points in this area are stronger.



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## GEOGRAPHIC NAMES:

The geographic names shown on this sheet are listed on form M-234 in the appendix.

## LANDMARKS:

The landmarks to be shown on this sheet are listed on form 567 in the appendix.

## RECOMMENDATION FOR FUTURE SURVEYS:

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 of well defined objects along the shoreline is not greater than five meters. The error of inland radial points and detail of importance is not greater than ten meters.

Respectfully submitted,

*J. Steinberg*  
J. Steinberg,  
Photogrammetric Aid (Field)

*Forwarded Aff.*  
*LW Swanson*  
*Chief of Party*  
*Dec. 16, 1940*

## TRAVERSE DATA:

As station Bar, 1932 and Bell, 1933 could not be pricked on any photographs, a traverse was run with transit and chain between these stations in order to establish additional control for the southern end of sheet T-5722. This additional station was a fence intersection that could be pricked in this vicinity.

In the course of this traverse a check tie was made on the recoverable topographic station Barn Cupola, 1933. The measurement of this station was taken to the corner of the barn which was the equivalent of the distance to the cupola itself.

The traverse was computed and found to tie in fairly good. With this additional station it was then possible to run the radial plot of sheet T-5722 and obtain a good fix on the southern end of this sheet.

The computation of this traverse is listed below:

STATION	AZIMUTH	DIST.	N(-S)	E(-W)
Bar, 1932 to station #1	224-52-29.5	320.78 m.	227.32	226.33
station #1 station #2	238-31-59.5	232.06 m.	121.13	197.93
station #1 Barn Cupola 1933	236-53-59.5	195.87 m.	106.96	164.08
station #2 station #3	312-12-29.5	188.03 m.	-126.32	139.28
station #3 station #4	343-14-29.5	272.26 m.	-260.70	78.50
station #4 Bell, 1933	339-30-29.5	117.04 m.	-109.64	40.97
STATION BAR, 1932 to BELL, 1933		Diff. in G.P.'s	-148.21	683.01
			146.4	684.5
		error	-1.8	1.5

Station No. 2 is F.I.S. (intersection fences)  
 " " " 347.4 m. north of station Bar, 1932  
 424.3 m. east " " " "

Bar, 1932	38-50	497.5 m.	76-22	902.7 m.
Station No. 2	38-50	844.9 m.	76-22	478.4 m.

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GEOGRAPHIC NAMES

Survey No.

Survey No.

M 234

T5722

## Remarks.

## Decisions

1		U.S.G.B.
2		389763
3		388763
4		"
5		"
6	* Also called Bloody Gut	"
7		388763 U.S.G.B.
8	Not approved as origin uncertain as well as nature of this feature.	
9		388763
10		"
11	-Called Long Point Creek *spelled Tanner's Creek	388763 U.S.G.B.
12		389763
13	# Spelled Bats Neck * also spelled Bats Neek	389763 U.S.G.B.
14	*spelled Coxes Creek	389763 U.S.G.B.
15		389763 U.S.G.B.
16		389763
17		388763
18		
19		
20		
21	L. Heck on 2/4/41	
22		
23		
24		
25		
26		
27		

## LANDMARKS FOR CHARTS

Baltimore, Md. December 11, 40

1991

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

I recommend that the following obj be charted on (~~sketched~~*form*) the chart

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

The positions given have been checked after listing.

Lieut. ~~James~~ *W. V. Nicholson*  
Chief of Party.

GENERAL LOCALITY	NAME AND DESCRIPTION	POSITION						METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
		LATITUDE		LONGITUDE		DATUM							
		° ' "	D. M. METERS	° ' "	D. P. METERS								
	Romanooke Ferry Range Light	38-52	1534.0	76-19	1348.0	N.A."27	Air Photo	AUG. 1940				550 1225	
	Romanooke Ferry Range Light	38-52	1556.5	76-20	2.0	N.A."27	Air Photo	AUG. 1940				550 1225	
	Kent Island Speed Trial Course	38-55	157.5	76-21	1189.7	N.A."27	Triangulation	1932				550 1225	
	Kent Island Speed Trial Course	38-55	141.1	76-21	699.6	N.A."27	Triangulation	1932				550 1225	
	Arg (original description adequate)	38-52	1738.8	76-20	213.6	N.A."27	Plane-table	1933				550 1225	
	Ule (original description adequate)	38-51	1154.8	76-20	254.6	N.A."27	Plane-table	1933				550 1225	
					</								

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." The data should be considered for the charts of the area and not for individual field survey sheets. Information under each column heading should be given.

## DIVISION OF CHARTS

## SURVEYS SECTION

Review of Air Photographic Survey T-5722      September 11, 1941

There are no contemporary graphic control surveys in this area.

Hydrographic Surveys

The 1940 hydrographic survey of Eastern Bay is not yet in the office.

Previous Topographic Surveys

T-5323 (1:10,000) 1935

A detailed comparison of T-5722 with T-5323 is made on pages 2 and 3 of the Descriptive Report accompanying T-5722.

It is apparent that T-5323 was compiled carelessly. Six triangulation stations listed on page 3 of the Descriptive Report were plotted incorrectly, probably due to an error of not applying the datum correction before plotting. As these stations were used for controlling the radial plot of T-5323, it is apparent that errors were introduced in the plot. These errors are particularly noticeable when comparing interior details such as roads, fences, and houses. In fact, some of the differences are so large (20 meters) as to indicate that apart from the error in the main plot of T-5323, insufficient secondary radial points were used, the detail being traced from the photographs between radial points too far apart.

*Connections have been made during the summer 1941*

It is believed that T-5722 is accurate within a probable error of 0.5 mm. for radial points and well defined detail and 1.0 mm. for other detail.

T-5722 supersedes T-5323.

Radial Plot and Horizontal Control

There was an insufficient number of nine-lens photographs for a good plot along the west shore of Kent Island, especially at the southern end. To alleviate this condition single lens photographs were obtained from the Department of Agriculture A.A.A. Unfortunately the fiducial marks did not show up on the prints so that the principal points of the photographs could not be determined with accuracy. On six of the thirteen prints a

cross marked what is assumed to be the center and on the other prints a center was pricked by drawing diagonals from the corners of the marks. This latter method of pricking centers is not reliable as there is no assurance that the negative was centered on the paper when making the prints.

The control for these single lens pictures was good at the north end of the plot and fairly good at the south end so that a fair plot was possible in conjunction with the nine lens photographs to the east, which were strongly controlled by numerous triangulation and topographic stations.

The plot for T-5722 was made for this sheet only. It was carefully checked in the office by orienting the photographs under the celluloid and drawing cuts to critical radial points, and appears to be very good considering the limitations imposed by the conditions discussed in the foregoing paragraphs.

It was found that topographic station Ray 1933 did not check the position formerly determined for it by plane table survey T-4771 and as shown on T-5323. Examination of both the old five lens photographs and the new nine lens photographs shows that the same point was picked on both sets of photographs and that it is the same building. Topo station Hel 1933 about 100 meters N.E. of "Ray 1933" checks with its old position, so that it would appear that Ray 1933 was incorrectly located originally. However, the radial line intersection at Ray on T-5722 is weak, and it is not shown as a topo station on T-5722. The card description filed under T-4771 has been marked "Void".

Topographic station "Can 1933" was reported recovered by the field party although the Descriptive Report T-5323 states it was destroyed. It is a cupola on a barn. Examination of the records and old five lens photographs now seem to indicate that the cupola recovered is the same one originally located by plane table survey T-4771, and that misinterpretation of the original description when T-5323 was compiled resulted in its reported destruction, although it is possible a new structure similar to the old one was built. The description on form 524 (marked void) filed under T-4771 fits the station as now shown.

Topo station 'Pan 1933' (in the same group of buildings as 'Can 1933') was not shown on T-5722 although the house of which it is the chimney is shown. The chimney could not be identified under the stereoscope on account of trees surrounding the house.



Triangulation stations Matta 1932 and Bank 1933 were pricked on the photographs by using measurements shown on the old five lens photographs and used in checking the plot.

Comparison with Charts 550, 566, 1225

Chart 550 (revised 6/16/41)

Corrections from T-5722 were applied to chart 550 Feb. 3, 1941. However, the road leading to the Romancoke ferry is shown incorrectly on the chart.

Chart 566 (revised 8/6/41)

There are no differences between the chart and T-5722. The corrections were applied Jan. 15, 1941.

Chart 1225 (revised 7/22/41)

There are no differences between the chart and T-5722.

Field Inspection and Detailing

The field inspection and the detailing of T-5722 are complete.

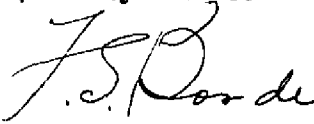
Some buildings which appear on the 1937 photographs are not shown, as field inspection disclosed their destruction.

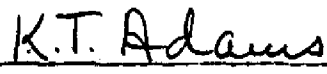
Redrafting<sup>ed</sup> in the Washington Office.

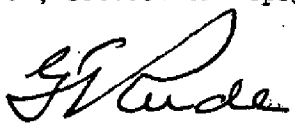
Reviewed in office by D. H. Benson Sept. 12, 1941

Inspected by B. G. Jones Oct. 2, 1941 and Jan. 1943.

  
Chief, Surveys Section

  
Chief, Division of Charts

  
Chief, Section of Topography

  
Chief, Division of Coastal Surveys