

8271

T 228

Form 504	
U. S. COAST AND GEODETIC SURVEY	
DEPARTMENT OF COMMERCE	
DESCRIPTIVE REPORT	
Type of Survey <u>Air Photographic Topographic</u>	
Field No. ....	Office No. <u>T-8271</u>
LOCALITY	
State <u>Maryland</u>	
General locality <u>Chesapeake Bay (Western Shore)</u>	
Locality <u>Sandy Point to Gibson Island</u>	
<u>1943</u>	
CHIEF OF PARTY	
<u>Fred. L. Peacock</u>	
<u>Ray . L. Scheppe</u>	
LIBRARY & ARCHIVES	
DATE <u>May 29, 1946</u>	

014  
Diag. 2h. 77-4

## DATA RECORD

T- 8271

Quadrangle (II):

7½ Minute

Project No. (II):

CS-288-A

Field Office:

War Mapping Field Party No. 2

Chief of Party:

Ray L. Schoppe

Compilation Office:

Baltimore, Maryland

Chief of Party:

Fred. L. Peacock

Instructions dated (II III):

Copy filed in Descriptive  
Report No. T- (VI)

May 13, 1943

Completed survey received in office: 12/17/43

Reported to Nautical Chart Section: 12/18/43

Reviewed: 2/4/44

Applied to chart No.

Date:

Redrafting Completed: 3/18/44

Registered: 6/46

Published: 1944

Compilation Scale: 1:20,000

Published Scale: 1:31,680

Scale Factor (III): None

Geographic Datum (III): N. A. 1927

Datum Plane (III): Mean Sea Level

Reference Station (III): PURSE, 1906, r1933, r1934

Lat.: 39° 02' 58.636" 1808.2m Long.: 76° 26' 15.947" 383.5m Adjusted  
~~Unadjusted~~

State Plane Coordinates (VI): Maryland Single zone

X = 959,675.70 ft.

Y = 443,439.15 ft.

Military Grid Zone (VI)

"A"

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
Nine Lens 12814	12/4/42	3:38p.m.	1:20,000	0.65' above M. L. W.
12815	12/4/42	3:38p.m.	1:20,000	0.65' above M. L. W.

Tide from (III): Predicted tables, reference station Baltimore, Maryland with correction for Mountain Point, Magothy River, Maryland.

Mean Range: .08'

Spring Range: 1.0'

Camera: (Kind or source) U. S. Coast & Geodetic Survey nine lens camera (focal length  $8\frac{1}{4}$ " ).

Field Inspection by:

date:

Field Edit by: Ralph E. Houtrouw  
Photo. Aid

date: June-Sept. 1943

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

Same as date of photographs

Projection and Grids ruled by (III) Washington Office

date: unknown

" " " checked by: Washington Office

date: unknown

Control plotted by: See Descriptive Reports for Planimet-  
ric Surveys Nos. T-5339, T-5340 & T-5424

date:

Control checked by:

date:

Radial Plot by:

date:

Detailed by: Mildred M. Trautman

date: 11/9/43 to 12/5/43

Reviewed in compilation office by: Albert C. Rauck, Jr.

date: 12/3/43 to 12/5/43

Elevations on Field Edit Sheet

checked by: *C. M. Shing Jr.*  
*William A. Rasore*

date: *July 1943*



STATISTICS (III)

Land Area (Sq. Statute Miles); 28

Shoreline (More than 200 meters to opposite shore): 33.0 Statute Miles

Shoreline (Less than 200 meters to opposite shore): 17.0 Statute Miles

Number of Recoverable Topographic Stations established: 2 lights located by plane table and 3 Bench Marks transferred from red line print on chart paper.

Number of Temporary Hydrographic Stations located by radial plot: none

Leveling (to control contours) - miles: 97

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:



## General Procedure in the Production of Topographic Quadrangles for the War Department

This quadrangle, together with similar adjoining maps produced under Project C.S. 288A, was prepared by the Coast and Geodetic Survey for the War Department under "General Specifications for War Department Mapping Program" issued about December 1941, in which is incorporated the "Standard of Accuracy for a National Map Production Program" issued by the Bureau of the Budget under date of June 10, 1941.

The general procedure in the production of this and the adjoining quadrangles was:

### PREPARATION OF BASE MAPS

Assembly into quadrangle base sheets by photographic means of previously produced planimetric maps of the area. These maps were compiled by this Bureau from aerial photographs taken in 1942 and were published in 1943 on the scale of 1:10,000. Lithographic prints of the quadrangle base sheets on cloth-mounted paper were furnished to the field parties and similar prints in red ink on celluloid sheets were furnished to the compilation office.

### FIELD SURVEYS

Aerial photography with the Coast and Geodetic Survey nine-lens camera, with airplane and flight crew furnished by the U. S. Coast Guard. The photographs were taken to the scale of 1:20,000.

Ground inspection of the photographs for identification of control points, and classification and clarification of planimetric details on the photographs. The field parties were permitted to make field inspection notes either on the photographs or on the planimetric base sheet.

Contouring by planetable, directly on the photographs or on the planimetric base sheet at the option of the field party. The contouring for this quadrangle was done on the photographs by the field party.

Supplementary vertical control was established by means of an extensive subordinate level net, furnishing unmarked elevations at road intersections, driveways, and numerous other points identifiable on the photographs.

#### COMPILATION OF MANUSCRIPT

Revision of the planimetric base map from the new photographs and addition of contours and corrections obtained by the field parties. No radial plot was made for this work.

#### FIELD EDIT

Comparison of a copy of the corrected manuscript with the ground. This included inspection for completeness and accuracy as well as the location by planetable methods of additional details, checking of nautical and aeronautical aids to navigation, etc.

Accuracy Tests - Application of systematic horizontal and vertical accuracy tests to check the maps for conformity with the specifications. These tests consisted of comparison of the map position and elevation of selected random points with the true position and elevation as independently determined by standard survey methods.

#### PROCESSING IN THE WASHINGTON OFFICE

Review - Examination of the manuscript for accuracy and completeness of compilation and compliance with specifications, correcting where necessary; addition of military and state grids and other special features; and verification of the general adequacy of the manuscript as a basis for the production of a finished map.

Drafting and Reproduction - Preparation of smooth color separation drawings on 1:20,000 scale on metal-mounted "blue-line" copies of the manuscript. From these drawings, negatives and printing plates were prepared for reproduction of the finished map on the scale of 1:31,680 or 1:25,000.

DESCRIPTIVE REPORT TO ACCOMPANY  
QUADRANGLE T-8271  
PROJECT CS 288 A  
Ray L. Schoppe, Comdr., Chief of Party

1. DESCRIPTION OF AREA: This quadrangle lies on both sides of the Magothy River and is bounded on the east by the Chesapeake Bay. With the exception of the eastern portion of land known as Broad Neck, the ground is hilly and wooded. Broad Neck is flat and extensively farmed.

2. COMPLETENESS OF FIELD INSPECTION: Field inspection on photographs is confined to the part of the quadrangle lying south of the Magothy River and north of the Severn River. This area was done on photograph 12814 and is complete. One exception to the rules was taken here in the case of deletions. To avoid further confusion and congestion, only the buildings to be shown were classified and identified. Those buildings not circled in red ink are to be considered temporary or abandoned, and would have been deleted except for the reason mentioned.

3. INTERPRETATION OF THE PHOTOGRAPH: The very dark patches of woods are usually fields long since abandoned and grown up in thick pine.

5. VERTICAL CONTROL: Supplemental level lines in this quadrangle were run by James M. Grover, Photogrammetric Aid. The largest closure on any loop in the quadrangle was that of GDG loop, which was plus 0.48. This loop was adjusted, as were all the others, by distributing the error evenly over the loop.

For control of these loops the lines of bench-marks Nos. 74 and 85 were used. These were Coast and Geodetic Survey bench-marks bearing second order elevations. Bench-marks Nos. A73 and Gate (R. M. 2) were also used.

6. CONTOURS AND DRAINAGE: Contours and drainage are shown on both photograph and map assembly. The stereoscope method could not be used, since drainage did not appear on either, and additional photographs were not available. All contours and drainage are the result of planetable work and short hand level lines.

Contours and drainage were located by planetable wherever possible. Where dense woods made this impractical, hand level lines (with pacing) were run from planetable control. A good check was made using this method. It is believed that the main sources of drainage (and contours) are accurately shown. There are some dif-



ferences in appearance between these contours and drains and those put in with the aid of a stereoscope.

19. VERTICAL ACCURACY TEST: A line of profile levels was run in the approximate area of longitude  $76^{\circ}27'30.0''$  and latitude from  $39^{\circ}02'20.0''$  to  $39^{\circ}01'25.0''$ . Elevations and control were carried with plane table using compass traverse. Approximately half of the test was in open area and half in wooded area. The area checked came well within the required accuracy. Two streams and one new road not previously shown on the compilation but located by the topographer were found to check in position.

This vertical accuracy test was run by William A. Rasure, Principal Photogrammetric Aid.

46. METHODS: Buildings, roads, and woods classifications were done according to instructions with the exception mentioned in II,2. New roads were run in by planetable. On map assembly, additions are in black ink.

In an attempt to save further work, the new dual highway to the Sandy Point Ferry Terminal and the terminal are shown all the way by center line and print.

The road and terminal are not completed, but enough advanced to be finished in the near future. The part not being worked on is all staked out and from these stakes the centerline shown on map assembly and photographs was located. The terminal is almost complete and a print of same is with the map and photograph. The station and centerline shown on the print are shown on the map assembly to aid in tying in the print for office draftsmen.

Submitted by:

Ralph E. Houtrouw  
Ralph E. Houtrouw

Date: Sept 15, 1942

Approved:

Ray L. Schoppe  
Ray L. Schoppe  
Chief of Party



DESCRIPTIVE REPORT TO ACCOMPANY  
QUADRANGLE T-8271  
Project CS 288 A

ADDENDA

4. Horizontal Control. See descriptive report, original planimetric maps.

7. Mean High-Water Line. See descriptive report, original planimetric maps.

8. Mean Low-Water. See descriptive report, original planimetric maps.

9. Wharves and Shoreline Structures. Most of the wharves and shoreline structures are small private docks and boathouses. Several new docks have been added. The major change is the new ferry terminal at Sandy Point. This can readily be added from plans being forwarded. The shoreline and the center of the dual highway are shown on lithographed prints. These are common to the blue print.

10. Details Offshore from the High-Water Line. See original planimetric maps.

11. Landmarks and Aids to Navigation. See original planimetric maps.

12. Hydrographic Control. See original planimetric maps.

13. Landing Fields and Aeronautical Aids. See original planimetric maps.

14. Road Classification. Roads have been classified according to the instructions. Center lines of new roads have been run in by plane-table methods. These additions are shown in black ink. The proper width of the new dual highway to the Sandy Point Ferry Terminal can be taken from the blue print forwarded.

15. Bridges. Classified according to instructions by C. C. Fryer, Junior Topographic Engineer.

17. Boundary Monuments and Lines. It is possible that one boundary line, the Severn River, falls within this quadrangle, in the southwest corner.

18. Geographic Names. This will be taken care of in special report on Geographic Names.

19. The majority of the contouring was done on a lithographed print. However, the southwest corner was contoured on photograph No. 12814. A considerable amount of the contouring on this photograph falls in quadrangle 8265. Natural features determined who would do the contouring, rather than the limits of the quadrangle. Thus all on the



northeast side of the Severn River was contoured on the above photograph.

Bridge classifications are shown on separate lithographed print, and a print of the new Sandy Point Ferry Terminal and a portion of the new dual highway are shown. This is practically completed and ready for operation.

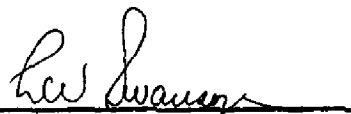
47. Adequacy of the Compilation. The compilation was adequate except where changes occurred since the date of compilation. It would have expedited work had new photographs covered the area. A considerable number of roads had to be run in by planetable traverse.

48. Accuracy Tests. A line of profile levels was run in the approximate area of longitude  $76^{\circ}-27'-30.0''$  and latitude  $39^{\circ}-02'-20.0''$  to  $39^{\circ}-01'-25.0''$ . Elevations and control were carried with planetable using compass traverse. Approximately half of the test was in open area and half in wooded area. The area checked, came well within the required accuracy. Two streams and one new road not previously shown on the compilation, but located by the topographer, were found to check in position.

This accuracy test was run by William A. Rasure, Principal Photogrammetric Aid. It is shown on the lithographed print on which the contouring was done, in green.


Horizontal accuracy tests have not been run to date. This will be the subject of a separate report.

Dated October 21, 1943



L. W. Swanson  
Lieut. Comdr., C. & G. Survey

Approved:

  
Ray L. Schoppe

Chief of Party



26 CONTROL:

Recovery notes of the numerous horizontal control stations shown on the red line print on celluloid of the reproduced planimetric maps were not furnished the Compilation Office. It is not known if any of these stations were lost or destroyed since the planimetric surveys were made.

27 RADIAL PLOT:

All well-defined details, which show on the red line print on celluloid of the reproduced planimetric surveys and which appear on the nine lens photographs, are considered of sufficient accuracy to control the compilation of details from these photographs. It was therefore **not** necessary to run a radial plot of the area covered by this Map Manuscript.

28 DETAILING:

The Compilation Office was furnished a red line print on celluloid of a reproduction of parts of the original planimetric surveys Nos. T-5339, T-5340 and T-5424 covering the area of the Map Manuscript for Survey No. T-8271 for revision and the addition of 20 ft. contours was established by the Field Inspection Party..

Adequate field inspection data was furnished the Compilation Office by the Field Inspection Party on one nine lens field photograph No. 12814 and two chart paper prints of the red line print on celluloid.

The field inspection data shown on the two chart paper prints was transferred directly to the Map Manuscript from these prints. In the area of the Map Manuscript, not covered by field inspection data appearing on red line chart paper prints, the revision was accomplished as follows:

Two nine lens office photographs Nos. 12814 and 12815 covered a portion of this Map Manuscript. The red line print on celluloid was oriented over these office photographs, using points of common detail for control and the Map Manuscript was revised according to field inspection data shown on field inspection photograph No. 12814. Contours appearing on field inspection photograph No. 12814 were transferred from this photograph directly to the Map Manuscript, using points of common detail for this purpose.

As noted in the field inspection report, under paragraph 2, only buildings indicated by the Field Inspection Party were detailed.

Due to the lay over of dense tree areas in the outer chambers of the photographs, many trails shown on the red line print on celluloid, were not visible on the 1943 photographs. These trails were not deleted.

28 DETAILING: (cont'd)

The new ferry terminal and slip at Sandy Point were detailed with the aid of a State of Maryland, State Roads Commission black and white print of the ferry terminal.

All revision as confined to the area within the limits of the designated  $7\frac{1}{2}$  minute quadrangle.

29 SUPPLEMENTAL DATA:

The following previous topographic surveys have been made by the U. S. Coast & Geodetic Survey covering portions of the area of Survey No. T-8271:

Survey No.	Dated	Scale of
T-174 bis	1844	1:10,000
T-175	1844	1:10,000
T-176	1844	1:10,000
T-178	1844	1:10,000
T-179	1845	1:10,000
T-220	1845-46	1:20,000
T-221	1847	1:20,000
T-306	1851-55	1:20,000
T-1857	1888	1:10,000
T-2286	1897-98	1:20,000
T-2325	1898-05	1:20,000
T-2630	1903	1:10,000
T-3084	1910	1:10,000

None of these surveys were available to the Compilation Office.

A general plan of the Chesapeake Bay Ferry, Sandy Point Terminal, scale of 1"=80', was furnished the Compilation Office.

30 MEAN HIGH-WATER LINE:

The stage of tide of the nine lens photographs was computed and found to be at or near the mean high-water line.

Changes in the high-water line were made at Whitehall Creek, Spriggs Pond, and at Mountain Point.

The high-water line along the western shore of the Chesapeake Bay, south of the Magothy River was partially obscured, by the lay over of trees on the nine lens office photographs. In general, this high-water line was in good agreement with the 1943 photographs, therefore, no change was made in the previous interpretation of this detail.

All other high-water lines on the red line print on celluloid, were in good agreement with the high-water lines interpreted on the photographs available in this area.



31 LOW-WATER AND SHOAL LINES:

No low-water or shoal lines were indicated by the Field Inspection Party. Several sand shoals were detailed from the photographs in the area south of the Magothy River.

32 DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

No additional offshore details other than those already shown on the original planimetric surveys were visible on the photographs or indicated by the Field Inspection Party.

33 WHARVES AND SHORE LINE STRUCTURES:

All wharves and shore line structures, visible on the photographs, and those indicated by the Field Inspection Party, were detailed.

Those wharves and shore line structures shown on the reproduced red line print on celluloid and not visible on the nine lens office photographs were deleted. Where the lay over of trees obscured the shore line on the nine lens office photographs, wharves and shore line structures were not deleted.

34 LANDMARKS AND AIDS TO NAVIGATION:

One aid to navigation, a triangulation station, MOUNTAIN POINT BEACON, 1933, (lighted), had been previously plotted on the original planimetric survey covering the area of the Map Manuscript.

Four additional aids to navigation lie within the limits of the Map Manuscript. Two of these are, BALTIMORE LIGHTHOUSE, 1918, 1933 and SANDY POINT LIGHTHOUSE, 1898, 1933. These two lighthouses are also triangulation stations and have been plotted on the Map Manuscript from their geographic positions.

Two lights, one red and one green, offshore from the Sandy Point Ferry Terminal, have been located by plane table, by the Field Inspection Party. The locations of these two lights were shown on the red line print on chart paper. These lights were transferred directly from the chart paper print to the Map Manuscript and their geographic positions scaled and are herewith submitted on Forms No. 567 and 524.

L. 867(1943)

35 HYDROGRAPHIC CONTROL:

The above five non-floating aids to navigation, mentioned in paragraph 34, may be used as partial control for future hydrographic surveys as long as they remain in their present positions.



36 LANDING FIELDS AND AERONAUTICAL AIDS:

The Compilation Office has not been furnished any data as to landing fields or aeronautical aids within the limits of this Map Manuscript. None were visible on the photographs.

37 DISCREPANCY OVERLAY:

A discrepancy overlay has been prepared to accompany the Map Manuscript for Survey No. T-8271. On it are notes, calling attention to additional information needed, in the opinion of the Baltimore Compilation Office, to make this Map Manuscript complete. A few notes regarding contours appearing on this Map Manuscript have been shown. The names or numbers of the bench marks shown on the Map Manuscript have been labeled on the discrepancy overlay for use of the Baltimore Compilation Office.

38 GEOGRAPHIC NAMES:

See addendum, paragraph 18, of the field inspection report.

39 HORIZONTAL ACCURACY:

It is believed that this revised Map Manuscript will meet the horizontal accuracy requirements established for War Mapping Projects.

40 RECOMMENDATION FOR FUTURE SURVEYS:

The compilation of this Map Manuscript, supplemented with the field inspection data, is believed to be complete except for information requested on the discrepancy overlay.

41 JUNCTIONS:

To the north, map manuscript for survey no. T-8277.

To the south, map manuscript for survey no. T-8265.

The above map manuscripts have not been completed. However, detail at the north and south junctions with this Map Manuscript will be transferred to these adjoining surveys and final junctions will be made at the time of their completion.

To the west is a contemporary survey by the Soil Conservation Service. Instructions contained in a letter to the Field Inspection Party from the Director, dated November 4, 1943, state that copies of this Map Manuscript will be furnished the Soil Conservation Service for junction purposes.

41 JUNCTIONS: (cont'd)

To the east is the Chesapeake Bay.

42 REMARKS:

An adequate description of the area of this Map Manuscript has been made in the field inspection report.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

Comparison was made with the U. S. Geological Survey, North Point Quadrangle, scale of 1:62,500, edition of May 1905, reprinted 1935.

Due to scale difference, only a general comparison could be made. All common physical and cultural features were found to be in good agreement.

Many new cultural features, such as highways and shore line structures have been shown on this Map Manuscript, which do not appear on the U. S. Geological Survey quadrangle.

45 COMPARISON WITH NAUTICAL CHARTS:

Comparison was made with the following U. S. Coast & Geodetic Survey Charts:

Chart No.	Dated	Scale of
550	June, 1935; reprinted 1940	1:40,000
566	Aug., 1935; reprinted 1939	1:20,000
1226	July, 1938; reprinted 1939	1:80,000

Common detail was found to be in generally fair agreement.

Respectfully submitted,  
December 7, 1943

Mildred M. Trautman  
Mildred M. Trautman  
Air Photo. Observer

Map Manuscript, Discrepancy  
Overlay and Descriptive Re-  
port Reviewed by:

Albert C. Rauck, Jr.  
Albert C. Rauck, Jr.  
Sr. Photogrammetric Aid

Compilation of Map Manu-  
script Supervised by:

Joseph Steinberg  
Joseph Steinberg  
Asst. Photogrammetric Eng.

and

J. Edward Deal, Jr.  
J. Edward Deal, Jr.  
Asst. Photogrammetric Eng.

Approved & Forwarded:

DEC 16 1943

Fred. L. Peacock  
Fred. L. Peacock  
Commander, C & G Survey  
Officer-in-Charge  
Baltimore Field Office



T-8271

1

Remarks

Decisions

1		USGB
2		
3		Road Maps
4		County Map, Md. G. Survey
5		Road Maps
6		"
7		Railway Guide
8		
9		390763
10		390764 USGB
11	Not shown	" "
12		" "
13		" "
14		"
15		"
16		" USGB
17		" "
18		"
19		389764
20		390764
21	Village of Severnside (1940 pop. 80) is	"
22	apparently distinct from the Catholic institu- tion of Manresa	"
23		"
24		"
25		USGB
26		"
27		"

# GEOGRAPHIC NAMES

Survey No. T-8271

GIBSON ISLAND quadrangle

1	Name on Survey	A. On Chart No.	B. On previous survey No.	C. On U. S. quadrangle Maps	D. From local information	E. On local Maps	F. P. O. Guide or Map	G. Rand McNally Atlas	H. U. S. Light List	K.
✓	Chesapeake Bay									1
✓	Anne Arundel County									2
✓	Governor Ritchie Highway (Md. No. 2)									3
✓	District No. 3									4
✓	State Highway No. 177 (to Gibson Island: apparently erroneous 117 on Texaco Road Map)									5
✓	State Highway No. 179 (to St. Margarets and Skidmore)									6
✓	The Baltimore and Annapolis Railroad Co. (electric line)									7
										8
✓	Sandy Point									9
✓	Moss Pond									10
✓	Shorts Creek (the outlet of Mezick Ponds)									11
✓	Mezick Ponds									12
✓	Skidmore									13
✓	Log Inn									14
✓	Tydings on the Bay									15
✓	Meredith Creek									16
✓	Whitehall Creek									17
✓	Ridout Creek									18
✓	Mill Creek									19
✓	Martins Cove									20
✓	Severnside									21
✓	Manresa									22
✓	Winchester									23
✓	Winchester Pond									24
✓	Severn River									25
✓	Broad Neck									26
✓	St. Margarets									27

T-8271

2  
Decisions

Remarks

1		390764
2		" USGB
3		"
4		"
5		"
6		" USGB
7		"
8		"
9		" USGB
10		"
11		"
12		"
13		" USGB
14		"
15		"
16		"
17		"
18		"
19		"
20		"
21		" USGB
22		"
23		" USGB
24		" "
25		" "
26		"
27		"



# GEOGRAPHIC NAMES

Survey No. T-8271

2	Name on Survey	A,	B,	C,	D	E	F	G	H	K	
✓	<u>Little Magothy River</u>										1
✓	<u>Magothy River</u>										2
✓	<u>Persimmon Point</u>										3
✓	<u>Deep Creek</u>										4
✓	<u>Adams Point</u>										5
✓	<u>Ulmsteads Point</u>										6
✓	<u>Forked Creek</u>										7
✓	<u>Coolspring Cove</u>										8
✓	<u>Spriggs Pond</u>										9
✓	<u>Blackhole Creek</u>										10
✓	<u>Chest Neck</u>										11
✓	<u>Chest Neck Point</u>										12
✓	<u>Rock Point</u>										13
✓	<u>Broad Creek</u>										14
✓	<u>Eagle Hill</u>										15
✓	<u>Park Point</u>										16
✓	<u>Park Creek</u>										17
✓	<u>Grays Point</u>										18
✓	<u>Long Cove</u>										19
✓	<u>Little Island</u>										20
✓	<u>Dobbins Island</u>										21
✓	<u>Grays <sup>reef</sup> Cove</u>										22
✓	<u>Sillery Bay</u>										23
✓	<u>Hickory Point</u>										24
✓	<u>Tar Cove</u>										25
✓	<u>Long Point</u>										26
✓	<u>Cornfield Creek</u>										27

M 234



## Remarks

## Decisions

1		390764
2		??
3		??
4		?? USGB
5		??
6	same type as that used to Island Name	??
7		?? USGB
8		?? ??
9		??
10		??
11		391764
12		??
13		??
14		??
15		??
16		??
17		??
18		??
19		??
20		??
21		??
22		??
23		
24		
25		
26		
27		
M 234		



# GEOGRAPHIC NAMES

Survey No. T-8271

3	Name on Survey	A,	B,	C,	D	E	F	G	H	K	
✓	James Pond										1
✓	Windmill Point										2
✓	Gibson Island			(island)							3
✓	Mountain Point										4
✓	Otter Pond										5
✓	Gibson Island			(village)							6
✓	Redhouse Cove										7
✓	Purdy Point										8
✓	Holland Point										9
✓	Magothy Narrows										10
✓	Mt. Carmel										11
✓	Lakeshore										12
✓	Pinehurst										13
✓	Bodkin Neck										14
✓	Old Bee Point										15
✓	Locust Cove										16
✓	Wharf Creek										17
✓	Orchard Point										18
✓	Goose Cove										19
✓	Jubb Cove										20
✓	Main Creek										21
✓	Mathias Cove										22
											23
											24
											25
											26
											27

See additional  
list p. 4.

Names underlined in red approved  
by L. Heck on 2/22/44

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See 2d d. form  
list p. 4.

Names underlined in red approved  
by L. Heck on 2/22/44



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4

Remarks

Decisions

1		390764
2		391764
3	Type Not shown-	391763
4		
5		
6	Type Not shown.	390764
7	Name Not shown	11
8		11
9		11
10		11
11		11
12		11
13		11
14		11
15		11
16		11
17		11
18		11
19		11
20		11
21		11
22		11
23		11
24		11
25		11
26		11
27		11

# GEOGRAPHIC NAMES

Survey No. T-8271

4	Name on Survey	A.	B.	C.	D.	E.	F.	G.	H.	K.	
✓	Wilsons Wharf										1
✓	Ashlar Pond										2
✓	Craighill Channel										3
	Following additional names from field party's Names Report, received Feb. 23, 1944 (S.R. No. 56)										4
											5
✓	Skidmore School										6
✓	St. Margarets Church										7
✓	St. Margarets Road										8
	Browns Woods										9
✓	Browns Woods School										10
	Dulls Corner										11
✓	Broad Neck Road	(Md. 179)									12
✓	Broad Neck Church										13
✓	Hunt Club Road										14
✓	Henekes Corner										15
✓	Mt. Calvary Church										16
✓	Shore Acres										17
✓	Shore Acres Road										18
✓	Cooleys Pond										19
✓	Inner Harbor										20
✓	St. Christopher by the Sea Church										21
✓	Gibson Island Beach										22
✓	Harbor Water Road										23
✓	Banbury Road										24
✓	Broadwater Road										25
✓	Bywater Road										26
✓	Skywater Road										27

## Remarks

## Decisions

1		390764
2		"
3		391764
4		"
5		"
6		"
7		"
8		"
9		"
10		"
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# GEOGRAPHIC NAMES

Survey No. T-8271

5	Name on Survey	A.	B.	C.	D.	E.	F.	G.	H.	K.	
✓	✓ <u>Long Point Road</u>										1
✓	✓ <u>Hickory Point Road</u>										2
✓	✓ <u>Gibson Island Road</u>			(part of Md. 177)							3
✓	✓ <u>Mountain Road</u>		"	"							4
✓	✓ <u>Pinehurst Road</u>										5
✓	✓ <u>Cooks Pond</u>										6
✓	✓ <u>North Shore Road</u>										7
✓	✓ <u>Lake Shore Road</u>										8
✓	✓ <u>Fresh Pond</u>										9
✓	✓ <u>Green Gable Road</u>										10
											11
											12
		Addition Names underlined in red approved by L. H. Hock on 2/23/44									13
											14
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# GEOGRAPHIC NAMES

Survey No. T-8271

5	Name on Survey	On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List	
		A,	B,	C,	D	E	F	G	H	K
✓	<u>Long Point Road</u>									1
✓	<u>Hickory Point Road</u>									2
✓	<u>Gibson Island Road</u>			(part of Md. 177)						3
✓	<u>Mountain Road</u>		"	"						4
✓	<u>Pinehurst Road</u>									5
✓	<u>Cooks Pond</u>									6
✓	<u>North Shore Road</u>									7
✓	<u>Lake Shore Road</u>									8
✓	<u>Fresh Pond</u>									9
✓	<u>Green Gable Road</u>									10
										11
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										M 234

Additonal

Names underlined in red approved  
by L. Heck on 2/23/44

Copies of specifications and all instructions to field parties and field offices.

Filed in Reproduction Branch

Glass negatives of the color separation drawings.

Filed in the Library

~~Special report on field work by Commander K. T. Adams, 1944.~~

Special report on office work by B. G. Jones, 1944.

Season's report on field work by Commander F. L. Gallen, 1944.

Season's report on field work by Commander R. L. Schoppe, 1944.

Delivered to the Army Map Service in accordance with the contract

Film negatives and film positives of the color separation drawings.

All color separation drawings.

~~Original celluloid manuscript.~~

A correction sheet consisting of a copy of the first edition of the quadrangle with notes in red indicating changes desirable at the next printing.



DIVISION OF CHARTS

SURVEYS BRANCH

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-8271

GIBSON ISLAND QUADRANGLE

This quadrangle manuscript has been examined for completeness, accuracy, and conformity with the specifications. It is adequate for smooth drafting, reproduction and publication. Revisions found to be necessary in this office are discussed on the next page.

Horizontal and Vertical Accuracy

A horizontal accuracy test was run in this area and found to be satisfactory. The report of the test is in the Division of Photogrammetry files.

A vertical accuracy test was run in this area . See Item 19 in this Descriptive Report.

Previous Surveys

This manuscript has been compared with the following previous topographic surveys of this Bureau and other agencies. This map is satisfactory to supersede the previous surveys over the common area.

For previous topographic surveys in this area see Item 29, page 5, of this Descriptive Report.

Comparison with Nautical Charts No. 550.

The manuscript has not been applied to the charts at the date of this review. The following comments are pertinent to the compilation and correction of nautical charts:

The details of T-8271 are complete and adequate for chart correction.

The following revisions of the map manuscript were found to be necessary and were accomplished as a part of this review:

Only changes of a minor nature were necessary during the review of this map manuscript.

Reviewed Nov. 2, 1944 By John H. Stewart  
under direction of D. H. Benson (per D.M.)

Inspected by B. G. Jones B.G. Jones 5/10/46

Examined and approved:

K.T. Adams  
Chief, ~~Surveys Branch~~  
Division of Photogrammetry

~~Chief, Topography Section~~

Robert W. Knox  
Chief, Div. of Charts  
Nautical Chart Branch  
Raymond B. Egan  
Chief, Div. of Coastal  
Surveys