**DESCRIPTIVE REPORT**

<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>SHORELINE</th>
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<tbody>
<tr>
<td>Project No.</td>
<td>PH-6001</td>
</tr>
<tr>
<td>Office No.</td>
<td>T-11716</td>
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<table>
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<tr>
<th>LOCALITY</th>
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<tbody>
<tr>
<td>State</td>
</tr>
<tr>
<td>General locality</td>
</tr>
<tr>
<td>Locality</td>
</tr>
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</table>

1960-61

**CHIEF OF PARTY**

George F. Wirth, Chief of Field Party
W. E. Randall, Baltimore District Officer
Alfred O. Holmes, Director, A. M. C.

**LIBRARY & ARCHIVES**

DATE
### DESCRIPTIVE REPORT - DATA RECORD

**PROJECT NO.** (III):

| Ph-6001 |

**FIELD OFFICE (II):**

| Photogrammetric Party - 723 |

**CHIEF OF PARTY**

| LT (j.g.) George F. Wirth |

**PHOTOGRAMMETRIC OFFICE (III):**

| Baltimore, Maryland |

**OFFICER-IN-CHARGE**

| William E. Randall |

**INSTRUCTIONS DATED (III) (IV):**

| January 28, 1960 |
| February 4, 1960 |
| February 22, 1960 |

**METHOD OF COMPIlation (III):**

| Kelsh Plotter |

**MANUSCRIPT SCALE (III):**

| 1:10,000 |

**STEREOSCOPIC PLOTTING INSTRUMENT SCALE (III):**

| 1:5,000 (Pantograph ratio 1/2) |

**DATE RECEIVED IN WASHINGTON OFFICE (IV):**

| DATE REPORTED TO NAUTICAL CHART BRANCH (IV): |

**APPLIED TO CHART NO.:**

| DATE: |
| DATE REGISTERED (IV): |

**GEOGRAPHIC DATUM (III):**

| N. A. 1927 |

**VERTICAL DATUM (III):**

| MHW |

*Elevations shown as (m) refer to mean high water.*

*Elevations shown as (M) refer to sounding datum.*

*i.e., mean low water or mean lower low water.*

**REFERENCE STATION (III):**

| SHIP, 1933 |

**LAT.:**

| 38° 53' 27.530'' (818.9 m) |

**LONG.:**

| 76° 20' 18.193'' (138.5 m) |

**PLANE COORDINATES (IV):**

| X: |

**STATE:**

| Maryland |

**ZONE:***

**ROMAN NUMERALS INDICATE WHETHER THE ITEM IS TO BE ENTERED BY (I) FIELD PARTY, (II) PHOTOGRAMMETRIC OFFICE, OR (IV) WASHINGTON OFFICE.**

*WHEN ENTERING NAMES OF PERSONNEL ON THIS RECORD GIVE THE SURNAME AND INITIALS, NOT INITIALS ONLY.*
### DESCRIPTIVE REPORT - DATA RECORD

**FIELD INSPECTION BY (III):**
- LCDR M. E. Natto
- Robert S. Tibbets
- Philip C. Specht

**DATE:**
- February 22 - March 1, 1960

**MEAN HIGH WATER LOCATION (III) (STATE DATE AND METHOD OF LOCATION):**
- January 11, 1960, Photogrammetric

**PROJECTION AND GRIDS RULED BY (IV):**
- R. A. C.

**DATE:**
- 11/28/60

**PROJECTION AND GRIDS CHECKED BY (IV):**
- J. D. O.

**DATE:**
- 11/29/60

**CONTROL PLOTTED BY (III):**
- D. M. Brant

**DATE:**
- 12/7/60

**CONTROL CHECKED BY (III):**
- J. D. McEvoy

**DATE:**
- 12/7/60

**STEREOSCOPIC CONTROL EXTENSION BY (III):**
- J. D. Perrow, Jr.

**DATE:**
- 3/29/60

**STEREOSCOPIC INSTRUMENT COMPILATION (III):**
- PLANIMETRY
  - J. D. McEvoy

**DATE:**
- 12/21/60

- CONTOURS

**MANUSCRIPT DELINEATED BY (III):**
- J. C. Cregan

**DATE:**
- 9/11/61

**SCRIBING BY (III):**

**DATE:**

**PHOTOGRAMMETRIC OFFICE REVIEW BY (III):**
- E. L. Williams

**DATE:**
- 6/7/61

**REMARKS:**
CAMERA (KIND OR SOURCE) (III):

C&GS camera type "S" focal length 6".

PHOTOGRAPHS (III)

<table>
<thead>
<tr>
<th>NUMBER</th>
<th>DATE</th>
<th>TIME</th>
<th>SCALE</th>
<th>STAGE OF TIDE</th>
</tr>
</thead>
<tbody>
<tr>
<td>60-S-9132 thru 9134</td>
<td>11/1/60</td>
<td>1122</td>
<td>1:25,000</td>
<td>- 0.1' (Eastern Bay)</td>
</tr>
<tr>
<td>9148</td>
<td>1145</td>
<td></td>
<td></td>
<td>- 0.2' (Chesapeake Bay)</td>
</tr>
<tr>
<td>9148</td>
<td>1145</td>
<td></td>
<td></td>
<td>Stage of tide is referred to MLW.</td>
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TIDE (III) (from predicted tables)

<table>
<thead>
<tr>
<th>REFERENCE STATION:</th>
<th>BALTIMORE</th>
<th>RATIO OF RANGES</th>
<th>MEAN RANGE</th>
<th>SPRING RANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.9'</td>
<td>1.2'</td>
<td>1.4'</td>
<td></td>
<td></td>
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</tbody>
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NUMBER OF TRIANGULATION STATIONS SEARCHED FOR (II): 13
RECOVERED: 4
IDENTIFIED: 4

NUMBER OF BM(ks) SEARCHED FOR (II): 0
RECOVERED: 0
IDENTIFIED: 0

NUMBER OF RECOVERABLE PHOTO STATIONS ESTABLISHED (III):

1

NUMBER OF TEMPORARY PHOTO HYDRO STATIONS ESTABLISHED (III):

REMARKS:
<table>
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<tr>
<th>COMPILATION RECORD</th>
<th>COMPLETION DATE</th>
<th>REMARKS</th>
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<tbody>
<tr>
<td>Final Advance Manuscript</td>
<td>Nov. 1961</td>
<td>Supersedes all previous copies</td>
</tr>
<tr>
<td>Geographic name change</td>
<td>Nov. 1962</td>
<td>Supersedes all previous copies</td>
</tr>
<tr>
<td>Final Review</td>
<td>April 1972</td>
<td></td>
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Official Mileage for Cost Accounts

<table>
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<tr>
<th>Sheet Number</th>
<th>Area (Sq. Mi.)</th>
<th>Lin., Miles Shoreline</th>
</tr>
</thead>
<tbody>
<tr>
<td>11715</td>
<td>6</td>
<td>19.2</td>
</tr>
<tr>
<td>11716</td>
<td>7</td>
<td>22.0</td>
</tr>
<tr>
<td>11717</td>
<td>3</td>
<td>12.0</td>
</tr>
<tr>
<td><strong>Total 15</strong></td>
<td></td>
<td><strong>54.0</strong></td>
</tr>
</tbody>
</table>
SUMMARY

DESCRIPTIVE REPORT T-11716

This 1:10,000 scale shoreline manuscript is the center one of three maps comprising Project PH-6001, Kent Island, Maryland, on the east side of Chesapeake Bay.

Field inspection was completed on March 4, 1960.

Initial compilation, based on a stereoplanigraph bridge which was not entirely satisfactory, was done graphically during March 1960. Single-lens photography, flown at 1:25,000 scale and ratioed to 1:10,000 scale, was used. A new position for Station "Price's House, South Chimney" was established and identified and a new bridge, which was very satisfactory, was run, using the same photographs. The map was re-compiled in December 1960 by Kelsh Plotter, using control points established by the stereoplanigraph bridge.

Limited field edit was accomplished in July 1961 by a party from the Baltimore Office. No Field Edit Report is available other than "Notes to the Reviewer." See page 19 of this Descriptive Report.

Final review was done at the Atlantic Marine Center in April 1972.

The compilation manuscript was a vinylite sheet 3 minutes 45 seconds in latitude by 3 minutes 45 seconds in longitude.

A cronaflex copy of the final reviewed manuscript and a negative have been forwarded for record and registry.
2. AREAL FIELD INSPECTION

This report is submitted for the entire project, covering three sheets along the west side of Kent Island, all of which falls in Queen Annes County, Maryland.

The work was accomplished during the period 8 Feb, 1960 to 4 March 1960.

The area is sparsely settled. The major occupations in the area are farming and fishing. The summer vacation population appears to be growing since several of the farms along the waterfront have been subdivided into building lots.

The field inspection was carried out on 1960 ratio prints, 1:10,000. The photographs were of excellent quality and little or no difficulty was encountered identifying objects.

3. HORIZONTAL CONTROL

All horizontal control stations, as indicated on the project diagram, were recovered with the following exceptions.

Sheet 11716:

The center mark at station JACK 1933 has been destroyed by erosion of the bank. RM No 1 1933-1954 was identified in its stead, by sun azimuth.

The C.B.A. EXPERIMENTAL TOWER 4 broke off approximately 20 feet above the ground in 1958. The point occupied by the instrument during identification of the station was the intersection of the diagonals. There is also a C&GS Bench Mark set in the NE corner of the base of this tower, and the description is not clear as to whether the center of the tower or the bench mark is the Triangulation station.

Sheet 11717:

Approx. 8 inches has been broken off the top of the center mark of Station BELL. The base of the center mark was occupied during identification. Its position was checked by setting the theodolite over the base and observing the angle between BLOODY PT BAR LIGHTHOUSE and RM No 1, and checking the published distance. RM No 1 was recovered by this method.
Triangulation Stations Sunny, 1960 and KENIMORR, 1960 were established by a three point fix. Kent Island Speed Trial North and South front and rear ranges and David Taylor Model Basin South Base were located by traverse from stations SUNNY and KENIMORR.

4. Vertical Control

Vertical control was limited by Project instructions to the recovery of existing tidal bench marks. The only tidal bench mark in the project, BM Y 75 was identified using the photo point method.

5. Contours and Drainage

Contours not applicable.

There are a number of small perennial and intermittent streams and ditches in the area, all of which have been indicated on the field photographs.

6. Woodland Cover

Woodland cover was classified in accordance with Topographic Manual Part 2 (Ref. 5433). Swamp limits were outlined throughout the project.

7. Shoreline and Alongshore Features

The eastern shore of Kent Island is bounded by low, hard marsh in many places, the hard ground usually starts at the tree line. The marsh areas have been delineated on the photographs.

The western shore of Kent Island is frequently a 6-15 foot bluff, subject to severe erosion. The MHW is usually at the base of the bluff.

8. Offshore Features

Mooring stakes in Warehouse and Cox creeks could not be seen on the photographs, but in most cases are not a hazard to navigation.

Fish trap stakes off the west side of Kent Island are shifted from year to year. One trap is just south of Kentmorrr Marina, another north of Kent Point. The owner of the Kentmorrr Marina states that they are not dangerous, a fishing boat could run over the stakes with no harm.

9. Landmarks and Other Aids

Three landmarks were deleted, and three new landmarks were established. All were reported on Form 567.
10. Boundries, Monuments, and Lines

No boundaries were deliniated, in accordance with the project instructions.

11. Other Control

Prominent natural objects were pricked to meet minimum spacing requirements, and provide photo-hydro stations.

West side

11715            11716
Chimney 1960      Pier 1960
NW corner 1960    Chimney 1960
NE chimney 1960   NW corner old barge 1960
Chimney 1960      North chimney 1960
North end wood Elkd 1960  Chimney 1960
Chimney 1960      11717
Chimney 1960      11717
South end wood Elkd 1960  Chimney 1960
Chimney 1960      West gable 1960
NW corner ferry dock 1960  Flag pole 1960
West gable 1960
West gable 1960

East side

11717            11716
South gable 1960  South chimney 1960
Brick chimney 1960  Chimney 1960
Cupola 1960

12. Other Interior Features

Hoods, buildings, and other features were classified according to the project instructions. There is one sod landing field in Map 11716, next to Kentmorr Marina. The limits have been deliniated on the photo. Gasoline is available, and the strip has a windsock on the south side.

13. Geographic Names

A report will be sent under separate cover.

14. Special reports and Supplemental data

A Coast Pilot report will be sent under separate cover. Additional recovered triangulation and new triangulation data will be sent at a later date.
List of triangulation lost, not recovered, or missing will be sent at a later date.

Respectfully submitted,

Robert S. Tibbetts
Robert S. Tibbetts
PHOTOMETRIC PLOT REPORT
PH-6001
Kent Island, Maryland
29 March 1960

21. Area Covered

This project covers sheets T-11715, T-11716 and T-11717.

22. Method

A single strip (photos 60-S-9143 thru 9151) was bridged on the stereoplanigraph to provide pass points for graphic compilation. This strip was adjusted on the IEM 650. All points were then plotted on the manuscripts by means of a coördinatograph.

23. Adequacy of Control

Horizontal control provided complied with the project instructions. Some difficulty was encountered with station "PRICES HOUSE SOUTH CHIMNEY 1932". It was determined by further field work that the house had been moved. A new position was established near the station which held adequately in the bridge. Positions for the final compilation should be plotted from this final adjustment.

24. Supplemental Data

None

25. Photography

The photography was adequate as to coverage, overlap and definition, with the quality of the dispositives being excellent.

Submitted By:

[Signature]
John D. Perron, Jr.

Approved By:

[Signature]
E. H. Ramsey
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION</th>
<th>DATUM</th>
<th>LATITUDE OR y-COORDINATE</th>
<th>LONGITUDE OR x-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</th>
<th>N.A. 1927 - DATUM CORRECTION</th>
<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
<th>SCALE FACTOR</th>
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<tr>
<td>Small Yellow House, West Gable 1932</td>
<td>PC-50</td>
<td>N.A. 1927</td>
<td>399,261.07</td>
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<td>982,836.95</td>
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<td>Then, (MSFC) 1909</td>
<td>PC-236</td>
<td>&quot;</td>
<td>394,829.36</td>
<td>988,752.14</td>
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<td>Carvel House, North Chimney 1932</td>
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<td>396,330.94</td>
<td>981,289.28</td>
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<td>-</td>
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<td>Large White House Chimney, 1932</td>
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<td>392,312.91</td>
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<td>-</td>
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<td>Matta, 1932</td>
<td>PC-106</td>
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<td>387,305.78</td>
<td>980,394.67</td>
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<td>-</td>
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<tr>
<td>Ship, 1933</td>
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<td>385,853.50</td>
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<td>CBA Experimental Tower No. 4, 1945</td>
<td>PC-188</td>
<td>&quot;</td>
<td>380,327.64</td>
<td>980,921.74</td>
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<td>CBA Experimental Tower No. 4, 1945 SS B</td>
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<td>980,882.28</td>
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<td>8974</td>
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<td>-</td>
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<td>CBA Experimental Tower No. 4, 1945 SS B</td>
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<td>980,221.85</td>
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<td>5892</td>
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<td>-</td>
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<td>David Taylor Model Basin South Base, 1960</td>
<td>Md. Vol.II B. 386</td>
<td>&quot;</td>
<td>394,496.61</td>
<td>1370.6</td>
<td>153.4</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Kentmorr, 1960</td>
<td>p. 384</td>
<td>&quot;</td>
<td>395,720.24</td>
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<td>1304.5</td>
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<td>-</td>
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<tr>
<td>Sunny, 1960</td>
<td>p. 382</td>
<td>&quot;</td>
<td>401,845.70</td>
<td>265.0</td>
<td>1259.0</td>
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1 FT = 30.48006 METER
COMPUTED BY: Henry P. Eichert DATE: 12/5/60 CHECKED BY: E. L. Williams DATE: 12/5/60
<table>
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<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR $\phi$-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET OR PROJECTION LINE IN METERS</th>
<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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<tbody>
<tr>
<td>Kent Island Speed Trial, North Front Range, 1960</td>
<td>Vol II p. 383</td>
<td>NA</td>
<td>401°8147.27</td>
<td>563.0 951.0</td>
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<td>Kent Island Speed Trial, North Rear Range, 1960</td>
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<td>1927</td>
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<td>370.4 1153.6</td>
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<td>Kent Island Speed Trial South Front Range, 1960</td>
<td>Vol II p. 385</td>
<td>&quot; &quot;</td>
<td>395°769.57</td>
<td>551.9 972.1</td>
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<td>Kent Island Speed Trial South Rear Range, 1960</td>
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<td>&quot; &quot;</td>
<td>981°047.66</td>
<td>847.4 676.6</td>
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<tr>
<td>Kent Island Speed Trial South Rear Range, 1960</td>
<td>&quot; &quot;</td>
<td>&quot; &quot;</td>
<td>395°732.94</td>
<td>223.4 1300.6</td>
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<td>Kent Island Speed Trial South Rear Range, 1960</td>
<td>&quot; &quot;</td>
<td>&quot; &quot;</td>
<td>982°610.84</td>
<td>795.8 728.2</td>
<td></td>
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</tbody>
</table>
31. **DELINEATION**

New projections were used for compilation by Kelsh Plotter on which were plotted control and pass points from the re-adjusted stereo-planigraph bridge. Previously compiled shoreline was transferred holding to common shoreline points. Minor changes were made during compilation.

32. **CONTROL**

Horizontal control was adequate.

33. **SUPPLEMENTAL DATA**

Final Name Standard, dated November 30, 1960.

34. **CONTOURS AND DRAINAGE**

Drainage was taken from field inspection. In a few places prominent ditches were added.

Contours are inapplicable.

35. **SHORELINE AND ALONGSHORE DETAILS**

Shoreline inspection was adequate. In a few places where marsh areas were narrow and minute they were omitted. No low water or shoal lines shown on the manuscript.

Landmark bluffs were delineated in areas where field inspection indicated bluffs six or more feet high. The limits of the landmark bluffs were determined during a field trip made in July 1961; the criterion being that the bluffs be free of vegetation as well as precipitous.

One newly dredged inlet with a seven foot depth and an eighty foot channel (information obtained from the dredge operator) has been shown. Locations of this inlet and of a road leading to it were obtained in July 1961 by planétale methods on photograph 60-S-9149.

36. **OFFSHORE DETAILS**

No comment.

37. **LANDMARKS AND AIDS**

Form 567 was submitted January 18, 1961, for three landmarks which were located during compilation, and for four landmarks located by traverse.
38. CONTROL FOR FUTURE SURVEYS

Of the nine (9) prominent natural objects listed in paragraph 11 of the Field Report; one, CHIMNEY 1960, was selected as a topographic station to meet minimum spacing requirements. The other eight (8) were located as photo-hydro stations and will not be carried forward.

39. JUNCTIONS

To the north with T-11715.
To the south with T-11717.
There are no contemporary surveys to the east and west.

40. HORIZONTAL AND VERTICAL ACCURACY

No comment.

41. - 45 Inapplicable.

46. COMPARISON WITH EXISTING MAPS

AMS Sheet 5761 IV NE Kent Island, Maryland, scale 1:25,000 revised 1946, 3rd edition dated 1950. This map is based on Bureau Surveys T-5323 (1942) and T-5423 (1942).

47. COMPARISON WITH NAUTICAL CHARTS

Chart No. 550, scale 1:40,000 3rd edition, 1 - 16 - 61.

Items to be applied to nautical charts immediately: None.

Items to be carried forward: None.

Respectfully submitted

[Signature]

Joseph D. McEvoy
Carto. (Photo.)

Approved and Forwarded

[Signature]

Joseph Steinberg
Acting Baltimore District Officer
April 14, 1972

GEOGRAPHIC NAMES
FINAL NAME SHEET
PH-6001 (Maryland)

T-11716

Batts Neck
Chesapeake Bay
Carter Creek
Caville Pond
Cox Creek
Craney Creek
Eastern Bay
Kent Island
Kent Island Estates
Kentmar Marina
Mattapex
Philpots Islands
Romacoke
Shipping Creek
South Prong
South Prong Shipping Creek
Tolson Creek
Warehouse Creek

Approved:

A. Joseph Wright
Chief Geographer

Prepared by:

Frank W. Pickett
Cartographic Technician
PHOTOGRAMMETRIC OFFICE REVIEW
T. 11 7/6

1. Projection and grids
2. Title
3. Manuscript numbers
4. Manuscript size

CONTROL STATIONS
5. Horizontal control stations of third-order or higher accuracy
6. Recoverable horizontal stations of less than third-order accuracy (topographic stations)
7. Photo hydro stations
8. Bench marks
9. Plotting of sextant fixes
10. Photogrammetric plot report
11. Detail points

ALONGSHORE AREAS
(Nautical Chart Data)
12. Shoreline
13. Low-water line
14. Rocks, shoals, etc.
15. Bridges
16. Aids to navigation
17. Landmarks
18. Other alongshore physical features
19. Other alongshore cultural features

PHYSICAL FEATURES
20. Water features
21. Natural ground cover
22. Planetary contours
23. Stereoscopic instrument contours
24. Contours in general
25. Spot elevations
26. Other physical features

CULTURAL FEATURES
27. Roads
28. Buildings
29. Railroads
30. Other cultural features

BOUNDARIES
31. Boundary lines
32. Public land lines

MISCELLANEOUS
33. Geographic names
34. Junctions
35. Legibility of the manuscript
36. Discrepancy overlay
37. Descriptive Report
38. Field inspection photographs
39. Forms

Reviewers
Supervisor, Review Section or Unit

41. Remarks (see attached sheet)

FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT
42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

Compilers
Supervisors

43. Remarks: COMM-DC 34529
Station LOG CABIN CLUB West Cable, 1932 - was not plotted on manuscript T-11715. No recovery note was submitted nor is a building visible on any photograph.

Stations which plotted on/or behind the NHWL as compiled were not removed from the manuscript if the field party reported them as lost or "unable to find."

While on a field trip during July of 1961, the reviewer had an opportunity to do a limited field edit of this project.

Changes found are shown on the original field inspection photographs in purple ink.

Major changes are discussed in detail in the descriptive reports of the appropriate manuscripts under the pertinent side headings.

A questionable geographic name encountered during this field trip is discussed in these notes because the geographic name report is not available in this office.

The geographic name "Carville Pond" on Survey T-11716 was questioned by Mr. R. L. Willis whose address is 6200 Pointdexter Road, Rockville, Maryland. Mr. Willis, who owns and is developing the property adjoining Carville Pond, states the pond is known as "Pikes Creek" locally. In addition he said, "Pikes Creek" appears on the old and new property deeds as well as in the records of the Corps of Engineers who gave him a permit for dredging an inlet into the pond. On the sketch accompanying this permit the pond is referred to as "Queen Anne Sound."

Several of the duck blinds which are delineated from the 1960 photography were not visible from the shore in 1961. No attempt was made to visit the location by boat.

Duck blinds in the waters south of Kent Point were seen, but apparently are in a poor state of repair.

FINAL REVIEW NOTE: This page, which accompanied the Compilation Report written in August, 1961, is included in the Descriptive Report because it is the only report available for Field Edit of Project PH-6001.

Charles H. Bishop
04-03-72
I recommend that the following objects which have not been inspected from seaward to determine their value as landmarks be charted on the charts indicated.

The positions given have been checked after listing by Henry P. Michert

<table>
<thead>
<tr>
<th>STATE</th>
<th>MARYLAND</th>
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<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>S.I.L.O</td>
<td>White concrete silo with tin roof, ht=16 (55) ft.</td>
</tr>
<tr>
<td>S.I.L.O</td>
<td>White concrete silo with red roof, ht=39 (52)</td>
</tr>
<tr>
<td>T.H.</td>
<td>Rectorly white, with gray roof</td>
</tr>
<tr>
<td>T.I.L.O</td>
<td>Brick, white, with gray roof</td>
</tr>
<tr>
<td>S.I.L.O</td>
<td>Brick, ht=31 (33)</td>
</tr>
</tbody>
</table>

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation, if reetermined, shall be reported on this form. Revisions shall show both the old and new positions. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.
U.S. DEPARTMENT OF COMMERCE  
COAST AND GEODETIC SURVEY  

NONFLOATING AIDS OR LANDMARKS FOR CHARTS  

Baltimore, Maryland  

18 January 1961  

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

The positions given have been checked after listing by Henry P. Micheal  

William E. Blandell  
Chief of Party

<table>
<thead>
<tr>
<th>STATE</th>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE *</th>
<th>LONGITUDE *</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
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<tbody>
<tr>
<td>MD</td>
<td>S. LIDO</td>
<td>White concrete silo with tin roof htd 10 (57)</td>
<td>33 53</td>
<td>18.77</td>
<td>76 19</td>
<td>N.A.</td>
<td>PHOTO</td>
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<td></td>
<td>S. RAISE</td>
<td>Front Target on steel pole htd 29 (31)</td>
<td>38 36</td>
<td>103.122</td>
<td>76 21</td>
<td>H.P.</td>
<td>TRSW.</td>
<td>3/15/60</td>
<td>11716</td>
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<td></td>
<td></td>
<td>(NORTH RAISE SPEED TRIAL)</td>
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<tr>
<td></td>
<td></td>
<td>Rear Target on steel pole htd 33 (52)</td>
<td>33 55</td>
<td>174.3</td>
<td>76 21</td>
<td>H.P.</td>
<td></td>
<td>3/15/60</td>
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<td>S. RANGE</td>
<td>Front Target on steel pole htd 32 (12)</td>
<td>35 55</td>
<td>186.8</td>
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<td>H.P.</td>
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<tr>
<td></td>
<td></td>
<td>Rear Target on steel pole htd 38 (56)</td>
<td>35 55</td>
<td>172.3</td>
<td>76 21</td>
<td>H.P.</td>
<td></td>
<td>3/15/60</td>
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<td>(NORTH RAISE SPEED TRIAL)</td>
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<tr>
<td>MD</td>
<td>DIII</td>
<td>Toledo Bay charted as Great Cut</td>
<td>33 51</td>
<td>28.3</td>
<td>76 21</td>
<td>H.P.</td>
<td>PHOTO</td>
<td>T-11717</td>
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This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. Revisions shall show both the old and new positions. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.
REVIEW REPORT T-11716

SHORELINE

April 5, 1972

61. GENERAL STATEMENT:

See Summary on page 6 of this Descriptive Report.

An ozalid comparison print, pages 29 through 30, showing differences noted in Items 62, 63, and 65, is bound with the original of this report.

62. COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS:

A comparison was made with Survey No. T-8266, scale 1:20,000, dated 1943. Differences between this survey and T-11716 are shown with blue on the comparison print. Interior features were not compared.

Also, a comparison was made with Surveys RS-729 and RS-730, scale 1:20,000, dated 1961. These maps were prepared by the Coast and Geodetic Survey for the State of Maryland, Department of Tidewater Fisheries, and show fishing area boundaries, which were not mapped on T-11716. The areas compared have no significant differences in shoreline or interior details.

T-11716 supersedes previous topographic surveys of the area for nautical chart construction purposes.

63. COMPARISON WITH MAPS OF OTHER AGENCIES:

A comparison was made with AMS SHEET 5761 IV NE, KENT ISLAND, MARYLAND, scale 1:25,000, revised 1946, 3rd edition dated 1950.

Since T-8266 was the base map for this AMS sheet, the shoreline and other details are the same on both maps. Therefore, the differences between the AMS map and T-11716 are the same as the differences between T-8266 and T-11716, and are shown with the same blue line on the comparison print.
64. **COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS:**

No contemporary hydrographic surveys were available for comparison.

65. **COMPARISON WITH NAUTICAL CHARTS:**

A visual comparison was made with Chart 550, scale 1:40,000, 11th edition, dated Dec. 25, 1971. Significant differences between this chart and T-11716 are shown with red on the comparison print.

Range lights at Kentmore Marina, Cox Creek Daybeacon 1 and Cox Creek Light 2 were installed after the date of this map and, therefore, are not mapped on T-11716.

The breakwaters and dolphins at Kentmore Marina, dolphins at the old ferry pier at Romancoke and a pier about 300 meters north of the old ferry pier, and a small basin along the south shore of Shipping Creek north of Mattapex are not visible on the photographs and are not mapped.

66. **ADEQUACY OF RESULTS AND FUTURE SURVEYS:**

This map was compiled in compliance with Project Instructions and Bureau requirements. The Photogrammetric Plot Report states that the bridge was satisfactory after the identification problem at Station "Price's House, South Chimney 1932" was resolved and the bridge was re-adjusted. Therefore, it is assumed that the accuracy of this map meets the National Standards for Map Accuracy. No accuracy tests were run in the field.

Reviewed by:

Charles H. Bishop
Cartographer
April 5, 1972

Approved for forwarding:

Melvin J. Umbach, CDR, NOAA
Chief, Photogrammetry Division, AMC
Approved:

Alfred C. Holmes  
RADM, NOAA  
Director, Atlantic Marine Center

Approved:

Charles F. Yenne  
Chief, Photogrammetric Branch  
Jack E. Luth  
Chief, Coastal Mapping Division
Jetty extended, 2 dols and 2 range lights charted on Chart 550.
COMPARISON PRINT

Blue = T-8266 and
AMS 5761 IV NE

INDEX TO ADJOINING SHEETS
PROJECT PH-6001

COMPILATION RECORD

<table>
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<th>Final Advance Manuscript</th>
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<td>Geographic Name Change</td>
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(PRICE CREEK)
COMPARISON PRINT

Blue = T-8266 and
AMS 5761 IV NE  
Red = Chart 550

NOTE:
"The photogrammetric location and delineation of features
offshore from the mean high-water line on this survey
may not be complete or final. The contemporary
reviewed hydrographic survey of the area where available,
should be consulted for the final delineation."
**INSTRUCTIONS**

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart.
1. Letter all information.
2. In "Remarks" column cross out words that do not apply.
3. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

<table>
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<tr>
<th>CHART</th>
<th>DATE</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
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