### DESCRIPTIVE REPORT

**Type of Survey**
SHORELINE (PHOTOGRAHMATIC)

**Field No.**

**Office No.**
T-12092

**LOCALITY**

**State**
Maryland

**General locality**
Worcester County

**Locality**
Purnell Bay to Assacorkin Island

**Dates**
1962-1963

**CHIEF OF PARTY**
Ray M. Sundeen Chief of Party
M.J. Tonkel, Baltimore Dis. Office

**LIBRARY & ARCHIVES**

**DATE**
**DESCRIPTIVE REPORT - DATA RECORD**

**T-12192**

**PROJECT NO. (II):**
PH-6103

**FIELD OFFICE (III):**
Snow Hill, Maryland

**CHIEF OF PARTY**
Ray M. Sundeen

**PHOTOGRAMMETRIC OFFICE (III):**
Baltimore, Maryland

**OFFICER-IN-CHARGE**
Miller J. Tonkel

**INSTRUCTIONS DATED (II) (III):**
II 20 November 1961
III 24 October 1962
26 July 1963 - Amendment I

**METHOD OF COMPILATION (III):**
Kelsh Plotter

**MANUSCRIPT SCALE (III):**
1:10,000

**STEREOSCOPIC PLOTTING INSTRUMENT SCALE (III):**
Pantograph 1:6,000

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

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

**APPLIED TO CHART NO.:**

**DATE:**

**DATE REGISTERED (IV):**

**GEOGRAPHIC DATUM (III):**
NA 1927

**VERTICAL DATUM (III):**

**REFERENCE STATION (III):**
MILL (MSFC)

**LAT.:** 38°03'13.39177"
**LONG.:** 75°19'40.75077"

**ADJUSTED**

**PLANЕ COORDINATES (IV):**

\( y = 84,669.61 \quad x = 1,281,472.06 \)

**STATE:** Maryland

**ZONE:**

**ROMAN NUMERALS INDICATE WHETHER THE ITEM IS TO BE ENTERED BY (II) FIELD PARTY, (III) 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):**  
J. E. Tolodziecki  
**DATE:** Jan-Feb 1962

**MEAN HIGH WATER LOCATION (III) (STATE DATE AND METHOD OF LOCATION):**  
Kelsh Plotter using field inspection photographs.

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<td>9-13-62</td>
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<th>PROJECTION AND GRIDS CHECKED BY (IV):</th>
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<td>I. Y. Fitzgerald</td>
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<tr>
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<td>4-2-63</td>
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<tr>
<td>H. P. Eichert</td>
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<td>B. Wilson</td>
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<th>PHOTOGRAMMETRIC OFFICE REVIEW BY (III):</th>
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<tr>
<td>E. L. Rolle</td>
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**REMARKS:**
### PHOTOS (III)

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<th>TIME</th>
<th>SCALE</th>
<th>STAGE OF TIDE</th>
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<tr>
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<td>25 May 1961</td>
<td>0908</td>
<td>1:30,000</td>
<td>0.3 ft. above MLW</td>
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<td>63W 3385-3387</td>
<td>3 Mar. 1963</td>
<td>1012</td>
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<th>RATIO OF RANGES</th>
<th>MEAN RANGE</th>
<th>SPRING RANGE</th>
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<td>SUBORDINATE STATION:</td>
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WASHINGTON OFFICE REVIEW BY (IV): Leo F. Beugnet, AMC  
DATE: Jan. 1972

NUMBER OF TRIANGULATION STATIONS SEARCHED FOR (III): 4  
RECOVERED: 1  
IDENTIFIED: 0

NUMBER OF BM(5) SEARCHED FOR (II): 0  
RECOVERED: 0  
IDENTIFIED: 0

NUMBER OF RECOVERABLE PHOTO STATIONS ESTABLISHED (III): 0

NUMBER OF TEMPORARY PHOTO HYDRO STATIONS ESTABLISHED (III): 0

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**Total** 153.3 292
SUMMARY TO ACCOMPANY

DESCRIPTIVE REPORT T-12092

Shoreline survey T-12092 covers part of the west shore of Chincoteague Bay. It is one of twenty-one similar surveys in project PH-6103. The primary purpose of the survey was to provide new shoreline for nautical charts and special charts for the State of Maryland, Department of Tidewater Fisheries.

Field operations preceding compilation consisted of recovery and identification of horizontal control, field and shoreline inspection, selection of landmarks for charts and location of fixed aids to navigation.

Kelsh compilation was at 1:10,000 scale using the pan-chromatic photography of May 1961 and March 1963. The manuscript was a vinylite sheet 3 minutes 45 seconds in latitude by 3 minutes 45 seconds in longitude which was subsequently scribed and reproduced on cronaflex. Final review was in the Atlantic Marine Center in January 1972. One cronaflex positive and a negative are forwarded for record and registry.
FIELD INSPECTION REPORT

MAPS T-12055, T-12056, T-12068
T-12059, T-12091, and T-12092

PROJECT TB-6103
CUNOCTEAGUE BAY, MARYLAND

2. Aerial Field Inspection

The area covered by these six maps is located on the western and northern sides of Chincoteague Bay. The maps of the Barrier Islands were purposely excluded at this time because of revision needed due to the coastal storm of March 1962. The other maps will be submitted when the new photography has been inspected and control identified.

Chincoteague Bay is generally shoal with the major small boat channels marked by aids. The bay is chiefly used by small pleasure boats and shallow-draft vessels operated by commercial crab and oyster fishermen.

The land area of the maps consists mainly of marsh areas along the shore.

On maps T-12053 (to be submitted later) and T-12056 color photography was taken of fixed aids to navigation. Most of these photos were over open water; therefore, the aids were cut-in from triangulation stations.

The quality of the photographs was poor. The aids on maps T-12058, T-12059, T-12091, and T-12093 (to be submitted later) were cut-in from photo points as they could not be seen on the photographs.

It is believed enough photographic tones have been labeled to clarify all tones for the compilers.

3. Horizontal Control

All stations indicated on the project diagram were searched for. Requirements for horizontal control identification as indicated on a special copy of the project diagram were met. Triangulation station LAWRENCE, 1956 was substituted for station BOSTON, 1942 which could not be recovered.
3. Horizontal Control Cont'd

The following stations are lost or destroyed and reported on Form 526:

<table>
<thead>
<tr>
<th>T-12085</th>
<th>T-12091</th>
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</thead>
<tbody>
<tr>
<td>TIMING WASH 1933</td>
<td>MONEY 1907</td>
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<tr>
<td>T-12086</td>
<td>HURBELL (UFC) 1933</td>
</tr>
<tr>
<td>NONE</td>
<td>CRAWFORDVILLE, BREEZE</td>
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<tr>
<td>T-12086</td>
<td>M. E. CHURCH, 1907</td>
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<tr>
<td>NONE</td>
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</tbody>
</table>

4. Vertical Control

There are no tidal bench marks within the areas of these maps.

5. Contours and Drainage

Drainage consists of small creeks and systems of mosquito control ditches in marsh areas. The ditches are readily apparent and were indicated on the photographs.

6. Woodland Cover

The tree areas are mostly pine with some small areas interspersed with hardwoods.

7. Shoreline and Alongshore Features

The shoreline is mostly apparent. Nearly all the shoreline on these maps is a fringe of marsh. The entire shoreline was inspected by skiff and has been indicated on the photographs. There are occasional short stretches of shoreline that are fast land containing sand or shell.

The shoreline was reinspected by skiff after the coastal storm of 6 March, 1962. Due to the flooding of the marsh areas the storm had no effect on the shoreline on the west side of Chincoteague Bay.

On map T-12092 some alongshore features were changed. These have been indicated on the photographs.
8. Offshore Features

There are no offshore features worthy of mapping.

9. Landmarks and Aids

There are no outstanding landmarks on these maps to be charted. Fixed aids to navigation are adequately covered on Form 567.

10. Boundaries, Monuments, and Lines

The Maryland-Virginia state line can be established from the geographic positions of the three monuments along the line which are triangulation. A copy of the General Highway Map of Worcester County Maryland is enclosed.

The approximate limits of the Girdletree Wildlife Demonstration Area controlled by the state of Maryland was delineated according to information supplied by Mr. Hamilton Drimer, caretaker of the reserve.

11. Other Control

Four previously marked topographic stations were searched for and two were recovered. REEVES WINDMILL (T-12085), and C-58 (T-12086), were recovered. RAY (T-12089) and FUR (T-12092) were not recovered. Forms 524 have been submitted on all these stations.

The recovered topographic stations were reidentified on the photographs for this project. Photo points of natural and physical features were marked with copperweld stakes to provide supplemental horizontal control for the Maryland Department of Tidewater Fisheries. These points were spaced to provide control for visual sextant fixes anywhere in the bay area. The points are identified on the ratio prints and a descriptive sketch of each location was made on the backs of the photographs.

12. Other Interior Features

All roads and buildings have been inspected and classified in accordance with Photogrammetry Instructions Numbers 54 and 56. The shore ends of all overhead power lines and submerged cables have been indicated on the photographs.
12. Other Interior Features Cont'd

There are no airports or landing fields within this area.

13. Geographic Names

A special report on geographic names will be submitted at a later date.

14. Special Reports and Supplemental Data

Special Report Geographic Names, Project PH-6103, to be submitted at a later date.
Special Report Coast Pilot, Project PH-6103, to be submitted at a later date.
Worcester County Highway Map enclosed with this data.

The field photographs and all other data for the compilation of these maps are submitted by Letter of Transmittal dated 23 March 1962.

Respectfully submitted
23 March 1962,

Ray M. Sundeen
Chief, Photo Party 723
PHOTOGRAMMETRIC PLOT REPORT
PH-6103
Chincoteague Bay, Md.
March 1963

21. Area Covered

Complete or partial coverage of the following surveys in Chincoteague Bay:
   T-12074 thru T-12086
   T-12088
   T-12089
   T-12091
   T-12092

See previous reports and sketches covering strips 7, 10, 11.

22. Method

Three strips were bridged and adjusted by analytic aero-
triangulation, namely 13a, 13b, and 14.

The attempt was made at first to run one strip from 61S 9044
thru 9068. As the result was not satisfactory, the strip was run in two parts with an overlap of six models. This afforded
a common area for comparison. In this second attempt photo-
graph 61S 9044 was eliminated as its very short base caused
a poor cantilever solution.

The bridges turned out satisfactorily as indicated by the
closures in the sketch attached. Strip 13a appeared to be
the stronger of the two and since the discrepancies between
the two in the overlap area were small (only four points
out of 57 as great as 0.3 mm at 1:10,000 scale and the major-
ity insignificant) it was decided to accept the values from
strip 13a rather than the mean of the two.

Strip 14, to the west, was needed as several models were re-
quired to complete coverage. It was run on one control point,
The adjustment was very satisfactory with closures of less
than 0.2 mm at 1:10,000 scale.

23. Adequacy of Control

Horizontal control complied with project instructions and
was adequate. The sub points for station PINE, 1934, used as
a check showed closures larger than expected (see sketch attached). Seven other triangulation points in this strip held closely. Bridging results comply with National Standards of Map Accuracy for 1:10,000.

24. Supplemental Data

None

25. Photography

Photography was adequate with regard to overlap and definition. Additional photographic coverage is needed for compilation and will be provided. No further bridging is anticipated.

Submitted by:

[Signature]

Henry P. Elchert

Approved by:

[Signature]

Everett H. Ramsey
Chief, Aerotriangulation Sec.
LEGEND

△ Control used in adjustment
△ Control used as check
Closure of bridge to control
shown in parenthesis ( )
PHOTOMETRIC PLOT REPORT
Project 21039 (PH-6103)
Chincoteague Bay, Md.
Surveys Nos. T-12068 thru T-12094

21. AREA COVERED

This radial plot covers the areas of the surveys listed above. These are shoreline surveys along Chincoteague Bay and Assateague Island. This radial plot was needed for the compilation of the area and islands west of the Aerotriangulation Bridge Strips 10 and 11 and east of Strip 13B. This includes Tingle Island, Pirate Islands southward to the project limits on the eastern side of Chincoteague Bay. On the western side of Chincoteague Bay the radial plot starts just south of Snow Hill Landing and continues southward to the project limits.

22. METHOD-RADIAL PLOT

Map manuscripts:

Vinylite sheets, with the polyconic projections in black, Maryland Grid in red and/or Virginia South Zone in green which were furnished by the Washington Office.

The positions of all triangulation stations, substitute points and Aerotriangulation Bridge points were plotted on the manuscripts with the coordinatograph.

A sketch showing the layout of the surveys and photograph centers is attached to this report.

Photographs:

Thirty (30) photographs ratioed to the scale of 1:10,000 were used in this plot and are numbered as follows:

61-S-9066 thru 9068
61-S-9298  "  9302
62-W-3757  "  3764
62-W-3786  "  3793
63-W-3382  "  3388

All photographs were printed on single weight paper with the exception of the flight 62-W-3786 thru 3793 which were on cronapaque.
Templets:

Vinylite templets were made of all photographs. No master templet was available for these single lens photographs.

Closure and Adjustment to Control:

The radial plot was constructed directly on the map manuscripts. The construction began with the flight 62-W-3793 thru 3793, which held to the stereo-points as dropped in bridge strips number 10 and 11. Flight 62-W-3757 thru 3764 was then laid using common points between flights. Flight 63-W-3382 thru 3388 was then laid tying into what was believed to be common stereo-bridge points on bridge 13B. The templets of photos on bridge 13B were added to give stronger position for lights which are aids to navigation.

While laying the templets for photos 61-S-9298 thru 9302, it was noted that it was impossible to make a tie across Chincoteague Bay. The error was as much as from 2 to 3 millimeters. Since this flight did not have any images of the aids to navigation on them and since they were printed on light weight paper, the error could be paper distortion. Since we only needed this flight for delineation of the western shore of Chincoteague Bay, the rays were cut off the templets on the eastern side of the bay. The centers will be only good for delineation on the western side of the bay. All of these centers fall in the water area, and for this reason they are dashed centers on the map manuscripts.

Transfer of Points:

The position of all photogrammetric points and photograph centers were pricked on the top templet and drilled down through the templets and map manuscripts.

23. ADEQUACY OF CONTROL

The density and distribution of identified control and stereo-bridge points was adequate.

24. SUPPLEMENTAL DATA

None.
25. **PHOTOGRAPHY**

The photography was adequate as far as coverage, overlap and image definition. There could be only one suggestion that could be made, and that is where there is a need for a radial plot there is also a need for the photographs to be printed on double weight paper so that the photograph will lay flat and would not distort due to the paper shrinking and expanding and warping.

26. **POSITIONS OF AIDS TO NAVIGATION**

After all of the templates were taped down onto the map manuscripts the various field cuts to the lights in the area were checked with the radially plotted positions of the office identified lights, which were pricked using as an aid Chart 1220, Revised date 8/6/62. The following is a list of lights and how they were held as comparison with the field angles from the List of Direction. This was done to verify the radial plot.

Chincoteague Bay Light 18 - Without the aid of a radial plot it would have been impossible to locate this point. The cuts as given by the fieldman could have been any of five different points. The cuts from Photo 12 and Boundary Monument Pope Island, 1907 Ecc. missed by approximately 1.5 mm to the southeast and 4.0 mm to the east respectively. The difference between the intersection of the cuts from Photo Point 09 and Photo Point 03 and the radially plotted position was approximately 0.5 mm. An average point was pricked and drilled.

Chincoteague Bay Light 17 - The image for this light did not fall on any of the 1963 photographs. The field cuts from Photo Point 09, Boundary Monument Pope Island, 1907, Ecc. and Cord (VFC), 1933 made a fairly good intersection. The point pricked and drilled was the mean intersection of these three cuts. The cut from Photo Point 03 fell approximately 2.6 mm to the south and was disregarded.

Chincoteague Bay Light 16 - The cuts from Photo Points 03, 11 and 12 fell within .3 mm of the radial plotted position. The point pricked and drilled was the mean of the above mentioned. The field cut from Photo Point 06 fell approximately 1.3 mm to the east, and the cut from Boundary Monument Pope Island, 1902 Ecc. fell approximately 3.0 mm to the north. These two cuts were disregarded.
Johnson Bay Light 1 - The field cuts from Photo Points 08 and 11 agree with the strong radial plotted position. The cut from Photo Point 12 was disregarded because it fell approximately 0.7 mm to the east.

Johnson Bay Light 3 - The intersection of field cuts from Photo Points 11 and 12 fell approximately 0.7 mm from a good three cut radial plotted position. The point pricked and drilled was the mean of these two intersections. The field cut from Pluto Point 08 fell approximately 1.0 mm to the south and was disregarded.

George's Island Landing Light 2 - The field cuts from Photo Point 12 and Cord (VFC), 1933 agreed with the radial plotted position. The intersection of these five rays was pricked and drilled. The field cut from Photo Point 03 fell approximately 1.0 mm to the south while the field cut from Photo Point 13 fell approximately 4.6 mm to the west. These two cuts were disregarded.

George's Island Landing Light 4 - The field cuts from Photo Points 03, 12 and Cord (VFC), 1933 agreed with the four ray intersection of the radial plot. The only bad ray, which was disregarded, came from Photo Point 13 which fell approximately 5.3 mm to the southwest.

Greenbackville Light 1 - The position of the intersections of the radial plot, the field cuts and the position for this light as shown on Survey No. T-11660 (Project PH-5907) are all in agreement with each other.

Greenbackville Light 3 - The field cuts from Photo Points 00, 02 and 06 agree with the radially plotted position. This point was pricked and drilled. The position as shown on Survey No. T-11660 (Project PH-5907) falls 0.8 mm to the west. The field cut from Cord (VFC), 1933 fell approximately 0.5 mm to the south. These latter two were disregarded.

Respectfully submitted
July 8, 1963

Leroy A. Senasack
Cartographer (Photo)
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<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
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<th>LONGITUDE OR X COORDINATE</th>
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<td>VOL. II pg. 617</td>
<td>NA1927</td>
<td>38° 03' 13.39177&quot;</td>
<td>75° 19' 40.75057&quot;</td>
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N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS (1 FT = 3648906 2MFR)
There was no compilation report with the data for this survey at the time of final review.
GEOGRAPHIC NAMES

FINAL NAME SHEET

PH-6103 (Maryland & Virginia)

T-12092

Assacorkin Island
Assacorkin Thorofare
Beasey Creek
Bowen Creek
Chincoteague Bay
Coffman Marsh
George Island Landing
Johnson Bay
Long Point
Mills Island
Mills Island Creek
Nocks Marsh
Parker Bay
Parker Bay Tumps
Pikes Creek Marsh
Purnell Bay
Purnell Point
Purnell Point Marsh
Riley Creek
Riley Cove
Shell Point
The Ditch

Approved by:
A. Joseph Wraight
Chief Geographer

Prepared by:
Frank W. Pickett
Cartographic Technician
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**Control Stations**

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<th>7. Photo Hydro Stations</th>
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**Alongshore Areas (Nautical Chart Data)**

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**Physical Features**

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**Cultural Features**

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**Boundaries**

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**Miscellaneous**

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<th>33. Geographic Names</th>
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<th>40. Reviewer</th>
<th>41. Remarks (See attached sheet)</th>
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<td>E. L. Rolle</td>
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**Field Completion Additions and Corrections to the Manuscript**

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.

**Compiler**

**Supervisor**

**Remarks**
FIELD EDIT REPORT

T-12092

This survey was not field edited.
REVIEW REPORT T-12092
SHORELINE
JANUARY 24, 1972

61. GENERAL STATEMENT

See Summary, which is page 6 of the descriptive report.

62. COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS

Comparison was made with a copy of registered survey T-8155, 1:20,000 scale made in 1942. The shoreline of the surveys is in good general agreement.

Survey T-8155 is superseded by T-12092 for nautical chart construction purposes.

63. COMPARISON WITH MAPS OF OTHER AGENCIES

Comparison was made with USGS BOXIRON, MD., VA., 1:24,000 scale quadrangle, edition of 1942. This survey is identical to T-8155 except for the difference in scale. No major discrepancies were noted.

64. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS

There are no contemporary hydrographic surveys within the limits of this map.

65. COMPARISON WITH NAUTICAL CHARTS

A visual comparison was made with Chart 1220, 18th edition July 17, 1971. The following discrepancies were noted.

An overhead power cable from George Island Landing to Mills Island was not in place at the time of field work for this map.

A submerged wreck, latitude 38°01.5' longitude 75°21.4', is not visible on photos of the area.
65. **COMPARISON WITH NAUTICAL CHARTS**

Markers "A", "B", and "C" in Chincoteague Bay along the Maryland-Virginia boundary were not located during field work.

George Island Landing Channel Entrance Light 2 has been removed and replaced with Light 1.

George Island Landing Channel Daybeacon 3 and George Island Daybeacon 6 and 8 are not shown on survey T-12092.

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

This survey complies with instructions and was found to be adequate for nautical chart construction purposes.

Reviewed by:

[Signature]
Leo F. Beugnet
Cartographer

Approved for forwarding:

[Signature]
Melvin J. Unbach, CDR, NOAA
Chief, Photogrammetry Division, AMC

Approved:

[Signature]
Alfred C. Holmes, RADM, NOAA
Director, Atlantic Marine Center

Approved:

[Signature]
Charles Thomas, Jack E. Guth
Chief, Photogrammetric Branch, Chief, Coastal Mapping Division