DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. Patton
Director

State: Maryland

DESCRIPTIVE REPORT
Topographic | Sheet No. | 4769
Hydrographic

LOCALITY
EASTERN SHORE, CHESAPEAKE BAY
KNAPP'S NARROWS TO HARBOR COVE

1933
CHIEF OF PARTY
E. R. McCarthy
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. A

REGISTER NO. 4769

State: MARYLAND.

General locality: CHESAPEAKE BAY.

Locality: Lowe's Point to Knapp's Narrows and Poplar Island.

Scale: 1:10000. Date of survey: 9/23 to 10/12, 1933.

Vessel: SHORE PARTY.

Chief of party: LT. E.R. McCARTHY.

Surveyed by: J.R. BROSNAH.

Inked by: R.A. PHILLEO & J.R. BROSNAH.

Heights in feet above to ground to tops of trees.
Contour, Approximate contour, Form line interval...feet.

Instructions dated: August 12, 1933.

Remarks:

...
AUTHORITY

Orders and instructions from the Director dated August 12, 1933.

LIMITS

Eastern shore of Chesapeake Bay from 0.6 mile south of Knapp's Narrows to Lowe's Point, also includes; Poplar Island; Coaches Neck, and Jefferson Island (Cobblers Neck).

CONTROL

1933 Triangulation Stations.

METHODS

Usual plane table traverse. Resection was used to check traverse wherever possible. The work was accomplished by two parties; an advanced party built the signals, and a second party did the topography.

CLOSURES AND ADJUSTMENTS

From Knapp to Mid 1.8 miles; no error.
From Mid to Haddaway 2.5 miles; 6 meters; adjusted proportionally.
From Dem to O Ebb 1.5 miles; 5 meters; adjusted proportionally.
From Mot to Spring 2 miles, 3 meters. Six meters was adjusted between Mot and O Ebb as a cut to O Ebb from O Zip showed the greater part of the error to be there.
From Spring to Dem, 1.2 miles, 5 meters. This was adjusted proportionally.

Haddaway to O Egg, 1.8 miles, 5 meters. Station Egg was located also by a traverse from Lon. A weighted mean was taken as a true location and traverse from each end adjusted to it. *

From Knapp to the south end of the sheet a dead end traverse was run terminating at the marked station Abel. <<-

A field check was made of the Perry Cove adjustment and the Poplar Island Pot adjustment.

* Station Haddaway is on sheet "A"
Station Lon is on sheet "B"
SHORELINE

Mainland

The shoreline is largely hard marsh with a few sand beaches and some high (4 ft.) bluffs at the south end and north end. Amy's Marsh and Lowe's Point are heavily wooded. There is also a line of trees behind the marsh in Back Creek.

Poplar Island

This island is heavily wooded. The western shore is mostly bank with sand in front, while the eastern shore is generally marshy.

Jefferson Island (Cobbler's Neck) Name sent to U.S. Geog. Board for approval. OK, HB

The southern end of this island is heavily wooded and the northern end is marsh. The Jefferson Island Club has a clearing at the southern end.

Coaches Neck

This feature was once a neck, being joined to Poplar Island by a narrow neck of land washed away about 1899. The correct name for this feature is "Coached Island." Wait for approval of BGN.

This land is heavily wooded. There is a small amount of marsh between the woods and the shoreline. Some abandoned houses are located here.

Comparisons to Previous Surveys

This sheet was compared with sheet no. 2513 and sheet no. 2293, both done in 1900, and it was found that the eastern shore of Chesapeake Bay has eroded considerably. Knapp's Narrows is filling up due to sand washed in. The western shore of Poplar Island and the south shore of Coaches Neck have washed badly.

Poplar Island, Back Creek, and Front Creek have changed but slightly.

Names

Names shown are in local usage. Some names were added which were not used on the old chart. Names were changed. Authority: local usage.

Haddaway Cove ——— Bay
Knapp's Narrows ——— ———
Great Marsh Point ——— ———
Poplar Island Harbor ——— ———

The following change is recommended: Cobbler's Neck to Jefferson Island. The island is now owned by the Jefferson Island Club and the local name is Jefferson Island. Name is left in pencil on sheet.

Notes on names by Harlow Bacon, cartographer.
LANDMARKS

The most prominent landmarks on this sheet are:
1. The steeple on the Methodist Church at Sherwood 1877
2. Stinchcomb's Barn in Perry Cove 1933
3. South chimney on the Franklin Carter Home (white house)

STATISTICS

Shoreline------------------15.5 miles (Statute)
Creeks---------------------8.61 "
Roads--------------------6.21 "

Area covered by this sheet is 5.3 sq. miles (Statute)

MISCELLANEOUS

A double check was taken to the Pilgrims Holiness Church in Tilghman and it showed the position out ten meters with the 1900 triangulation. This station was located by traverse both times.

Recommend the plane table position be taken.

The magnetic meridian was obtained by using the declinatoire connected with alidade no. 227.

South Bar Beacon and Buoy C were located by plane table triangulation.

Respectfully submitted

J.R. Brosnan
Topographer

Forwarded approved

E.R. McCarthy
Chief of party

Applied to new chart 358
Oct 1934
The following geographic names were changed by decision of U.S.G.S.

Ferry Bay changed from Ferry Cove

Poplar Harbor " Poplar Island Pt.

Coaches Island " Coaches Neck to be submitted, 10/34

Loven Point " Love's Point

G. R. B.

10/16/34
LANDMARKS FOR CHARTS

Tilghman, Maryland.

November 4, 1933

Lt. E.R. McCarthy, Chief of Party.

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF DETERMINATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Red House, West Chimney</td>
<td>38° 43'</td>
<td>76° 20'</td>
<td>232'</td>
<td>Topo.</td>
<td>U.S.C. &amp; G.S. No. 1225</td>
</tr>
<tr>
<td>Knaeps Narrows, Drawbridge</td>
<td>38° 43'</td>
<td>76° 19'</td>
<td>1409</td>
<td>Topo.</td>
<td></td>
</tr>
<tr>
<td>White House, South Gable</td>
<td>38° 43'</td>
<td>76° 20'</td>
<td>127'</td>
<td>Topo.</td>
<td></td>
</tr>
<tr>
<td>White House, South Chimney</td>
<td>38° 44'</td>
<td>76° 20'</td>
<td>667'</td>
<td>Topo.</td>
<td></td>
</tr>
<tr>
<td>Tall Dead Tree</td>
<td>38° 44'</td>
<td>76° 22'</td>
<td>59'</td>
<td>Topo.</td>
<td></td>
</tr>
<tr>
<td>Old House, East Chimney</td>
<td>38° 45'</td>
<td>76° 23'</td>
<td>12'</td>
<td>Topo.</td>
<td></td>
</tr>
<tr>
<td>White House, Chimney</td>
<td>38° 45'</td>
<td>76° 22'</td>
<td>462'</td>
<td>Topo.</td>
<td></td>
</tr>
<tr>
<td>Flagpole</td>
<td>38° 45'</td>
<td>76° 22'</td>
<td>460'</td>
<td>Topo.</td>
<td></td>
</tr>
<tr>
<td>White Tower</td>
<td>38° 45'</td>
<td>76° 22'</td>
<td>356'</td>
<td>Topo.</td>
<td></td>
</tr>
<tr>
<td>End of Wharf, Sherwood</td>
<td>38° 45'</td>
<td>76° 19'</td>
<td>1123</td>
<td>Topo.</td>
<td></td>
</tr>
<tr>
<td>Maryland Fish, Commission Target</td>
<td>38° 46'</td>
<td>76° 20'</td>
<td>178'</td>
<td>Trian.</td>
<td></td>
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<tr>
<td>White House, South Chimney</td>
<td>38° 47'</td>
<td>76° 16'</td>
<td>182'</td>
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<td>Brick House (red) North Chimney</td>
<td>38° 48'</td>
<td>76° 16'</td>
<td>644</td>
<td>Topo.</td>
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<tr>
<td>Yellow House, Cupola</td>
<td>38° 49'</td>
<td>76° 17'</td>
<td>1261</td>
<td>Topo.</td>
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<tr>
<td>Church Steeple, Steeple</td>
<td>38° 50'</td>
<td>76° 16'</td>
<td>710</td>
<td>Trian.</td>
<td></td>
</tr>
</tbody>
</table>

A list of objects carefully selected because of their value as landmarks as determined from seaward together with individual descriptions, must be furnished in a special report on this form, and a copy of such report must be attached by the Chief of Party to his descriptive report.

The selection, determination, and description of these objects is an important factor in the value of the chart. Landmarks selected at appropriate intervals can be clearly charted. However, when none is outstanding, a group of two or three objects may by their interrelationship provide positive identification. A group so selected should be indicated.

The description of each object should be short, but such as will clearly identify it; for example, a standpipe, elevated tank, gas tank, church steeple, tall stack, red chimney, radio mast, etc. Assign numerals to landmarks to indicate: (1) offshore, (2) inshore, (3) harbor, 1, 2, 3 would be a mark useful on all charts. Generally, warehouses and like objects are not sufficiently permanent to chart.
LANDMARKS FOR CHARTS

Tilghman, Maryland, November 4. 1933.

The following determined objects are prominent, can be readily distinguished from seaward from the description given below, and should be charted.

"AID TO NAVIGATION"

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>POSITION</th>
<th>METHOD OF DETERMINATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>LATITUDE</td>
<td>LONGITUDE</td>
<td></td>
</tr>
<tr>
<td></td>
<td>D. M. METERS</td>
<td>O. I. D. P. METERS</td>
<td></td>
</tr>
<tr>
<td>Knapps Narrows Beacon</td>
<td>38 43</td>
<td>559</td>
<td>76 20</td>
</tr>
<tr>
<td>South Bar Beacon</td>
<td>38 44</td>
<td>42</td>
<td>76 21</td>
</tr>
<tr>
<td>Halfway</td>
<td>38 46</td>
<td>206</td>
<td>76 20</td>
</tr>
<tr>
<td>Claiborne Harbor Beacon</td>
<td>33 50</td>
<td>224</td>
<td>76 17</td>
</tr>
</tbody>
</table>

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REVIEW OF TOPOGRAPHIC SURVEY No. A

Title (Par. 56)

E.R. McCarthy
Chief of Party

J.R. Brosnan
Surveyed by

Inked by J.R. Brosnan & R.A. Philleo

Sheet: Shore Party

Instructions dated Aug. 12, 1933

Surveyed in Maryland

1. The survey and preparation for it conform to the requirements of the Topographic Manual. (Par. 7, 8, 9, 13, 16.)

Yes

2. The character and scope of the survey satisfy the instructions.

Yes

3. The control and closures of traverses were adequate. (Par. 12, 29.)

Yes

4. The amount of work on control that the Manual specifies was completed.

Yes

5. The determination of the contours is satisfactory.

Yes

6. There is sufficient control on maps from other sources that were transmitted by the field party to satisfy their application to the chart.

Yes

7. High water line on marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, 44.)

Yes

8. The representation of low water marks is satisfactory.

Yes

9. Rocks and other important details shown on previous surveys and on the chart were verified. (Par. 25, 26, 27.)

Yes

10. The span, draw and clearance of bridges are shown. (Par. 16c.)

Yes

11. Measurements and elevations of survey are given.

Yes

12. The extreme lines are shown on the chart.

Yes

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Use reverse side for extending remarks.
13. The descriptive report covers all details listed in the Manual, in so far as they apply to this survey. (Par. 64, 65, 66, 67.)
   Yes

14. The descriptive report also contains additional information required in aero-topography relative to type of photographs, method of compilation and type of ground control.
   Yes

15. The descriptions of recoverable stations and references to shore line were accomplished on Form 524. (Par. 29, 30, 57, 67 except scaling of DPs and DPs, 68.)
   Yes

16. A list of landmarks for charts was furnished on Form 567 and plotting checked. (Par. 15d, e, 60.)
   Yes

17. The magnetic meridian was shown and declination was checked. (Par. 17, 52.) Yes

18. The geographic datum of the sheet is North American and the reference station is correctly noted. (Par. 34.)
   Yes

19. The concentration of control points was adequate.

20. Geographic names are shown on the sheet and are covered by the descriptive report. (Par. 64, 65k.)
   Yes

21. The quality of the drafting is good. (Par. 31, 32, 33, 35, 36, 37, 38, 39, 40, 41, 42, 45, 46, 47, 48, 49, 50.)
   Yes

22. No additional surveying is recommended.
   No

23. The Chief of Party inspected and approved the sheet and the descriptive report after review by
   Yes


Reviewed in office by

Examined and approved:

C. T. Green
Chief, Section of Field Records

K. T. Adams
Act. Chief, Division of Charts

B. T. Borden
Chief, Section of Field Work

Chief, Division of Hyd. and Top.
SPECIAL REPORT TO ACCOMPANY T-4969; T-5400

With reference to the note on page 3 of the descriptive report T-4969 concerning the position of the Pilgrims Holiness Church an examination of this area was made by joining the celluloid copies of T-5400 and T-5425 together, making a new radial plot thru the area in a north and south direction. It was found that the triangulation position of Pilgrims Holiness Church (Triangulation Station Peoples Chapel, 1909) is correct and consequently the plane table position of Station NOB (d) is in error. Three photographs of the flight Nos. 255, 258, and 262 can be “fixed” accurately only by holding to the triangulation position of this church. The triangulation (intersection) position has four ties, sufficient for a good check.

It was also discovered that the following described stations located by P.T. in making the traverse mentioned on page 3 are in error. The descriptions with the corrected positions are now filed with T-5400.

TKE (d)  Scaled by L. A. M.  April 13, 1935.

VEX (d)  D. H. B.

SOX (d)

A new position of PIP (d) checked very closely with the position as given on the description card. This position has not been changed. The maximum error in the position of these stations was about 8 meters, found in the position of Station SOX.

Stations UKE and VIX evidently have been located by a traverse from Triangulation Station RNAPP 1933 to the south end of the sheet. The new position of UKE agreed with the plane table position. VIX could not be seen for radial line intersection but since UKE is near
it, the P.T. position of VIX has been accepted as correct.

Station CAP (d). The description as submitted with the plane table survey checks the compilation details. The topographer evidently described the wrong house, for the P.T. position differs by 22 meters from the radial line location of the house he described. The geographic position on the description has been corrected to agree with the compilation, and the card description has been filed under 1-5425.

Station ABE (d). This station cannot be recovered on the photographs. The description has been withdrawn from the file, and the station is not shown on the compilation due to the fact that the plane table is in error in the immediate vicinity as discussed above.
SHORELINE CHANGES
1900 - 1933
VICINITY OF
TILGHMAN, MARYLAND

SHORELINE IN 1900 SHOWN BY LIGHT LINE, THUS——
SHORELINE IN 1933 SHOWN BY HEAVY LINE, THUS——
SHADED PORTIONS SHOW AREAS BUILT UP OR
WASHED AWAY

SCALE = 1:10000
OCTOBER 1933

PREPARED UNDER THE DIRECTION OF
LT.(JG). F.R. McCARTHY, CHIEF OF PARTY
PROJECT HT-81

SCALE OF YARDS
1000 2000

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