

5348

U. S. COAST & GEODETIC SURVEY  
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Form 504  
Rev. Dec. 1933  
DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY  
R. S. PATTON, DIRECTOR

## DESCRIPTIVE REPORT

AIR PHOTO  
Topographic  
~~Hydrographic~~

Sheet No. 5348

State Maryland

### LOCALITY

Chesapeake Bay

~~No. Chesapeake Beach and~~  
Vicinity of  
Herring Bay area

Project No. HT-175

1935

### CHIEF OF PARTY

J.C. Partington Jr. H. & G.E.

DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY

REG. NO.

AIR PHOTO  
TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form,  
filled in as completely as possible, when the sheet is for-  
warded to the Office.

Field No. 5348

REGISTER NO. T- 5348

5348

State Maryland

General locality Cheapeake Bay

Vicinity of Herring Bay

Locality ~~North Chesapeake Beach and Herring Bay Area~~

Date of Photographs April 28-May 19, 1934

Scale 1:10,000 Date of Compilation January 25, 1935

Vessel Photo Compilation Party # 25

Reviewed and recommended for approval

Chief of party J.C. Partington April 4, 1935

Photographs plotted by S.M. Stoler & E.C. Broadwell, Jan. 25, 1935

Surveyed by

Inked by A.F. Cerrito April 2, 1935

Heights in feet above.....to ground, to tops of trees

Contour, Approximate contour, Form line interval.....feet

Instructions dated March 14, 1934

Remarks: Compilation of aerial photographs:  
443; 467-473; 474-479; 603-624; 825-835.

DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY

REG. NO.

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TOPOGRAPHIC TITLE SHEET

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Field No. 5348

REGISTER NO.

State Maryland

General locality Chesapeake Bay

Locality Herring Bay  
~~North Chesapeake Beach and Herring Bay Area~~

Date of Photographs April 28-May 19, 1934  
Scale 1:10,000 Date of ~~Survey~~ <sup>Compilation</sup> January 25, 1935

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~~Survey Party~~

Inked by A.F. Corrito April 2, 1935  
*A.F. Corrito*

Heights in feet above.....to ground to tops of trees

Contour, Approximate contour, Form line interval.....feet

Instructions dated March 14, 1934

Remarks: Compilation of aerial photographs:  
143; 167-173; 174-179; 603-621; 825-835.

-STATISTICS-

on

SHEET, FIELD NO. 5348, REG. NO. T-5348

PHOTOS, NO. <sup>443</sup>467-473  
474-479  
603-624  
825-835

DATE OF PHOTOGRAPHS April 28, 1934, 11:20 AM-1:00 PM  
May 8, 1934, 11:25 AM-11:50 AM  
May 19, 1934, 10:10 AM-10:45 AM  
DATE

	<u>BY</u>	<u>FROM</u>	<u>TO</u>
ROUGH RADIAL PLOT	S.M. Stoler	10-18-34	10-25-34
SCALE FACTOR (1.034)	S.M. Stoler	10-24-34	10-25-34
SCALE FACTOR CHECKED	<i>R.D. Cross</i> R.D. Cross	10-26-34	10-26-34
PROJECTION	<i>R.D. Cross</i> R.D. Cross	10-15-34	10-15-34
PROJECTION CHECKED	<i>J.W. Seager</i> J.W. Seager	10-15-34	10-15-34
CONTROL PLOTTED	<i>R.D. Cross</i> R.D. Cross	10-16-34	10-16-34
CONTROL CHECKED	<i>J.W. Seager</i> J.W. Seager	10-17-34	10-17-34
TOPOGRAPHY TRANSFERRED	<i>A.F. Cerrito</i> A.F. Cerrito	1-25-35	2- 5-35
TOPOGRAPHY CHECKED	<i>R.D. Cross</i> R.D. Cross	2- 6-34	2- 6-35
SMOOTH RADIAL LINE PLOT	S.M. Stoler	10-27-34	11- 1-34
	E.C. Broadwell	1-14-35	1-25-35
RADIAL LINE PLOT CHECKED	<i>R.D. Cross</i> R.D. Cross	2- 4-35	2- 5-35
DETAIL INKED	<i>A.F. Cerrito</i> A.F. Cerrito	2- 6-35	4- 2-35
AREA OF DETAIL INKED	20.79 sq. Statute Miles (Land Area)		
AREA OF DETAIL INKED	0.01 sq. Statute Miles (Shoals in Water Area)		
LENGTH OF SHORELINE (more than 200 m. from nearest opposite shore)	11.65 Statute Miles		
LENGTH OF SHORELINE (rivers and sloughs less than 200 m. wide)	11.06 Statute Miles		
LENGTH OF STREETS, ROADS, TRAILS, R.R. etc.	75.18 Statute Miles		
GENERAL LOCATION	Maryland, Chesapeake Bay		
LOCATION	<i>Herring Bay, Vicinity</i> <del>No. Chesapeake Beach and Herring Bay Area</del>		
DATUM	North American 1927		
STATION	Fairhaven 2 1898 r'34	Latitude 38° 45' 15.791" = 486.9m.	Longitude 76° 33' 54.578" = 1317.9m.

Field Computations

## PROJECTION DIAGRAM

Scale is 1:10,000

Scale Factor is 1.034

Distances Multiplied by Scale Factor are Given in Red

	36'	76	35'	34'	33'	32'	31'	76	30'	
48'	(4491.3)		(2994.2)	(1497.1)	(1497.1)	(2994.2)	(4491.3)			48'
	4343.6		2895.7	1447.9	1447.9	2895.7	4343.6			
					(5739.1) 5550.4					
47'	(4492.3)		(2994.9)	(1497.4)	(1497.4)	(2994.9)	(4492.3)			47'
	4344.6		2896.4	1448.2	1448.2	2896.4	4344.6			
					(3826.1) 3700.3					
46'	(4493.4)		(2995.5)	(1497.7)	(1497.7)	(2995.5)	(4493.4)			46'
	4345.6		2897.0	1448.5	1448.5	2897.0	4345.6			
					(1913.0) 1850.1					
38-45'	(4494.4)		(2996.2)	(1498.2)	(1498.2)	(2996.2)	(4494.4)			38-45'
	4346.6		2897.7	1448.9	1448.9	2897.7	4346.6			
					(1913.0) 1850.1					
44'	(4495.4)		(2996.9)	(1498.5)	(1498.5)	(2996.9)	(4495.4)			44'
	4347.6		2898.4	1449.2	1449.2	2898.4	4347.6			
					(3826.1) 3700.3					
43'	(4496.5)		(2997.7)	(1498.9)	(1498.9)	(2997.7)	(4496.5)			43'
	4348.6		2899.1	1449.6	1449.6	2899.1	4348.6			
					(5739.1) 5550.4					
42'	(4497.6)		(2998.3)	(1499.2)	(1499.2)	(2998.3)	(4497.6)			42'
	4349.7		2899.7	1449.9	1449.9	2899.7	4349.7			
	36'	76	35'	34'	33'	32'	31'	76	30'	

Layout by R.D.C.  
Checked by J.W.S.

SHEET NO. 5348

## SCALE FACTOR COMPUTATIONS

Photos 434-443

- - -

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Measured Distance</u>	<u>Computed Distance</u>	<u>Scale Factor Meas./Comp:</u>
West River Flag Pole 1933		Shuhaws 1932 r' 27/48 33		2688	1.022
West River Flag Pole 1933		Lin 1933	4379	4295	1.019
West River Flag Pole 1933		Tun 1933	5028	5491	1.025
West River Flag Pole 1933		Der 1933	1931	1889	1.022
West River Flag Pole 1933		Galesville Tank	2493	2438	1.022
Dar 1933		Oaks 1933	2910	2865	1.016
Dar 1933		Shuhaws 1932 r' 33	3662	3589	1.020
Dar 1933		Lin 1933	4209	4134	1.018
Dar 1933		Tun 1933	4856	4777	1.017
Oaks 1933		Tun 1933	5455	5362	1.017
New 1933 *		Shuhaws 1932 r' 33	6412	6305	1.017
New 1933 *		Galesville Tank 1933	6624	6510	1.018
New 1933 *		Oaks 1933	7515	7406	1.015
Oaks 1933		Shuhaws 1932 r' 33	1814	1782	1.018
Average Scale Factor				=	1.019

The average scale factor is computed for the entire flight but only part of this flight (443) falls on the tracing area of the sheet.

Triangulation stations marked (\*) fall on this sheet.

Computed by S.M.S. 9/26/34  
Checked by R.D.C.

## SHEET NO. 5348

## SCALE FACTOR COMPUTATIONS

Photos 474-503

- - -

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Measured Distance</u>	<u>Computed Distance</u>	<u>Scale Factor Meas./Comp.</u>
Dar 1933		Tun 1933	4795	4766	1.006
Dar 1933		New 1933 *	6120	6090	1.005
Dar 1933		Creek 1933 *	7405	7368	1.005
Dar 1933		Hop 1933 *	8165	8134	1.004
Dar 1933		Tobacco 1933	3174	3103	1.023
Dar 1933		Likes 1933	3788	3680	1.029
Dar 1933		Flagpole, Cadle Creek 1933	4890	4745	1.030
Dar 1933		Letts 1933	6681	6478	1.031
Dar 1933		Brew 1933	9747	9467	1.030
Dar 1933		Almshouse 1899 r' 33	11477	11133	1.031
Dar 1933		Milvin 1933	11489	11162	1.029
Almshouse 1899 r' 33		Brew 1933	2414	2353	1.026
Almshouse 1899 r' 33		Letts 1933	4791	4657	1.029
Almshouse 1899 r' 33		Flagpole, Cadle Creek 1933	7022	6804	1.032
Almshouse 1899 r' 33		Tobacco 1933	9005	8715	1.033
Almshouse 1899 r' 33		Tun 1933	16014	15646	1.024
Almshouse 1899 r' 33		New 1933 *	17594	17219	1.022
Almshouse 1899 r' 33		Creek 1933 *	18826	18449	1.020
Almshouse 1899 r' 33		Hop 1933 *	19445	19079	1.019

5.

SHEET NO. 5348

SCALE FACTOR COMPUTATIONS

Photos 474 to 503 (cont'd)

- - -

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Measured Distance</u>	<u>Computed Distance</u>	<u>Scale Factor Meas./Comp.</u>
Tobacco 1933		Tun 1933	7931	7834	1.012
Tobacco 1933		Likes 1933	3794	3655	1.038
Tobacco 1933		Hop 1933 *	10492	10413	1.008
Tobacco 1933		Brew 1933	7730	7492	1.032
Tun 1933		Hop 1933 *	5330	5326	<u>1.000</u>
Average Scale Factor					1.022

This average scale factor is computed for the entire flight but only part of this flight (474-479) falls on the tracing area of the sheet.

Triangulation stations marked (\*) fall on this sheet.

Computed by S.M.S. 10/1/34  
Checked by R.D.C.

SHEET NO. 5348

SCALE FACTOR COMPUTATIONS

\* - - -

<u>Flight</u>	<u>Average Scale Factor</u>
Photos 434 to 443	1.019
Photos 474 to 503	<u>1.022</u>
Average Scale Factor for Sheet	= 1.020

A scale factor of 1.034 was used for this sheet, however, in order to correspond with sheet No. 5347 which it joins and to enable the entire flight to be plotted at one time.

Scale Factor for Sheet = 1.034

## SHEET NO. 5348

## CONTROL DATA

Station	North American Datum				1927 Datum	x Scale Factor
	°	'	"	m.	m.	m.
Baker 1933 r'34 * (N.A. 1927 Datum)	38	43	22.676		(1150.9) 699.2 (568.3)	(1190.0) 723.0 (587.6)
	76	31	36.478		881.3	911.3
Creek 1933	38	46	29.848	920.4	(940.8) 909.4 (676.9)	(972.8) 940.3 (699.9)
	76	32	31.794	767.5	771.5	797.7
Fair 1933	38	45	06.440	198.5	(1662.6) 187.5 (1038.3)	(1719.1) 193.9 (1073.6)
	76	33	16.836	406.5	410.5	424.5
Fairhaven 2 1898 r'34 * (N.A. 1927 Datum)	38	45	15.791		(1363.2) 486.9 (130.9)	(1409.5) 503.5 (135.4)
	76	33	54.578		1317.9	1362.7
Hol 1933	38	43	39.898	1230.3	(630.8) 1219.3 (380.4)	(652.2) 1260.8 (393.3)
	76	31	44.088	1065.0	1071.0	1105.3
Hop 1933	38	46	11.146	343.6	(1517.4) 332.6 (1008.5)	(1569.0) 343.9 (1042.8)
	76	33	18.061	436.0	440.0	455.0
New 1933	38	47	10.404	320.8	(1540.3) 309.8 (507.9)	(1592.7) 320.3 (525.2)
	76	31	38.792	936.3	940.3	972.3
North Beach, Calv- ert Hotel Cupola 1933	38	42	19.30	594.8	(1266.1) 583.8 (81.1)	(1309.1) 603.6 (83.9)
	76	31	56.48	1364.8	1368.8	1415.3

(\*) Computed directly on N.A. 1927 Datum.

## DESCRIPTIVE REPORT

To Accompany

PHOTO COMPILATION SHEET NO. 5348

Chesapeake Bay: Herring Bay Vicinity  
~~No. Chesapeake Beach and Herring Bay Area~~

Instructions Dated March 14, 1934

- - - -

1. GENERAL INFORMATION: \*

(a) Title. Refer to Title Sheet.

(b) Statistics. Refer to Statistics Sheet.

(c) No general report covering this area is available. The area is bounded on the north by the  $38^{\circ} 48'$  parallel, on the east by Chesapeake Bay, on the south by the  $38^{\circ} 42'$  parallel and on the west by approximately the  $76^{\circ} 35' 45''$  meridian.

This section is very thickly settled along the shores of Chesapeake Bay, Herring Bay, and along the creeks which empty into these bays. Farther inland the territory is very hilly and is covered by woods and cultivated fields.

(d) The following photographs were used in plotting this sheet:

<u>Photo Numbers</u>	<u>Flight Strip Location</u>	<u>Date</u>	<u>Time</u>	<u>Stage of Tide</u>
443	At the mouth of Broadwater Creek	4-28-34	11:20 AM to 1:00 PM	Low--- 9:03 AM High-- 2:09 PM
467 to 473	North and south between the $76^{\circ} 32'$ and $76^{\circ} 33'$ meridians.	4-28-34	11:20 AM to 1:00 PM	Low--- 9:03 AM High-- 2:09 PM
474 to 479	North and south between the $76^{\circ} 32'$ and $76^{\circ} 33'$ meridians.	4-28-34	11:20 AM to 1:00 PM	Low--- 9:03 AM High-- 2:09 PM
603 to 624	North and south along the $76^{\circ} 34'$ meridian	5-8-34	11:25 AM to 11:50 AM	Inland Flight
825 to 835	These pictures were not plotted on this sheet as they fall to the west of the area shown. However, they were used to some extent in tracing the detail along the western edge of the sheet.			

(\*) N.B. The paragraphs (numbers and letters) listed refer to those shown on pages 22 and 23 of Notes on Compilation of Planimetric Line Maps.

## DESCRIPTIVE REPORT

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2. CONTROL:(a) Sources:

The positions of stations "Baker 1933 r'34" and "Fairhaven 2 1898 r'34" were obtained from the work of Lieut. John Bowie, Jr., Chief of Party on Project No. G-189, July and August 1934. These positions are on N.A. 1927 Datum.

The positions of all other stations were obtained from the work of Lieut. E.R. McCarthy, Chief of Party on Project HT 151, September and October 1933. These stations were on N.A. Datum and were adjusted to N.A. 1927 Datum by subtracting eleven meters from the latitude and adding four meters to the longitude forward positions.

(b) Errors:

No errors in control were found by photo-plot.

(c) Discrepancies:

No discrepancies in position of any control station were found by photo-plot.

3. COMPILATION:(a) Method:

The usual radial line plot was used to determine the position of all radial points.

(b) Adjustments of plot:

All of the control for this sheet is located very near the shore line. For this reason the wing prints that fall along the shore are easily fixed but those that fall west of the 76° 34' meridian have no control. To furnish control for this section would have been difficult, for this party due to the rough nature of the ground. Consequently, the plot was run using the control along the shore to fix the pictures in as far as possible and the westward wings were carefully adjusted until the intersections were very good. In following this procedure, we are confident that the shore line and detail which lies east of the 76° 34' meridian is very accurate with a probable error in position that should not exceed 3 or 4 meters. For the area west of the 76° 34' meridian, it is believed that the probable error in position does not exceed 10 meters which should not be considered an excessive error in view of the unimportant nature of the detail in this area.

✓ B.g.g.

## DESCRIPTIVE REPORT

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(c) Interpretation:

No difficulties were encountered in interpreting the pictures. The scale of pictures 603 to 624 is somewhat different from the scale of the other flights but they could be used on this projection by picking points close together.

The heights of bluffs as given on the overlay are the heights as estimated by the field party.

(d) Information from other sources:

All information shown on this sheet except names and bridge data was obtained directly from the photographs. The data for the bridges was obtained from the publication "List of Bridges Over Navigable Waters of U.S., 1927" and this information is included herewith on the next page.

(e) Names:

Names appearing on the overlay were obtained from the following sources: U.S. Coast and Geodetic Survey Chart No. 1225; U.S. Coast and Geodetic Survey, Topographic Sheets Nos. 6035 and 6036; U.S. Geological Survey, Owensville and Prince Frederick Quadrangles, and from local residents.

New Names:

The following names were obtained from local residents and are in local usage. These names do not appear on present U.S. Coast and Geodetic Survey charts and it is recommended that they be added:

North Beach Park ✓  
 Red Lion Pond ✓  
 Fairhaven Cliffs ✓  
 Owings Cliffs ✓  
 Herring Bay View ✓  
 Friendship ✓  
 Traceys Creek ✓  
 Owings Beach ✓  
 Masons Beach ✓  
 Carrs Creek ✓  
 Battees Point ✓

Misspelled Names:

Leitch - Spelled Leitchs on Chart No. 1225. The spelling of this name was not verified. *Leitchs is correct. same.*

Rockhold Creek - Spelled Rockhole Creek on Chart No. 1225, Topographic Sheet No. 6036, Light and Buoy List, and in the Coast Pilot. Also locally known to some extent as Rockhole Creek. It is spelled Rockhold Creek on the Maryland State Roads Commission sign.

# BRIDGES

Mi. Above Mouth	Nearest Town, Sts., etc.	Owner	Kind	Width Span at Channel	Width of Bridge	Length of Bridge	Height above H.W.	Completion Reported	Use of Bridge
Rockhole Creek									
2	Deale	Anne Arundel County	Continuous Fixed Treated Timber-Pile	20' 4"	22'	262'	9' 6"	Nov. 1, 1907 ?	Highway
Traceys Creek									
1.5		Anne Arundel County	Continuous Fixed Treated Timber-Pile	20'	22'	522'	9'	Nov. 1, 1907 ?	Highway

N.B. The bridge near Deale over Rockhole Creek was given in the publication "List of Bridges over Navigable Waters of U.S. 1927" as a swinging bridge. The field inspection party on April 10, 1935 obtained the information that this was a fixed bridge as well as the following data on both bridges: Width span at channel; Width of bridge; Length of bridge; Kind of bridge; Height bridge above H.W. at span. It is thought that the date of completion of the bridges might be in error as they both appear to be bridges that might have been built about five years ago.

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Traceys Creek - Spelled Traceys Creek on Topographic Sheet No. 6036. On the U.S. Geological Survey quadrangle, this name is spelled Tracy Branch.

It is recommended that these names--Leitchs, Rockhold Creek, and Traceys Creek--be submitted to the Geographic Board for a decision. *(Tracys Landing, a Post Office on the upper part of Tracys Creek is spelled without the "e")*

Other Names:

The names Hog Point and Hog Island are shown on the U.S. Geological Survey Quadrangle but are not on any recent charts of the U.S. Coast and Geodetic Survey. These names should be discontinued as the island and the point have been washed away.

Also, the name Parkers Island should be discontinued as this island no longer exists.

See Section 4, below, for an explanation.

4. COMPARISON WITH OTHER SURVEYS:

- (a) Junctions with adjoining sheets have been examined and are satisfactory.
- (b) The shore line on this sheet has been carefully compared with that shown on Topographic Sheets Nos. 6035 and 6036. These shore lines check very accurately except for the points listed below:

Red Lion Pond  
Rockhold Creek (upper end)  
Carrs Creek (a small section northwest of station New 1933)

Also, in comparing this compilation with U.S. Coast and Geodetic Survey Chart No. 1225 and with U.S. Geological Survey Quadrangles, the following discrepancies were found:

Parkers Island - is not shown on this compilation as the pictures show that no island exists at this point. This island is shown both on Chart # 1225 and on the U.S. Geological Survey Quadrangle, but is not shown on Topographic Sheet No. 6036.  
*(Owensville Quadrangle.)*

Hog Island and Hog Point - are not shown on this compilation as the island and point no longer exist. These are shown at present on U.S. Geological Survey Quadrangles, but are not shown on U.S. Coast and Geodetic Survey Charts.

*"Prince Frederick" Quad.*

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5. LANDMARKS:

- (a) Due to the recent topographic work in this area, the field party did not recommend any additional objects to be used as landmarks. The landmarks which appear on existing charts have been listed on Form No. 567, Landmarks for Charts, and this form is included herewith. Only two of these landmarks are shown on this compilation as the others could not be identified on the photographs with sufficient accuracy to plot the position. The two landmarks shown on this sheet are:

Parkers Island Shoal <sup>Light</sup> ~~Beacon~~  
 Rockhole Channel ~~Beacon~~ <sup>Light</sup>

The above landmarks were located by radial plot and good intersections were obtained, each intersection having at least five cuts. These plotted positions were checked against the position as shown on a photostat of Topographic Sheet No. 6036. This is not an accurate check as the photostat was distorted but the positions apparently check to within about five meters.

- (b) No additional objects show with sufficient prominence under the stereoscope to be recommended as landmarks.

6. RECOMMENDATIONS FOR FURTHER SURVEYS:

- (a) For the area which lies east of the  $76^{\circ} 34'$  meridian, it is believed that the compilation has a probable error of 3 meters in position of well defined detail of importance for charting. For the area which lies west of the  $76^{\circ} 34'$  meridian, it is believed that the compilation has a probable error of 10 meters in position of well defined detail. *See opposite page.*

- (b) The width of roads has been exaggerated where necessary to procure well defined lines when the sheet is reproduced.

Only the houses located where they may be of value for hydrography have been shown.

7. RECOVERABLE OBJECTS:

The position of the recoverable objects given on Form No. 524 are listed below:

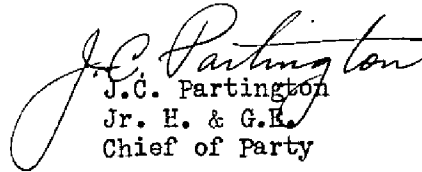
Station Name	Topo Sheet No.	Pos. N.A. Dat. From # 524			Adj. to 1927 Dat			Position on Sheet No. 5348		
		°	'	m.	m.	°	'	m.		
East Gable, Hall of Mirth	6036	38	42	750	739	38	42	739		
		76	31	1272	1276	76	31	1273		
S.W. Gable White House	6036	38	46	362	351	38	46	355		
		76	33	420	424	76	33	426		

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SHEET NO. 5348

- - -

Respectfully submitted,



J.C. Partington  
Jr. H. & G.R.  
Chief of Party

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

## LANDMARKS FOR CHARTS

Baltimore, Md.

April 9 \_\_\_\_\_, 1935

DIRECTOR, U.S. COAST AND GEODETIC SURVEY:

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

The prominence of these objects has been checked from the water.

J.C. Partington

*Chief of Party.*

DESCRIPTION	POSITION					METHOD OF DETERMINATION	CHARTS AFFECTED
	LATITUDE		LONGITUDE		DATUM		
	° ' "	D.M. METERS	° ' "	D.P. METERS			
Parkers Island Shoal Light (# 1550)	38 44	803	76 32	993	N.A. 1927	Radial Plot	77, 1225
Rookhole Creek Entrance Light (# 1550.2)	38 45	1803	76 33	411	N.A. 1927	Radial Plot	77, 1225
Rookhole Creek 2 Light (# 1550.3)	Unable to locate on pictures					Topo Sheet 6036	1225
Rookhole Creek 4 Light (# 1550.4)	Unable to locate on pictures					Topo Sheet 6036	1225
Charted Landmarks - The continuance of which is recommended.							
Scaled by J.W. Seager							
Checked by R.D. Cross							

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 points are 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 spire, 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, flagstaves and like objects are not sufficiently permanent to chart.

Date April 16, 1935

## GEOGRAPHIC NAMES

Survey No. T-5348Chart No. 1225Diagram No. 77

Approved by the Division of Geographic Names, Department of Interior. \*

Referred to the Division of Geographic Names, Department of Interior. R

Under investigation. Q

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	<u>Herring Bay</u>	do <sup>ch.</sup> 1225			
	<u>Rockhold Creek</u>	Rochhold Creek			
	<u>Broadwater Creek</u>	do ch 1225			
	<u>Battees Point</u>	—	✓		
	<u>Carrs Creek</u>	—	✓		
	<sup>Tracy</sup> <u>Tracys Creek</u>	— See note page 11	✓		
	<u>Parkers Creek</u>	do ch. 1225			
	<u>Nutwell</u>	do ch 1225			
	<u>Deale</u>	do. ch. 1225			
	<u>Leitchs</u>	do ch. 1225			
	<u>Fairhaven</u>	do ch. 1225.			
	<u>Owings Beach</u>	—	✓		
	<u>Masons Beach</u>	—	✓		
	<u>Owings Cliffs</u>	—	✓		
	<u>Fairhaven Cliffs</u>	—	✓		
	<u>Red Lion Pond</u>	—	✓		
	<u>Holland Point</u>	do ch. 1225			
	<u>North Beach Park</u>	—	✓		
	<u>North Chesapeake Beach</u>	do ch. 1225			
	<u>Friendship</u>	—	✓		
	<u>Mt Harmony</u>	—	✓		
	<u>Herring Bay View</u>	—	✓		

APPROVED NAMES  
UNDERLINED IN RED  
H. L. F. Lemen

REVIEW OF AIR PHOTO COMPILATION NO. *T-5348*Chief of Party: *J.C. Partington*Compiled by: *A.F. Cerrito*Project: *HT-175*Instructions dated: *March 14, 1934*

1. The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown on this compilation. (Par. 16a, b, c, d, e, g and i; 26; and 64)
2. Change in position, or non-existence of wharfs, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 66 g, n)
3. ~~Ground surveys by plane table, sextant, or theodolite have been used to supplement the photographic plot where necessary to obtain complete information, and all such surveys are discussed in the descriptive report. (Par. 65; and 66 d, e)~~  
*No ground surveys used to supplement photographic plot.*
4. ~~Blue prints and maps from other sources which were transmitted by the field party contain sufficient control for their application to the charts. (Par. 28)~~  
*No blue-prints or maps transmitted.*
5. Differences between this compilation and contemporary plane table and hydrographic surveys have been examined and rectified in the field before forwarding the compilations to the office and are discussed in the descriptive report. ✓
6. The control and adjustment of the photo plot are discussed in the descriptive report. Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 12b; 44; and 66 c, h, i)
7. High water line on marshy ~~and mangrove~~ coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)

*High water line on sand beach obtained from field inspection photographs on which it had been traced by the field inspection party.*

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Refer also to the pamphlet "Notes on the Compilation of Planimetric Line Maps from Five Lens Air Photographs."

8. The representation of low water lines, ~~reefs, coral reefs and rocks,~~ and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41)
9. Recoverable objects have been located and described on Form 524 in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 57)  
*Descriptions of recoverable objects on Form 524 are filed under T-5036.*
10. A list of landmarks was furnished on Form 567 and instructions in the Director's letter of July 16, 1934, Landmarks for Charts, complied with. (Par. 16d, e; and 60)
11. All bridges shown on the compilation are accompanied by a note stating whether fixed or draw, clearance, and width of draw if a draw bridge. Additional information of importance to navigation is given in the descriptive report. (Par. 16c)
12. Geographic names are shown on the overlay tracing. The accepted local usage of new names has been determined and they are listed in the report, together with a general statement as to source of information and a specific statement when advisable. Complete discussion of place names differing from the charts and from the U. S. G. S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k)  
*Owensville and Prince Frederick Quadrangles referred to for name comparison. Name list made for approval of Mr. Bacon.*
13. The geographic datum of the compilation is North American 1927 and the reference station is correctly noted.
14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j)
15. The drafting is satisfactory and particular attention has been given the following:
  1. Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report.
  2. The degrees and minutes of Latitude and Longitude are correctly marked.

3. All station points are exactly marked by fine ✓  
black dots.
  4. Closely spaced lines are drawn sharp and clear ✓  
for printing.
  5. Topographic symbols for similar features are of ✓  
uniform weight.
  6. All drawing has been retouched where partially ✓  
rubbed off.
  7. Buildings are drawn with clear straight lines  
and square corners where such is the case on  
the ground.
- (Par. 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48)

16. No additional surveying is recommended at this time.

17. Remarks:

18. Examined and approved;

J. C. Partington  
Chief of Party

19. Remarks after review in office:

*See following pages.*

Reviewed in office by: *Leonard A. Mulsanne May 15, 1935.*  
*V. B. Jones*

Examined and approved:

C. H. Green  
Chief, Section of Field Records  
L. O. Whit  
Chief, Division of Charts

H. B. Borden  
Chief, Section of Field Work  
G. H. Hulse  
Chief, Division of Hydrography  
and Topography.

The heights of bluffs as given below were estimated by the field inspection party. They are not shown on the compilation for they do not apply to a specific location.

At Holland Point	5 to 10 ft.
At Fairhaven Cliffs	30 ft.
At Fairhaven	20 ft.
At Leitchs	15 ft.

Comparison with other surveys and with the charts:

(a) Chart No. 1225. Parkers Island no longer exists.

The wreck 50 feet north of Rockhole Channel Light cannot be identified on the photographs. ~~It has not been transferred to the compilation since its source is not readily available.~~ *and is not shown on the compilation. The wreck is not shown on the 1933 plane table surveys.*

(b) Old topographic surveys

T-198 (1846), 1:20,000 scale. This survey covers all of the compilation, the west shore of Chesapeake Bay from lat.  $38^{\circ} 40'$  to lat.  $38^{\circ} 59'$ . Parkers Island no longer exists. There are large shoreline changes at the entrances of Broadwater Creek, Carrs Creek, Rockhole Creek and Parkers Creek, as well as at the inlet south of Fairhaven. The shoreline west of Holland Point has changed considerably. The road system of the interior country has been developed.

T-2395 (1903), 1:20,000 scale. This survey covers practically all of this compilation, from Holland Point to West River north of Battens Point. The most prominent shoreline changes are found at the mouth of Parkers Creek, at Rockhole Creek and in the vicinity of Fairhaven. The contours on T-2395 are not shown on this compilation. The road system is essentially the same ~~on~~ *as* T-2395 and the compilation. Some new roads have been built, however, and there are new beach developments at North Beach Park, North Chesapeake Beach, and Fairhaven. T-198 and T-2395 are superseded for the area in common with the compilation *except for contours shown on T-2395.*

(c) Recent topographic surveys

T-6035 (1933). There is fair agreement between this survey and the compilation. The shoreline in the bight northwest of triangulation station New 1933 is correct on the compilation. The photographs were further examined here.

The two wrecks in Broadwater Creek, approximate position lat.  $38^{\circ} 47.9'$ , long.  $76^{\circ} 31.7'$  have been transferred to the compilation from T-6035. Their existence has not been disproved by the field inspection party ~~and they~~ *and* do not show on the photographs.

One of the small islands in Carrs Creek in position lat.  $38^{\circ} 47.3'$ , long.  $76^{\circ} 32.0'$  has not been shown on this compilation since it does not appear on the photographs. All detail on T-6035 within the area of this compilation is shown on the compilation with the exception of non-recoverable plane table positions, the magnetic declination and the small island listed in ~~the preceding~~ *the preceding* paragraph.

T-6036 (1933). The following lights have been transferred to the compilation from T 6036. They could not be identified on the photographs.

Light No. 2, 38° 46' 301 m.

76 33 692

Light No. 4, 38 46 446

76 33 962

Positions plotted by L. A. M., April 17, 1935 *Lam*

Positions checked by D. H. B., April 17, 1935 *D.H.B.*

After a further examination of the photographs and T-6036 the following changes have been made on the compilation:

The marine way in Rockhole Creek and the ruins in Herring Bay at Leitchs have been transferred from T-6036. The existence of this detail has not been disproved by the field inspection party.

The small island at the mouth of Rockhole Creek east of Leitchs now appears as a shoal area.

Lone pile, 38° 46' 521 m.

76 32 1153

Unable to identify on photographs  
but not disproved by field inspection.  
Transferred to compilation.

Piles, 38° 45.6'

76 33.45

do

Fence, 38° 43.9'

76 33.0

do

Pile and small pier, in  
Traceys Creek south of  
the highway bridge

do

All piles and rows of piles from Holland Point to the southern edge of the sheet have been transferred from T-6036 to the compilation, except the following groups of piles which could be seen on the photographs. These were traced from the photographs and their positions agree with the positions on T 6036.

(1) 38° 43.32'

76 31.6

(2) 38 43.08

76 31.62

(3) 38 42.4

76 31.9

(4) 38° 43.25'

76 31.6

(5) 38 42.76

76 31.7

All detail on T 6036 within the area of this compilation appears on this compilation with the exception of ~~the small island in Rockhole Creek mentioned above~~, non-recoverable plane table positions and the magnetic declination. The recoverable stations whose descriptions are given on Form 524 are listed in this report on page 12.

*Leonard A. McIsaac*  
*B. G. Jones*