

5400

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

DESCRIPTIVE REPORT

Topographic

Sheet No.

5400

5400

~~Hydrographic~~

77-3

State Maryland

LOCALITY

Chesapeake Bay

Poplar Island and Vicinity

1934

CHIEF OF PARTY

O.S. Reading

U.S. GOVERNMENT PRINTING OFFICE: 1934

5400

DESCRIPTIVE NOTE

SHEET COMPILED IN WASHINGTON OFFICE

No T-5400.

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This
The sheet compiled in Washington covering the northern part of Tilghman Island has been changed slightly at the $38^{\circ} 43'$ parallel. The roads and houses south of Knapps Harrows were changed in position about three meters and additional houses were added to conform with data found on the photographs. Also, all detail south of the $38^{\circ} 43'$ parallel has been erased on the sheet compiled in Washington.

The above changes were made in order to make a satisfactory junction with compilation, No. 5425, which was prepared in the Baltimore Office. The two compilations now join very satisfactorily on the $38^{\circ} 43'$ parallel and the detail at the junction agrees with that shown on the photographs.

In making the junction between these sheets it should be remembered that the ~~the~~ northern sheet is on North American Datum and the southern sheet is on North American 1927 Datum.*

J. C. Partington
J. C. Partington
Jr. P. & G. Engr.
Chief of Party

* *This compilation*
The northern sheet. No T-5400 has been placed on
the North American ¹⁹²⁷ Datum in the Washington office on
January 14, 1935. ¹ L.A.M.

✓ B. G. G.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

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.

REGISTER NO. T-5400 5400

State Maryland

General locality Chesapeake Bay

Locality Poplar Island and Vicinity

Scale 1/10,000 Date of Survey November 28, 1933
Compilation January 19, 1935

Vessel Army Air Corps Plane

Compilation

Chief of party O. S. Reading

Photos plotted

Surveyed by L. A. McGann Larn

Inked by L. A. McGann Larn

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated 19

Remarks: Compilation of five lens aerial photographs enlarged for
scale and printed by photo lithographic process.

Scale Factor = 0.949

Original Projection changed to N. A. 1927 datum by E. A. McGann,

DESCRIPTIVE REPORT TO ACCOMPANY

(a) This sheet is a compilation of five lens aerial photographs taken by the Army Air Corps from an altitude of approximately 5000 feet.

(b) Statistics:

29.5 statute miles of coastline.
7.3 square statute miles of area.
0.0 miles of rivers and streams less than 200 meters wide.

(c) No general report for the project is available. The land is very flat, high for the most part, devoted to cultivation. The area is a section of a peninsula of land on the Eastern Shore of Chesapeake Bay in addition to a group of three islands west of the peninsula.

(d) Photographs No. 246 to 250 inclusive cover the islands. Nos. 260 to 276 inclusive cover the mainland.

<u>Photo Numbers</u>	<u>Date</u>	<u>Time</u>	<u>Stage of Tide</u>
246 - 250	Nov. 28, 1933	10:35 A.M.-1:00 P.M.	Low 6:37 A.M.
260 - 276			High 1:20 P.M.

Mean range of tide here is 1.2 feet.

2. Control:

This is a compilation of data from 1933 to 1937.

plot was made for the islands, ^(Porter, Coaches & Jefferson) as no "fixes" could be made here. (See below).

(b) There is no field inspection available for this sheet. Only two of the triangulation stations shown, Haddaway Cove Beacon, 1933, and Knapp Narrows Beacon, 1933, could be identified on the photos for use in the radial plot. Other control points, topographic stations, were used however, all of which are recoverable and described on Form 524, except Ram. They are as follows:

Ram ✓	Pip (d)	Lew (d) ✓
Neb (d)	Chy (d) ✓	Eva (d) ✓

The coastline of the islands was traced from T-4769 in light blue ink. Minor changes were made in the H. W. line here between rod readings where it was known that the plane table survey was rather sketchy.

It was very difficult to make a good radial plot, for: (1) scarcity of control; (2) tilt of certain photographs; (3) the centers of six photographs being in a water area. (The center of the flight passed to the left of Knapp Narrows).

For control the coastline of T-4769 and T-4770 was transferred in a light blue ink. The coastline of the eastern half of the peninsula was traced after an office inspection of the photographs. No triangulation stations are plotted in this area for two reasons: (1) It is not known whether the old stations here still exist; (2) They could not be identified on the photographs, provided that existence is checked.

(c) Only the graphic symbols approved by the Board of Surveys and Maps were used.

(d) Names. See Report T-4769 for discussion of names used on this sheet.

4. Comparison with Other Surveys:

(a) Satisfactory junction was made with sheet No. T-5425 on the

south. No contemporary sheet adjoins on the north.

T-4769 (1933); T-4770 (1933). These are complete topographic surveys for the area covered. They were used to control the radial plot. There is good general agreement. *See review at back for corrections in the special report to accompany this report. Corrections apply to T-4769 only.*

(b) T-2293 (1899); T-2513 (1900). For comparison see Report T-4769 which gives a graphic comparison of changes in the vicinity of Tilghman Island.

5. Landmarks:

These have been recommended by the field party. A copy of the landmarks is contained in reports for T-4769 and T-4770.

The following topographic stations are recoverable described on Form 524 and shown on the sheet according to the legend notes:

Descriptions Filed with T-4769

Cat (d)	Church (d)
Abe (d)	Bump (d)
Neb (d)	Barn (d)
Nut (d)	Art (d)
Gyp (d)	Ott (d)
Chy (d)	Pip (d)
Sox (d)	Real (d)
The (d)	Tar (d)
Uke (d)	Tex (d)
Vix (d)	Use (d)
Yen (d)	Wax (d)

Descriptions Filed with T-4770

Ed (d)
May (d)
Jak (d)
Roe (d)
Eva (d)

Descriptions filed with T-5400

*The (d)
Sox (d)
Tex (d)*

Stations transferred January 15, 1935 by L. A. McGann. *L.A.M.*

Stations checked January 15, 1935 by D. H. Benson. *D.H. Benson*

6. Recommendations for Further Surveys:

The compilation is believed to have a probable error of ten meters.

Respectfully submitted,

Leonard A. McGann
Leonard A. McGann.

REVIEW OF AIR PHOTO COMPILATION NO.

Chief of Party: *O. S. Reading*Compiled by: *L. A. McGinn*

Project:

Instructions dated: -

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)
The wreck shown on chart 1225 in Harbor Cove is not shown on this sheet. T-4769 does not show it and it could not be picked up in the photographs.
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)
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)~~
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. *see notes file of this job.*
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)

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."

5. (cont.) The plane table surveys T-4769 and T-4770 were used as control for this sheet. During the compilation several small differences in shore-line delineation were noticed. A careful examination of the photographs confirmed the compilation's delineation. The differences were apparently due to sketching between rod readings on the plane table surveys.

Attention is called to the following:

1. Lat. $38^{\circ} 45' 2\frac{1}{3}"$, Long. $76^{\circ} 19'$.

T-4769 shows a small strip of shore-line just east of Sherwood. Part of this strip disagrees with the compilation (T-5400) by as much as 60 meters. This is due to interpretation. The compilation indicates the outer edge of the marsh and the plane table sheet, the inner edge or fast ground line.

2. Lat. $38^{\circ} 45'$, Long $76^{\circ} 20\frac{1}{2}'$.

The delineation of the shore-line of Goat Island is different on the two sheets. The compilation is correct.

3. Lat. $38^{\circ} 46\frac{1}{4}"$ Long $76^{\circ} 23. \cancel{17} \cancel{K}$

The small island shown on T-4769 is also shown on T-5400. The photographs indicate a very indefinite object at this point but it checks the plane table sheet's island exactly. Whether this is an island or not is questionable. It is possible that it is debris, trees, etc. which have sluffed off from Poplar Island.

10. (cont.) Landmarks listed in descriptive report T-4769 (with the exception of "Knapps Narrows Drawbridge" and "Fall Dead Tree") are shown on this sheet. All are described stations except "White Tower", "End of Wharf", and "South Bar Beacon". These three were plotted by *Frank T. Eshline* and checked by *Leonard A. McKinnis*.

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) *Filed under T-4769 and T-4770. These two planetable sheets are on the North American datum. The following correction was applied to the positions: Latitude -11.1 meters, Longitude +4.1 meters.*
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) *Submitted with T-4769 & T-4770
See opposite page*
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) *It is understood that the bridge over Knappa Narrows has been recently replaced. No information is available on this new bridge at this time.*
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) *There are several names shown on this sheet which disagree with chart 1225. See BTR T-4769 for discussion.
(Names are from chart and T-4769)*
13. ✓ The geographic datum of the compilation is *N.A. 1927* and the reference station is correctly noted. *unadjusted*
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.

Note This compilation was made

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;

Chief of Party

19. Remarks after review in office:

See opposite page.

*See following pages for
corrections in special report
to accompany this report.
to T4769
R.M.*

Reviewed in office by:

*Frank G. Enline
B. G. Jones*

Jan. 22, 1935

Examined and approved:

C. K. Green.
Chief, Section of Field Records
R. O. Collett.
Chief, Division of Charts

F. S. Borden
Chief, Section of Field Work
G. H. Wade
Chief, Division of Hydrography
and Topography.

Date 1/21/25

GEOGRAPHIC NAMES

See T-4769

Survey No. 5400Chart No. 1225-77

Diagram No. _____

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

Ø, Not Approved by the Division of Geographic Names, Department of Interior.

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

St. U.S.	Name on Survey	Name on Chart <i>See decisions in T-4769</i>	New Names in local use	Names assigned by Field	Location
	<i>Tilghman</i>				
	<i>Knapps Narrows</i>	<i>Knapp Narrows recommended (T-4769)</i>			
	<i>Back Creek</i>				
	<i>Front Creek</i>				
	<i>Dun Cove</i>				
	<i>Seaths Point</i>				
	<i>Goat Island</i>				
*	<i>Coaches Island</i>	<i>(Not shown on survey)</i>			
	<i>South Bar Point</i>				
*	<i>Poplar Harbor</i>	<i>Poplar Cove</i>			
	<i>Poplar Island</i>				
*	<i>Jefferson Island</i>				
	<i>Valliant Point</i>				
	<i>Sherwood</i>				
	<i>Punch Point</i>				
	<i>Cabin Cove</i>				
*	<i>Ferry Bay</i>	<i>Hollday Bay</i>			
	<i>Waterhole Cove</i>				
	<i>Smith Point</i>				
	<i>Briary Cove</i>				
*	<i>Lowes Wharf</i>	<i>Lowes Bay</i>			
*	<i>Lowes Point</i>	<i>Lowes Point</i>			

Survey No. 54-00

Chart No. 172.5-22

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

~~C~~, Not Approved by the Division of Geographic Names, Department of Interior.

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

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SPECIAL REPORT TO ACCOMPANY T-4769, T-5400

With reference to the note on page 3 of the descriptive report T-4769 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 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 ^{directions} ~~sides~~, sufficient for a good check.

The position of the church can be held with 4 other points on the same photograph.

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.

THE (d)	Scaled by L. A. M. <i>LAM</i>	April 13, 1935.
TEX (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 KNAPP 1933 to the south end of the sheet. ^{photo plot} The ~~new~~ position of UKE agreed with the plane table position. VIX ~~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 CAT (d). The description as submitted with the plane table survey checks the compilation detail. 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 T-5425.

Station ABE (d). This station cannot be recovered on the photographs. The description has been withdrawn from the files 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.

Leonard A. Hulse

B. G. Jones