SC5593-9-111

Chesapeake Landing, Inc.

POST OFFICE BOX 92
CHESTERTOWN, MARYLAND 21620
TELEPHONE—AREA CODE 301, 778-2620

NEW YORK OFFICE:
25 WEST 43RD STREET
NEW YORK, N. Y. 10036
(212) 947-2224

June 4, 1970

Mr. William R. Nuttle
Chestertown, Maryland 21620

Dear Mr. Nuttle:

Mr. Acosta has forwarded to me your letter of May 29th. We would like you to proceed to furnish and set the concrete monuments in 27 of the 28 locations shown on the Map.

However, I think you should not place #10 until after the new bridge is built across Fish Hatchery Road. I believe that we will arrange with Bramble to relocate the ditch so that the drainage can be moved into the proper location.

I suggest that we should let you also replace the missing monuments in other locations on the property. Have you any idea of the scope of this job?

As far as spending extra money for the protection of these monuments, it would seem to me that this should not be our responsibility since all of the streets have been dedicated to the County and any other future damage will be their responsibility.

Sincerely yours,

CHESAPEAKE LANDING, INC.

Willard Bleyer
Vice President

WB:rs

cc to: Robert Acosta

William R. Nuttle
Registered Surveyor
Chestertown, Maryland
Phone: 778-3490

January 3, 1968.

Mr. John Phillips
Chesapeake Landing
Chestertown, Md.

Staking cul-de-sacs for paving, staking various road and lot lines for drainage purposes

$125.00

William R. Nuttle
Registered Surveyor
Chestertown, Maryland 21620

June 2, 1969.

Mr. Robert Acosta
Chesapeake Landing
Chestertown, Md.

Staking centerlines of Towhee, Kinglet, Bunting, and Tern Roads, South Haven, Chesapeake Landing.

$335.00

William R. Nuttle
Registered Surveyor
Chestertown, Maryland 21620
Tel. 778 - 3490

August 1, 1969.

Mr. Roberta Acosta
Chesapeake Landing
Chestertown, Md.

Staking centerline of Millbrook Drive and Watonga Rd. in Millbrook Section 5 and setting controls for measuring for percolation tests; staking centerline of Elbon Rd. and Fermoy Rd.; locating controls on Myers Rd.

$340.00

William R. Nuttle
Registered Surveyor
Chestertown, Maryland
Phone: 778-3490

May 8, 1967.

Mr. John Phillips
Chesapeake Landing
Chestertown, Md.

Locating and marking with concrete monuments and steel fence posts the following control points.

Sheldrake Rd. 18-28
Canvas Back Rd. 29-32 plus 2 remaining P.C.'s at cul-de-sacs
Mallard Point Rd. 126-132
Millbrook Drive 120-125
Clarissa Rd. 113-115, 105-108, 74-76, 116-119
Steel posts set at existing monuments 44,45,74,&62
Marking lot lines on Lots 166-169, Sportsman Sect. 2
Staking east lines of Lots 60&90, Club Sect. 2
Staking west line Lot 112, Club Sect. 3

$675.00

William R. Nuttle
Registered Surveyor
Chestertown, Maryland
Phone: 778-3490

June 27, 1967.

Mr. John Phillips
Chesapeake Landing
Chestertown, Md.

Staking the following roads:

Amiret Rd.
Sheldrake Drive from pt. #19 to Kent Court
Rolla Rd.
Marina Rd. from pt. #37 to Fish Hatchery Rd.

$205.00

William R. Nuttle
Registered Surveyor
Chestertown, Maryland
Phone: 778-3490

October 3, 1967.

Mr. John Phillips
Chesapeake Landing
Chestertown, Md.

Marking key points and staking lines
adjacent to park area on Mill Creek.

$100.00

William R. Nuttle
Registered Surveyor
Chestertown, Maryland 21620

September 19, 1968.

Mr. Robert Acosta
Chesapeake Landing
Chestertown, Md.

Staking centerline of Sandpiper Road in South Haven; referencing control points.

$280.00

William R. Nuttle
Registered Surveyor
Chestertown, Maryland 21620

July 25, 1968

Mr. Robert Acosta
Chesapeake Landing
Chestertown, Md.

Work done February - July 16; Location of streams in South Haven; sketch; staking drainage area in South Haven and others; location of existing ditch in Millbrook 3; rough staking proposed road between Millbrook 1 and Millbrook 4; location of ravines and top of bank in new section, sketch; traverse of South Haven in preparation for staking Sandpiper Rd.; setting controls in center of Fish Hatchery Rd.; staking controls on Schooner and Spinnaker Rds.

$783.00

William R. Nuttle
Registered Surveyor
Chestertown, Maryland 21620

December 9, 1968.

Mr. Robert Acosta
Chesapeake Landing
Chestertown, Md.

Computation and letter giving breakdown of lengths of roads being dedicated to the county; meeting with Mr. Acosta.

$70.00

15

15149

Ches. Land.

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CLEAR      1   100
STORE     17   5000.   5000.
AJANG     17   17
          17   18    508.31    215  5 0.
               19    136.05    220  1 10.
               20    322.11     99  5 0.
                8    172.35    154  3 0.
                9    207.34     83 22 0.
               10    231.40    200 37 0.
               11    270.29    207 27 40.
               12    405.15    100  6 0.
               13    244.01    213 50 0.
               14    254.25     90  7 30.
               15    349.85    156 36 0.
               16    185.77    157 12 40.
               17    174.78     97 48 0.
      0.347        0.192        0.396
AZ OF C.L.=     28     57  35.5  PERIM=        3461.659  CLOSURE=     8722.133
    18     4584.092     4707.868
    19     4549.129     4576.398
    20     4228.708     4609.045
     8     4082.189     4699.783
     9     4210.991     4862.292
    10     4281.677     5082.651
    11     4236.253     5349.107
    12     4617.538     5486.240
    13     4762.315     5682.691
    14     4967.350     5532.325
    15     5144.100     5230.406
    16     5168.527     5046.257
    17     18      508.252    215      5    2.4
    18     19      136.039    255      6   27.0
    19     20      322.079    174     10   56.5
    20      8      172.340    148     13   49.3
     8      9      207.361     51     36    0.9
     9     10      231.419     72     12   53.9
    10     11      270.300     99     40   27.7
    11     12      405.195     19     46   53.9
    12     13      244.035     53     36   40.3
    13     14      254.262    323     44   41.4
    14     15      349.850    300     20   43.6
    15     16      185.762    277     33   22.1
    16     17      174.760    195     20   54.5
    17     17        0.000     89     59   59.9


LOANG       9  8  7  235.61  -177 23 0.
     7     3944.424     4508.647

            8  7  6  319.57  -123 35 30.
     6     4056.994     4209.560

            7  6  5  175.29   143 33 40.
     5     4009.226     4040.905

             6  5  4  218.79  -136 18 0.
     4     4111.558     3847.521

            5  4  3  254.58  -157 50 30.
     3     4306.705     3684.033

            4  3  2  268.89   143 05 0.
     2     4367.778     3422.170


             3  2  45   185.62  176 11 0.
    45     4397.811     3238.996

             8  9  74    25.0   -69 24 0.
    74     4187.188     4869.934

             9  10  62  25.04   -90  1 0.
    62     4257.836     5090.307


INVBR          45   74
    1644.482      2    82    38  29.0

               45   62
    1856.594      2    85    40  34.2
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shift bearings
ccw 0°06'00"

July 9, 1968.

Burgess & Behr
128 Gleneida Ave.
Carmel, N.Y. 10512

Gentlemen:

I apologize for the long delay.

Enclosed is one of the sketches with the approximate top of bank shown. We did not go into too great detail; locations were made at about 100' intervals. Some of the points represent a definite break in the slope, but about one-half of them were points on a slope that I thought should be about the limit of a building lot.

I should point out a mistake in my other plat. Apparently I used the wrong points in locating the large ravine. I have corrected this on the enclosed sketch.

Sincerely yours,

William R. Nuttle.

May 23, 1968.

Mr. Robert Acosta
Chesapeake Landing
Chestertown, Md.

Dear Mr. Acosta:

Enclosed is a sketch showing the location of the three ravines in the new section of Chesapeake Landing.

We looked for some controls close enough to use to mark off the lot in South Haven for Mr. Wurst, but we were unable to find any. Under the circumstances, I am not able to stake these lots until some controls are established.

Sincerely yours,

William R. Nuttle.

May 28, 1970.

Mr. Robert Acosta
Chesapeake Landing
Chestertown, Md.

Dear Mr. Acosta:

My estimate of the cost of re-establishing controls and setting 27 concrete monuments in the South Haven section of Chesapeake Landing is about $500. Monument #10 will fall in the stream crossing Fish Hatchery Road.

Sincerely yours,

William R. Nuttle.

DESCRIPTION OF THE MILLBROOK LAKE AREA, CHESAPEAKE LANDING, THIRD DISTRICT, KENT COUNTY, MD.

Beginning for the same at a point on the waters edge of Millbrook Lake, said point being the northernmost corner of Lot 20 as shown on Map 1, Sportsman's Section, Chesapeake Landing; and running, thence, by and with the northwest side of Lot 20 S 40 48 30 W - 180' more or less to the northeast side of Millbrook Drive; thence, by and with the northeast side of said road N 49 11 30 W - 238.70' to the southernmost corner of Lot 727, Map 5, Millbrook Section; thence, by and with the southeast side of said lot N 40 48 30 E - 205.00' to the easternmost corner of said lot; thence, by and with a new division line between the herein described lands and other lands of Lake Resort Construction Co. N 60 20 50 E - 582.14' to the southwest end of the division line between Lots 96 and 97 as shown on Map 2, Sportsman's Section; thence, by and with the rear of Lots 96 through 94 S 36 40 E - 146.28'; thence, by and with the southeast side of Lot 94 N 62 20 E - 150.00' to the southwest side of Sheldrake Drive; thence, by and with the southwest side of said road S 27 40 E - 87.81' to the northernmost corner of Lot 47, Map 1, Sportsman's Section; thence, by and with the northwest side of Lot 47 S 62 20 W - 150.00'; thence, by and with the rear of Lots 47 through 29 the three following courses and distances: (1) S 27 40 E - 500.00', (2) S 20 36 10 E - 202.78', and (3) S 15 37 E - 250.00'; thence, by and with the south side of Lot 29 N 74 23 E - 150.00' to the west side of Sheldrake Drive; thence, by and with the west side of said road S 15 37 E - 85.54' to the northeast corner of Lot 28; thence, by and with the north side of Lot 28 S 87 49 28 W - 150.00'; thence, by and with the rear or west lines of Lots 28 through 21 S 05 51 28 E - 150.00' and S 04 50 W - 250.00'; thence, by and with the south side of Lot 21 S 85 10 E - 150.00' to the west side of Sheldrake Drive; thence, by and with the west, north and east side of said road and of Millbrook Drive the six following courses: (1) along a curve to the right the radius of which is 500.00' and the arc of which is 180.64', (2) S 25 32 W - 208.68', (3) along a curve to the right the radius of which is 235.00' and the arc of which is 686.36', (4) N 12 52 30 E - 142.29', (5) along a curve to the left the radius of which is 430.00' and the arc of which is 189.83', and (6) N 12 25 10 W - 43.63' to the southwest corner of Lot 1, Map 1, Sportsman's Section; thence, by and with the south side of Lot 1 N 77 34 50 E - 165' more or less to the waters edge of Millbrook Lake; thence, by and with the meanderings of the waters edge of Millbrook Lake, which forms the northeast boundaries of Lots 1 through 20, to the place of beginning.

April 25, 1973.

William R. Nuttle.

DESCRIPTION OF A DRAINAGE AREA, CHESAPEAKE LANDING, SIXTH DISTRICT, KENT COUNTY, MD.

Beginning for the same at a point on the northeast side of Schooner Road, said point being the southeast corner of Lot 143 as shown on Map 3, Club Section, Chesapeake Landing; and running, thence, by and with the northeast side of said road along an arc the radius of which is 750.00' and the arc length of which is 127.23' and N 56 30 W - 165.07' to the southeast corner of Lot 191; thence, by and with said Lot 191 N 17 49 40 E - 355' more or less to the mean high waters of a channel of Worton Creek; thence, by and with said creek in an easterly direction to the northwest corner of Lot 126; thence, by and with the west side of said lot S 09 04 20 E - 209' more or less to a cul-de-sac at the westerly end of Spinnaker Road; thence, by and with said cul-de-sac along an arc the length of which is 78.39' and the radius of which is 40' to the northwest corner of Lot 147; thence, by and with the west side of Lots 147 and 143 S 0 29 40 W - 184.04' to the place of beginning.

April 25, 1973.

William R. Nuttle.

DESCRIPTION OF THE DOCK AREA, CHESAPEAKE LANDING, THIRD DISTRICT, KENT COUNTY, MD.

Beginning for the same at a point on the mean high waters of Mill Creek, said point being the southwest corner of Lot 632, Map 4, Millbrook Section, Chesapeake Landing; and running, thence, by and with the south side of said Lot S 60 18 10 E - 345.68' more or less to a point on the cul-de-sac at the south end of Mallard Point Road; thence, by and with said cul-de-sac along an arc the radius of which is 40.00' and the arc length of which is 115.56' to the southwest corner of Lot 656; thence, by and with the south side of said Lot S 54 55 E - 200.00'; thence, by and with the rear or east sides of Lots 56 through 666 N 35 05 E - 550.00'; thence, by and with the north side of Lot 666 N 54 55 W - 210.98' to the east side of Mallard Point Road; thence, by and with the east side of said road along an arc the radius of which is 290.99' and the arc length of which is 8.35' to the southwest corner of Lot 667; thence, by and with the south sidessof Lots 667, 669, and 670 S 54 55 E - 213.37'; thence, still by and with the south side of Lot 670 and with Lots 671 through 673 S 54 07 40 E - 192.51' to the west side of Lot 674; thence, by and with the west sides of Lots 674 and 675 S 28 50 W - 52.16'; thence, by and with the south side of Lots 675 through 677 S 62 13 40 E - 196.57' to the northwest side of Clarissa Road; thence, by and with the northwest side of said road S 55 18 W - 9.02' to the northeast corner of Lot 678; thence, by and with the north side of said lot N 62 13 40 W - 192.55'; thence, by and with the rear or west sides of Lots 678 through 682 S 28 50 W - 82.00' and S 18 59 10 W - 202.15' to the westernmost corner of Lot 683; thence, by and with the southwest side of said lot S 29 21 30 E - 208.47' to the northwest side of Clarissa Road; thence, by and with the northwest side of said road along an arc the radius of which is 50.00' and the arc length of which is 80.59' to the southeast corner of Lot 436, Map 2, Millbrook Section; thence, by and with the northeast side of said lot N 17 50 10 W - 173.04'; thence, by and with the rear or northwest sides of Lots 436 through 424 N 89 59 20 W - 163.14', S 72 09 50 W - 383.05', and S 43 42 W - 201.45'; thence, by and with the southwest side of Lot 424 S 46 18 E - 150.00' to the northwest side of Clarissa Road; thence, by and with the northwest side of said road S 43 42 W - 91.59' to the easternmost corner of Lot 631, Map 3, Millbrook Section; thence, by and with Lots 631 and 629 through 621 the four following courses and distances: (1) N 46 18 W - 239.86', (2) N 74 41 20 W - 242.62', (3) S 70 56 W - 169.12', and (4) S 33 40 40 W - 201.67' to the north side of Clarissa Road; thence, by and with the north side of said road along an arc the radius of which is 125.00' and the arc length of which is 25.00' to the southeast corner of Lot 620;

thence, by and with the side and rear lines of Lots 620 and 619 N 33 40 40 E - 161.61', N 22 04 W - 61.15', and S 67 56 W - 150.00' to the northeast side of Clarissa Road; thence, by and with the northeast side of said road along an arc the radius of which is 250.00' and the arc length of which is 15.66' to the southernmost corner of Lot 618; thence, by and with the southeast side of said lot N 67 56 E - 150.49'; thence, by and with the rear of Lots 618 through 610 N 37 00 W - 254.23' and N 77 27 W - 351.63' to the east side of Kasota Road; thence, by and with said road along an arc the radius of which is 78.90' and the arc length of which is 87.65, and N 76 12 E - 73.96' to the westernmost corner of Lot 287, Map 2, Buckneck Section; thence, by and with the southwest side of Lot 287 S 57 54 E - 203.02'; thence, by and with the rear lines of Lots 287 through 291 S 89 54 20 E - 94.34' and N 32 06 E - 208.78'; thence, by and with the northeast side of Lot 291 N 57 54 W - 150.00' to Kasota Road; thence, by and with the southeast side of said road N 32 06 E - 18.74' to the southernmost corner of Lot 292; thence, by and with the southeast side of said lot N 58 54 E - 251.92' more or less to the mean high waters of Mill Creek; thence, by and with the mean high waters of said creek, in a generally southeasterly, easterly and northeasterly directions, to the place of beginning.

April 25, 1973.

William R. Nuttle.

PROPERTY _____ DATE _____

STA. - STA.	BEARING	DIST.	SIN.	COS.	LATITUDE		DEPARTURE		COORDINATE	
					N	S	E	W	LATITUDE	DEPARTURE
						XXXXX		XXXXX	17893.46	16314.20
114 - A	S67°56'W	50.00	9267474	3756852	XXXXX	18.78	XXXXX	46.34		
						XXXXX	43.40	XXXXX		
A - B	S22°04'E	115.51	3756852	9267474	XXXXX	107.05	XXXXX			
						XXXXX		XXXXX		
B - C	S34°04'W	33.30	5601572	8283864	XXXXX	27.59	XXXXX	18.65	17740.04	16292.61
						XXXXX		XXXXX		
C - D	"	930.13	"	"	XXXXX	770.51	XXXXX	521.02		
						XXXXX	20.71	XXXXX		
D - E	S55°56'E	25.00	8283864	5601572	XXXXX	14.00	XXXXX		16955.53	15792.30
						XXXXX	20.71	XXXXX		
C - F	"	"	"	"	XXXXX	14.00	XXXXX		17726.04	16313.32
					31.70	XXXXX		XXXXX	16930.35	15694.85
(12) - G	N55°04'50"W	55.37	8199577	5724242	XXXXX		XXXXX	45.40	16962.05	15649.45
21.909 5092						XXXXX	142.85	XXXXX		
G - E	S87°23'10"E	143.00	9989595	0456051	XXXXX	6.52	XXXXX		16955.53	15792.30
.414 5497					83.85	XXXXX	34.76	XXXXX	17726.04	16313.32
F - 115	N22°31'E	90.77	3829522	9237682	XXXXX		XXXXX		17809.89	16348.08
						XXXXX		XXXXX		
					XXXXX		XXXXX			
						XXXXX		XXXXX		
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PROPERTY Chesapeake Landing - South Haven traverse DATE June 14, 1968

STA. - STA.	BEARING	DIST.	SIN.	COS.	LATITUDE N	LATITUDE S	DEPARTURE E	DEPARTURE W	COORDINATE LATITUDE	COORDINATE DEPARTURE
						XXXXX		XXXXX		
50 - 55	S10°21'50"W	488.91	1798992	9836850	XXXXX	480.93	XXXXX	87.95		
						XXXXX		XXXXX		
55 - 56	S02°58'20"W	1247.10	0518518	9986548	XXXXX	1245.42	XXXXX	64.66		
.0884003					1726.35	XXXXX	152.61	XXXXX		
56 - 50	N05°03'10"E	1733.08	0880733	9961140	XXXXX		XXXXX			
						XXXXX		XXXXX		
					XXXXX		XXXXX			
						XXXXX		XXXXX	8709.45	9679.69
10 - 14	S10°48' W	209.41	1873813	9822873	XXXXX	205.70	XXXXX	39.24	8503.75	9640.45
						XXXXX	205.76	XXXXX		
14 - 15	S41°59'30"E	307.56	6690225	7432421	XXXXX	228.59	XXXXX		8275.16	9846.21
.0891618					1724.84	XXXXX	153.79	XXXXX		
15 - 13	N05°05'40"E	1731.68	0887977	9960497	XXXXX		XXXXX		10000.00	10000.00
						XXXXX		XXXXX		
					XXXXX		XXXXX			
						XXXXX	894.07	XXXXX	16930.35	15694.85
12 - A	S55°04'50"E	1090.38	8199577	5724242	XXXXX	624.16	XXXXX		16306.19	16588.92
						XXXXX	149.80	XXXXX	14888.15	16302.10
2 - B	S87°01'40"E	150.00	9986548	0518518	XXXXX	7.78	XXXXX		14880.37	16451.90
						XXXXX		XXXXX		
B - C	S02°58'20"W	300.94	0518518	9986548	XXXXX	300.54	XXXXX	15.60	14579.83	16436.30
.0884056					1726.36	XXXXX	152.62	XXXXX		
C - A	N05°03'10"E	1733.09	0880733	9961140	XXXXX		XXXXX		16306.19	16588.92
						XXXXX		XXXXX		
					XXXXX		XXXXX			
.0645519						XXXXX	8.14	XXXXX	15015.55	16268.99
30 - 12	S03°41'40"E	126.36	0644355	9979219	XXXXX	126.10	XXXXX		14889.45	16277.13
						XXXXX		XXXXX		
					XXXXX		XXXXX			
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PROPERTY *Chesapeake Landing* DATE

STA. - STA.	BEARING	DIST.	SIN.	COS.	LATITUDE N	LATITUDE S	DEPARTURE E	DEPARTURE W	COORDINATE LATITUDE	COORDINATE DEPARTURE
					248.66	XXXXX		XXXXX	1000.00	1000.00
45-47	N60°59'W	512.64	8744786	4850640	XXXXX		XXXXX	448.29		
						XXXXX	43.72	XXXXX		
47-A	S60°59'E	50.00	"	"	XXXXX	24.25	XXXXX			
						XXXXX		XXXXX		
A-B	S29°01'W	140.69	4850640	8744786	XXXXX	123.03	XXXXX	68.24		
						XXXXX	69.34	XXXXX		
B-C	S11°50'E	338.15	2050655	9787483	XXXXX	330.96	XXXXX			
						XXXXX	365.45	XXXXX		
C-D	S75°18'20"E	377.81	9672924	2536642	XXXXX	95.84	XXXXX		674.58	961.98
.1168336					325.42	XXXXX	38.02	XXXXX		
D-45	N06°39'50"E	327.63	116 0448	993 2440	XXXXX		XXXXX		1000.00	1000.00
						XXXXX		XXXXX		
					XXXXX		XXXXX			
						XXXXX		XXXXX		
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PROPERTY *Chesapeake Landing* DATE

STA. - STA.	BEARING	DIST.	SIN.	COS.	LATITUDE N	LATITUDE S	DEPARTURE E	DEPARTURE W	COORDINATE LATITUDE	COORDINATE DEPARTURE
						XXXXX	45.12	XXXXX	15907.48	20037.02
13 - B	S64° 28'E	50.00	9023347	4310361	XXXXX	21.55	XXXXX			
						XXXXX		XXXXX		
B - C	S25° 32'W	36.39	4310361	9023347	XXXXX	32.84	XXXXX	15.69	15853.09	20066.45
.1201736						XXXXX		XXXXX		
C - 4	S06°51'10"W	150.78	1193186	9928560	XXXXX	149.70	XXXXX	17.99	15703.39	20048.46
						XXXXX		XXXXX		
					XXXXX		XXXXX			
						XXXXX		XXXXX		
					XXXXX		XXXXX			
						XXXXX		XXXXX		
					XXXXX		XXXXX			
						XXXXX		XXXXX		
					XXXXX		XXXXX			
						XXXXX		XXXXX		
					XXXXX		XXXXX			
						XXXXX		XXXXX		
					XXXXX		XXXXX			
						XXXXX		XXXXX		
					XXXXX		XXXXX			
						XXXXX		XXXXX		
					XXXXX		XXXXX			
						XXXXX		XXXXX		
					XXXXX		XXXXX			
						XXXXX		XXXXX		
					XXXXX		XXXXX			
						XXXXX		XXXXX		
					XXXXX		XXXXX			
						XXXXX		XXXXX		
					XXXXX		XXXXX			
						XXXXX		XXXXX		
					XXXXX		XXXXX			
						XXXXX		XXXXX		
					XXXXX		XXXXX			
						XXXXX		XXXXX		
					XXXXX		XXXXX			
						XXXXX		XXXXX		
					XXXXX		XXXXX			
						XXXXX		XXXXX		
					XXXXX		XXXXX			
						XXXXX		XXXXX		
					XXXXX		XXXXX			
						XXXXX		XXXXX		
					XXXXX		XXXXX			
						XXXXX		XXXXX		
					XXXXX		XXXXX			
						XXXXX		XXXXX		
					XXXXX		XXXXX			

PROPERTY Chesapeake Landing **DATE** April 18, 1967

STA. - STA.	BEARING	DIST.	SIN.	COS.	LATITUDE N	LATITUDE S	DEPARTURE E	DEPARTURE W	COORDINATE LATITUDE	COORDINATE DEPARTURE
7.8501517						XXXXX	1629.77	XXXXX	18102.33	15708.79
45 - 74	S82°44'30"E	1642.94	9919866	126 3432	XXXXX	207.61	XXXXX		17894.72	17338.56
13.5380112						XXXXX	1850.24	XXXXX	18102.33	15708.79
45 - 62	S85°46'30"E	1855.28	9972824	0736734	XXXXX	136.67	XXXXX		17965.66	17559.03
						XXXXX		XXXXX		
					XXXXX		XXXXX			
6.0995671						XXXXX	183.17	XXXXX	4397.81	3239.00
45 - 2	S80°41'20"E	185.62	9868244	1617952	XXXXX	30.03	XXXXX		4367.78	3422.17
						XXXXX		XXXXX		
					XXXXX		XXXXX			
						XXXXX		XXXXX		
					XXXXX		XXXXX			
						XXXXX		XXXXX		
					XXXXX		XXXXX			
						XXXXX		XXXXX		
					XXXXX		XXXXX			
						XXXXX		XXXXX		
					XXXXX		XXXXX			
						XXXXX		XXXXX		
					XXXXX		XXXXX			
						XXXXX		XXXXX		
					XXXXX		XXXXX			
						XXXXX		XXXXX		
					XXXXX		XXXXX			
						XXXXX		XXXXX		
					XXXXX		XXXXX			
						XXXXX		XXXXX		
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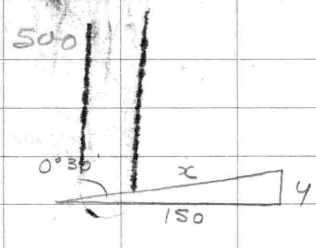
					XXXXX		XXXXX			
						XXXXX		XXXXX		
					XXXXX		XXXXX			
						XXXXX		XXXXX		
					XXXXX		XXXXX			
						XXXXX		XXXXX		
					XXXXX		XXXXX			

Ches. Landing -
check to see that
the C.M. at cor.
of Plummer on
Buck Neck Rd. is
the corner of the
lot.

69.17



$\cos\alpha = \frac{150}{x}$ $\tan\alpha = \frac{y}{150}$

$x = 150 \sec\alpha$ $y = 150 \tan\alpha$

$x = 150.00$

$$\begin{array}{r} 2\,\underline{)\,.872} \\ .436 \\ \hline 1.31 \end{array}$$

$$\begin{array}{r} 61.15 \\ -\ 1.31 \\ \hline 59.84 \end{array}$$

70.87 - check ?

64.81
25
89.81

$R = 125$

$Lc = 189.81$

$\Delta = 87°$

$Lc = R\,x$

$x = \frac{Lc}{R} = \frac{64.81}{\frac{250}{125}}$

$= .2592400$

$\Delta = 14°\,51'$

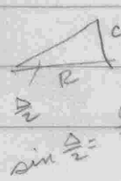
$\frac{\Delta}{2} = 07°\,25'\,30''$

$x = \frac{89.81}{\frac{250}{125}}$

$= .3592400$

$\Delta = 20°\,35'$

$\frac{\Delta}{2} = 10°\,17'\,30''$



$\frac{\Delta}{2}$

$\sin\frac{\Delta}{2} = \frac{C}{2R}$

$C = 2R \sin\frac{\Delta}{2}$

$C = \frac{250}{500} \times 1292283$

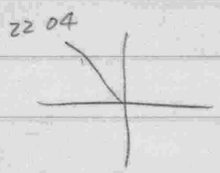
$C = 64.61$

$C = 500 \times 1786591$

$C = 89.33$

179 59 60
07 25 30
R 172° 34' 30" - 64.61

179 59 60
10 17 30
R 169° 42' 30" - 89.33



259 2400
5184800

359 2400
2
7184800

$x = \frac{64.81}{125}$

$x = 5184800$

$\Delta = 29°\,42'$

$\frac{\Delta}{2} = 14°\,51'$

$x = 7184800$

$\Delta = 41°\,10'$

$\frac{\Delta}{2} = 20°\,35'$

67 55 60 40
33 40 40
34 15 20

29 42
41 10
70 52
2 35

$C = 250 \times 2562894$

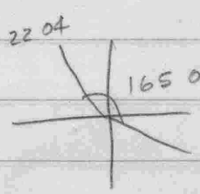
$C = 64.07$

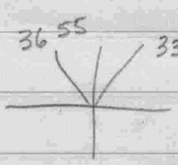
$C = 250 \times 3515693$

$C = 87.89$

179 60 60
14 51
R 165° 09' - 64.07

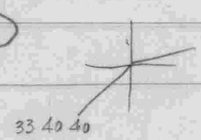
179 60
20 35
R 159° 25' - 87.89





22 04
180
202 04
201 64
165 09
36 55
33 40 40
R 70° 35' 40" - 161.61

202 04
201 64
159 25
42 39
33 40 40
R 76° 19' 40" - 201.67



33 40 40
180
213 40 40
212 100 40
70 56
142 44 40

Ches. Land.

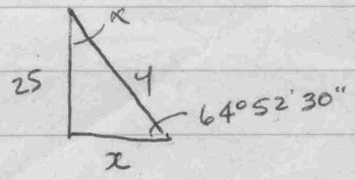
CLEAR	1	100		
STORE	17	5000.	5000.	
AJANG	17	17		
	17	18	508.31	215 5 0.
		19	136.05	220 1 10.
		20	322.11	99 5 0.
		8	172.35	154 3 0.
		9	207.34	83 22 0.
		10	231.40	200 37 0.
		11	270.29	207 27 40.
		12	405.15	100 6 0.
		13	244.01	213 50 0.
		14	254.25	90 7 30.
		15	349.85	156 36 0.
		16	185.77	157 12 40.
		17	174.78	97 48 0.

If the error of closure is greater than 5000, proceed with the following

LOANG	9 8 7	235.61	-177 23 0.
	8 7 6	319.57	-123 35 30.
	7 6 5	175.29	143 33 40.
	6 5 4	218.79	-136 18 0.
	5 4 3	254.58	-157 50 30.
	4 3 2	268.89	143 05 0.
	3 2 45	185.62	176 11 0.
	~~2 1 50 44 45~~		
	8 9 74	25.0	-69 24 0.
	9 10 62	25.04	-90 1 0.
INVBR	45 74		
	45 62		

Chesapeake Landing - Aug 9, 1967

Check to see if it is feasible to build road between Lots 291 & 292 Buck Neck to go to boat dock - if not, mark rd between 620 & 621 - also mark corners of 292, 632, & 291 (see plat)



10 15
54 37 30
64 52 30

89 59 60
64 52 30
25 07 30

~~tan x = 25/x~~

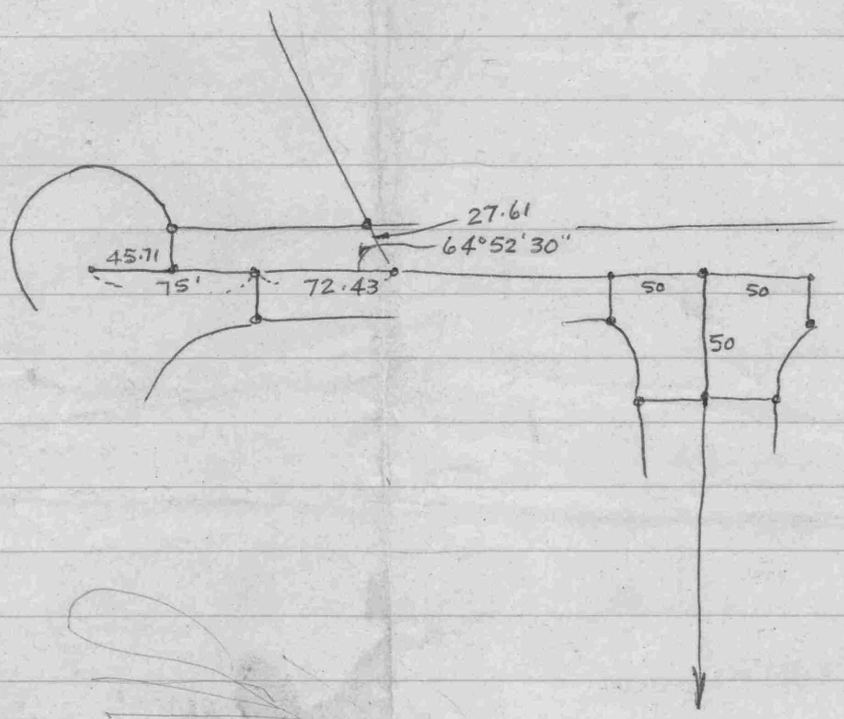
$\tan x = \frac{x}{25}$

$x = 25 \times 4689664 = 11.72$

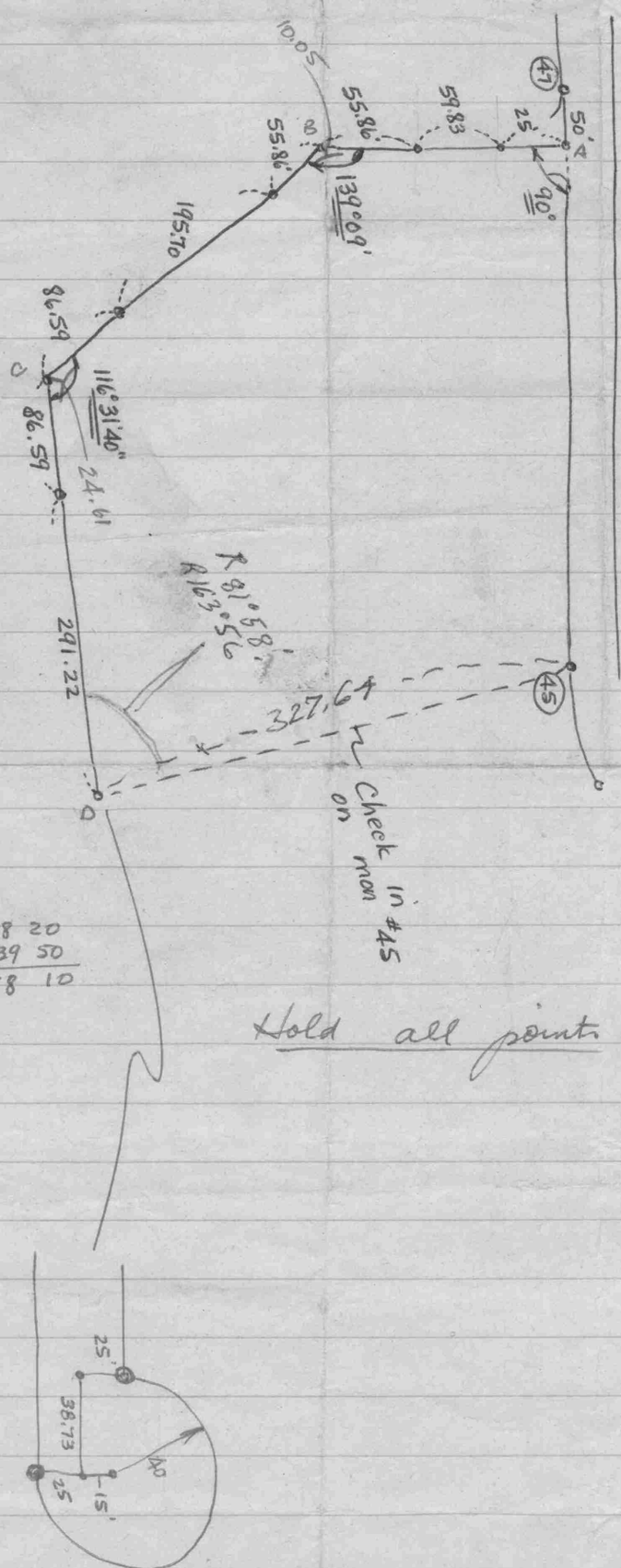
$\cos x = \frac{y}{25}$ $\frac{25}{y}$

$y = \frac{25}{9053836} = 27.61$

45.71
90
11.72
147.43
−75
72.43



Chesapeake Landing



102.05
71.13
2|173.18
86.59

65.17
46.55
2|111.72
55.86

179 60
40 51
139 09

179 59 60
63 28 20
116 31 40

71.56
57.25
2|128.81
64.40
79.55
25
168 .95

79.55
25
104.55

179 59 60
31 56 50
148 03 10

75 18 20
06 39 50
81°58 10

10 48
30 43 50

29 103 50
10 48
19 55 50

25
38.73
40
15'
25

90.86
62 13
38.73

South Haven

Curve

Δ = 51°31'10"

R = 150

134.88 = Lc.

72.38 = tan.

130.38 = ch'd.

Curve

Δ = 43°26

R = 225

Lc = 170.56

tan = 89.61

ch'd = 166.51

Curve

Δ = 44°59'

R = 225

Lc = 176.65

tan = 93.16

ch'd = 172.15

Curve -

Δ = 73°54'40"

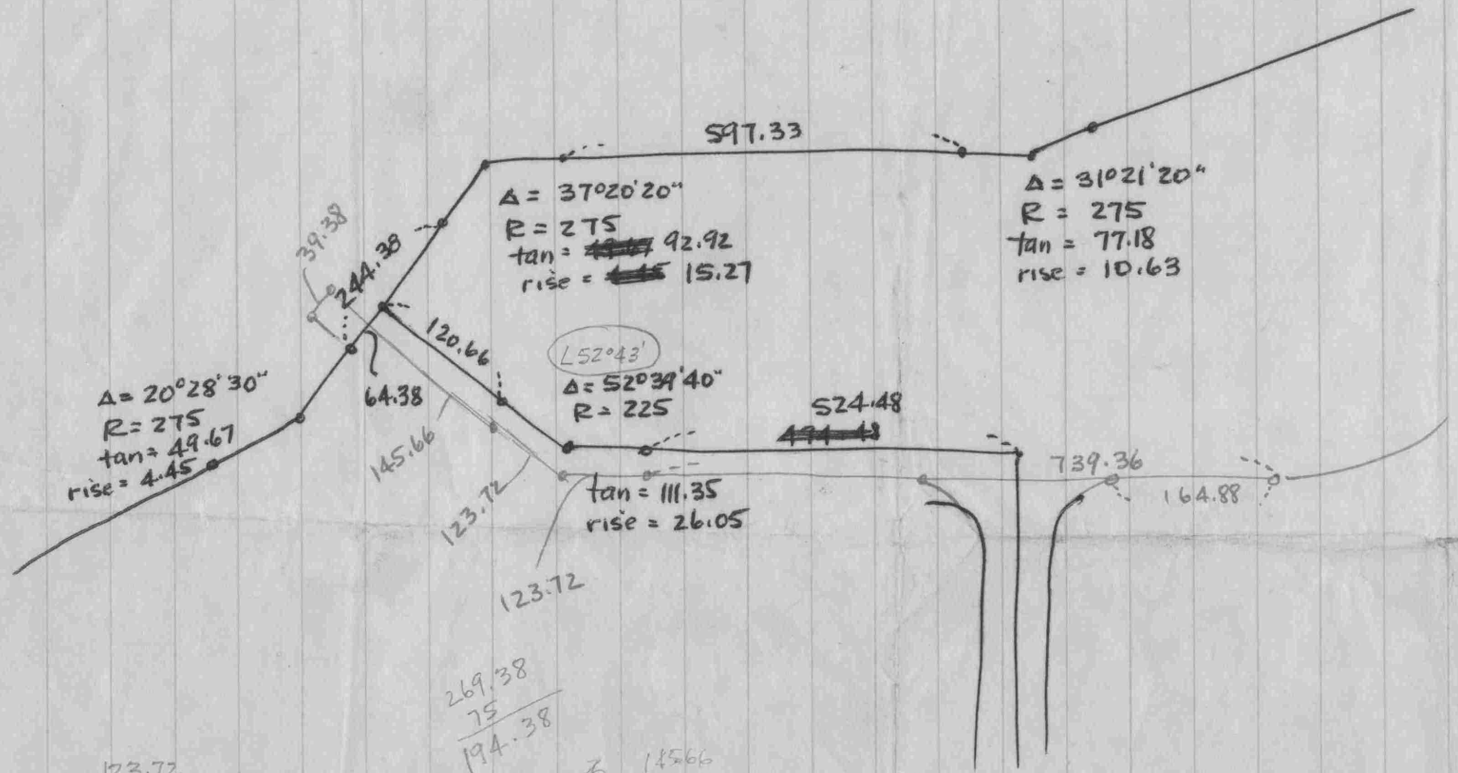
R = 225

Lc = 290.25

tan = 169.28

ch'd = 270.54

Chesapeake Landing - Millbrook S



269.38
75
194.38

123.72
739.36
863.08

111.35
751.79
863.14

145.66
123.72
269.38

244.38
180
64.38

70.66
50
120.66

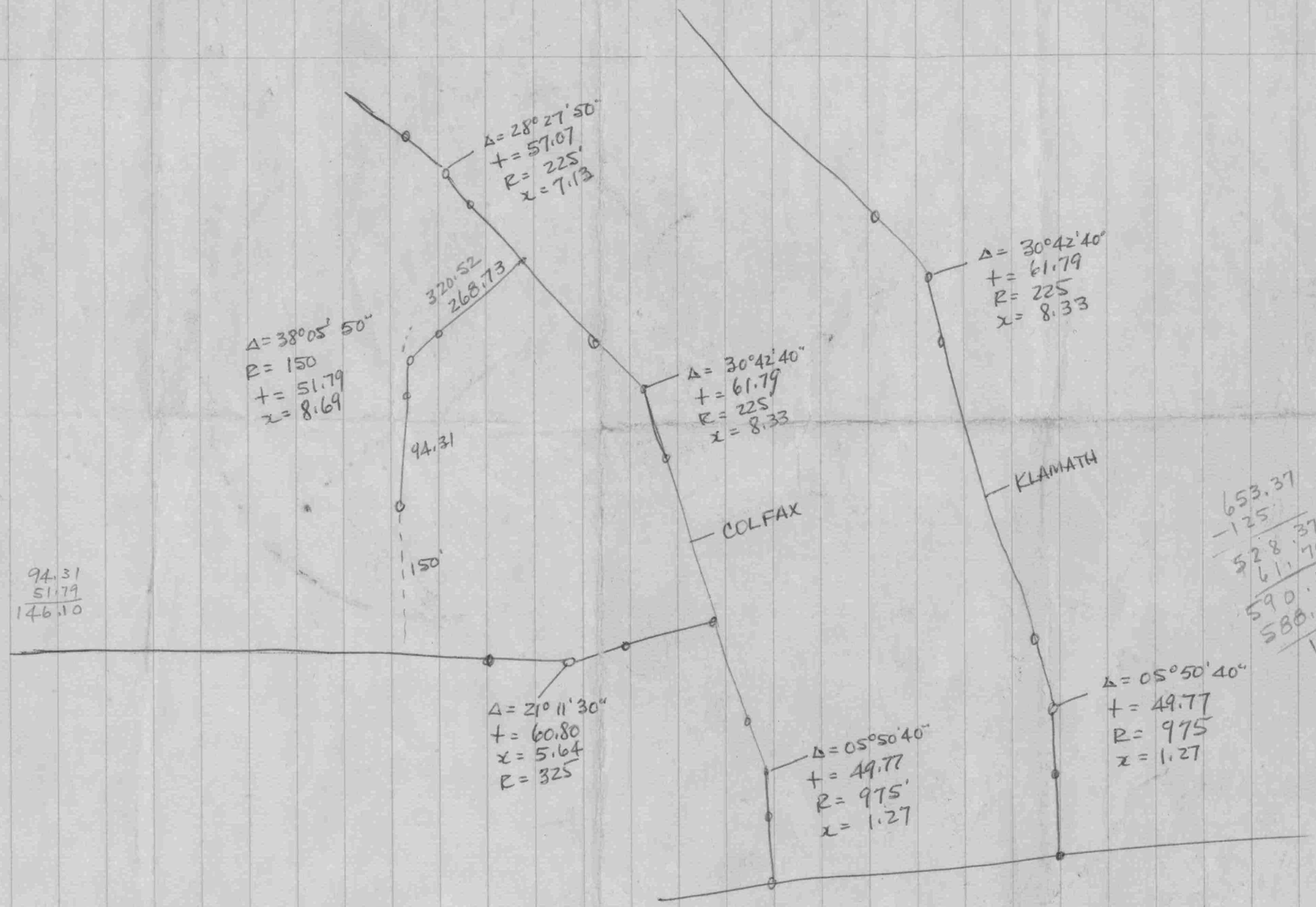
474.48
50
524.48

751.79

60.42
43.16
2) 103.58
51.79

94.31
16.85
77.46

Chesapeake Landing



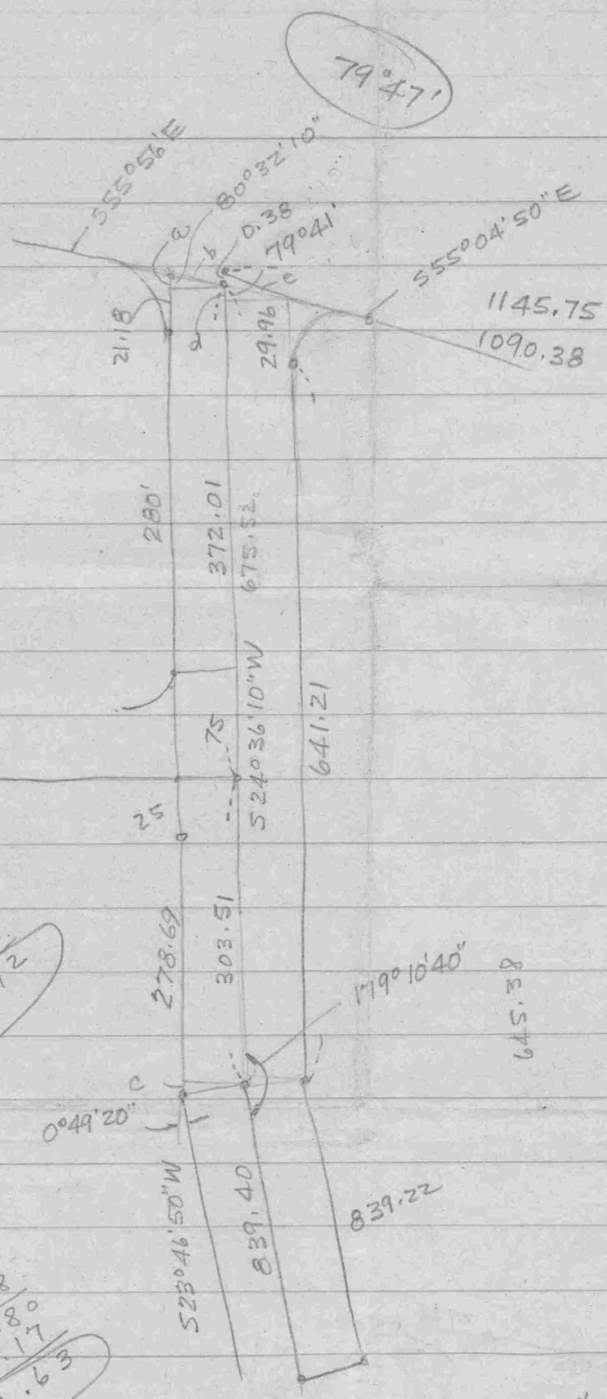
653.37
−125
528.37
61.79
590.16
588.45
1.71

Jan. 2, 1970

W.B.
Talked to Mr. Sutton of C. & P. Tel. - wants controls from Buckneck Landing Rd. along Elbon to Cloquet, along Cloquet to Sayre staked in order to set poles - call him when completed - 778-9977

Acosta ordered work done - send bill to
Chesapeake Landing
% Willard Blayer
25 W. 43th St.
Suite 407
New York, N.Y.

1145.75
1144.89
.86



6
3
18
11
18
18
198

55 04 50
24 36 10
79 41 00

29.46
122.50
82.71
50.00
26.00
50.00
361.17
4.55
365.72

675.90
675.52
.38

state-C

179 59 60
0 49 20
179 10 40

839.22
18
839.40

21.18
280
75
376.18
-.38
375.80
4.17
371.63

state-rail

371.63
365.72
5.91

25.34
21.18
46.52

303.51
260.18
43.33

135.18

307.02
125
50
482.02
18
481.84

$\tan\alpha = \frac{a}{25}$

$a = 25 \tan\alpha$ (16666948) $= 4.17$

$\cos\alpha = \frac{25}{b}$

$b = \frac{25}{\cos\alpha}$ (9863894) $= 25.34$

24 36 10
55 56
80 32 10

89 59 60
80 32 10
09 27 50

23 95 70
23 46 50
0°49'20"

2) 0 48 80
0°24'40"

$\frac{D}{2}$ =

$c = 25 \tan 0°24'40"$
0071754

$= 0.18$

$d = 25 \tan 10°19'$ (1820313) $= 4.55$

$e = \frac{25}{\cos 10°19'}$ (9838330) $= 25.41$

423.22
18
423.40

481.84
423.40
58.44

128 29
92 24
130 53

$\frac{x}{150} = \frac{60.32}{125}$

$x = \frac{60.32 \times 150}{125}$

650
23.22
26
50
749.22
485.48
263.74

60.32
5 | 361.92
72.38

179 60
44°59'
135°01'

179 60
43 26
136 34
179 59 60
73 54 40
106 05 20
50
54.63
72.38
177.01

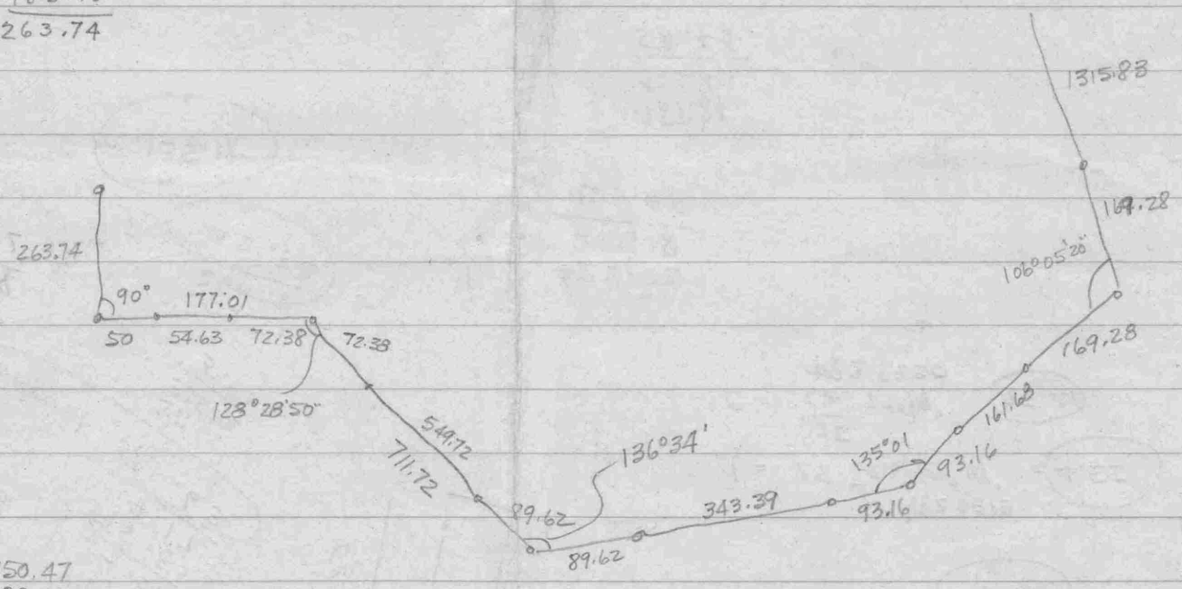
179 59 60
51 31 10
128 28 50

79.66
99.57
2 | 179.23
89.62

150.47
188.09
2 | 338.56
169.28

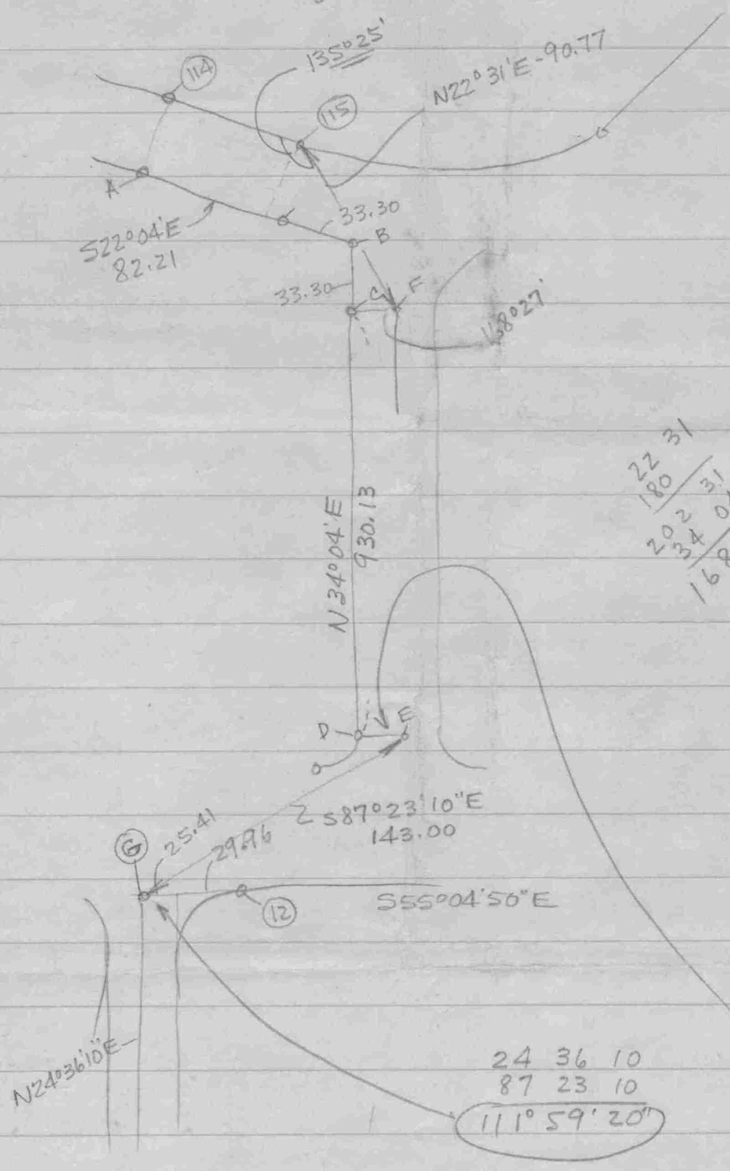
72.38
549.72
89.62
711.72

82.81
103.51
2 | 186.32
93.16



114 - 17893.46 16314.20

Chesapeake Landing



22 04
22 31
44 35

179 60
44 35
135 25

89 60
22 04
67 56

82.21
33.30
115.51

22 31
180
202 31
34 04
168 27

89 60
34 04
55 56

25.41
29.96
55.37

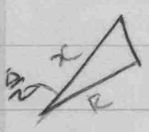
(12) 16930.35
15694.85

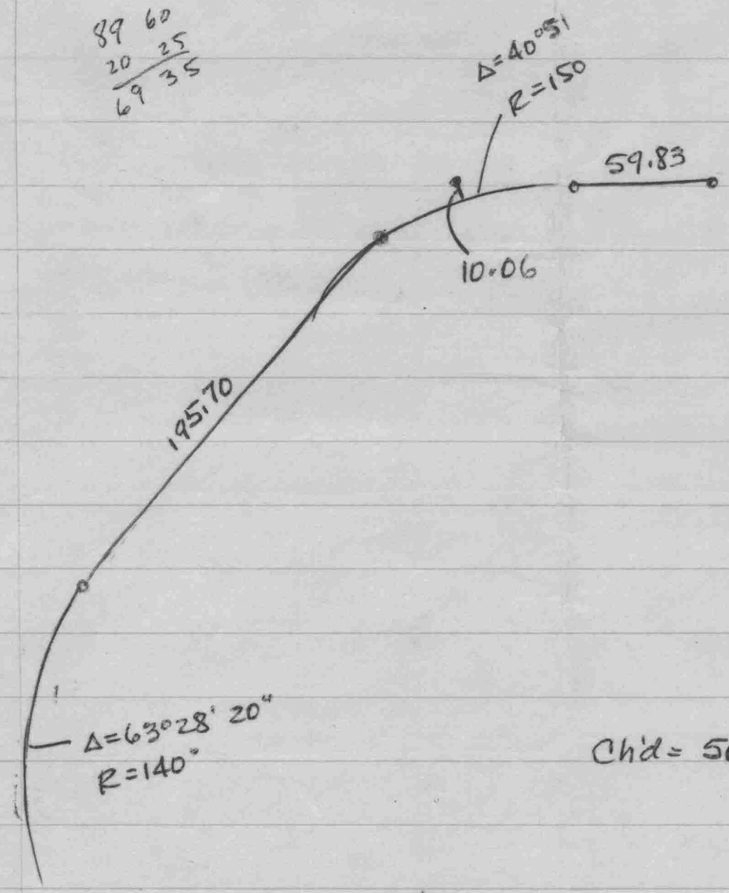
87 23 10
34 04
121°27' 10"

24 36 10
87 23 10
111°59' 20"

Ches. Land.

89 60
20 25
69 35



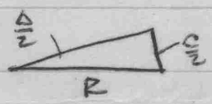


$$x = \frac{R}{\cos \frac{\Delta}{2}}$$

$$x = \frac{150}{\cos 20°25'30''} = 160.06$$

9371298

Ch'd = 50'



$$\sin \frac{\Delta}{2} = \frac{C}{2R}$$

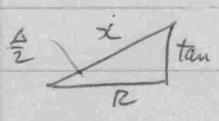
$$\sin \frac{\Delta}{2} = \frac{50}{280} = .1785714$$

$\frac{\Delta}{2}$ = 10°17'10", ch'd = 50

$\Delta = 38\ 05\ 50$

$2 \overline{)38\ 04\ 110}$

$19^\circ 02' 55''$



$R = 150'$

$\cos\frac{\Delta}{2} = \frac{R}{x}$

$x = \frac{R}{\cos\frac{\Delta}{2}}$

$x = \frac{150}{\cos 19^\circ 02' 55''} = 158.69$ (8.69) ✓

$\Delta = 28\ 27\ 50$ $R = 225$

$2 \overline{)28\ 26\ 110}$

$14\ 13\ 55$

(7.13) ✓

$x = \frac{225}{\cos 14^\circ 13' 55''} = 232.13$

$\Delta = 2 \overline{)30\ 42\ 40}$

$15\ 21\ 20$

(8.33) ✓

$x = \frac{225}{\cos 15^\circ 21' 20''} = 233.33$

$\Delta = 21^\circ 11' 30''$

$2 \overline{)20\ 70\ 90}$

$10^\circ 35' 45''$

(5.64) ✓

$x = \frac{325}{\cos 10^\circ 35' 45''} = 330.64$

$\Delta = 05^\circ 50' 40''$ $R = 975$

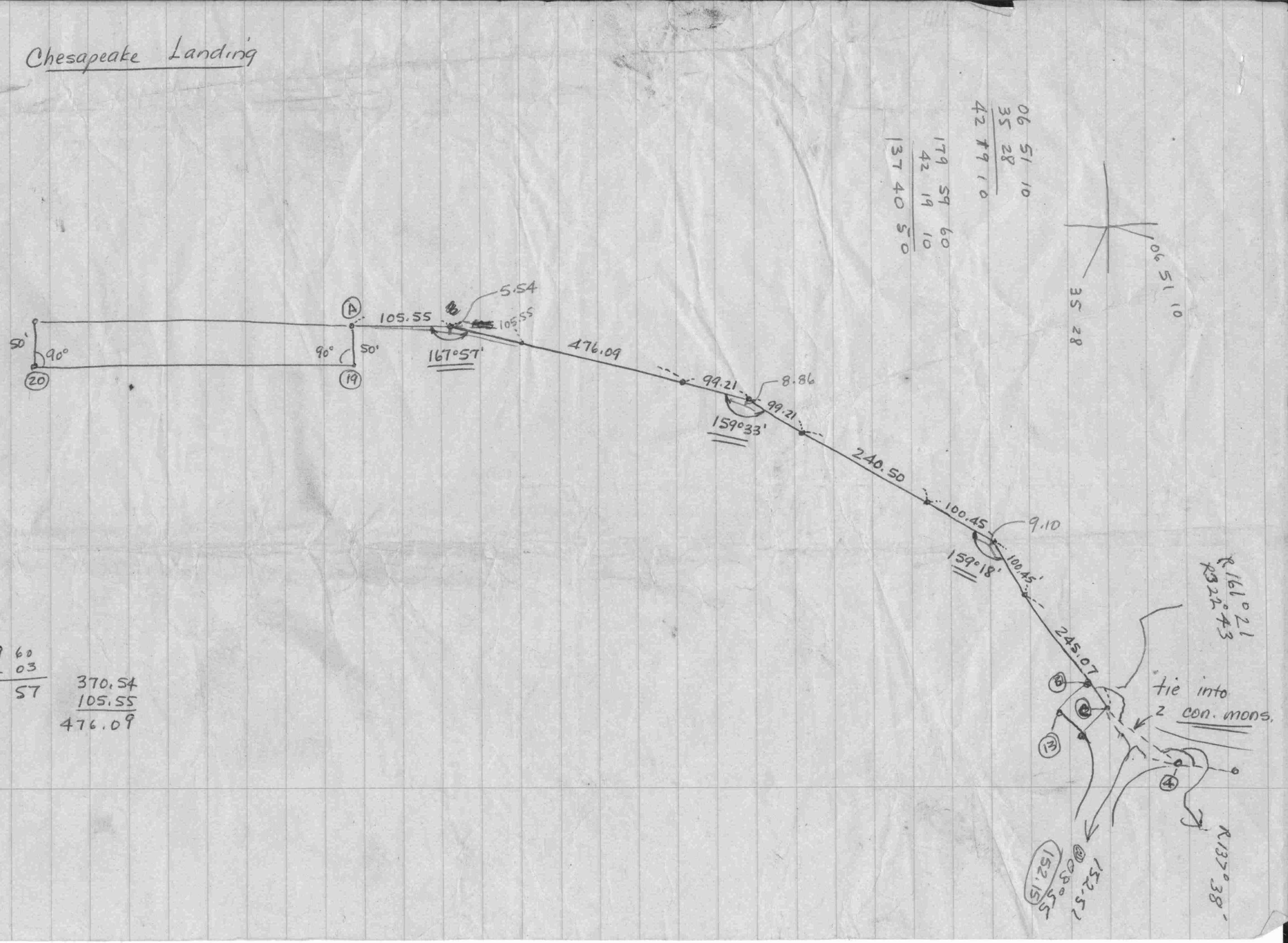
$2 \overline{)04\ 110\ 40}$

$02\ 55\ 20$

(1.27)

$x = \frac{975}{\cos .02^\circ 55' 20''} = 976.27$

Chesapeake Landing



Chesapeake Landing

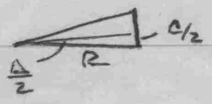
R = 275

Δ = 31° 21' 20"

3) 30 81 20

Δ' = 10 27 10

$\frac{\Delta}{2}$ = 05 13 30



$\frac{275}{550}$ $\frac{2}{}$

C = 2R sin $\frac{\Delta}{2}$

= 550 x 0910671

= 50.09

C = 550 x 1814251

= 99.78

R = 275

Δ = 37° 20' 20"

3 | 36 78 140

2) 12 26 47

06 13 20

C = 550 x 1083849

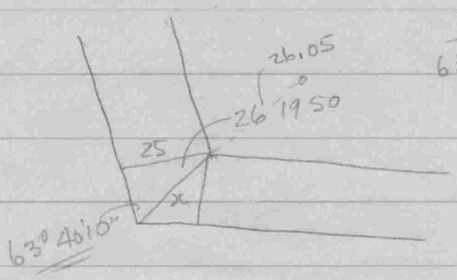
= 59.61

C = 550 x 2155402

= 118.54

/ 52 40

89 59 60
26 19 50
63 40 10



$\cos\frac{\Delta}{2} = \frac{25}{x}$

$x = \frac{25}{\cos 26°19'50''} = 27.89$

89625 00

2) 26 18 110

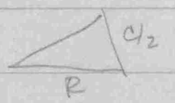
$\frac{\Delta}{2}$ = 13 09 55

2) 12 68 115

$\frac{\Delta}{2}$ = 06 34 57

52 40

179 59 60
63 40 10
116 19 50

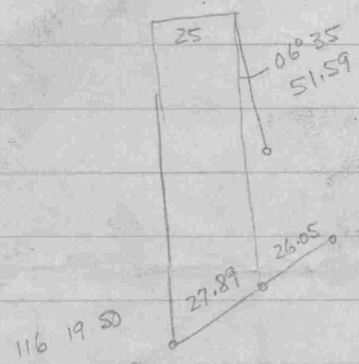


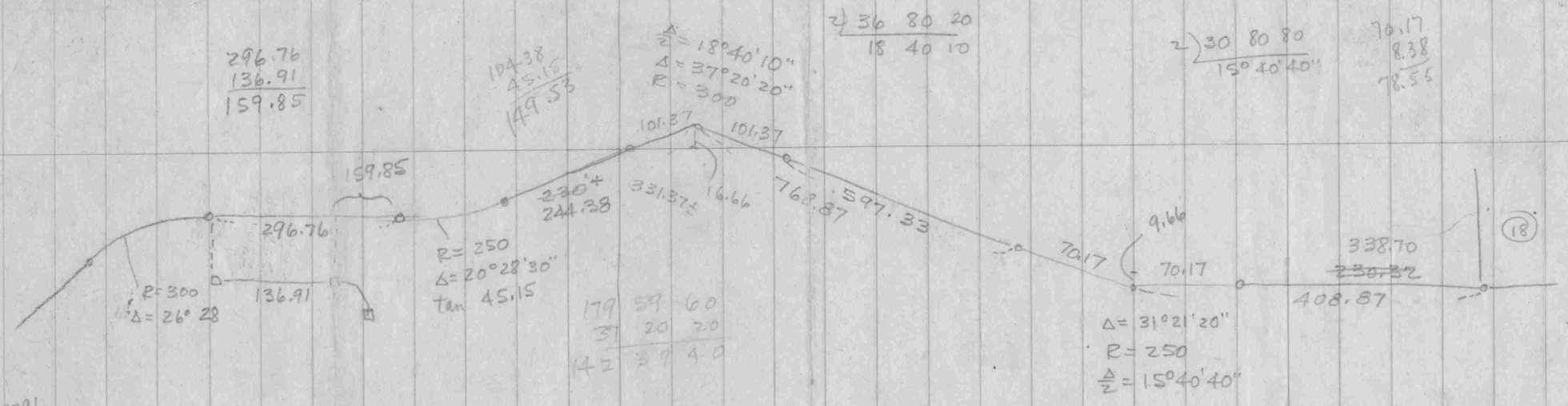
$\sin\frac{\Delta}{2} = \frac{C}{2R}$

$Ch = 2R \sin\frac{\Delta}{2}$

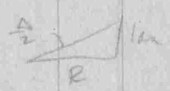
$= 450 \times \frac{1146482}{227 7844} = 102.50$

51.59





1805791
250
1806041



$\tan \frac{\Delta}{2} = \frac{\tan}{R}$

$\tan = R \tan \frac{\Delta}{2}$

$= 250 \tan 10°14'15"$

1806041

$= 45.15$

338.70
70.17
408.87

597.33
70.17
667.50
101.37
768.87

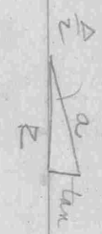
101.37
230
331.37

179 59 60
31 21 20
148 38 40

106
25
81
125
206

788.70
450
338.70

558.38
100
130.32
788.70
450
338.70



$\tan \frac{\Delta}{2} = \frac{\tan}{R}$

$\tan = R \tan \frac{\Delta}{2}$

$= 250 \times 2806689$

$= 70.17$

$\cos \frac{\Delta}{2} = \frac{R}{a}$

$a = \frac{R}{\cos \frac{\Delta}{2}}$

$a = \frac{250}{9627966}$

$= 259.66$

$\tan = 300 \times 3378870$

$= 101.37$

$a = \frac{300}{9473811}$

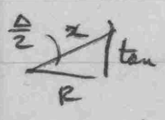
$= \frac{316.66}{300}$

16.66

$\Delta = 31\ 21\ 20$

$2\overline{)30\ 80\ 80}$

$\frac{\Delta}{2} = 15^\circ\ 40'\ 40''$



$\tan\frac{\Delta}{2} = \frac{\tan}{R}$

$\tan = R\tan\frac{\Delta}{2}$

$\cos = \frac{R}{x}$

$x = \frac{R}{\cos}$

$\tan = 275 \times 2806689 = 77.18$

$x = 275 \times 9627966 = 285.63$

$\Delta = 37\ 20\ 20$

$2\overline{)36\ 80\ 20}$

$18^\circ\ 40'\ 10''$

$\tan = 275 \times 3378870 = 92.92$

$x = 275 \times 9473811 = 290.27$

$\Delta = 2\overline{)20\ 28\ 30}$

$\frac{\Delta}{2} = 10\ 14\ 15$

$\tan = 275 \times 1806292 = 49.67$

$x = 275 \times 9840752 = 279.45$

$\Delta = 52\ 39\ 40$

$2\overline{)52\ 38\ 100}$

$26\ 19\ 50$

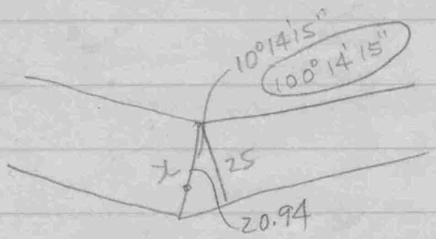
$\tan = 225 \times 4948945 = 111.35$

$x = 225 \times 8962500 \quad 251.05$

$\tan = 250 \times 4948945 = 123.72$

$64.38 \times 25 = 39.38$

$70.66 \times 75 = 145.66$



$x = \frac{25}{\cos 10^\circ 14' 15''}$ 9840752 $= 25.40 - 4.45 = 20.95$

$\Delta = 16°05'20''$

$R = 325$

$\frac{\Delta}{2} = 08°02'40''$

$\cos \frac{\Delta}{2} = \frac{R}{x}$

$x = \frac{R}{\cos \frac{\Delta}{2}} =$

$= \frac{325}{9901598} = 328.23$

Rise = 3.23

$\Delta = 31°56'50''$

$R = 225$

$\frac{\Delta}{2} = 15°58'25''$

$x = \frac{225}{9613819} = 234.04$

Rise = 9.04

7)30 116 50
15 58 25

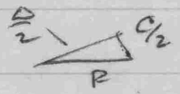
Ches. Landing
South Haven

$R = 150$

$\Delta = 101° 08' 20''$

2) 100 68 20
2) 50 34 10
25 17 05

179 59 60
25 17 05
154 42 55



$\sin \frac{\Delta}{2} = \frac{C}{2R}$

$C = 2R \sin \frac{\Delta}{2}$

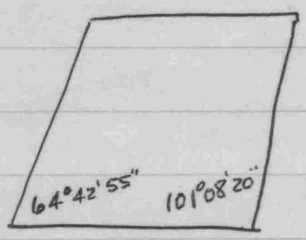
$C = 2R \sin \frac{\Delta}{2}$

$= 300 \sin 25°17'05'' = 128.14$

4271168

427 1387
0949
438

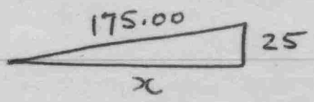
427 0949
219
4271168



64 42 55
64 42 55
101 08 20
230 34 10

359 59 60
230 34 10
129 25 50

224.11
130.89
17.01
.38
372.39
4.17
4.55 368.22
29.96
281.21
50
365.72



66 13 10
65 73 10
50 34 10
15 39 00

90
25 17 05
115 17 05

$\sin \alpha = \frac{25}{175} = 142857$; $\alpha = 08°12'40''$

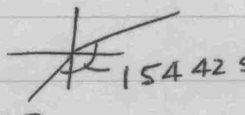
9897486

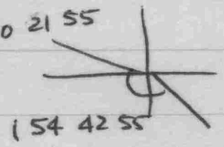
$x = 175 \cos \alpha = 173.21$

175.00
173.21
1.79

25.00
1.79
23.21

21.18
130.89
149.11
100
401.18
4.17
397.01
38
397.80 21 55
39





23 46 50
180
203 46 50

203 45 110
154 42 55
49 03 55

129 24 110
49 03 55
80 21 55
154 42 55
235 04 50
180
55 04 50

391.39
365.72
31.67

21.18
4.17
17.01
.38

280.
100
397.39
365.72
31.67

South Haven

17-16

$\Delta = 43°26'$ $R = 225$

$\frac{\Delta}{2} = 2\overline{)42\ 86}$

$21\ 43$

$2\overline{)20\ 102\ 60}$

$10\ 51\ 30$

$179\ 59\ 60$
$10\ 51\ 30$
$169\ 08\ 30$

$C = 2R \sin \frac{\Delta}{2}$

$C = 450 \times 188\ 3813 = 84.77$

15-14 $\Delta = 44°59$

$\frac{\Delta}{2} = 2\overline{)44\ 58\ 60}$

$22\ 29\ 30$

$2\overline{)22\ 28\ 90}$

$11\ 14\ 50$

$179\ 59\ 60$
$11\ 14\ 50$
$168\ 45\ 10$

$C = 450 \times 195\ 0428 = 87.77$

13-12 $\Delta = 73°54'40"$

$3\overline{)72\ 114\ 40}$

$2\overline{)24\ 38\ 10}$

$12°19$ — —

114

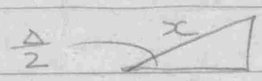
$C = 450 \times 213\ 3146 = 95.99$

$179\ 60$
$24\ 38$
$155\ 22$

$\Delta = 31°56'50"$

$2\overline{)30\ 116\ 50}$

$15°58\ 25$



$\cos \frac{\Delta}{2} = \frac{R}{x}$ 225.00

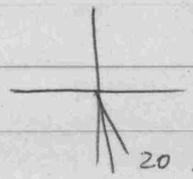
$x = \frac{R}{\cos \frac{\Delta}{2}} = 234.04$

9613819

Rise = 9:04

Ches. Land.
South Haven

(A6)



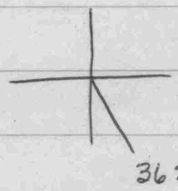
179 59 60
166 0 40
13 59 20

19 110 20
13 59 20
06 51 00

A6 - A7 - (18)

179 59 60
143 36 50
36 23 10

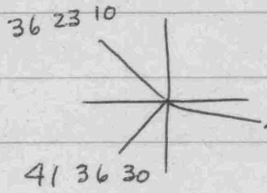
(A8)



36 23 10
05 57 10
42 20 20

35 82 70
11 55 30
24 27 40

(A9)



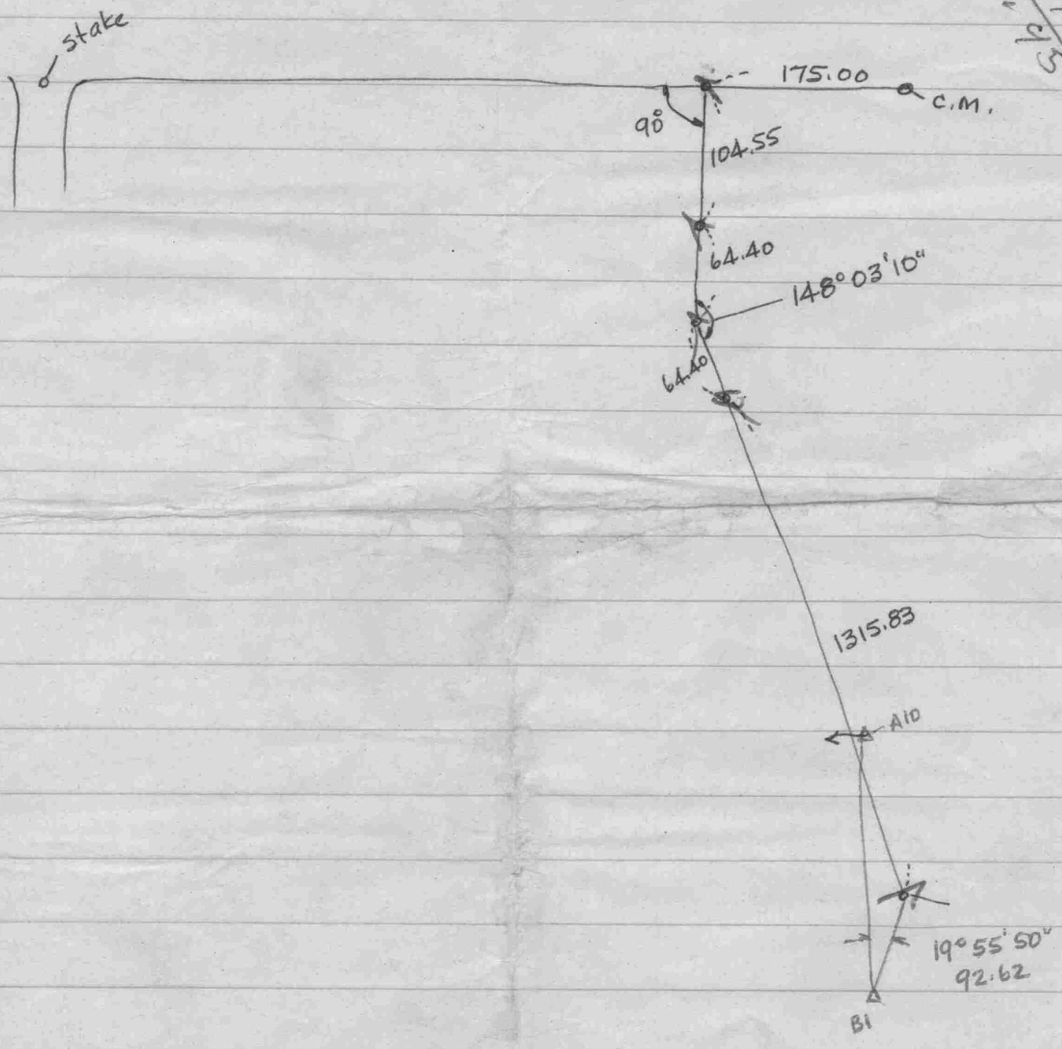
36 23 10
41 36 30
77 59 40

179 59 60
77 59 40
102 00 20

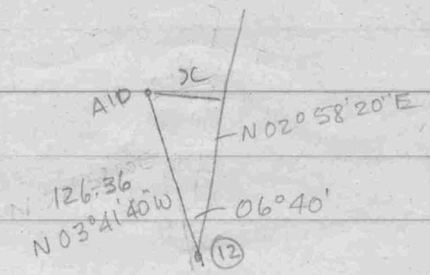
36 23 10
180
216 23 10
73 09 10
143 14 00

Chesapeake Landing - South Haven

104.55
64.40
168.95



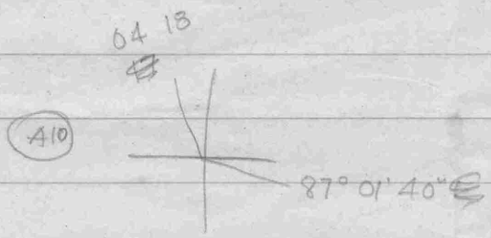
192.63



03 41 40
02 58 20
6°40 00

$x = 126.36 \times 1160929$

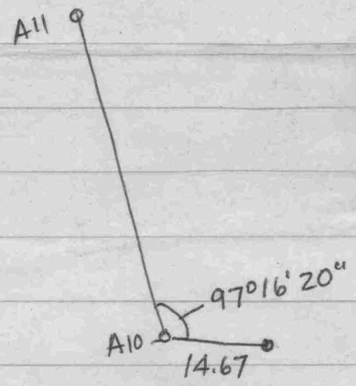
$x = 14.67$



89 59 60
02 58 20
S87°01'40"E - 14.67

184 18
184 17 60
87 01 40
97 16 20

A10



Chesapeake Landing

CLEAR 1 100

STORE 13 10000. 10000.

AJANG 13 13

304 54 10

13	22	1144.89	304	55	10.
	23	675.90	79	47	10.
	24	485.48	179	6	50.
	25	263.74	180	18	30.
	26	177.01	92	24	30.
	27	300.00	229	29	30.
	28	139.25	138	54	50.
	29	646.50	198	41	10.
	30	576.05	92	11	10.
	31	225.05	128	30	10.
	32	388.56	209	25	10.
	33	748.22	152	59	10.

STORE 50 5000.0 5000.0

~~LOBR 50 51 4 55 4 50.~~

~~51 52 3 24 36 10.~~

~~52 53 3 23 46 50.~~

~~53 54~~

LOBR	50	51	1145.75	4	55	4 50.
	51	52	675.90	3	24	36 10.
	52	53	481.84	3	23	46 50.
	53	54	267.56	3	23	46 50.

INVBR 50 52

50 53

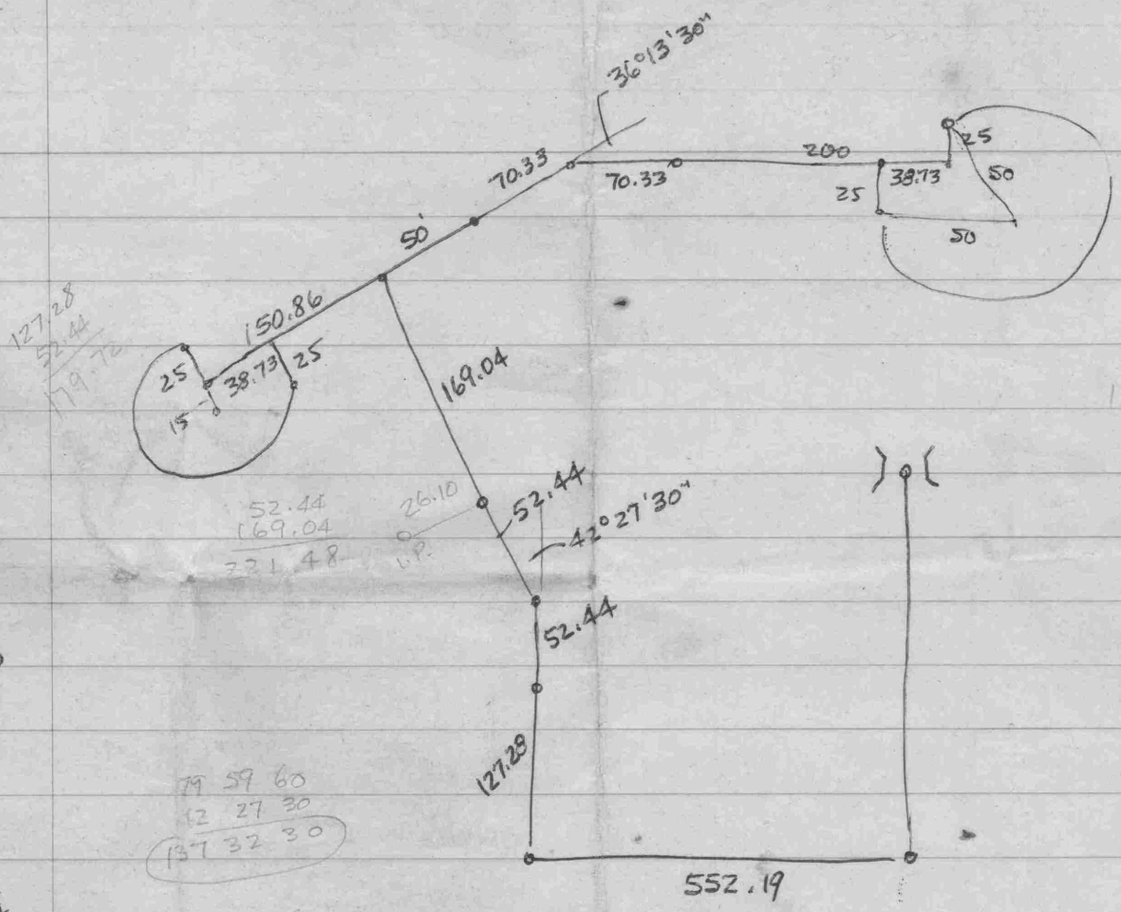
13 3

13 4

Mr. Robert Acosta
Chesapeake Landing
Chestertown, Md.

Work done February - July 16; Location of streams in South Haven; ~~sketch~~; staking drainage areas in South Haven, and others; location of existing ditch in Millbrook 3; ~~stat~~ rough staking proposed road between Millbrook 1 and Millbrook 4; location of ravines and top of bank in new section, sketch; traverse of South Haven in preparation for staking Sandpiper Rd; setting controls in center of Fish Hatchery Rd.; staking controls on Schooner and Spinnaker Rds.

$783.00



127.28
52.44
179.72

179 59 60
36 13 30
143 46 30

52.44
169.04
221.48

78.50
62.15
2)140.65
70.33

179 59 60
42 27 30
137 32 30

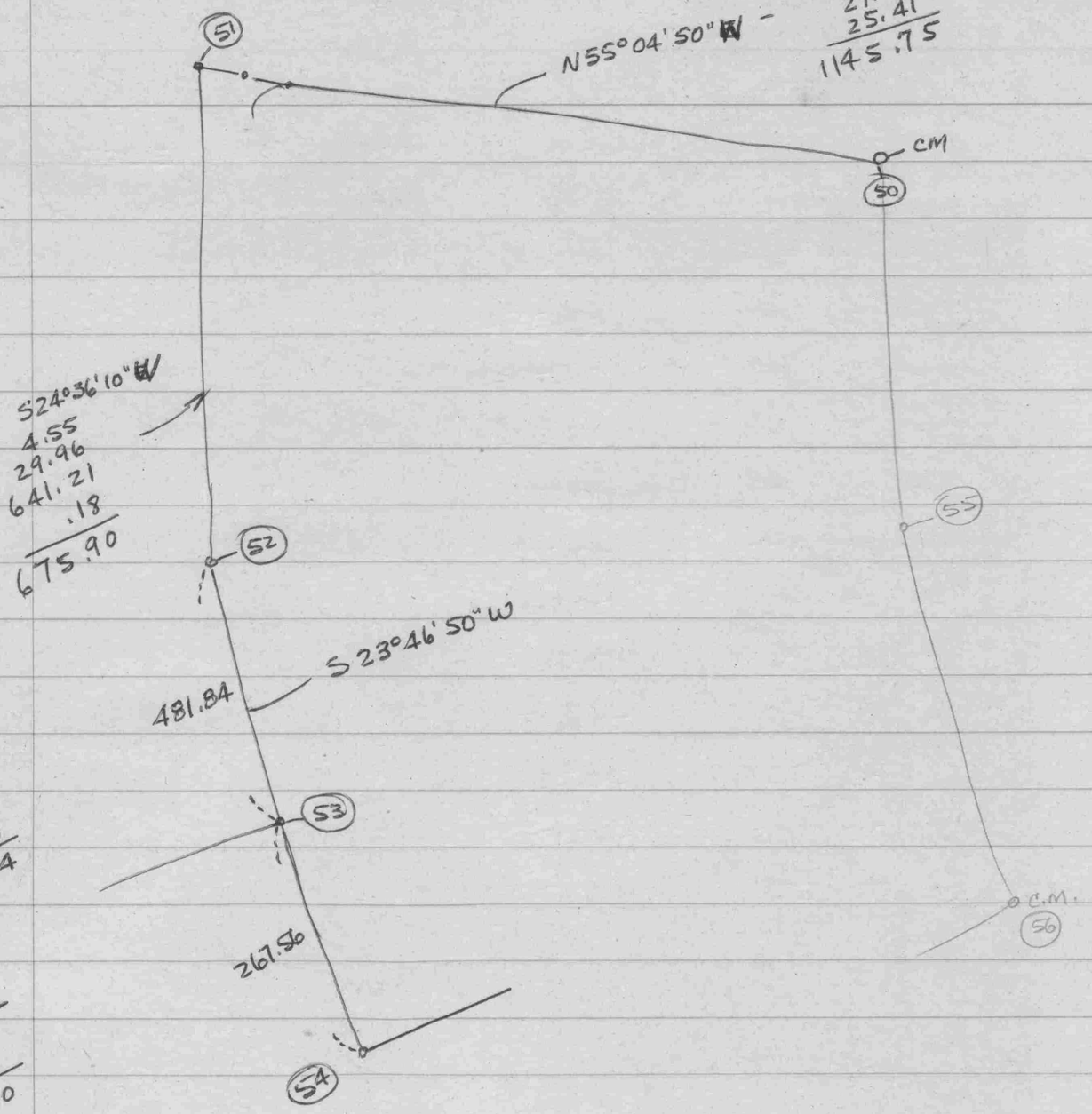
119.04
50
169.04

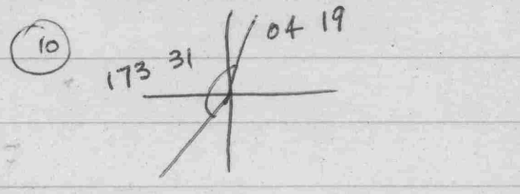
452.19
100

77.28
50
127.28

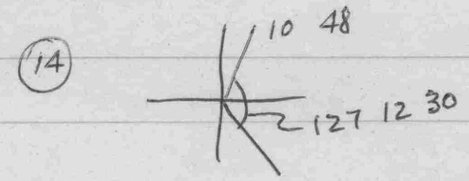
42.73
62.15
2)104.88
52.44

Ches. Land



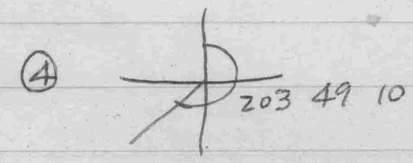


184 19
183 79
173 31
~~$~~10 48

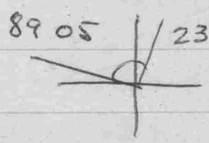


127 12 30
138 00 30

179 59 60
138 00 30
41 59 30

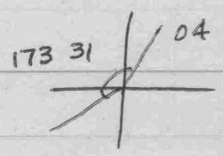


203 49 10
180
23 49 10

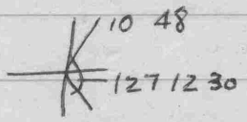


88 64 60
23 49 10
N 65° 15' 50" W

(10)



(14)



184 19
183 79
173 31
10 48
127 12 30
138 00 30
179 59 60
138 00 30
41 59 30

Ches. Landing

	A2	79° 47'	+10
	A3	179° 06' 30"	+20
	A4	180° 18' 30"	
	A5	92° 24' 30"	
	A6	229° 29' 30"	
	A7	138° 54' 30"	+20
	A8	198° 41'	+10
1800	A9	92° 11'	+10
	A10	128° 30'	+10
	A11	209° 25'	+10
*	A12	152° 59	+10
(13)	CM	118° 11' 30"	+20

1794 355
3

Increase 02'

359 59 60
179 41 30
180 18 30

359 59 60
130 30 30
229 29 30

359 60
161 19
198 41

359 60
150 35
209 25

359 59 60
55 04 50
304 55 10

Cles. Landing

April 18, 1968

Sports 2 145-146

bill Mr. H. Paul Thompson
1640 North Grenbrier St.
Arlington, Va

Locate existing Drainage area in Millbrook 4
" " in " 3 to culvert
" " " South Haven from stream
intersection to bridge

✓ Grade drainage area between Lots 77 & 78, Buckneck 1

✓ " " " " 28 & 29 Sports 1

✓ Locate stream on South Haven

" drainage from Buckneck Landing Rd. to
Stream between Lots 11 & 12

$R = 250$

$Lc = 160.45$

$Lc = 46$ & 68.45

$Lc = x\,R$

$x = \frac{46}{250} = .1840000$

$\Delta = 10° 32' 30''$

$x = \frac{114.45}{250} = .4578000$

$\Delta = 26° 13' 50''$

46
46
68.45
160.45

46
68.45
114.45

$\frac{\Delta}{2} = 05° 16' 15''$

$C = 500 \times .0918637$

$C = 45.93$

$\frac{\Delta}{2} = 13° 06' 55''$

$C = 500 \times 2269110$

$C = 113.46$

1840000
1838413
1587

2268874
236
2269110

4578000
4575612
2328

0918396
241
0918637

$Lc = 62.83$

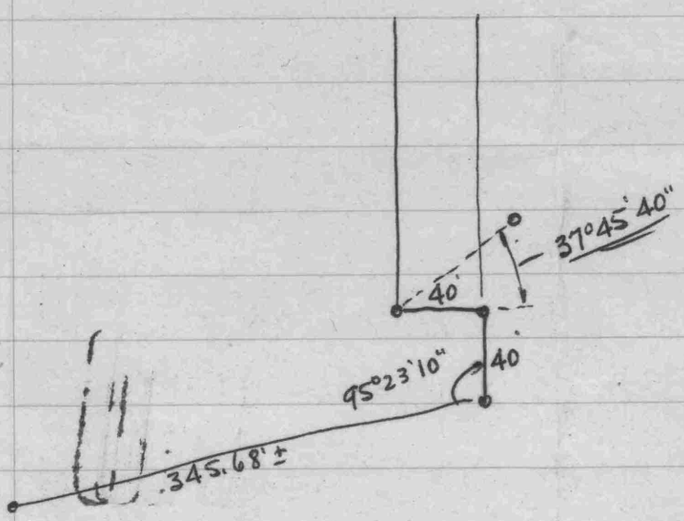
$R = 40'$

$\Delta = ?$

$Lc = R x$

$x = \frac{62.83}{40} = 1.5707500$

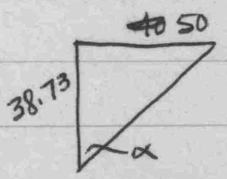
$\alpha = 90°$



38.73
11
38.62

35 05
60 18 10
95 23 10

509.54
470.81
38.73



$\tan\alpha = \frac{50}{38.73}$

$= 1.2909888$

$\alpha = 52°14'20"$

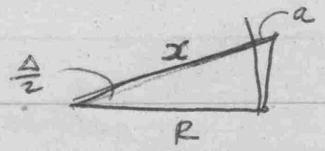
89 59 60
52 14 20
37 45 40

$\sin x = \frac{50}{x}$

$x = \frac{50}{.7905708}$

$= 63.24$

35 05
52 14 20
87 19 20



$\cos\frac{\Delta}{2} = \frac{R}{x}$

$x = \frac{R}{\cos\frac{\Delta}{2}}$

$a = \frac{R}{\cos\frac{\Delta}{2}} - R$

$a = R\left(\frac{1}{\cos\frac{\Delta}{2}} - 1\right)$

$= R\left(\sec\frac{\Delta}{2} - 1\right)$

$x = \frac{1000}{.9944762}$

$= 1005.58$

105.55
370.54
476.09

$a = 1000\,(1.0055391 - 1) = 1000 \times .0055391$

$a = \boxed{5.54}$

$a = 550\,(.0161114) = \boxed{8.86}$

$a = 550(.0165405)$

$\boxed{a = 9.10}$

$a = 150 \times .0670302$

$= \boxed{10.05}$

115
25
140

$a = 140 \times .1757717$

$= \boxed{24.61}$

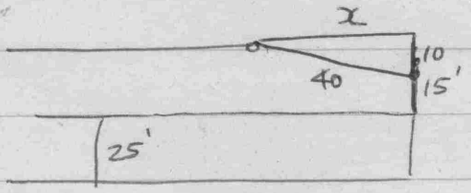
65 28
2 | 62 88
31 44

$\sin x = \frac{10}{40} = .25000$

$\cos\alpha = \frac{x}{40}$

$x = 40 \times .9682447$

$x = 38.73$



Ches. Land

	A8	83° 22'	359 60 159 23 200 37
	A9	200° 37'	
	A10	207° 27' 30" (+10)	359 59 60 152 32 30 207 27 30
359 60 90 01 269 59	A11	100° 06'	
	A12	213° 50'	359 60 146 10 213 50
	A13	90° 07' 30"	
	A14	156° 36'	
	A15	157° 12' 30" (+10)	359 60 160 16 199 44
	A16	97° 48'	
	A17	199° 44'	359 60 139 59 220 01
180 11 180 180 1980	A18	220° 01' (+10)	
	A19	99° 05'	177 23 94 01 83 22
	(20) B1	154° 03	
		1975° 298	Increase 0°0'30"
		1 30	

S35°05'W
180
215 05

CLEAR —

STORE 17 5000. 5000.

AJANG 17 17

17	18	508.31	215	05	0.
	19	136.05	220	1	10.
	20	322.11	99	5	0.
	8	172.35	154	3	0.
	9	207.34	83	22	0.
	10	231.40	200	37	0.
	11	270.29	207	27	40.
	12	405.15	100	6	0.
	13	244.01	213	50	0.
	14	254.25	90	7	30.
	15	349.85	156	36	0.
	16	185.77	157	12	40.
	17	174.78	97	48	

359 60	359 60	359 59 60
176 11	143 05	143 33 40
183 49	216 55	216 26 20

CHESAPEAKE LANDING ROADS TO BE DEDICATED TO KENT COUNTY

Buck Neck 1	
Foreston (complete road)	2743'
Glenola	601'
Burditt	412'
Clarissa	718'
Carimon and Clarissa	1016'
Beltram	352'
Buck Neck 2	
Clarissa	845'
Wykoff	212'
Kasota	1982'
Carimon	530'
Millbrook 1	
Millbrook	2339'
Kent Court	703'
Redfield	1059'
Berwyn	1171'
Cogar	1365'
Watonga	299'
Rolla	288'
Millbrook 2	
Keane	300'
Watonga	378'
Tonopah	644'
Clarissa	911'
Millbrook 3	
Clarissa	1373'
Millbrook 4	
Mallard	1304'
Millbrook	765'
Clarissa	582'
Club 1	
Club	528'
Club Terrace	893'
Club 2	
Marina-Star	920'
Club 3	
Schooner	1982'
Total	27215'

October 27, 1968.

Mr. Robert Acosta
Chesapeake Landing
Chestertown, Md.

Dear Mr. Acosta:

I have figured the total length of the roads that you have requested the County Commissioners to accept into their roads system as being 27,215 feet (5.154 miles). This figure does not include Tonopah Road from Keane to Cloquet (1072 feet or 0.203 miles) which I am not sure was meant to be included. I assume that Marina Road from Star to Fish Hatchery was not to be included.

Sincerely yours,

William R. Nuttle.

Chesapeake Landing

Buck Neck 1

- Glenola Rd. - 576 + 25 = 601
- Burditt " - 125 + 100 + 161.91 + 25 = 411.91
- Foreston - 25.06 + 318 + 1587.49 + 372.76 + 302.45 + 98.39 + 38.73 — 2742.88
- Clarissa - 25 + 204.75 + 307.04 + 158.22 + 22.52 = 717.53
- Carmon & Clarissa - 1016.09
- Beltram - 25 + 304.71 + 22.72 = 352.43

~~5841.84~~ 5841.84

314.19 + 321.78 = 635.97 ÷ 2 = 318

Buck Neck 2

- Clarissa - 106.59 + 93.40 + 644.64 — 844.63
- Kasota - 25 + 130.05 + 115.43 + 143.59 + 211.67 + 18.74 + 235.62 + 169.71 + 175.40 + 107.21 + 393 — 1725.42
- Carmon - 667.98 + 118.22 — 786.20
- Foreston - included in Buck Neck 1
- Weykoff - 25 + 17.46 + 92.14 + 77.46 — 212.06

3568.31

26.76 + 23.36 = 50.12 ÷ 2 = 25.06

$78.71 + 118.07 = 196.78 ÷ 2 = 98.39

263.18

160.87 + 155.57 = 316.44 ÷ 2 = 158.22

21.32 + 23.72 = 45.04 ÷ 2 = 22.52

$\frac{325.14}{x} = \frac{170}{195}$

$x = \frac{325.14 \times 195}{170} = 372.76$

143.20 + 87.65 = 230.85 ÷ 2 = 115.43

187.10 + 163.71 = 350.81 ÷ 2 = 175.40

6334

100.59 + 86.22 = 186.81 ÷ 2 = 93.40

$\frac{956.32 \times 425}{4} = 1016.09$

192.42 + 230.91 = 423.33 ÷ 2 = 211.67

196.35 + 274.89 = 471.24 ÷ 2 = 235.62

$636.17 \times \frac{105}{525}$ / 5

350 + 43 = 393

74.16 + 110.09 = 184.25 ÷ 2 = 92.14

~~2721.449~~ 27,214.49 = 5.154 miles

plus 1071.98 for Tonopah Rd. = 0.203

from Keane to Cloquet

Includes Marina Rd from Star to Fish Hatchery

Ches. Landing

1855.68 plus 1071.98

Mellbrook 2

1555.68

Jonopah & Clarissa - 241.59 + 111.78 + 231.59 + 471.24 + 499.48 to Keane

(120.60 + 737.97 + 99.46 + 88.95 + 25) 1071.98

Keane - 25 + 250 + 25 300.00

Mellbrook 3

Clarissa - 224.79 + 217.49 + 90.17 + 227.77 + 130.85 + 246.49

+ 38.68 + 196.35 1372.59

Mellbrook 4

Mallard - 509.54 + 191.04 + 564.65 + 38.73 1303.96

Mellbrook - 25 + 22.50 + 106.60 + 296.58 + 127.00 + 136.91 + 50 764.59

Clarissa - 52.09 + 244.03 + 142.61 + 118.25 + 25 581.98

2650.53

Add to Watonga - 264.88 + 113.18 378.06

124.20
99.36
2) 223.56
111.78

$\frac{431.97 \times 300}{275} = \frac{129591}{275} = 471.24$

107.20
134
2) 241.20
120.60

96.91
102.01
2) 198.92
99.46

241.66
193.32
2) 434.98
217.49

$\frac{189.81 \times 150}{125} = \frac{28471}{125} = 227.77$

273.87
219.10
2) 492.97
246.49

104.47
121.88
2) 226.35
113.18

157.08
235.62
2) 392.70
196.35

$\frac{173.08 \times 265.99}{240.99} = \frac{46039}{240.99} = 191.04$

509.54
470.81
38.73

121.82
91.37
2) 213.19
106.60

138.50
115.48
2) 253.98
126.99

158.45
126.76
2) 285.21
142.61

Ches. Landing

Club 1

Club - 25 + 175.07 + 111.70 + 190.84 + 25 527.61

Club Terrace - 80 + 11.75 + 124.46 + 258.07 + 143.77 + 159.11 + 73.02 + 43.30

893.48 1421.09

Club 2

Marina Star - 25 + 216.70 + 104.33 + 61.46 + 104.33 + 127.07 + 78.54

+ 202.60 920.03

Club 3 Schooner - 25 + 697.19 + 131.47 + 845.85 + 135.08 + 62.12 + 85

1981.71

Millbrook 1

Millbrook - 788.70 + 176.50 + 293.63 + 178.80 + 142.29 + 759.38 2339.30

Kent Court - 65.60 + 107.07 + 147.65 + 122.47 + 25.07 + 235 702.86

Redfield - 36.69 + 140.44 + 75.72 + 579.27 + 103.19 + 83.83 + 39.82 1058.96

Cogar & Berwyn - 575 + 207.20 + 89.28 + 25 + 549.61 ½ + 125 + 100 + 250 +

274.80 100 + 81.69 + 158.45 + 250 + 25 2536.23

Watonga - 59.71 + 214.52 + 25 299.23

Rolla - 25 + 226.38 + 36.69 288.07 7224.65

122.04
101.35
2) 223.39
111.70

99.57 × 125 / 100

115.92
92.74
2) 208.66
104.33

39.27
117.81
2) 157.08
78.54

64.90
46.89
39.64
2) 151.43
75.72

190.94
127.29
2) 318.23
159.11

13508
6) 81046

192.54
160.45
2) 352.99
176.50

189.83
167.76
2) 357.59
178.80

127.23
135.71
2) 262.94
131.47

115.78 × ~~175~~ 7 / ~~150~~ 6 = 135.08

686.36 × 260 / 235 = 1784.536 / 235 = 759.38

195.01
219.39
2) 414.40
207.20

225.41
227.34
2) 452.75
226.38

88.45
41.66
53.21
23.06
2) 206.38
103.19

126.56 × ~~175~~ 7 / ~~150~~ 6 = 885.92 / 6 = 147.65

471.24 × ~~150~~ 175 / ~~175~~ ~~150~~ 6 = ~~2827~~ / ~~7~~ = 3298 / 6 = 549.61

146.26 × 325 / 300 = 47534 / 300 = 158.45

Buck Neck 1

Foreston (complete road)	2742.88	2743
Glenola	601	601
Burditt	411.91	412
Clarissa	717.53	718
Carmion & Clarissa	1016.09	1016
Beltram	352.43	352

Buck Neck 2

Clarissa	844.63	845
Wykoff	212.06	212
Kasota	1981.70	1982
Carmion	529.92	530
Foreston included in Buck Neck 1		

611.28
38
649.28
393
256.28

Millbrook 1

Millbrook	2339.30	2339
Kent Court	702.86	703
Redfield	1058.96	1059
Berwyn	1171.28	1171
Cogar	1364.95	1365
Watonga	299.23	299
Rolla	288.07	288

1725.42
+ 256.28
1981.70

786.20
−256.28
529.92

104.47
121.88
226.35
113.18
264.88
378.06

Millbrook 2

Keane	300.00	300
Watonga	378.06	378
Tonopah	644.48	644 (+1071.98)?
Clarissa	911.20	911

499.48
145
644.48

Millbrook 3

Clarissa	1372.59	1373

Mellbrook 4		
Mallard - 1	1303.96	1304
Mellbrook	764.59	765
Clarissa	581.98	582
Club 1		
Club	527.61	528
Club Terrace	893.48	893
Club 2		
Marina - Star	920.03	920
Club 3	1981.71	1982
		~~26915~~ 27215

CHESAPEAKE LANDING

```
CLEAR   1   200
STORE  44    18066.76    15802.51
       45    18102.33    15708.79
       62    17965.66    17559.03
       74    17894.72    17338.56
       75    17842.51    17255.23
       76    17748.53    17165.42
      105    17691.45    16521.09
      106    17734.20    16644.76
      107    17689.76    16848.27
      108    17663.04    16876.24
      113    18043.56    16136.84
      114    17893.46    16314.20
      115    17809.89    16348.08
      116    18036.91    17826.98
      ~~117   182.67~~
      117    18267.66    17906.37
      118    18391.86    18000.45
      119    18459.18    18097.67
      120    18493.97    18103.99
      121    18606.53    18026.05
      122    18727.02    17965.19
      123    18870.05    17705.38
~~124~~
      124    18893.73    17587.79
      125    18891.35    17565.42
      126    18913.57    17537.91
      127    19488.70    17476.79
      128    19444.90    17431.16
      129    18883.42    17490.84
      130    18719.44    17448.40
      131    18302.48    17155.54
      132    18305.43    17218.71
      133    18690.70    17489.32
AJANG     45  62
          45   2   185.62   99 12 40.
               3   268.89  183 49 0.
               4   254.58  216 55 0.
               5   218.79  157 50 30.
               6   175.29  136 18 0.
               7   319.57  216 26 20.
               8   235.61  123 35 30.
               9   207.34  177 23 0.
              10   231.40  200 37 0.
              62    25.04  269 59 0.
       0.093       -1.278       1.282
AZ OF C.L.=   274     10   2.0  PERIM=       2122.129  CLOSURE=    1654.893
     2   18072.625   15891.904
     3   18012.023   16153.711
     4   17817.173   16317.387
     5   17715.189   16510.817
     6   17763.260   16679.283
     7   17651.227   16978.374
     8   17789.337   17169.126
     9   17918.418   17331.266
    10   17989.487   17551.346
    45     2     185.508    99    12  50.9
     2     3     268.729   103     1  59.2
     3     4     254.472   139    58   9.4
     4     5     218.668   117    48   0.0
     5     6     175.190    74     4  27.1
     6     7     319.384   110    32   5.2
     7     8     235.500    54     5  39.6
     8     9     207.247    51    28  35.3
```

```
     9    10      231.269     72      6   13.1
    10    62       25.035    162      7   35.8
    62    45     1855.280    274     13   28.2



AJANG   10    8
        10   11    270.29     99 34 30.
             12    405.15    100  6 0.
             13    244.01    213 50 0.
             14    254.25     90  7 30.
             15    349.85    156 36 0.
             16    185.77    157 12 40.
             17    174.78     97 48 0.
             18    508.31    199 44 0.
             19    136.05    220  1 10.
             20    322.11     99  5 0.
              8    172.35    154  3 0.
       0.346         0.448        0.566
AZ OF C.L.=     52     15  30.9  PERIM=        3022.919  CLOSURE=     5335.163
    11   17944.558   17817.910
    12   18326.101   17954.378
    13   18471.243   18150.585
    14   18676.004   17999.865
    15   18852.202   17697.652
    16   18876.292   17513.476
    17   18707.682   17467.546
    18   18291.245   17176.228
    19   18256.042   17044.835
    20   17935.686   17078.102
    10     11      270.324     99     34    1.5
    11     12      405.213     19     40   50.8
    12     13      244.055     53     30   29.2
    13     14      254.251    323     38   38.5
    14     15      349.825    300     14   35.7
    15     16      185.745    277     27    7.4
    16     17      174.753    195     14   16.7
    17     18      508.218    214     58   28.5
    18     19      136.026    255      0    5.0
    19     20      322.078    174      4   17.2
    20      8      172.346    148      7   11.9
     8     10      431.453     62     21   40.3
DIST


DIST      2   44
       89.586

          3   113
       35.766

          4   114
       76.353

          4   115
       31.544

          5   105
       25.866

          6   106
       45.126
```

7 107
135.690

7 108
102.815

8 76
40.975

9 75
107.441

9 74
24.795

10 62
25.035

11 116
92.795

12 117
75.632

12 118
80.291

13 119
54.272

13 120
51.842

14 121
74.245

14 122
61.684

15 123
19.448

16 124
76.331

16 125
54.081

16 126
44.571

16 129
23.731

17 130
22.467

17 133
27.613

18 131
23.541

18 132

```
      44.787
LOANG      15  16  21  567.64  -103 31 30.
    21   19440.747   17453.423

DIST       21   128
      22.647

           21   127
      53.342


ANGLE     16  21  128
   106     38 19.1

           127  21  16
   147     56 52.9

           129  16  15
   169     58 30.5

            126  16  15
    64     12 32.3

              125  16  15
    23     37  3.7

                 124  16  15
    20     39 26.2

              16  17  133
   112     42 53.7

              130  17  16
    73     41  5.9

              17  18  132
    36     33 40.1

              131  18  17
    96     28 12.5

              16  15  123
   105     57 27.5

              13   14  121
    15     42 16.3

              122  14  13
   177     50 52.5

              120  13  14
    27     38 35.9

              119  13  14
    66     29 11.7

              118  12  11
   164     39 54.9

                 11  12  117
    19     43 18.7

                 10  11  116
    86      2 29.3
```

```
          10   9   74
 90     47 26.3

          10    9    75
152     56 40.6

           9   8   76
133     42 46.1

          107   7   8
127     35 48.7

          108   7   8
137     29 49.4

          106   6   5
 24      9 45.9

           6   5   105
 82     31 38.1

           115   4   5
 14     27  1.3

           114   4   5
120     11 34.2

           2   3   113
 48     49 16.0

          3   2   44
163     12 46.4
```

```
CLEAR    1   200
STORE   49     7708.76    1495.21
        50     7848.38     888.95
        51     9767.74    1054.28
        52    10621.36    1292.60
        53    11011.89    1519.74
        54    11836.58    2218.95
        55    12355.28    2643.10
       111    12834.84    2824.59

LOLIN   50  49  130  -11.15
   130    7850.882     878.084

LOANG   50   51   131   169.45      2 31 0.
   131    9599.716    1032.338

        50   51   132   107.98    -171 57 0.
   132    9872.963    1078.520

        53   52   133   119.11     167 25 0.
   133   10507.825    1256.585

        52   53   134   261.0    -170  8 0.
   134   11211.681    1687.681

        53   54   135   172.88    -179 51 0.
   135   11968.151    2331.095

        54   55   136    59.20     145 44 0.
   136   12414.254    2648.266

        55   111   137     9.72      92 31 0.
   137   12838.676    2815.659

7ARAL
PARAL    130   131   -11.15   138   139
   139    9600.696    1021.231
   138    7851.861     866.977

         132   133   -11.15   140   141
   141   10510.836    1245.849
   140    9875.974    1067.785

         134   135   -11.15   142   143
   143   11975.374    2322.601
   142   11218.905    1679.187

         136   137   -11.15   144   145
   145   12842.767    2805.286
   144   12418.345    2637.894

PTINT    148   138   139   141   140
   148    9760.135    1035.295

         147   140   141   143   142
   147   10807.130    1328.953

         146   142   143   145   144
   146   12283.574    2584.740

INVBR    138   148
    1915.682     1     5     2  26.4

         148   147
    1087.397     1    15    40   3.3
```

Cent. Park

```
INVBR     147    146
       1938.269      1     40     22   58.0

          146    145
        601.113      1     21     31   27.5
```

```
*CHESAPEAKE LANDING
*
CLEAR 1 100
STORE 13 10000. 10000.
AJANG 13 13
       13 2 1144.89 304 55 10.
       3 675.90 79 47 10.
       4 485.48 179 6 50.
       5 263.74 180 18 30.
       6 177.01 92 24 30.
       7 300.00 229 29 30.
       8 139.25 138 54 50.
       9 646.50 198 41 10.
       10 576.05 92 11 10.
       11 225.05 128 30 10.
       12 388.56 209 25 10.
       13 748.22 152 59 10.
      -0.281      -0.043       0.284
AZ OF C.L.=   188    52  43.6  PERIM=       5770.649  CLOSURE=   20274.751
     2   10655.307    9061.230
     3   10041.240    8778.728
     4    9597.089    8582.661
     5    9356.377    8474.849
     6    9277.287    8633.210
     7    8986.149    8705.643
     8    8906.388    8819.790
     9    8385.806    9203.178
    10    8709.450    9679.692
    11    8933.851    9696.630
    12    9256.960    9912.421
    13     2    1144.865   304    55   0.7
     2     3     675.932   204    42  17.1
     3     4     485.503   203    49   7.3
     4     5     263.752   204     7  37.3
     5     6     177.012   116    32  19.7
     6     7     300.013   166     1  44.0
     7     8     139.253   124    56  39.2
     8     9     646.522   143    37  47.3
     9    10     576.030    55    48  57.6
    10    11     225.038     4    18  59.3
    11    12     388.542    33    44  14.4
    12    13     748.183     6    43  19.8
    13    13       0.000    89    59  59.9
STORE 50 5000.0 5000.0
LOBR   50 51 1145.75 4 55 4 50.
    51    5655.854    4060.533
       51 52 675.90 3 24 36 10.
    52    5041.315    3779.139
       52 53 481.84 3 23 46 50.
    53    4600.385    3584.844
       53 54 267.56 3 23 46 50.
    54    4355.542    3476.955
INVBR 50 52
    1221.559     4    88     3  42.3
       50 53
    1470.495     3    74    13  52.6
       13 3
    1221.967     4    88     3  57.3
       13 4
    1473.494     3    74     7  51.5
PAUSE
PRESS PROGRAM START TO RESTART COGO PROGRAM
```

Shift traverse CCW 01' so that 13-2 bearing is N 55°05'50" W

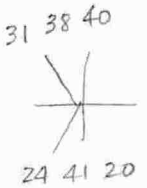
```
*CHESAPEAKE LANDING
*
CLEAR 1 100
STORE 50 16306.19 16588.92
      2 14888.15 16302.10
      3 14657.63 16109.17
      4 14620.94 15951.72
      5 14652.10 15763.00
      6 14833.39 15471.36
      7 14982.27 15361.53
      8 15514.00 15222.04
LOBR  50 51 1145.75 4 55 4 50.
    51   16962.044   15649.453
      51 52 675.90 3 24 36 10.
    52   16347.505   15368.059
      52 53 481.84 3 23 46 50.
    53   15906.575   15173.764
      53 54 267.56 3 23 46 50.
    54   15661.732   15065.875
      2 12 25.00 4 87 1 40.
    12   14889.446   16277.133
PARAL 3 4 25.00 13 14
    14   14645.287   15946.046
    13   14681.977   16103.496
      5 6 25.00 15 16
    16   14854.622   15484.558
    15   14673.332   15776.198
      7 8 25.00 17 18
    18   15520.343   15246.221
    17   14988.613   15385.711
AJANG 50 50
      50 22 1144.89 304 54 10.
      23 675.90 79 47 10.
      24 485.48 179 6 50.
      25 263.74 180 18 30.
      26 177.01 92 24 30.
      27 300.00 229 29 30.
      28 139.25 138 54 50.
      29 646.50 198 41 10.
      30 576.05 92 11 10.
      31 225.05 128 30 10.
      32 388.56 209 25 10.
      50 748.22 152 59 10.
      -0.281      -0.043       0.284
AZ OF C.L.=   188    51  26.3  PERIM=       5770.649  CLOSURE=   20275.387
    22   16961.223   15649.959
    23   16347.075   15367.636
    24   15902.866   15171.698
    25   15662.124   15063.956
    26   15583.080   15222.340
    27   15291.962   15294.858
    28   15212.234   15409.028
    29   14691.764   15792.567
    30   15015.547   16268.987
    31   15239.953   16285.860
    32   15563.124   16501.557
    50    22    1144.865   304    54   0.7
    22    23     675.932   204    41  17.1
    23    24     485.503   203    48   7.3
    24    25     263.752   204     6  37.3
    25    26     177.012   116    31  19.7
    26    27     300.013   166     0  44.0
    27    28     139.253   124    55  39.2
```

```
    28     29      646.522    143     36   47.3
    29     30      576.030     55     47   57.5
    30     31      225.038      4     17   59.3
    31     32      388.542     33     43   14.4
    32     50      748.183      6     42   19.8
    50     50        0.000     89     59   59.9
LOANG 31 30 33 209.41 -173 31 0.
    33   14809.835   16229.808
INVBR 22 51
      0.964      4     31     38   43.5
     23 52
      0.603      1     44     28   41.6
     24 53
      4.245      1     29      7   27.2
     25 54
      1.958      2     78     28    2.2
     26 18
     67.128      2     20     50   22.5
     28 17
    224.833      3      5     57    9.8
     28 16
    365.501      2     11     55   33.2
     29 15
     24.652      3     41     36   26.3
     29 14
    160.361      2     73      9    8.5
     33 13
    179.728      3     44     39    6.0
     33 12
     92.615      1     30     43   45.9
PAUSE
PRESS PROGRAM START TO RESTART COGO PROGRAM
```

204
180
24

A2 - A3 - S 24° 41' 20" W
A3 - A4 - S 23° 48' 10" W
A4 - A5 - S 24° 06' 40" W

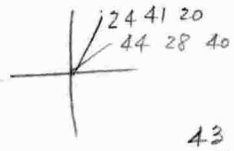
(22)



24 41 20
31 38 40
56 20 00

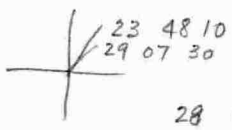
179 60
56 20
123 40

(23)



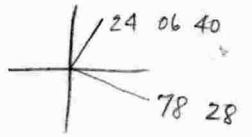
43 88 40
24 41 20
19 47 20

(24)



28 67 30
23 48 10
05 19 20

(25)



24 06 40
78 28
102 34 40

179 59 60
102 34 40
77 25 20

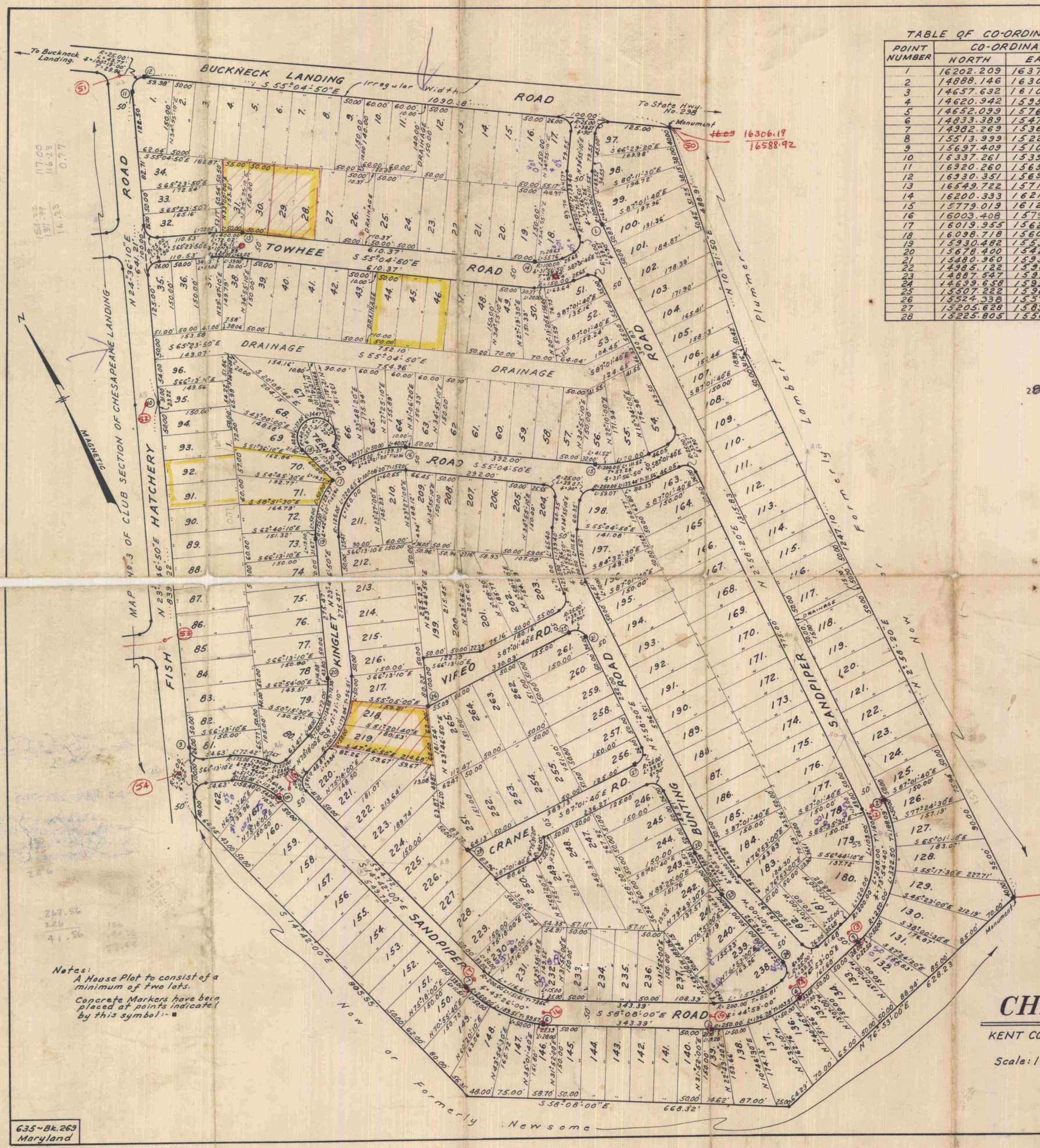


TABLE OF CO-ORDINATES

POINT NUMBER	CO-ORDINATES NORTH	CO-ORDINATES EAST
1	16202.209	16370.332
2	14888.146	16302.104
3	14657.632	16109.174
4	14620.942	15951.715
5	14652.099	15762.995
6	14833.389	15471.363
7	14982.269	15361.532
8	15513.999	15222.035
9	15697.409	15108.906
10	16337.261	15390.855
11	16920.260	15657.807
12	16930.351	15694.848
13	16549.722	15715.986
14	16200.333	16216.461
15	15779.019	16121.179
16	16003.408	15799.761
17	16019.955	15628.787
18	16098.718	15606.722
19	15930.482	15539.444
20	15678.400	15428.365
21	15480.960	15932.346
22	14985.122	15906.601
23	14887.547	15915.262
24	14699.658	15959.043
25	15507.222	15908.676
26	15524.338	15579.033
27	15205.628	15893.016
28	15225.805	15504.409

APPROVAL: KENT COUNTY PLANNING COMMISSION
Chairman, _____
Date, _____

APPROVAL: KENT COUNTY DIST. DEPT. OF HEALTH
Health Officer, _____
Date, _____

APPROVAL: THE COUNTY COMMISSIONERS KENT COUNTY
_____
Date, _____

28 monuments

The requirements of Section No. 59 through No. 62 of Article No. 17 of the Annotated Code of Maryland, 1957 Edition, 1961 Supplement (titled: Clerks of Court Sub-titled: Clerks of Circuit Court) as far as they relate to the making of this plat and the setting of markers have been complied with.

ROY BURGESS
Professional Engineer & Land Surveyor
No. 3063 (Maryland) Carmel, N.Y.

Notes:
A House Plot to consist of a minimum of two lots.
Concrete Markers have been placed at points indicated by this symbol:- ■

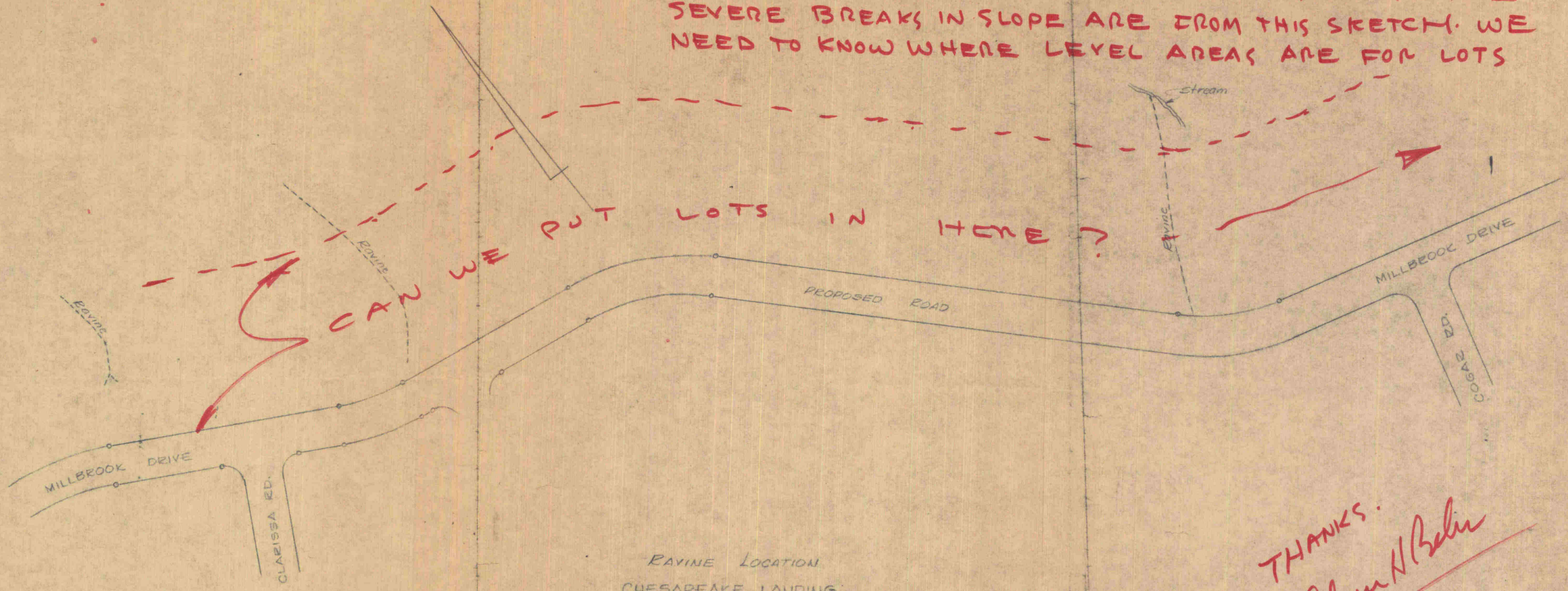
MAP OF SOUTH HAVEN SECTION OF CHESAPEAKE LANDING

KENT COUNTY MARYLAND 6TH ELECTION DISTRICT

Scale: 1 Inch = 100 Feet January 24, 1963

635~Bk.269
Maryland

WE ARE UNABLE TO DETERMINE EXACTLY WHERE THE SEVERE BREAKS IN SLOPE ARE FROM THIS SKETCH. WE NEED TO KNOW WHERE LEVEL AREAS ARE FOR LOTS



RAVINE LOCATION
CHESAPEAKE LANDING
Scale 1" = 100' May 1968

THANKS.
Glenn N Bolin

WILLIAM R. NUTTLE
REGISTERED SURVEYOR
CHESTERTOWN, MD.

Mark one & return