

QA-545

Matapeake Ferry Terminal

Architectural Survey File

This is the architectural survey file for this MIHP record. The survey file is organized reverse-chronological (that is, with the latest material on top). It contains all MIHP inventory forms, National Register nomination forms, determinations of eligibility (DOE) forms, and accompanying documentation such as photographs and maps.

Users should be aware that additional undigitized material about this property may be found in on-site architectural reports, copies of HABS/HAER or other documentation, drawings, and the “vertical files” at the MHT Library in Crownsville. The vertical files may include newspaper clippings, field notes, draft versions of forms and architectural reports, photographs, maps, and drawings. Researchers who need a thorough understanding of this property should plan to visit the MHT Library as part of their research project; look at the MHT web site (mht.maryland.gov) for details about how to make an appointment.

All material is property of the Maryland Historical Trust.

Last Updated: 01-24-2012

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes
no

Property Name: Matapeake Ferry Terminal, Shop, and Club House Inventory Number: QA-545, QA-546, QA-547

Address: Marine Academy Lane City: Stevensville Zip Code: 21666

County: Queen Anne's County USGS Topographic Map: Kent Island

Owner: State of Maryland, Department of Natural Resources Is the property being evaluated a district? yes

Tax Parcel Number: 174 Tax Map Number: 56 Tax Account ID Number: 04-069870

Project: _____ Agency: _____

Site visit by MHT Staff: no yes Name: _____ Date: _____

Is the property located within a historic district? yes no

<i>If the property is within a district</i>		District Inventory Number: _____
NR-listed district <input type="checkbox"/> yes	Eligible district <input type="checkbox"/> yes	District Name: _____
Preparer's Recommendation: Contributing resource <input type="checkbox"/> yes <input type="checkbox"/> no Non-contributing but eligible in another context <input type="checkbox"/>		

<i>If the property is not within a district (or the property is a district)</i>	
Preparer's Recommendation: Eligible <input checked="" type="checkbox"/> yes <input type="checkbox"/> no	

Criteria: A B C D Considerations: A B C D E F G None

Documentation on the property/district is presented in: MIHP form

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

Description

The Matapeake Ferry Terminal site was first used in 1930 by the Claiborne-Annapolis Ferry Company to create a shorter ferry route to Annapolis. In 1941 the State Roads Commission took over the ferry line and renamed the line Sandy Point-Matapeake Ferry. The ferry route paralleled the path of the future Chesapeake Bay Bridges and became obsolete at the opening of the first bridge in 1952. On the site terminal site (QA-545) is one functioning pier and remnants of the bulkheads and ramps.

The Matapeake Ferry Terminal Shop (QA-547) was designed by Architect O. Eugene Adams for the Maryland State Roads Commission in 1946. The building was intended as a repair facility for the service equipment used on the Sandy Point Matapeake Ferry. The exterior of the shop remains largely intact with the exception of replacement windows and doors. The interior is largely intact except some of the interiors have been covered by modern finishes.

The Matapeake Ferry Terminal Clubhouse (QA-546) opened in 1936 and contained a restaurant, kitchen, changing rooms, and restrooms. Today the exterior of the building remains virtually unchanged except for the missing north porch. In 2007 the interior of the clubhouse was modified. In the North dependency the small room was converted into a kitchen and the original

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <input checked="" type="checkbox"/>	Eligibility not recommended <input type="checkbox"/>
Criteria: <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None
Comments: _____	
<u>Jonathan Sage</u> Reviewer, Office of Preservation Services	<u>9/29/08</u> Date
<u>[Signature]</u> Reviewer, NR Program	<u>9/19/08</u> Date

200807614

MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM

Continuation Sheet No. 1

QA-545, QA-546, QA-547

doorway which opened into the hall was enclosed. The new doorway to this room was placed where a dumbwaiter had originally been installed on the north wall on the main room. In the main room a bar was built perpendicular to east side of the fireplace. In the South dependency the bathroom was modified to accommodate ADA accessibility. The original doorway was enclosed and the room was divided into two separate bathrooms. The doorways to these bathrooms were relocated along the south wall.

Historically the lawn west of the Clubhouse sloped to a public beach. The recent improvements to the landscape surrounding the Clubhouse include a blue slate patio, off the front portico with a blue heron fountain in the center. The original bell that once rang in the ferries was found and placed near a naval flagpole memorial in the south lawn. The shooting range installed by the Maryland State Police Academy after the clubhouse closed in 1952 was removed, and the ground terraced to reopen access to the beach. A modern shower tower was installed next to the beach at the end of the west end of the old shooting range.

Determination of Eligibility

The Matapeake Ferry Terminal, Shop and Clubhouse are eligible for listing in the National Register under Criterion A on the local level with a period of significance of 1930 to 1952 for its association with the Claiborne-Annapolis Ferry (later the Sandy Point-Matapeake Ferry) and its impact on transportation, recreation, and economic development on the Eastern Shore of Maryland predating the construction of the Chesapeake Bay Bridges.

The Matapeake Ferry Terminal buildings are not National Register eligible under Criterion B, as they are not associated with an individual significant on the local, state, or national level.

The Matapeake Ferry Terminal buildings are not National Register eligible under Criterion C as it is not significant in the history of ferry engineering or design, not is it an example of the work of a renowned engineer, craftsman, or contractor. It does not exemplify significant engineering solutions developed in response to conditions characteristic of the locality or region. It is not an example of a rare building type nor does it possess architectural or artistic distinction. While the Matapeake Ferry Terminal Buildings do reflect common construction techniques of the early twentieth century in the United States, they do not demonstrate innovative technical solutions.

National Register eligibility under Criterion D was not investigated as part of this study.

Amanda R. Apple,
Historic Preservation Planner
Queen Anne's County

Prepared by:

Date Prepared: 07/30/2008



QA-545, QA-546, QA-547
Matapeake Ferry Terminal, Shop, and Clubhouse
Stevensville Vicinity, Queen Anne's County, Maryland
Kent Island, Maryland Quadrangle (1:24,000)

Photo Log – Determination of Eligibility for QA-546, QA-545, QA-547

Amanda R. Apple, Historic Preservation Planner

Queen Anne's County, Maryland

Photos taken on 2008-08-01

Photos printed on Epson premium glossy photo paper with Epson UltraChrome pigmented inks

Digital images saved on a Maxell DVD-R 4.7GB

- QA546_2008-08-01_01.jpg Matapeake clubhouse west elevation (front façade)
QA546_2008-08-01_01.tiff
QA546_2008-08-01_01.NEF
QA546_2008-08-01_02.jpg Matapeake clubhouse south elevation
QA546_2008-08-01_02.tiff
QA546_2008-08-01_02.NEF
QA546_2008-08-01_03.jpg Matapeake clubhouse north elevation
QA546_2008-08-01_03.tiff
QA546_2008-08-01_03.NEF
QA546_2008-08-01_04.jpg Matapeake clubhouse northeast elevation
QA546_2008-08-01_04.tiff
QA546_2008-08-01_04.NEF
QA546_2008-08-01_05.jpg Matapeake clubhouse taken from beach looking west over terraced lawn (with modern shower tower in foreground)
QA546_2008-08-01_05.tiff
QA546_2008-08-01_05.NEF
QA546_2008-08-01_06.jpg West view from Matapeake clubhouse lawn of terraced lawn and beach
QA546_2008-08-01_06.tiff
QA546_2008-08-01_06.NEF
QA546_2008-08-01_07.jpg West view of Matapeake clubhouse lawn and bay
QA546_2008-08-01_07.tiff
QA546_2008-08-01_07.NEF
QA546_2008-08-01_08.jpg Future location of proposed modular bathrooms
QA546_2008-08-01_08.tiff
QA546_2008-08-01_08.NEF
QA546_2008-08-01_09.jpg View looking North across south lawn and south elevation of Matapeake clubhouse
QA546_2008-08-01_09.tiff
QA546_2008-08-01_09.NEF
QA546_2008-08-01_10.jpg Bell and Flagpole memorial in south lawn
QA546_2008-08-01_10.tiff
QA546_2008-08-01_10.NEF
QA546_2008-08-01_11.jpg Main Room in clubhouse looking north east
QA546_2008-08-01_11.tiff
QA546_2008-08-01_11.NEF
QA546_2008-08-01_12.jpg View of new kitchen though doorway located where dumbwaiter use to be

QA-545, QA-546, QA-547

QA546_2008-08-01_12.tiff
QA546_2008-08-01_12.NEF
QA546_2008-08-01_13.jpg View of north hallway with enclosed entrance to kitchen
QA546_2008-08-01_13.tiff
QA546_2008-08-01_13.NEF
QA546_2008-08-01_14.jpg View of south hallway with enclosed entrance to bathroom
QA546_2008-08-01_14.tiff
QA546_2008-08-01_14.NEF
QA546_2008-08-01_15.jpg View of new bathroom entrances
QA546_2008-08-01_15.tiff
QA546_2008-08-01_15.NEF
QA546_2008-08-01_16.jpg Interior view of remodeled bathroom
QA546_2008-08-01_16.tiff
QA546_2008-08-01_16.NEF

QA-545

Matapeake Ferry Terminal
Stevensville vicinity, Queen Anne's County

Constructed 1930 to present
Publicly owned

DESCRIPTION SUMMARY

The Matapeake Ferry Terminal is located south of the Chesapeake Bay Bridge and west of Romancoke Road on Kent Island, Queen Anne's County. The earliest elements of the site date to 1930; alterations continue to the present. The present Matapeake Ferry Terminal consists of two jetties, a 1930 wharf remnant, two concrete bulkheads, two ramp remnants, a pier, and a drainage ditch and sea wall.

SUMMARY STATEMENT OF SIGNIFICANCE

The Matapeake Ferry Terminal site first came into use in 1930 when the Claiborne-Annapolis Ferry Company moved its Eastern Shore terminus from Claiborne (Talbot County) to Kent Island in order to have a shorter route to Annapolis. The State Roads Commission took over the ferry in 1941, renaming it the Sandy Point-Matapeake Ferry. The ferry route paralleled the route of the Chesapeake Bay Bridge and was made obsolete by the opening of the Bridge in 1952. The State retained control of the Matapeake site and opened the Maryland State Marine Police Academy there in 1963.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. QA-545

1. Name of Property (indicate preferred name)

historic Matapeake Ferry Terminal

other N/A

2. Location

street and number 301 Marine Academy Lane ___ not for publication

city, town Stevensville X vicinity

county Queen Anne's

3. Owner of Property (give names and mailing addresses of all owners)

name Maryland Department of Natural Resources

street and number Tawes State Office Building, 580 Taylor Avenue telephone (410) 260-8100

city, town Annapolis state MD zip code 21401

4. Location of Legal Description

courthouse, registry of deeds, etc. Queen Anne's County Circuit Court liber TSP 18 folio 581

city, town Centreville tax map 56 tax parcel 174, 178 tax ID number 04-069889, 04-069870

5. Primary Location of Additional Data

- Contributing Resource in National Register District
 Contributing Resource in Local Historic District
 Determined Eligible for the National Register/Maryland Register
 Determined Ineligible for the National Register/Maryland Register
 Recorded by HABS/HAER
 Historic Structure Report or Research Report at MHT
 Other: _____

6. Classification

Category	Ownership	Current Function	Resource Count		
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	<input type="checkbox"/> landscape	Contributing	Noncontributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> commerce/trade	<input checked="" type="checkbox"/> recreation/culture	0	0
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> religion	0	0
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> social	10	0
<input type="checkbox"/> object		<input type="checkbox"/> education	<input checked="" type="checkbox"/> transportation	0	0
		<input type="checkbox"/> funerary	<input type="checkbox"/> work in progress	10	0
		<input checked="" type="checkbox"/> government	<input type="checkbox"/> unknown		
		<input type="checkbox"/> health care	<input type="checkbox"/> vacant/not in use		
		<input type="checkbox"/> industry	<input type="checkbox"/> other:		
				Number of Contributing Resources previously listed in the Inventory	
				0	

7. Description

Inventory No. QA-545

Condition

excellent deteriorated
 good ruins
 fair altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

DESCRIPTION SUMMARY

The Matapeake Ferry Terminal is located south of the Chesapeake Bay Bridge and west of Romancoke Road on Kent Island, Queen Anne's County. The earliest elements of the site date to 1930; alterations continue to the present. The present Matapeake Ferry Terminal consists of two jetties, a 1930 wharf remnant, two concrete bulkheads, two ramp remnants, a pier, and a drainage ditch and sea wall.

GENERAL DESCRIPTION

The Matapeake Ferry Terminal is located south of the Chesapeake Bay Bridge and west of Romancoke Road on Kent Island, Queen Anne's County. The Terminal is now part of the Maryland State Marine Police Academy. First constructed in 1930 and continually altered to the present, the Terminal currently consists of two jetties (2004 and 1995), wharf (1930), two bulkheads (1942), two ramp remnants (1942), a pier (1942), and a drainage ditch and sea wall (1975). All elements have been altered.

The north jetty, constructed of stone, is located just south of the Matapeake Club House (QA-546). The jetty was first constructed in 1930 and was rebuilt in 2004.

South of the jetty is part of the 1930 timber wharf. The current configuration of the 1930 wharf dates to ca. 1948.¹ During the 1950s, a small pier was constructed adjacent to the 1930 wharf in order to accommodate a hoist.

South of the 1930 wharf is the north bulkhead, constructed of concrete. The north bulkhead was part of 1942 ferry slip. South of the north bulkhead is a remnant of the north ramp, by which automobiles boarded and exited the ferries. Although originally constructed in 1942, the north ramp has recent decking and rails; the concrete piers are the only remaining part of the original structure.

South of the north ramp is the central pier of the 1942 ferry slip. The timber pier was converted to a wharf during the 1960s.² A corrugated metal shelter stands at the end of the pier.

South of the 1942 central pier is a remnant of the south ramp. As with the north ramp, the concrete piers are the only part of the 1942 structure to remain. South of the south ramp is the south bulkhead. The south bulkhead is constructed of concrete and was part of the 1942 ferry slip.

South of the south bulkhead is a concrete and stone drainage ditch that marks the location of the 1930 south jetty. The 1930 south jetty was shortened in 1941 when the State constructed a new jetty further south. The 1930 south jetty was removed completely, and the present drainage ditch and sea wall were constructed in 1975.

South of the drainage ditch and beyond the Matapeake Ferry Terminal Shop (QA-547) is the 1995 south jetty. A jetty was constructed at this location in 1942, but no part of it remains.

As is the nature of maritime sites that have been in continual use, the Matapeake Ferry Terminal has been continuously altered over time. The site does not represent one particular building campaign, but rather includes elements of every period from 1930 to the present.

¹ The wharf appears in its 1930 configuration in existing conditions drawings dated May 1948. A photograph also dated 1948 (presumably later in the year) shows the wharf in its current configuration.

² An early 1960s photograph shows the pier before it was converted.

8. Significance

Inventory No. QA-545

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input checked="" type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

Specific dates 1930 (first construction), 1941 (acquisition by state), 1952 (closing of ferry)

Architect/Builder Claiborne-Annapolis Ferry Company, Maryland State Roads Commission, Department of Natural Resources

Construction dates 1930-present

Evaluation for:

National Register

Maryland Register

not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

SUMMARY STATEMENT OF SIGNIFICANCE

The Matapeake Ferry Terminal was the terminus of the Claiborne-Annapolis Ferry (later Sandy Point-Matapeake Ferry) from 1930 to 1952. The ferry ceased operation when the Chesapeake Bay Bridge opened in 1952.

RESOURCE HISTORY AND SIGNIFICANCE

The Matapeake Ferry Terminal site first came into use in 1930 when the Claiborne-Annapolis Ferry Company moved its Eastern Shore terminus from Claiborne (Talbot County) to Kent Island in order to have a shorter route to Annapolis. The State Roads Commission took over the ferry in 1941, renaming it the Sandy Point-Matapeake Ferry. The ferry route paralleled the route of the Chesapeake Bay Bridge and was made obsolete by the opening of the Bridge in 1952. The State retained control of the Matapeake site and opened the Maryland State Marine Police Academy there in 1963.

During the 1930s, the Matapeake Ferry Terminal consisted of the two stone jetties and a single timber wharf that could only serve one ferry at a time. A machine shop and fuel tanks (now gone) stood at the base of the wharf. A gravel road led from the wharf through toll booths (now gone) and out to Romancoke Road. Also on the site were the Matapeake Club House (QA-546), a hot dog stand (now gone), a bath house (now gone), gravel parking lots on either side of the road, and wood steps (now gone) that led to the Chesapeake Bay and beaches (now gone).

In 1941, the State Roads Commission took over the site and developed plans to construct three new ferry slips. Two slips were completed, necessitating alteration of part of the 1930 wharf, removal of part of the original south jetty and construction of a new south jetty. Also during the 1940s, the State Roads Commission constructed the Shop (QA-547), removed the toll booths, and reconfigured the road and parking lot system.

Changes to the site continued under the Maryland State Marine Police Academy. All ferry-era buildings except the Matapeake Club House and the Shop were removed, and new buildings were constructed to serve the academy. The ferry terminal itself was dismantled, leaving only one functioning pier and remnants of the bulkheads and ramps. The remnant of the original south jetty was also removed, and both remaining jetties were rebuilt. Adaptations needed by the academy and replacement of deteriorated materials continue to the present.

9. Major Bibliographical References

Inventory No. QA-545

Aerial photographs, 1937, 1960, early 1960s. Natural Resources Police.

Approaches to the Matapeake Ferry Terminal. State Roads Commission. May 11, 1948.

Chesapeake Bay Ferry – Matapeake Terminal – Fender, Racks & Bridge Guides – Plan. State Roads Commission. March 1946.

Conversation between Julie Darsie of Betty Bird & Associates and Louis C. Wright of Natural Resources Police. April 12, 2005.

Hoxter, Nick. *A Walk Back in Time: A Pictorial History of Yesterday on the Island*. Grasonville, Maryland: William N. Hoxter, Jr., and MHR Publishing LLC, 1997.

Matapeake Ferry Terminal and Soundings. State Roads Commission. December 11, 1942.

10. Geographical Data

Acreage of surveyed property N/A

Acreage of historical setting 82.53

Quadrangle name Kent Island

Quadrangle scale: 1:24,000

Verbal boundary description and justification

The Matapeake Ferry Terminal occupies part of Parcels 174 and 178 on Queen Anne's County Tax Map 56. The site is bounded on the north by the north edge of the north jetty, on the east by the Maryland Marine Police Academy, on the south by the south edge of the south jetty, and on the west by the Chesapeake Bay. Because the site consists of structures projecting into the water, acreage is not given.

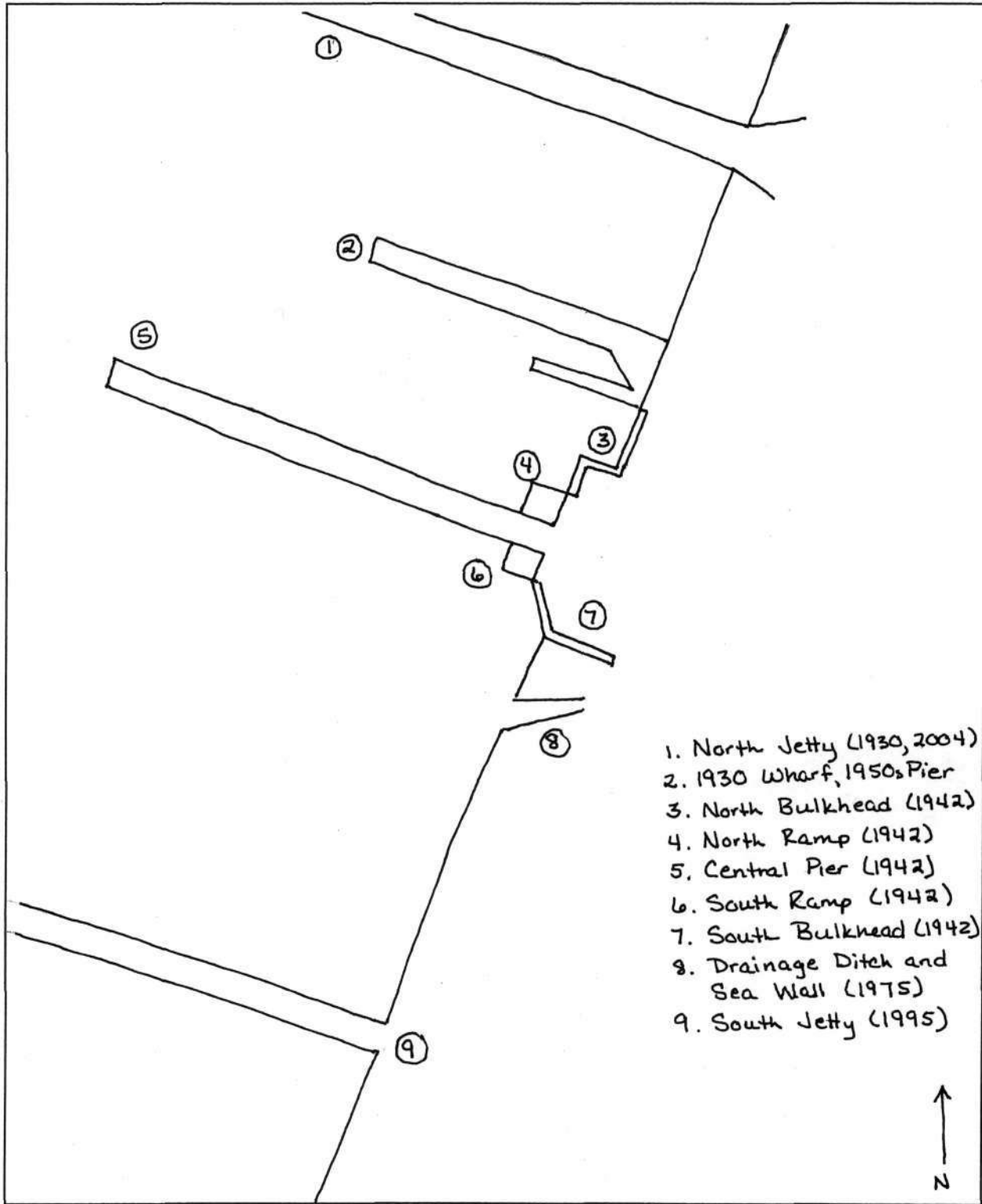
11. Form Prepared by

name/title	Julie Darsie		
organization	Betty Bird & Associates LLC	date	May 2005
street & number	2607 24 th St., NW, Suite 3	telephone	(202) 588-9033
city or town	Washington, D.C.	state	N/A

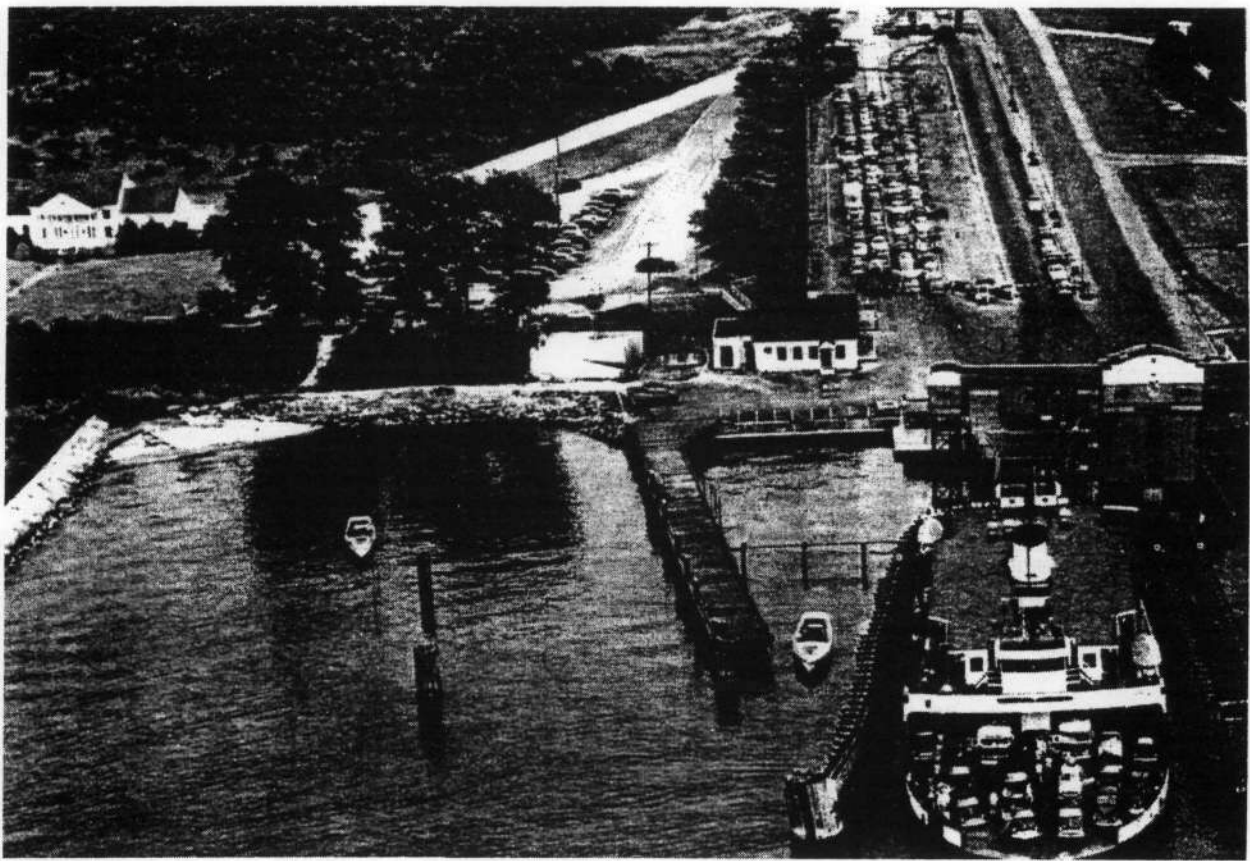
The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600



Site Plan
QA-545
Matapeake Ferry Terminal
 Stevensville Vicinity, Queen Anne's County, Maryland



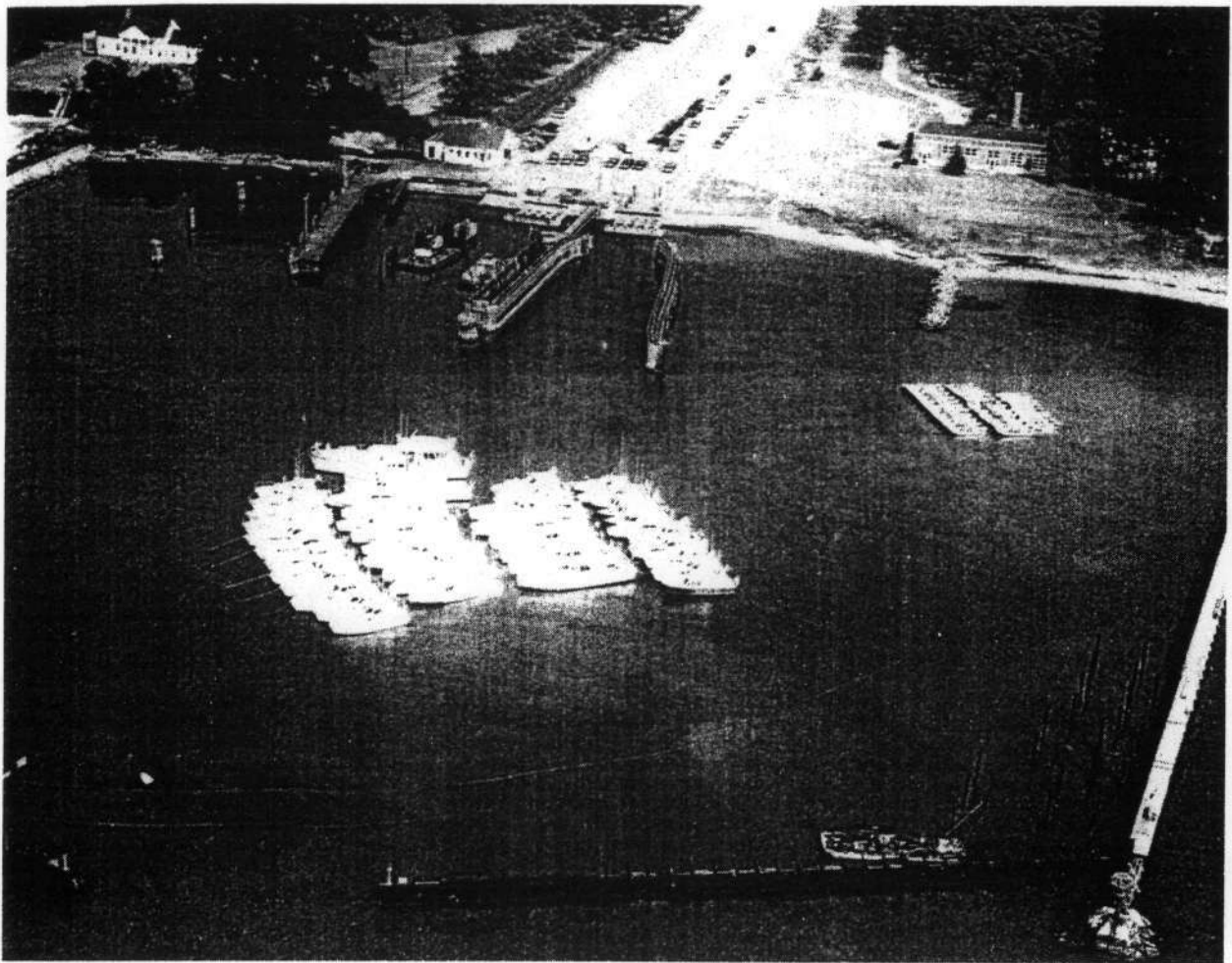
1948 Bird's Eye View

QA-545

Matapeake Ferry Terminal

Stevensville Vicinity, Queen Anne's County, Maryland

Source: Kent Island Heritage Society



Early 1960s Bird's Eye View

QA-545

Matapeake Ferry Terminal

Stevensville Vicinity, Queen Anne's County, Maryland

Source: Louis C. Wright, Natural Resources Police

6 - 24 - 37

AHW - 7



1937 Aerial Photograph

QA-545

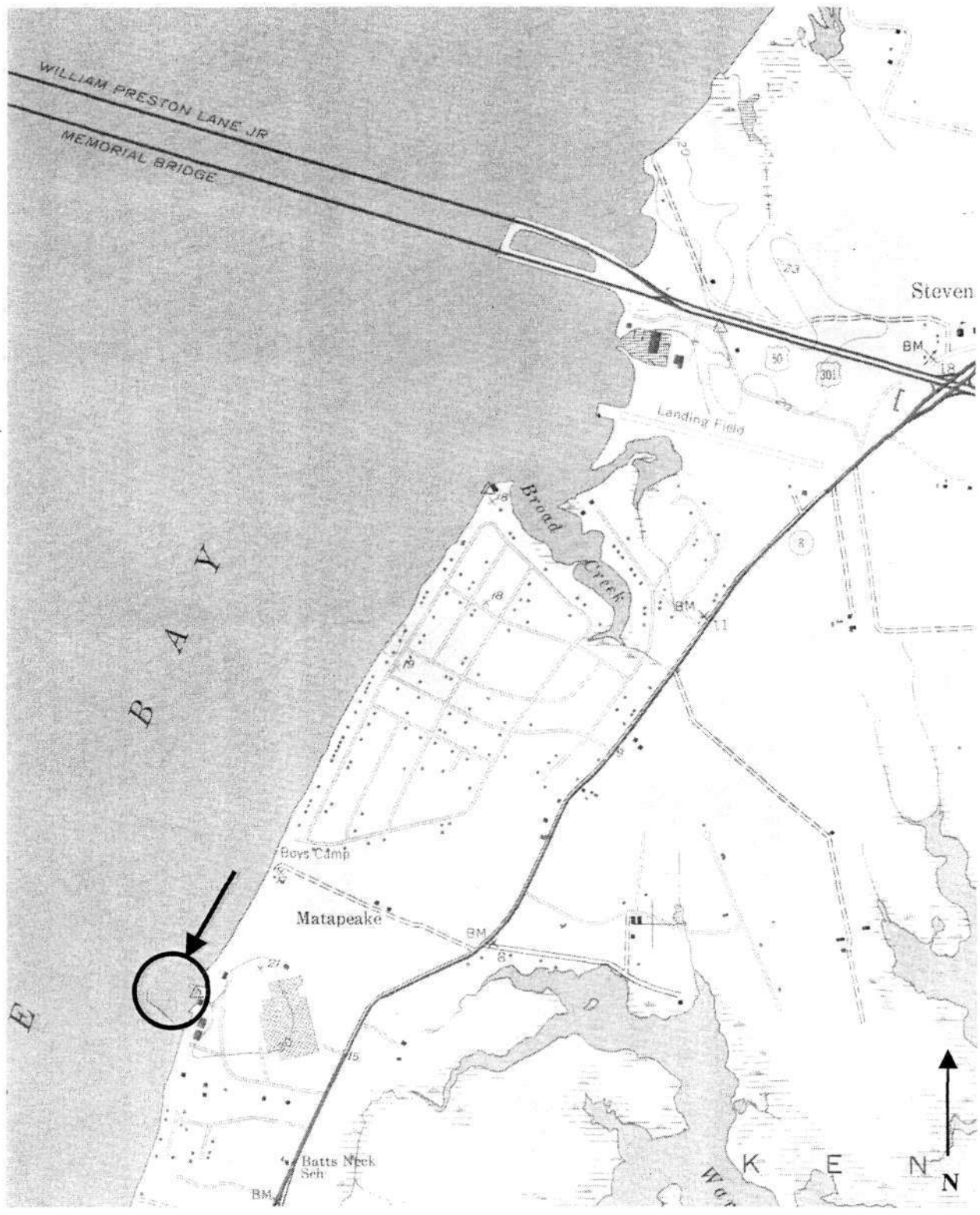
Matapeake Ferry Terminal

Stevensville Vicinity, Queen Anne's County, Maryland

Source: Louis C. Wright, Natural Resources Police



1960 Aerial Photograph
QA-545
Matapeake Ferry Terminal
Stevensville Vicinity, Queen Anne's County, Maryland
Source: Louis C. Wright, Natural Resources Police



QA-545
Matapeake Ferry Terminal
Stevensville Vicinity, Queen Anne's County, Maryland
Kent Island, Maryland Quadrangle (1:24,000)



QA-545

Matapeake Ferry Terminal

Queen Annel's County, Maryland.

Julie Darcis for Betty Bird & Associates

April 2005

MO SHPO

1930' wharf with 1950s pier and hoist. North jetty in right background, south jetty in left background. View to west.

1 of 9



QA-545

Matapeake Ferry Terminal

Queen Annel's County, Maryland

Julie Darsie for Betty Bird & Associates

April 2005

MD SHPO

North bulkhead. View to south from 1930s wharf.

2 of 9

< 131 11 00 NENH--5800



QA-545

Matapoke Ferry Terminal

Queen Anne's County, Maryland

Julie Darsie for Betty Bird & Associates

April 2005

MD SHPO

North bulkhead (left), north ramp (center), and central pier (right). View to SW.

3 of 9

2147 11-01 NEMM-0500



FUEL PUMP
EMERGENCY
SHUT-OFF

MARINA
SHUT-OFF
VALVE

QA-545

Matapeake Ferry Terminal

Queen Anne's County, Maryland

Julie Daisie for Betty Bird & Associates

April 2005

MD SHPO

North Ramp. Central pier on left. View to SW.

4 of 9



QA-545

Matapeake Ferry Terminal

Queen Anne's County, Maryland

Julie Darsie for Betty Bird & Associates

April 2005

MD SHPO

Central pier (left), south ramp (center), and south bulkhead.
(right). View to north

5 of 9

2116 11 100 HENRI - 5500 >



QA-545

Matapeake Ferry Terminal

Queen Anne's County, Maryland

Julie Darsie for Betty Bird & Associates

April 2005

MD SHPO

Central pier, view to NW

6 of 9

0000 - 111111 00+ 11 011 < >



QA-545

Matapeake Ferry Terminal

Queen Anne's County, Maryland

Julie Darsie for Betty Bird & Associates

April 2005

MD SHPO

South bulkhead, view to north

7 of 9

2110 11 01 NENIN - 5000 >



QA-545

Matapeake Ferry Terminal

Queen Anne's County, Maryland

Julie Dorsie for Betty Bird & Associates

April 2005

MD 5490

Drainage ditch and sea wall. View to north

8 of 9



QA-545

Matapenkla Ferry Terminal

Queen Anne's County, Maryland

Julie Darsie for Betty Bird & Associates

April 2005

MD SHPO

Drainage ditch and sea wall. View to SW. South jetty
in background.

9 of 9