

FE297

Diagram No. 77-4

NOAA FORM 76-35A

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE

DESCRIPTIVE REPORT

Type of Survey ... Field Examination

Field No. HFP-5-2-87

Registry No. FE-297

LOCALITY

State Maryland

General Locality ... Solomons Island

Sublocality Back Creek, Mill Creek, and

..... St. John Creek

19 87

CHIEF OF PARTY
LCDR. K.W. Perrin

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DATE March 15, 1988

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Acc 1
CHT

12284 } PART 30
12264 } SHOW OFF
12230 } ON FILE "BACK"

HYDROGRAPHIC TITLE SHEET

FE-297

INSTRUCTIONS - The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

FIELD NO.

HFP 5-2-87

State Maryland

General locality Solomons Island

Locality Back Creek, Mill Creek and St John Creek

Scale 1:5,000 Date of survey 16 Mar. to 27 Apr., 1987

Instructions dated 27 June, 1985 Project No. OPR S-E211-HFP

Vessel HFP-4 (launch 0520)

Chief of party LCDR K.W. Perrin

Surveyed by Ltjg. J. Maddox, E. Martin, D. Bryant, M. Briscoe, U. Gardner

Soundings taken by echo sounder, hand lead, pole _____

Graphic record scaled by J.M., E.M., D.B., M.B., U.G.

Graphic record checked by J.M., E.M., D.B., M.B., U.G.

Protracted by _____ Automated plot by XINETIC 1201 (AMC)

Verification by N/MOA23

Soundings in ~~fathoms~~ feet at NEW MLLW

REMARKS: Change No.1, dated July 10, 1985

Change No.2, dated July 24, 1985

Change No.3, dated March 6, 1986

Change No.4, dated February 13, 1987

NOTES IN THE DESCRIPTIVE REPORT WERE MADE IN RED DURING OFFICE PROCESSING.

STANDARDS CK'D 6-2-88

AWOIS/SURE MAM 9/88



Chart 12264, 22 ed

FE-297

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DESCRIPTIVE REPORT TO ACCOMPANY
AWOIS ITEM INVESTIGATION
FE-297
S-E211-HFP-86

Chief of Party: Lt. Cdr. Kenneth W. Perrin
Officer in Charge: Lt. (jg) Jason H. Maddox
Hydrographic Field Parties Section
Hydrographic Field Party 4
Launch .0520

A. PROJECT

This survey was conducted under Project Instructions S-E211-HFP-85, Solomons Island, Maryland, dated June 27, 1985 and amended by Change No. 1, dated July 10, 1985; Change No. 2, dated July 24, 1985; Change No. 3, dated March 6, 1986 which changes the Project, Instructions' date to 1986; and Change No. 4, dated February 13, 1987.

The purpose of this survey was to resolve items which were recommended for additional work during verification of FE-280.
SEE SECTION 1.9. OF THE EVALUATION REPORT.

B. AREA SURVEYED

The area surveyed was the three creeks that feed into the Patuxent River in the vicinity of Solomons Island, Maryland at a scale of 1:10,000 and 1:5000. The actual boundaries of the surveys are as follows:

Lat. $38^{\circ}21'00''$ N	Lat. $38^{\circ}21'00''$ N
Long. $76^{\circ}29'00''$ W	Long. $76^{\circ}25'00''$ W
ϕ 40 28	ϕ 50 28
Lat. $38^{\circ}18'39''$ N	Lat. $38^{\circ}18'39''$ N
Long. $76^{\circ}29'00''$ W	Long. $76^{\circ}25'00''$ W
ϕ 27 40	ϕ 19 20 20

This survey was conducted from March 16, 1987 (DN 075) to April 27, 1987 (DN 117).

C. SOUNDING VESSEL

All soundings were obtained from NOAA Launch 0520, a 21-foot MonArk. All survey records are annotated with the vessel number.

D. SOUNDING EQUIPMENT AND CORRECTIONS TO ECHO SOUNDINGS

All soundings obtained by NOAA Launch 0520 were done by a Raytheon DE 719B Fathometer, S/N 7727.

Bar checks were taken twice daily and abstracted to produce the velocity corrections. No unusual abnormalities were observed.

All velocity tables, graphs, and computations are appended at the end of this text. *Removed and filed with survey field records.*

A settlement and squat test for launch 0520 was conducted on March 6, 1987 (DN 065) at the southeastern entrance to Third Cove, on the property of N.A.S. Solomons Annex. The correctors for settlement and squat are applied via the TC/TI tape and appended at the end of this text. *Removed and filed with survey field records.*

Bar check lines were measured at the beginning and end of this project. No corrections are to be applied to the bar check lines.

All data were plotted using predicted tides furnished by the Tide Tables 1987. *Smooth tides were applied to processed survey.*

E. HYDROGRAPHIC SHEETS

All field sheets were prepared by HFP-4 personnel using Digital PDP8/e computer and a Houston DP-3 Complot plotter. Boatsheets, rough plots, overlays, blowups, and final field sheets are included with this survey. *Filed with field survey records.*

F. CONTROL STATIONS

All horizontal control stations were historic Third-order, Class 1 horizontal control stations or new stations established by N/MOA222 and HFP-4. All stations are referred to the North American 1927 Datum and are listed in the appendix of this report. The Horizontal Control Report for the project will be submitted by N/MOA222. *SEE PAGE 47 OF THE DESCRIPTIVE REPORT.*

G. HYDROGRAPHIC POSITION CONTROL

The positioning control system for this survey was the Motorola Mini-Ranger Falcon positioning system.

The electronic equipment used for this survey are as follows:

<u>Mini-Ranger</u>	<u>S/N</u>
Launch 0520	
Range Processing Unit	E0159
Control Display Unit	G0253
Master R/T Unit	E2957

Mini-Ranger

S/N

Shore Stations

Remote Unit Code 2	G3471
Remote Unit Code 4	E2911

Other Electronic Equipment

HP 3810B	1929A00411
Nikon NT-20 Theodolite	031005

All Mini-Ranger Falcon units were baselined once each month. Critical system checks were performed every day by means of a HP-3810B direct comparison calibration. The standard forms are filled along with all survey data.

On April 9, 1987 (DN 099), some of the days data had to be rejected due to the resultant critical system check, which had exceeded the specifications. It was found out later that the Mini-Ranger was placed behind an obstructing pillar and a baseline wasn't needed. There were no other problems encountered for the critical system checks.

H. SHORELINE SEE SECTION 2. b. OF THE EVALUATION REPORT.

There were no recent photogrammetric source data for this project. The shoreline features were drawn from prints of Chart 12284, 12th Ed., March 8/86 and compared to maps T-8542 and T-8543, scale of 1:10,000, 1942-43. There were no gross discrepancies observed during the survey. All minor discrepancies have been noted and are shown on the final field sheets appended with this report.

I. CROSSLINES SEE SECTION 3. a. OF THE EVALUATION REPORT.

There was no mainscheme hydrography conducted on this project. Hydrography conducted was developments on unresolved items recommended during verification of FE-280. Therefore, there are no crosslines.

J. JUNCTIONS SEE SECTION 5. OF THE EVALUATION REPORT.

There are no junction surveys for this survey.

K. COMPARISONS WITH PRIOR SURVEYS SEE SECTION 6. OF THE EVALUATION REPORT.

Not applicable.

L. COMPARISONS WITH THE CHART See also section 7.a. of the Evaluation Report.

Comparison was made with Chart 12284, 1:10,000 scale, 12th Edition, dated March 8/86.

All presurvey review items were investigated. A copy of the item investigation forms are appended.

PSR item #3993 was reported as a half burned hulk PA located at lat. 39°19'24" N, long. 076°27'07" W. An investigation was conducted on March 25, 1987 (DN 070), at the charted location of this item. The remains of a wreck was located 1.5 meters above the apparent HWL at lat. 39°19'23.804" N, long. 076°27'07.04" W (position # 070 was taken utilizing an HP-3810B total station).^{06.93} Additional visual search was conducted offshore of the wreck in fairly clear water estimating visibility to eight feet. No further remains of this item was observed. Recommend the "WK" symbol be deleted from chart. CONCUR

PSR item # 3994, is a visible wreck PA located at lat. 39°19'38.65" N, long. 076°27'09.90" W. On March 23, 1987 (DN 068), an investigation was conducted at the charted location. Positions (053 and 054) were obtained on an partially submerged object at the northeast and southeast offshore corners where the obstruction bares three feet. The object is made up of metal, wood, and foam and is believed to be the remains of an old floating pier and not a wreck as reported. ~~Recommended the charted location be retained, replacing the visible wreck symbol with obstruction notation and delete the "PA" notation.~~ CHART PIER RUINS AS SHOWN ON THE PRESENT SURVEY. N END LOCATED IN LAT 38°19'38.73"N, LONG 76°27'09.63"W - S END LOCATED IN LAT 38°19'37.95"N, LONG 76°27'09.51"W. N END BARES 3 FT @ MLLW, S END BARES 4 FT @ MLLW. DELETE CHARTED VISIBLE WRECK, PA.
 PSR items # 3995, 3996, 4356, and 4357 are visible wrecks PA located at the following charted positions:

- | | | | | |
|----------|----------|---------------|-----------|------------------|
| a) #3995 | Latitude | 38°19'58.2" N | Longitude | 076°27'34.4" W ✓ |
| b) #3996 | " | 38°19'59.5" N | " | 076°27'35.0" W ✓ |
| c) #4356 | " | 38°20'00.5" N | " | 076°27'34.5" W ✓ |
| d) #4357 | " | 38°20'01.5" N | " | 076°27'34.5" W ✓ |

On March 16, 1987 (DN 075), an investigation was conducted at the charted location of these wrecks. Positions (001 thru 004) were obtained by an HP-3810B total station outlining the observed foul area. This area is laden with exposed and submerged hulls, piles, wood, concrete, and metal debris that stretches to shore. Recommend the foul area be charted bearing 270° from shoreline to position 001 (lat. 38°19'57" N, long. 076°27'35" W) then to position 003 (lat. 38°20'00" N, long. 076°27'35" W) then to position 004 (lat. 38°20'01" N, long. 076°27'35" W) and 090° from this position ending at the shoreline. On March 20, 1987 (DN 079), the area offshore of the recommended foul area was swept by a chain drag (position # 037 thru # 039) to verify the foul area limit. REVISE CHARTED FOUL LIMIT TO CORRESPOND WITH LIMITS SHOWN ON PRESENT SURVEY - DELETE CHARTED WRECKS, DELETE CHARTED PIER RUINS - See also section 7.a.2) of the Evaluation Report.
 PSR item # 3997 was reported as a piling located with its southwest end at lat. 38°19'36.35" N, long. 076°27'02.53" W and

running northeast to lat. 38°19'37.74" N, long. 076° 27'01.47" W. This item was revised to a large number of triangularly distributed piles and the positions above mark the westernmost end of these piles. The piles were then reported not visible at chart datum and revised to submerged piles PA. On March 25, 1987 (DN 084), an investigation was conducted at the charted location of this item(s) which involved towing 60 feet of chain between otter boards attached to 50 feet of line behind the launch. A single snag was accomplished at position # 077 (lat. 38°19'38.82⁸/₈ N, long. 076°27'01.13⁰/₇ W) with an uncorrected depth of 16.5 feet obtained via the Fathometer. On April 21, 1987 (DN 111), additional chain drag operations were conducted; running inshore of the swept area previously recorded on DN 084. The chain was dropped at Mill Creek Light "3" in preparation of the controlled sweep. The launch then proceeded across the creek and parallel to the charted pier that is adjacent to the submerged pilings. The controlled sweep was then started as soon as the chain cleared the most northern pier support, but within seconds of the beginning of this line a snag occurred. The chain was pulled in the boat until it tended straight up and down where detached position # 143 was recorded at lat. 38°19'36.985³/₀ N, long. 076°27'01.184⁴/₄ W with an uncorrected depth of 16.7 feet obtained via the Fathometer. The investigation continued by running a line southward from the north point to the pier. Another snag occurred within seconds of the start of the line (position # 144) at lat. 38°19'39.018⁰/₀ N, long. 076°27'00.166⁰/₀ W with an uncorrected depth of 13.5 feet obtained as described before. When the chain was hauled in, a portion of the obstruction was attached consisting of rotted wood and lag bolts. A non-controlled development that consisted of 25-meter lines was then conducted in this area for additional obstructions. Two of these lines crossed over the charted position of the submerged pilings, nothing was observed. A line was ran south from the north point to the pier that would cross over the two obstructions located along long. 076°27'01.1" W. These two obstructions were observed but no further obstructions were observed between them. On April 22, 1987 (DN 112), a lead line was dropped onto the obstruction located at lat. 38°19'38.82⁸/₈ N, long. 076°27'01.13⁰/₇ W. An uncorrected least depth of 17 feet was recorded (position # 172) at lat. 38°19'38.833⁸/₈ N, long. 076°27'00.803⁰/₀ W. Recommend the charted submerged pilings be deleted from the chart and the submerged obstructions be charted at the observed positions found by this investigation. CONCUR

This area also encompasses a charted cable area from lat. 38°19'33" N northward to lat. 38°19'39" N. Both shorelines were searched visually, with negative results, during the days that this investigation took place. The chain drag operations conducted on the first day of the investigation covered a portion of the right side of the channel in Mill Creek and no snag occurred. ~~Recommend the cable area be deleted from the chart.~~ RETAIN AS CHARTED.

NOTE: In respect to the above investigation, several interviews with local mariners and lifetime residents were conducted during the project. All had no recollection of the item(s) investigated.

PSR item # 3998 is a dangerous sunken wreck located at lat. 38° 19'17.8" N, long. 076°25'30.7" W. On April 20, 1987 (DN 110), an investigation was conducted at an location given by resident, Adrion Joy, Rousby Hall Rd., Lusby, Md., telephone number (301) 586-2945. A position (# 137) was obtained at lat. 38°19'15.8" N, long. 076°25' 28.9" W, using a HP-3810B total station, on the most offshore obstruction found by a chain drag to shore. An uncorrected least depth of 7.8 feet was observed over the wreck. The area inshore of this position was observed to contain scattered debris that stops five meters short of the apparent shoreline. On April 21, 1987 (DN 111), chain drag operations were conducted over the charted position of this item (position # 163 thru 166). The actual drag occurred offshore of the charted location, however, the bottom was visible at that location. There wasn't any observable wreckage found during this investigation at the charted location. ~~Recommend the dangerous sunken wreck be charted at the observed location found in this investigation.~~ SEE SECTION 6.D.1) OF THE EVALUATION REPORT. 200015
6877

PSR item # 3999 is a submerged dangerous wreck located at lat. 38°19'46.80" N, long. 076°26'35.40" W. On March 23, 1987 (DN 082), an investigation was conducted at the charted position of this item. A position (# 059) was obtained, using a HP-3810B total station, over the remains of an wooden hull at lat. 38°19'47.44" N, long. 076°26' 35.42" W. It was observed that the entire structure is scattered in a four-meter radius with rotted keel and ribs visible on the bottom. An uncorrected least depth of 3.5 feet was observed at this position. ~~Recommend the dangerous sunken wreck be retained at its presently charted location.~~ CHART AS SOUNDING ON WRECK WITH A DANGER CURVE IN SURVEY LOCATION. DELETE DANGEROUS SUNKEN WRECK SYMBOL.

PSR item # 4000 is a dangerous sunken wreck located at lat. 38° 19'57.6" N, long. 076°26'30.6 W. On March 23, 1987 (DN 082), a Fathometer search was conducted at the charted location of this item. The search revealed a spike. On April 3, 1987 (DN 093), chain drag operations were conducted to snag the spike and record a least depth by lead line. A position (# 090) was obtained at lat. 38°19'56.66" N, long. 076°26'28.08" W with an uncorrected least depth of 5.4 feet. ~~Recommend the dangerous sunken wreck be charted at its presently charted location.~~ CHART AS SOUNDING ON A WRECK WITH DANGER CURVE IN SURVEY LOCATION. DELETE DANGEROUS SUNKEN WRECK SYMBOL.

PSR items # 4010 and # 1519 was reported as a barge broken in two parts located at lat. 38°19'50.50" N, long. 076°26'59.50" W and lat. 38°19'54.8" N, long. 076°26'56.50" W respectively and charted as dangerous sunken wrecks (9 ft. rep.). On March 25, 1987 (DN 084), an investigation was conducted over the charted position of these items. A chain, 60 feet in length, was dragged on the bottom with no resultant snag (position # 082 thru 089). On April 22, 1987 (DN 112), another chain drag operation was conducted that resulted in two snags. One of the snags (position # 173) was at lat. 38°19'50.966" N, long. 076°26'59.65" W with an uncorrected lead line least depth of 16.14 feet. The other snag (position # 174) occurred at lat. 38°19'53.877" N, long. 076°26'58.045" W with an uncorrected least depth of 12.9 feet. The later position was slightly south and more west of the charted position. On April 27, 1987 (DN 117), a chain drag operation was conducted over the charted location of PSR item # 1519 (position # 188 thru 196). No resultant snag was observed. Star pattern

developments (position # 197 thru 214) were then conducted over the observed positions of the items for least depth confirmation. Recommend retaining PSR item # 4010 at its presently charted location and chart item # 1519 at the observed position found in this investigation. Retain the notation "9 ft. rep." for both items.

See section 7. a.1) of the Evaluation Report.

PSR item # 4022 are two submerged pilings located at lat. 38°19'32.5" N, long. 076°27'23.9" W. On March 30, 1987 (DN 079), a position (# 052) was obtained with a HP-3810B total station. Two piles were observed, one bearing one (1) foot and the other awash at lat. 38°19'32.80" N, long. 076°27'23.69" W. A visual search was conducted offshore of this position with no additional obstructions observed. ~~Recommend no change in charting status.~~ SEE ALSO SECTION 7.9.3) OF THE EVALUATION REPORT.

PSR item # 4023 was reported as a submerged pile located at lat. 38°19'32.52" N, long. 076°27'30.21" W. On March 25, 1987 (DN 084), a pile was observed at chart datum (position # 072) at lat. 38°19'32.64" N, long. 076°27'30.24" W bearing ^{FIVE (5)} eight feet @ MHW. It was observed that the two charted piles located at lat. 38°19'32.0" N, long. 076°27'28.5" W and lat. 38°19'33.4" N, long. 076°27'29.0" W (scaled from chart), were not visible at chart datum. On April 9, 1987 (DN 099) - position # 099 thru 107 - and on April 21, 1987 (DN 111) - position # 138 thru 142 - an investigation was conducted to locate or disprove the existence of the charted piles in the vicinity of PSR item # 4023. A 60-foot chain was dragged between otter boards and towed on 20 feet of line behind the launch. The area of coverage was a straight line between Back Creek Light "5" and the pile located above. Five lines were accomplished at ten meters apart with negative results. Recommend the charted submerged pile be changed to pile at its ~~presently charted location and delete charted piles that lay offshore of this item.~~ THE LOCATION FOUND BY THE PRESENT SURVEY AND REVISED. THE TWO CHARTED PILES IN LAT 38°19'33.5" N, LONG 76°27'29.1" W AND LAT 38°19'32.1" N, LONG 76°27'29.6" W TO SUBMERGED PILES.

PSR item # 4352 was reported as piling extending from pier and revised to submerged piles at lat. 38°19'00.30" N, long. 076°27'06.00" W. On April 14, 1987 (DN 104), an investigation was conducted at the charted location of this item (position # 112 thru 121). A 60-foot chain was dragged on the bottom between otter boards with ten feet of line behind the launch. A snag occurred at lat. 38°19'01.36" N, long. 076°27'05.8" W on what was visually observed as a submerged pile, eight inches in diameter with a Fathometer depth of 5.4 feet (uncorrected). Another sweep was conducted and a snag occurred at lat. 38°19'00.98" N, long. 076°27'06.08" W on a submerged pile that was confirmed visually and having an eight-inch diameter with an uncorrected least depth of 4.5 feet. It was observed that the snags (submerged piling) were aligned with a pile that bares eight feet and close to the Maryland Biological Institute's pier. A sweep was first conducted offshore of the other two snags to confirm no other obstructions lay further south. Then another sweep was conducted using a range made by the observed pile close to the pier and a pile on the pier itself. The launch ran towards the pier it snagged as expected on the southernmost obstruction. A detached position (# 122) was then obtained on the pile which bared eight foot at lat. 38°19'01.82" N, long. 076°27'05.77" W. Recommend retaining the two southern submerged piles at there presently charted position. Change the

submerged pile closest to the Maryland Biological Institute's pier to pile at its presently charted location. CHART AS SHOWN ON PRESENT SURVEY.

PSR item # 4354 was reported as a shoal sounding, and charted "shl rep 1981" at lat. 38°19'53.0" N, long. 076°26'55.0" W. The position of this "shoal" plots inside the six-foot contour line. One should expect shoal soundings to occur somewhere between this contour line and the apparent shoreline. Nevertheless, a full development (position # 175 thru 187) was conducted running arcs to shore, ten meters apart, over the charted location on April 23, 1987 (DN 113). Nothing was observed except for the normal contouring to shore. Recommend the notation "shl rep 1981" be deleted from the chart. CONCUR CHART AS SHOWN ON PRESENT SURVEY.

PSR item # 4358 was reported as two sunken cruisers at lat. 38°20'10.0"N, long. 076°27'28.5" W. On March 18, 1987 (DN 077), a 60-foot chain was dragged on the bottom behind the launch running arcs, ten meter apart, at the charted location (position # 027 thru 036). The results of the investigation were negative. Recommend the ^{dangerous} sunken wreck symbol _A be deleted from chart. CONCUR

A new bulkhead was observed at lat. 38°20'11.64" N, long. 076°27'27.26" W along shore to lat. 38°20'14.37" N, long. 076°27'27.31" W. All charted piers and pier ruins were observed removed from a visual inspection of the bottom. The bulkhead was walked and positions (# 005 thru 011) were obtained with a HP-3810B total station. Recommend ~~delete all pier and pier ruins between the observed positions above.~~ CHART FOUL LIMITS AND NEW BULKHEAD DELINEATION AS SHOWN ON PRESENT SURVEY.

PSR item # 4359 was reported as three wrecks PA on shore at lat. 38°20'16.0" N, long. 076°27'31.0" W. On March 16, 1987 (DN 075), an investigation was conducted at the charted location. A position (# 012) was obtained at lat. 38°20'16.17" N, long. 076°27'31.12" W on the most offshore corner of a wreck in a group of five visible wrecks. ~~Recommend charting five visible wrecks with the most offshore wreck at the above observed position.~~ CHART AS DANGER CURVE WITH LABEL WRECKAGE FOR THE AREA SHOWN ON PRESENT SURVEY.

PSR item # 4360 was a sunken wreck located at lat. 38°20'23.52" N, long. 076°27'50.21" W. A visual search was conducted at the charted location of this item on March 18, 1987 (DN 077), bottom visibility was excellent and no wreck was observed. Two wrecks were observed south of the location and a position (# 026) was obtained at lat. 38°20'20.51" N, long. 076°27'51.55" W. The wrecks were observed to be always partially submerged. Additional information from Mr. Harvey Wood, Solomons, Md., telephone number (301) 326-3845, a 20-year resident of the area, indicated that a schooner located at the charted location had been completely removed by Mr. Carl Williams. Mr. Carl Williams, owner of Try County Marine, Solomons, Md., telephone number (301) 326-4669, was contacted and signed a release stating that the schooner located above was pulled out completely from its location and burned with no traces. Recommend that the sunken wreck ^{not} dangerous to surface navigation be deleted. Add ^{STRANDED} wrecks ~~as always partially submerged~~ at the observed position found by this investigation.

PSR items # 4361 and # 4362 were reported as visible wrecks located at lat. 38°20'24.2" N, long. 076°27'29.2" W and lat. 38°20'

25.6" N, long. 076°27'28.3" W respectively. In FE-280/86, PSR item # 4361 was reported with recommendations to retain chart status, PSR item # 4362 was reported salvaged by Mr. Dick Johnson and plans were made to salvage PSR item # 4361. On March 18, 1987 (DN 077), chain drag operations were conducted at the charted location of these items (position # 017 thru 025). A 60-foot chain between otter boards on 20 feet of line was used to sweep an area offshore of the charted pier faces. Detached positions (# 014 thru 016) were obtained at the end of the piers with a visual search to shore conducted for any signs of wreckage. The result of the investigation was negative. Recommend delete both items from the chart. CONCUR - Presently charted as dangerous sunken wrecks, PA

PSR item # 4363 was reported as a wreck located at lat. 38°20'28.23" N, long. 076°25'49.16" W. On March 23, 1987 (DN 082), an investigation was conducted at the charted location of this item. A detached position (# 066) was obtained on a pier offshore of the charted position of the wreck. From this position a visual search was conducted to shore with excellent bottom visibility. No wreckage was observed. Due to the tight quarters between piers, there was no chain drag operations and none was felt needed since the bottom was clearly visible. Mr. John Townsend of SRI Box 328A, Lusby, Md. 20657, telephone number (301) 326-2019 was contacted during the investigation. Mr. Townsend stated that a small steel hull vessel existed at the charted location prior to the summer of 1985. The owner of the vessel totally removed the hull from the water in order to construct a new bulkhead in the area. Recommend the wreck be deleted from the chart. CONCUR - Note: The non-dangerous sunken wreck was removed from the 12th Ed. of Chart 12284.

PSR items # 4364, # 4365, and # 4366 are visible wrecks at lat. 38°20'29.05" N, long. 076°27'28.53" W; lat. 38°20'30.12" N, long. 076°27'27.05" W; and lat. 38°20'31.0" N, long. 076°27'26.0" W respectively. On March 16, 1987 (DN 075), a detached position (# 013) was obtained on a temporary wreck buoy marking all three wrecks. At the time of this investigation, PSR item # 4364 was dismantled and the remains were observed on shore above the MHW line. PSR item # 4365 was in the process of being dismantled by Messrs. Johnathan Smith and Owens Johnson. After speaking with them they informed the party that they were hired by Mr. Carl Watson, P.O. Box 27, Dowell, Md. 20629, telephone number (301) 326-2983. In a telephone conversation with Mr. Watson on March 19, 1987, it was learned that the hull, PSR item # 4365, was towed intact to its present location, a number of years past, from a nearby location. Mr. Watson also stated that the remains of a 30-foot fiberglass hull, PSR item # 4366 located to the north on the adjacent property owned by Mr. Vincent Johnson, was also towed intact from a nearby location to its present location. Both hulls, PSR items # 4365 and # 4366, are aground in shallow water and bare at MHW. Mr. Owens Johnson, one of the salvagers, owns the property on which the dismantled wreck, PSR item # 4364, is located. He stated that he had completely removed the wooded hull from the water. Mr. Johnson can be contacted by telephone (301) 326-3812. Recommend delete PSR items # 4364 and # 4365 from the chart. There is no change in the charting status of PSR item # 4366. CONCUR - chart as shown on present survey. These wrecks were charted as dangerous sunken wrecks on chart 12284, 12th Ed.

PSR item # 4367 was reported as an visible wreck revised to submerged at lat. 38°20'33.84" N, long. 076°25'49.89" W. On March 23, 1987 (DN 082), an investigation was conducted at the charted location of this item. A detached position (# 067) was obtained at lat. 38°20'34.15" N, long. 076°25'49.19" W on what was observed to be a wooden obstruction, six-meters long and eight-inches wide, with a uncorrected least depth of 0.8 feet. Recommend the sunken wreck symbol be replaced by an obstruction notation. ^{PH} THAT IS AWASH AT MLLW.

PSR item # 4368 was reported as wreck PA in water along the shoreline at lat. 38°20'35.8" N, long. 076°26'56.0" W. On March 24, 1987 (DN 083), an investigation was conducted at the charted location. Two detached positions (# 068 and 069) were obtained at lat. 38°20'37.10" N, long. 076°26'56.06" W and lat. 38°20'36.39" N., long. 076°26'56.12" W respectively. These positions were taken on the northeast and southeast offshore corners of a group of four visible wrecks that are grounded near shore. The wrecks are adjacent to the property owned by Mr. Joseph Hutchins, P.O. Box 64, Curtis Rd, Dowell, Md., telephone number (301) 326-3746. Mr. Hutchins was contacted and he stated that the wrecks were towed to this location to be salvaged. The area offshore of the observed positions was visually searched for additional obstructions. The results of the search was negative. Recommend the notation "PA" ^{and stranded wreck} be deleted from the chart ^{a danger curve with} and the notation "Wks" be added at the above observed positions. CONCUR

PSR item # 4369 was reported as visible wreck revised to submerged at lat. 38°20'39.70" N, long. 076°25'39.37" W. On April 3, 1987 (DN 093), a visual search was conducted at the charted location of this item. Depth of water at the time of the investigation was two to three feet and no wreckage was located. Mr. Ken Hill, P.O. Box 92, Lusby, Md. 20657, telephone number (301) 326-2817, owner of the Pine Cove Marina, was contacted. Mr. Hill stated that the US Power Squadron and US Coast Guard Auxiliary had conducted extensive soundings over the area with negative results. He also stated that the entire time he was established in Pine Cove, there hasn't been any reporting of grounding or hitting of the charted submerged wreck. Recommend revise to existence doubtful. CONCUR - The wreck is presently charted as a ^{dangerous sunken wreck.}

PSR item # 4370 is a visible wreck located at lat. 38°20'44.8" N, long. 076°25'34.0" W. On April 3, 1987 (DN 093), a visual search was conducted at the charted location of this item. The search verified the the remains of a steel-hull cabin cruiser. Mr. Ken Hill, P.O. Box 92, Lusby, Md. 20657, telephone (301) 326-2817, owner of the Pine Cove Marina, was contacted. Mr. Hill stated that the wreck has been in this position for a number of years and the owner of the vessel was not known. He also stated that future plans call for the removal of the wreck due to expansion of marina dock space. No change in charting status is recommended at this time. CONCUR

M. ADEQUACY OF SURVEY

This survey is complete and adequate to supersede the presently charted soundings, wrecks, obstructions, and prior surveys.

N. AIDS TO NAVIGATION

The following landmarks and fixed aids, which are visible from the survey area, are also triangulation stations and have been verified by theodolite cuts:

- (1) Drum Point Light "2" Fl 2.5 sec. 22 ft. 10M Horn
- (2) Patuxent River Light "4" Fl R 2.5 sec. 3M
- (3) Patuxent River Light "6" Qk Fl R
- (4) Solomons Island Harbor Junction Light
(Mid Channel Light) I Q 14 ft.
- (5) Mill Creek Light "2" Fl R 4 sec. 15 ft.
- (6) Mill Creek Light "3" Fl G 2.5 sec. 15 ft.
- (7) Mill Creek Light "5" Fl G 4 sec. 14 ft.
- (8) Lusby Point Junction Light Qk Fl 15 ft.
- (9) Back Creek Light "2" (Ma Leg Light "2")
Fl R 4 sec. 14 ft.
- (10) Back Creek Light "5" Fl G 4 sec. 14 ft.
- (11) Patuxent River Light "8" Q R
- (12) Town Creek Light "2" Fl R 4 sec. 12 FT. 2M
- (13) Second Cove Light "1" Fl G 2.5 sec. 15 ft.
- (14) Church Cross
- (15) Tank (Tallest of four)

The characteristics of the following landmarks and fixed aids visible from the sheet area were verified visually. Positions were not determined.

	<u>Latitude N</u>	<u>Longitude W</u>
AREO Light ROT W & G Tower	38°16'56.302"	076°26'00.790"
Dome	38°17'21.84"	076°25'23.60"
W Seaplane Lt 1	38°17'22.012"	076°25'26.023"
W Seaplane Lt 2	38°17'34.00"	076°26'55.00"
Patuxent River Light 3	38°17'34.00"	076°27'02.00"
Patuxent River Light 1	38°18'33.50"	076°25'06.00"
Solomons I Wharf Lt	38°19'01.00"	076°24'04.00"
Solomons I Appr Lt 3	38°19'01.99"	076°27'04.98"
	38°19'10.00"	076°27'04.00"

All Fixed daybeacons within the survey area were located by hydrographic methods.

All floating aids within the 1:10,000 and 1:5,000-scale surveys were located and their characteristics compared to the Light List (Vol. I, 1986). All were found to be adequately described and charted for the purpose of which they were intended. THE FIELD UNIT DID NOT IDENTIFY ANY HAZARDS TO NAVIGATION AND NONE WERE IDENTIFIED DURING OFFICE PROCESSING.

O. STATISTICS

	<u>TOTAL</u>
VESNO 0520	
Days of production (days at sea)	31
Total number of positions	214
Nautical miles of sounding lines	9.0
Nautical miles of crosslines	0.0
Square miles of hydrography	2.0
Detached Positions	44
Martek Casts (TDC)	0
Tide stations	1

P. MISCELLANEOUS

There were no bottom sample requirements for this survey.

There were no strong or abnormal currents observed during this field examination.

No local magnetic anomalies were observed in the survey area.

Q. RECOMMENDATIONS

Specific recommendations can be found in sections K and L of this report.

R. AUTOMATED DATA PROCESSING

Programs used for the field processing of this survey are as follows:

PROGRAMS	DESCRIPTIONS	VERSION
=====		
RK201	Grid, Signal, Lattice Plot	4/18/75
RK212	Visual Station Load and Plot	4/01/74
RK216	Range-Az Non-Real Time Plot	2/09/81
RK300	Utility Computations	2/05/76
RK330	Reformat and Data Check	5/04/76
RA362	RK330 & AM602 Combined	8/20/84
RK407	Geodetic Inverse/Direct Comp.	9/25/81
AM500	Predicted Tide Generator	11/10/72
AM602	Elinore	12/08/82

S. REFERRAL TO REPORTS

The following reports for Project OPR-E211-HFP-86 have been submitted:

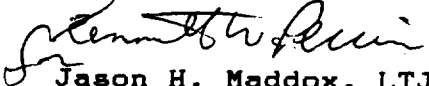
Reports

User Evaluation
Coast Pilot Report

Submitted

N/MOA2x1
N/CG243

Respectfully Submitted,



Jason H. Maddox, LTJG, NOAA
OIC, HFP-4

CHART # 12284

ITEM # 3993

ITEM DESCRIPTION: UNKNOWN : HALF BURNED HULK OF 40 FT CABIN
CRUISER AT WATERS EDGE

SOURCE: CL 1809/75 - USPS SEPT 20-27/75

INVESTIGATION DATE: 3/25/87 (084) TIME: 151700 VESNO: 0520

OIC: J. H. MADDOX

REFERENCES:

Position No. 070 Volume 1 pg. 33

CORRECTIONS APPLIED:

Velocity TRA Corrections
Predicted or Actual Tide Correctors

GEODETTIC POSITION:

	Latitude	Longitude
Charted:	38° 19' 24.0"	076° 27' 07.0"
Observed:	38° 19' 23.80 ⁴ "	076° 27' 07.04 ⁹³ "

Position Determined By: HP 3810 R/AZ

METHOD OF ITEM INVESTIGATION: A VISUAL SEARCH WAS CONDUCTED AT
THE CHARTED LOCATION. POSITION TAKEN AT KEEL LING OF WOOD HULL
REMAINS, HALF BURIED IN SAND BEACH, 1.5m EAST OF APPARENT HWL.
NO ADDITIONAL OBSTRUCTION LOCATED OFFSHORE THIS POSITION.

CHARTING RECOMMENDATIONS: DELET WK SYMBOL FROM CHART CONCUR ✓

Compilation Use Only

CHART

APPLIED AS

Obtain obstruction PA position approximate or shoot swept clear to the depth indicated. cover, with heights in feet above datum of soundings.

PD position doubtful Subm submerged
 Rep reported

CHART 12284, 12TH ED 9/5/56

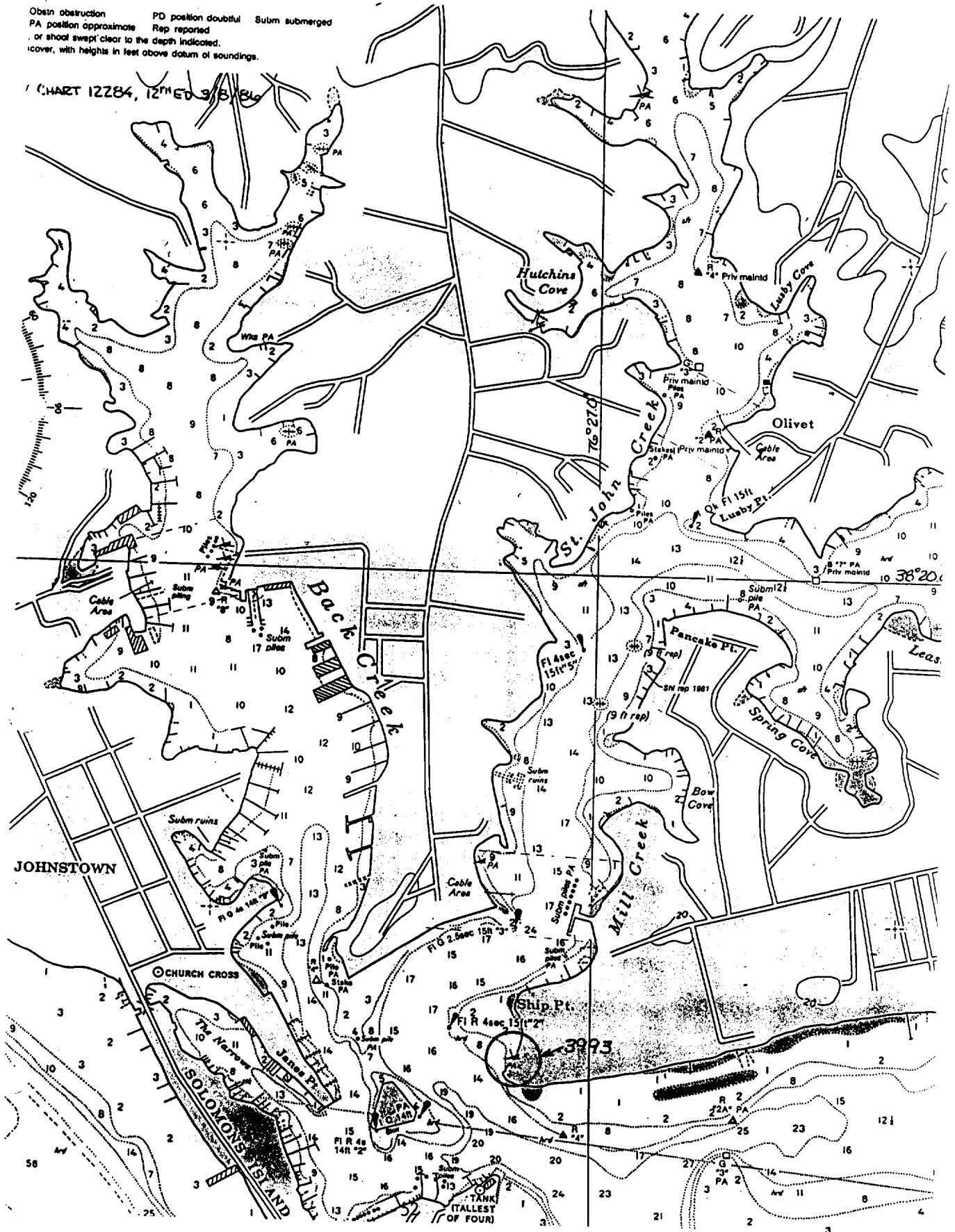


CHART # 12284

ITEM # 3994

ITEM DESCRIPTION: UNKNOWN, VISIBLE WRECK

SOURCE: CL 1555/79 - USPS 10/21/79, BP 111021/80 - NANCY 153/80

INVESTIGATION DATE: 3/23/87(082) TIME: 145000 VESNO: 0520

OIC: J.H. MADDOX

REFERENCES:

Position No. 053, 054 Volume 1 pg. 25, 26

CORRECTIONS APPLIED:

Velocity TRA Corrections
Predicted or Actual Tide Correctors

GEODETTIC POSITION:

	Latitude	Longitude
Charted:	38° 19' 38.65"	076° 27' 09.90"
Observed:	38° 19' ^{37.95} 38.03"	076° 27' 09.44" - S END
	38° 19' 38.81" 73	076° 27' 09.56" 63 - N END

Position Determined By: HP 3810 R/AZ

METHOD OF ITEM INVESTIGATION: A VISUAL SEARCH WAS CONDUCTED AT THE CHARTED LOCATION. POSITIONS OBTAINED ON THE NORTHEAST AND SOUTHEAST OFFSHORE CORIDERS OF EXPOSED METAL, WOOD AND FOAM OBSTRUCTION, BARE THREE (3) FEET. IT IS BELIEVED BY THIS HYDROGRAPHER THAT THE 6 x 36 m STRUCTURE IS THE REMAINS OF A FLOATING PIER AND NOT A WRECK AS REPORTED.

CHARTING RECOMMENDATIONS: ~~REPLACE VISIBLE WRECK SYMBOL WITH OBSTRUCTION NOTATION AND DELETE PA NOTATION.~~ ^{CHARTED} DELETE A VISIBLE WRECK, PA. CHART AS SHOWN ON PRESENT SURVEY.

Compilation Use Only

CHART

APPLIED AS



CHART # 12284

ITEM # 3995, 3996
4356, 4357

ITEM DESCRIPTION: STRANDED BARGE

SOURCE: CL 1555/79--USPS

INVESTIGATION DATE: 3/16/87 (075) TIME: 161800 VESNO: 0520

OIC: J. H. Maddox

REFERENCES:

Position No. 002 Volume 1 pg. 4

CORRECTIONS APPLIED:

Velocity ✓ TRA Corrections
Predicted or Actual Tide Correctors ✓

GEODETTIC POSITION:

Charted: Latitude 38°19'58.20 N. Longitude 076°27'34.40 W.
Observed: AS CHARTED

Position Determined By: R/AZ by HP 3810B

METHOD OF ITEM INVESTIGATION: On 16 March 1987 DAY 075, Area of PSR items was visually searched from latitude 38°19'57" N, longitude 076°27'35" W to latitude 38°20'01" N, longitude 076°27'35" W and was found to be foul with exposed and submerged hulls, piles, wood, concrete and metal debris to the rip rap shoreline. A chain drag was accomplished outside the above parameters on 20 March 1987 DAY 079 to show no obstructions offshore of the foul area.

CHARTING RECOMMENDATIONS: ~~Retain as charted and include~~
~~REVISE CHARTED LIMIT LINES -~~
~~DELETE CHARTED WRECKS - DELETE described foul area ✓~~
~~CHARTED PIER RUINS - Chart as shown on present survey.~~

Compilation Use Only

CHART

APPLIED AS





CHART # 12284

ITEM # 3997

ITEM DESCRIPTION: obstruction; piling; Revised Submerged

SOURCE: H 6966/44 ; CL 1809/75 --USPS ; CL 1109/84

INVESTIGATION DATE: SEE DATA TIME: VESNO: 0520

OIC: J Maddox

SHEET Follows

REFERENCES:

SEE DATA SHEET

Position No. 77,144
143

Volume 1

pg. 35,59

CORRECTIONS APPLIED:

Velocity ✓

TRA Corrections ✓

~~Predicted or Actual Tide Correctors~~

GEODETTIC POSITION:

Charted:

Latitude
38°19'36.35"

Longitude
76°27'02.00"

Observed:

Position Determined By: Falcon R/A

METHOD OF ITEM INVESTIGATION:

DATA SHEET Follows

CHARTING RECOMMENDATIONS:

DATA SHEET Follows

Compilation Use Only

CHART

APPLIED AS

PSR item # 3997 was reported as a piling located with southwest end at lat. $38^{\circ}19'36.35''$ N., long. $076^{\circ}27'02.53''$ W., and running northeast to lat. $38^{\circ}19'37.74''$ N., long. $076^{\circ}27'01.47''$ W. This item was revised to a large number of triangularly distributed piles and the positions above mark the westernmost end of these piles. The piles were then reported not visible at chart datum and revised to submerged piles PA. On March 25, 1987 (DN 084), an investigation was conducted at the charted location of this item(s) which involved towing 60 feet of chain between otter boards attached to 50 feet of line behind the launch. A single snag was accomplished at the position lat. $38^{\circ}19'38.82''$ N., long. $076^{\circ}27'01.13''$ W. with an uncorrected depth of 16.5 feet that was taken by the fathometer. On April 21, 1987 (DN 111), additional chain drag operations were conducted to run inshore of the swept area previously recorded on DN 084. The chain was dropped at Mill Creek Light "3" in preparation of the controlled sweep. The launch then proceeded across the creek and parallel to the charted pier that is adjacent to the submerged pilings. The controlled sweep was then started as soon as the chain cleared the most northern pier support, but within seconds of the beginning of this line a snag occurred. The chain was pulled in the boat until it tended straight up and down where an detached position was recorded at lat. $38^{\circ}19'36.985''$ N., long. $076^{\circ}27'01.184''$ W. with an uncorrected depth of 16.7 feet obtained by the fathometer. The investigation continued running a line southward from the north point to the pier. Another snag occurred within seconds of the start of the line at lat. $38^{\circ}19'39.018''$ N., long. $076^{\circ}27'00.166''$ W. with an uncorrected depth of 13.5 feet, obtained as described before. When the chain was hauled in, a portion of the obstruction was attached consisting of rotted wood and lag bolts. A development that consisted of 25 meter lines were then conducted in this area for additional obstructions unobserved. Two of these lines crossed over the charted position of the submerged pilings, nothing was observed. A line was conducted running south from the north point to the pier that would cross over the two obstructions located along long. $076^{\circ}27'01.1''$ W. These two obstructions were observed but no further obstructions were observed between them. On April 22, 1987 (DN 112), a lead line was dropped onto the obstruction located at lat. $38^{\circ}19'38.82''$ N., long. $076^{\circ}27'01.13''$ W. An uncorrected least depth of 17.5 feet was recorded at lat. $38^{\circ}19'38.833''$ N., long. $076^{\circ}27'00.809''$ W. Recommend charted submerged pilings be deleted from chart and chart submerged obstructions at the observed positions found by this investigation. CONCUR

CHART # 12284

ITEM # 3998

ITEM DESCRIPTION: UNKNOWN ; VISIBLE WK ; REVISED TO submerged

SOURCE: T 8542/42-43 ; BP 89276/74-- OPR-512-AHP-74

INVESTIGATION DATE: 20 April '87 (110) TIME: 171800 VESNO: 0520

OIC: J. MADDOX

REFERENCES:

Position No. 137

Volume 1

pg. 56

CORRECTIONS APPLIED:

Velocity ✓

TRA Corrections ✓

~~Predicted or Actual Tide Correctors~~

GEODETIC POSITION:

Charted: Latitude
38° 19' 17.8"

Longitude
76° 25' 30.7"

Observed: 38° 19' 15.87" N

76° 25' 28.89" W

Position Determined By: HP 3810 R/Az

METHOD OF ITEM INVESTIGATION:

SEE DATA SHEET

CHARTING RECOMMENDATIONS:

DATA SHEET Follows

Compilation Use Only

CHART

APPLIED AS

PSR item # 3998 is a dangerous sunken wreck located at lat. 38°19'17.8" N., long. 076°25'30.7" W. On April 20, 1987 (DN 110), an investigation was conducted at an location given by resident, Adrion Joy, Rousby Hall Rd., Lusby, (301) 586-2945. A position was obtained at lat. 38°19'15.8" N., long. 076°25'28.9" W. by the use of an HP 3810 B total station on the most offshore obstruction found by a chain drag to shore, with an uncorrected least depth of 7.8 feet. The area inshore of this position was observed to contain scattered debris that stops five meters short of the apparent shoreline. On April 21, 1987 (DN 111), chain drag operations were conducted over the charted position of this item. The actual drag occurred offshore of the charted location, however, the bottom was visible at that location. There wasn't any observable wreckage found during this investigation at the charted location. ~~Recommend dangerous sunken wreck be charted at the observed location found in this investigation.~~ SEE ALSO SECTION 6.b.1) OF THE EVALUATION REPORT.

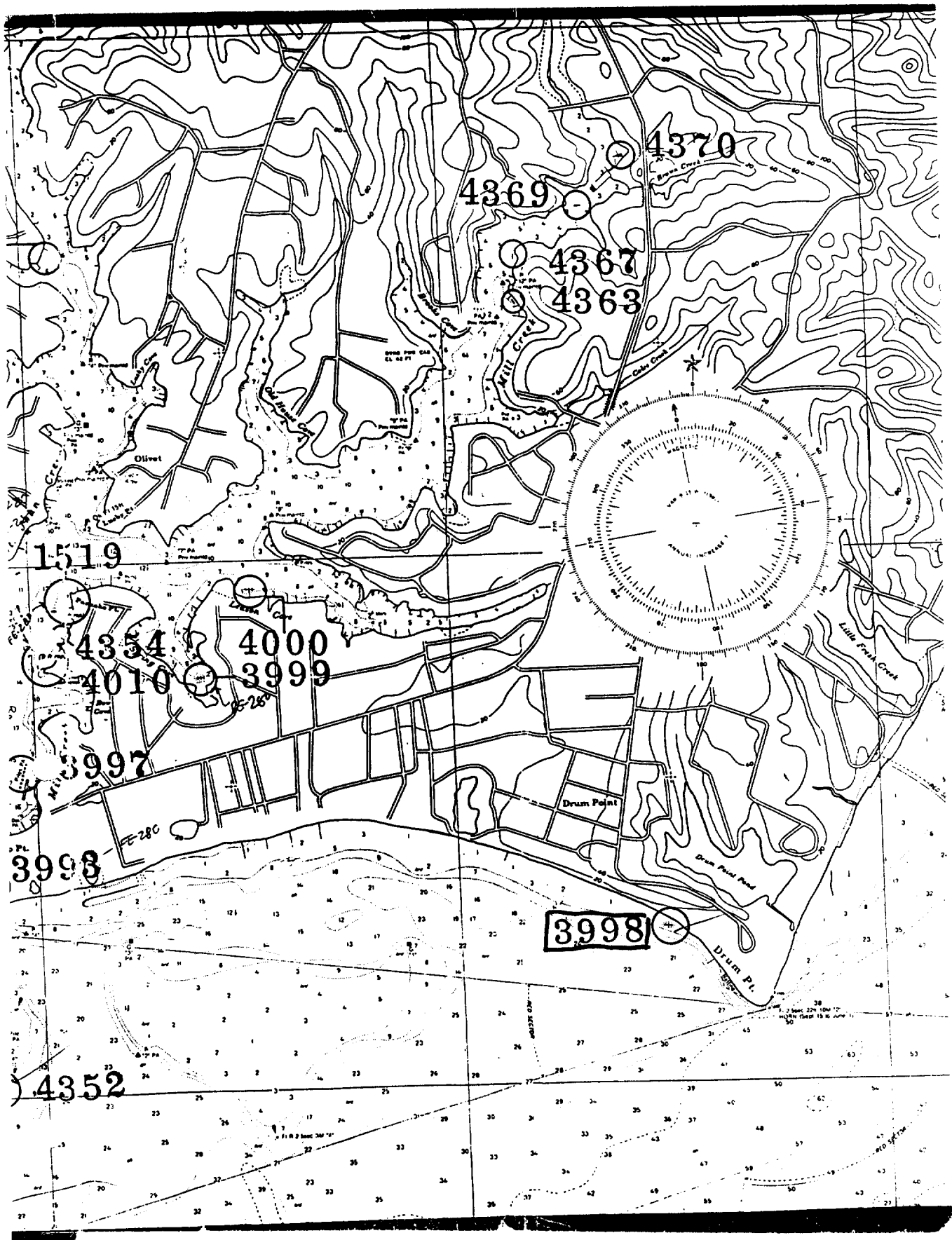


CHART # 12284

ITEM # 3999

ITEM DESCRIPTION: UNKNOWN : VISIBLE WK. REVISED TO SUBM WK.

SOURCE: H16966/44, BP 89276/74 - OPR - 512 - AHP - 74

INVESTIGATION DATE: 3/23/87(082) TIME: 161600 VESNO: 0520

OIC: J.H. MADDOX

REFERENCES:

Position No. 059 Volume 1 pg. 27

CORRECTIONS APPLIED:

Velocity TRA Corrections
Predicted or Actual Tide Correctors

GEODETTIC POSITION:

	Latitude	Longitude
Charted:	38° 19' 46.80"	076° 26' 35.40"
Observed:	38° 19' 47.41" Φ2	076° 26' 35.42" 4Φ

Position Determined By: HP-3810 R/AZ

METHOD OF ITEM INVESTIGATION: A VISUAL SEARCH WAS CONDUCTED AT THE CHARTED LOCATION. POSITION TAKEN ON SUBM REMAINS OF WOOD HULL, ENTIRE STRUCTURE OF ROTTED KEEL AND RIBS VISIBLE ON BOTTOM. 4 M DIAMETER AREA OF SCATTERED DEBRIS, UNCORRECTED LEAST DEPTH 3.5 FT.

CHARTING RECOMMENDATIONS: ~~RETAIN DANGEROUS SUNKEN WRECK~~
CHART AS SOUNDING ON WRECK WITH A DANGER CURVE IN SURVEYED LOCATION.
~~SYMBOL DELETE DANGEROUS SUNKEN WRECK SYMBOL.~~

Compilation Use Only

CHART

APPLIED AS

CHART # 12284

ITEM # 4000

ITEM DESCRIPTION: UNKNOWN. VISIBLE WRECK, REVISED WRECK TO SUBM.

SOURCE: H 6966/44, BP 89276/74-OPR-512-AHP-74

INVESTIGATION DATE: 4/3/87 (093) TIME: 162000 VESNO: 0520

OIC: J. H. MADDOK

REFERENCES:

Position No. 090 Volume 1 pg. 40

CORRECTIONS APPLIED:

Velocity TRA Corrections
Predicted or Actual Tide Correctors

GEODETTIC POSITION:

	Latitude	Longitude
Charted:	38° 19' 57.60"	076° 26' 30.60"
Observed:	38° 19' 56.61"	076° 26' 28.86" ΦΦ

Position Determined By: HP 3810 R/AZ

METHOD OF ITEM INVESTIGATION: ON MARCH 23, 1987 DAY 08Z A FATHO SEARCH REVEALED A SPIKE AT THE CHARTED LOCATION. CHAIN DRAG OPERATIONS UNDERWAY APRIL 3, 1987 DAY 093 AT 161800. USING HP-3810 R/AZ POSITIONING TECHNIQUES. 60 FOOT OF CHAIN WAS DRAGGED WITH 15 FOOT OF LINE TO BOARDS AT 900 RPM'S. THE CHAIN WAS TAKEN UP ON THE SNAG AND A POSITION WAS OBTAINED TO A PRISM AFFIXED TO A SOUNDING ROLL THAT WAS SET ON THE HIGH POINT OF THE SUBM OBSTRUCTION, UNCORRECTED LEAST DEPTH OF 5.1 FEET WAS CONFIRMED BY ECHO TRACE.

CHARTING RECOMMENDATIONS: ~~NO CHANGE IN CHARTING STATUS IS RECOMMENDED.~~
CHART AS SOUNDING ON A WRECK WITH A DANGER CURVE IN SURVEY LOCATION.
~~DELETE DANGEROUS SUNKEN WRECK SYMBOL.~~

Compilation Use Only

CHART

APPLIED AS

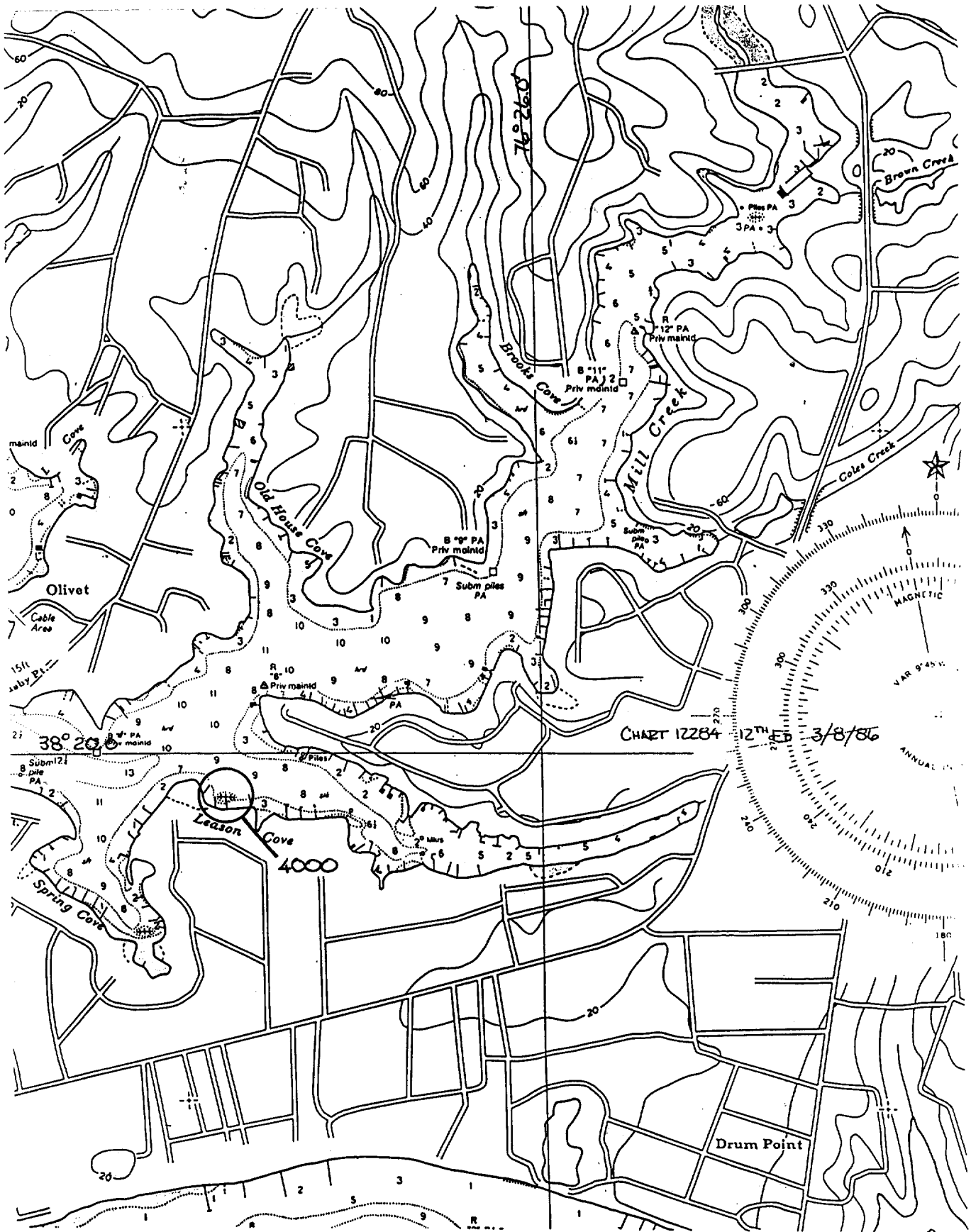


CHART # 12284

ITEM # 4010 (1519)

ITEM DESCRIPTION: UNKNOWN ; BARGE Broken in Two Parts; DANG. subm WKS
(9 ft. rep)

SOURCE: NM 44/59 ; NM 25/60

INVESTIGATION DATE: ~~3/25/87 (089)~~ TIME: 164500 VESNO: 0520
4/22/87 (112) 160800
OIC: J Maddox 4/27/87 (117) 170500

REFERENCES:

Position No. ⁰⁷⁷ 173 Volume 1 pg. 35
174 68

CORRECTIONS APPLIED:

Velocity TRA Corrections

~~Predicted or Actual Tide Correctors~~

GEODETTIC POSITION:

	Latitude	Longitude
Charted:	38° 19' 50.5"	76° 26' 59.5"
Observed:	38° 19' 54.8"	76° 26' 56.5"
	38° 19' 50.9"	76° 26' 59.6"
	38° 19' 53.8"	76° 26' 58.0"

Position Determined By: Falcon R/Az

METHOD OF ITEM INVESTIGATION:

SEE DATA SHEET

CHARTING RECOMMENDATIONS:

DATA SHEET Follows

Compilation Use Only

CHART

APPLIED AS

PSR items # 4010 and # 1519 was reported as a barge broken in two parts located at lat. 38°19'50.50" N., long. 076°26'59.50" W., and lat. 38°19'54.8" N., long. 076°26'56.50" W. and charted as dangerous sunken wrecks (9 ft. rep). On March 25, 1987 (DN 084), an investigation was conducted over the charted position of these items. A chain, 60 feet in length, was dragged on the bottom with no resultant snag. On April 22, 1987 (DN 112), another chain drag operation was conducted that resulted in two snags. One of the snags was at lat. 38°19'50.966" N., long. 076°26'59.65" W. with an uncorrected least depth by lead line of 16.1 feet. The other snag occurred at lat. 38°19'53.877" N., long. 076°26'58.045" W. with an uncorrected least depth of 12.9 feet. The later position was slightly south and more west of the charted position. On April 27, 1987 (DN 117), a chain drag operation was conducted over the charted location of PSR item # 1519. No resultant snag was observed. Star pattern developments were then conducted over the observed positions of the items for least depth confirmation. Recommend retaining PSR item # 4010 at its presently charted location and chart items # 1519 ^{AND 4010} at the observed position found in this investigation. Retain 9 ft. rep. for both items. ^{CONCUR} SEE ^{N.S.O.} SECTION 7.9.1) OF THE EVALUATION REPORT.

ABBREVIATIONS (For complete list of Symbols and Abbreviations see Chart No. 1)

Lights (1) when on white unless otherwise indicated

1. fixed	2. flashing	3. occulting	4. flashing	5. flashing	6. flashing	7. flashing	8. flashing	9. flashing	10. flashing
11. flashing	12. flashing	13. flashing	14. flashing	15. flashing	16. flashing	17. flashing	18. flashing	19. flashing	20. flashing

21. temporary light
22. light

Bottom characteristics:
C1. clay
C2. mud
C3. sand
C4. gravel
C5. shells
C6. mud
C7. sand
C8. shells
C9. shells
C10. shells
C11. shells
C12. shells
C13. shells
C14. shells
C15. shells
C16. shells
C17. shells
C18. shells
C19. shells
C20. shells

23. Wreck mark, obstruction or object except those in the depth indicated
24. Rocks that cover and uncover with tides or level above datum of sounding
25. LERO (unobscured)
26. LERO (obscured)
27. LERO (obscured)
28. LERO (obscured)
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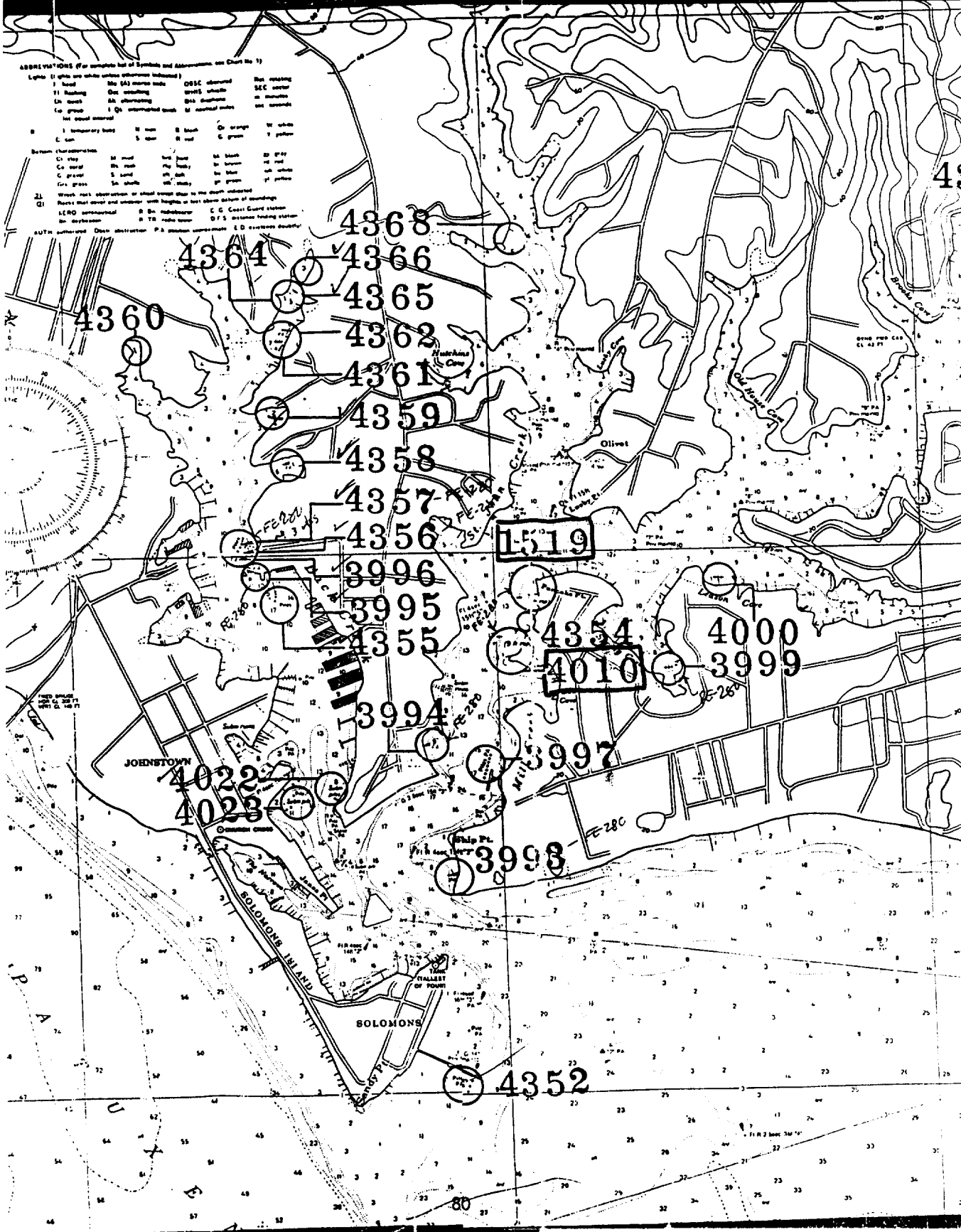


CHART # 12284

ITEM # 4022

ITEM DESCRIPTION: OBSTRUCTION: TWO 10 INCH DIA PILING, RAISED TO SUBM ON CHART

SOURCE: CL 646/51 - COE PERMIT, BP 89276/74 - OPR - 512 - AHP - 74

INVESTIGATION DATE: 3/20/87 (019) TIME: 173300 VESNO: 0520

OIC: J. H. MADDOX

REFERENCES:

Position No. 052 Volume 1 pg. 24

CORRECTIONS APPLIED:

Velocity TRA Corrections
Predicted or Actual Tide Correctors

GEODETIC POSITION:

	Latitude	Longitude
Charted:	38° 19' 32.48"	076° 27' 33.88"
	38° 19' 32.40"	076° 27' 23.08"
Observed:	38° 19' 32.80"	076° 27' 23.69"

Position Determined By: FALCON R/AZ

METHOD OF ITEM INVESTIGATION: A VISUAL SEARCH WAS CONDUCTED AT THE CHARTED LOCATION. TWO ROTTED 10-12 INCH DIA. WOOD PILES WERE OBSERVED. ONE BARE ONE (1) FOOT AT WATERLINE, AND ANOTHER AWAKEH 0.5 m WEST AND OFFSHORE. SEARCH CONTINUED OFFSHORE TO 6-9 FOOT DEPTH, NO ADDITIONAL OBSTRUCTIONS LOCATED.

CHARTING RECOMMENDATIONS: ~~NO CHANGE IN CHARTING STATUS IS RECOMMENDED.~~ SEE SECTION 7.2.3) OF THE EVALUATION REPORT FOR CHARTING RECOMMENDATION:

Compilation Use Only

CHART

APPLIED AS



CHART # 12284

ITEM # 4023

ITEM DESCRIPTION: *obstruction; subm pile*

SOURCE: BP 89276/74 - OPR-512-AHP-74

INVESTIGATION DATE: 3/25/87 TIME: 154200 VESNO: 0520

OIC: J MADDOX

REFERENCES:

Position No. 072 Volume 1 pg. 33

CORRECTIONS APPLIED:

Velocity ✓

TRA Corrections ✓

~~Predicted or Actual Tide Correctors~~

GEODETTIC POSITION:

	Latitude	Longitude
Charted:	38° 19' 32.52"	76° 27' 30.21"
Observed:	38° 19' 32.64"	76° 27' 30.24"

Position Determined By: *Falcon R/Az // HP 3810 B R/Az*

METHOD OF ITEM INVESTIGATION:

SEE DATA SHEET

CHARTING RECOMMENDATIONS: *SEE RECOMMENDATIONS ON FOLLOWING PAGE...*

change notation to Pile

SEE ALSO DATA SHEET THAT Follows:

Compilation Use Only

CHART

APPLIED AS

PSR item # 4023 was reported as a submerged pile located at lat. 38°19'32.52" N., long. 076°27'30.21" W. On March 25, 1987 (DN 084), a pile was observed at chart datum at lat. 38°19'32.64" N., long. 076°27'30.24" W. baring eight feet. It was observed that the two charted piles located at lat. 38°19'32.0" N., long. 076°27'28.5" W. and lat. 38°19'33.4" N., long. 076°27'29.0" W. (scaled from chart), were not visible at chart datum. On April 9, 1987 (DN 099), and April 21, 1987 (DN 111), an investigation was conducted to locate or disprove the existence of the charted piles in the vicinity of PSR item # 4023. A 60 foot chain was dragged between otter boards and towed on 20 feet of line behind the launch. The area of coverage was a straight line between Back Creek light "5" and the pile located above. Five lines were accomplished at ten meters apart with negative results. Recommend charted submerged pile be changed to pile at ~~its presently charted location and delete charted piles that lay offshore of this item.~~ THE LOCATION FOUND BY THE PRESENT SURVEY AND REVISE THE TWO (2) CHARTED PILES IN LAT 38°19'33.5"N, LON 76°27'29.1"W AND LAT 38°19'32.1"N, LON 76°27'29.6"W TO SUBMERGED PILES.

CHART # 12284

ITEM # 4354

ITEM DESCRIPTION: Sounding, Shl rep 1981

SOURCE: CL 1653/81 - USPS

INVESTIGATION DATE: 4/23/87 (113) TIME: 152100 VESNO: 0520

OIC: J MARDOX Thru 154000

REFERENCES:

Position No. 175-187 Volume 2 pg. 4-7

CORRECTIONS APPLIED:

Velocity TRA Corrections

~~Predicted or Actual Tide Correctors~~

GEODETTIC POSITION:

	Latitude	Longitude
Charted:	38° 19' 53.0"	76° 26' 55.0"
Observed:	—	—

Position Determined By: R/Az Falcon

METHOD OF ITEM INVESTIGATION: Full Development in Area running 10 meter ARCS to shore. No shoaling was observed except for normal contouring

CHARTING RECOMMENDATIONS: Recommend "Shl rep 1981" be deleted from chart. CONCUR CHART AS SHOWN ON PRESENT SURVEY. ✓

Compilation Use Only

CHART

APPLIED AS

CHART # 12284

ITEM # 4352

ITEM DESCRIPTION: Obstruction; Subm. piles PA

SOURCE: CL1403/82 - USPS

INVESTIGATION DATE: 4/14/87 (104) TIME: 150030
151756/153735 VESNO: 0520

OIC: J MADDOX 154600

REFERENCES:

Position No. 113 Volume 1 pg. 49, 51
115/121
122

CORRECTIONS APPLIED:

Velocity ✓ TRA Corrections ✓

~~Predicted or Actual Tide Correctors~~

GEODETTIC POSITION:

	Latitude	Longitude
Charted:	38° 19' 00.3"	76° 27' 06.0"
Observed: { Pile Subm Pile Subm Pile	38° 19' 01.82"	76° 27' 05.77"
	38° 19' 01.36"	76° 27' 05.8"
	38° 19' 00.98"	76° 27' 06.08"

Position Determined By: Falcon R/Az

METHOD OF ITEM INVESTIGATION:

SEE DATA SHEET

CHARTING RECOMMENDATIONS: DATA SHEET Follows

Compilation Use Only

CHART

APPLIED AS

PSR item # 4352 was reported as piling extending from pier and revised to submerged piles at lat. 38°19'00.30" N., long. 076°27'06.00" W. On April 14, 1987 (DN 104), an investigation was conducted at the charted location of this item. A 60 foot chain was dragged on the bottom between otter boards with ten feet of line behind the launch. A snag occurred at lat. 38°19'01.36" N., long. 076°27'05.8" W. on what was visually observed as a submerged pile, eight inches in diameter with a fathometer depth of 5.4 feet (uncorrected). Another sweep was conducted and a snag occurred at lat. 38°19'00.98" N., long. 076°27'06.08" W. on a submerged pile that was confirmed visually and having an eight inch diameter with a uncorrected least depth of 4.5 feet. It was observed that the snags (submerged piling) were in alignment of a pile that bares eight feet and close to the Maryland Biological Institute's pier. A sweep was first conducted offshore of the other two snags to confirm no other obstructions lay further south. Then another sweep was conducted using a range made by the observed pile close to the pier and a pile on the pier itself. The launch ran towards the pier it snagged as expected on the southernmost obstruction. A detached position was then obtained on the baring eight foot pile at lat. 38°19'01.82" N., long. 076°27'05.77" W. ~~Recommend retaining the two southern submerged piles at there presently charted position. Change the submerged pile closest to the Maryland Biological Institute's pier to pile at its presently charted location.~~

CHART THE THREE SUBMERGED OBSTRUCTIONS:

- 1 LAT 38°19'01.37"N 6 FT. ECHO SOUNDER DEPTH
LON 76°27'05.73"W
- 2 LAT 38°19'00.99"N 3 FT. ECHO SOUNDER DEPTH
LON 76°27'06.01"W
- 3 LAT 38°19'00.72"N 6 FT. ECHO SOUNDER DEPTH
LON 76°27'06.03"W

RETAIN THE SOUTHERNMOST SUBMERGED PILE AS CHARTED.
DELETE THE TWO NORTHERN SUBMERGED PILES.

MWES
4352

Pos # 122



CHART # 12284

ITEM # 4358

ITEM DESCRIPTION: Two sunken CRUISERS, 20 and 30 FT. Visible

SOURCE: CL1555/79 - USPS

INVESTIGATION DATE: 18 March '87 TIME: 184500 VESNO: 0520

OIC: J. H. MADDOX

REFERENCES:

Position No. 027-036 Volume 1 pg. 15-16

CORRECTIONS APPLIED:

Velocity ✓ TRA Corrections ✓
Predicted or Actual Tide Correctors ✓

GEODETTIC POSITION:

	Latitude	Longitude
Charted:	38/20/10.0 N.	076/27/28.5 W.
Observed:	NO	

Position Determined By: R/Az Mini Ranger Falcon

METHOD OF ITEM INVESTIGATION: On 18 March 1987 DAY 077, chain drag operations commenced over the charted position of this PSR item. An observer was SET over a geodetic MARK with a theodolite and a Mini-Ranger observing the launch. The launch dragged a chain that was 60 feet in length steering arcs 10 meters apart. The maximum depth of the coverage was six (6) feet. The conditions were calm and visibility excellent through the water. No wreckage was found

CHARTING RECOMMENDATIONS: Recommend ^{dangerous} ~~visible~~ ^{SUNKEN} wreck, ^{PA} symbol be deleted from chart. CONCUR

Compilation Use Only

CHART

APPLIED AS

CHART # 12284

ITEM # 4359

ITEM DESCRIPTION: Three wrecks on shore with stems below MHW.

SOURCE: CL 1402/82 -- USPS

INVESTIGATION DATE: 16 MARCH '87 TIME: 182700 VESNO: 0520

OIC: J. H. MADDOX

REFERENCES:

Position No. 012 Volume 1 pg. 6

CORRECTIONS APPLIED:

Velocity ✓ TRA Corrections ✓
Predicted or Actual Tide Correctors ✓

GEODETIC POSITION:

	Latitude	Longitude
Charted:	38/20/16.0 N.	076/27/31.0 W.
Observed:	38/20/16.17 N.	076/27/31.12 W.

Position Determined By: HP 3810B

METHOD OF ITEM INVESTIGATION: On 16 March 1987 DAY 075, a visual search was made at the charted location of this PSR item. The original description of three wrecks were confirmed and the observation of two additional wrecks were made by a fix on the most offshore corner. All wrecks are visible at MHW and bare : one to seven feet.

CHARTING RECOMMENDATIONS: ~~No change in charting status is recommended. Recommend charting five vis. wrecks with the most offshore wreck at the above observed pos.~~ CHART ~~FOR~~ AREA AS SHOWN ON PRESENT SURVEY ^{wreckage}

Compilation Use Only

CHART

APPLIED AS



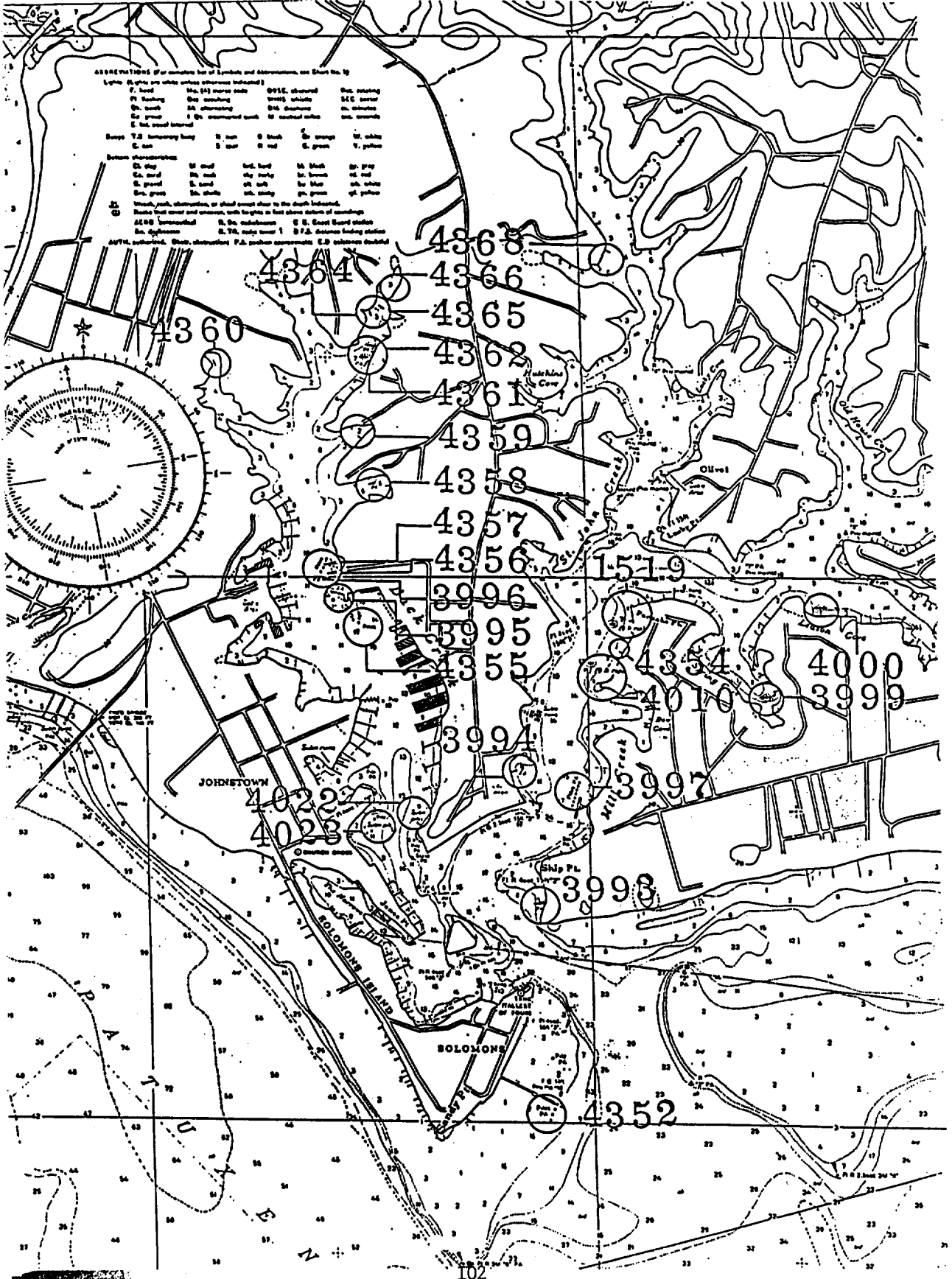


CHART # 12284

ITEM # 4360

ITEM DESCRIPTION: UNKNOWN, VISIBLE WRECK, WRECK REVISID TO SUBM.

SOURCE: TBS43/42-43

INVESTIGATION DATE: 3/18/87(OTI) TIME: 184500 VESNO: 0520

OIC: J. H. MADDOX

REFERENCES:

Position No. 026 Volume 1 pg. 14

CORRECTIONS APPLIED:

Velocity TRA Corrections
Predicted or Actual Tide Correctors

GEODETTIC POSITION:

	Latitude	Longitude
Charted:	38° 20' 23.52"	076° 27' 50.21"
Observed:	38° 20' 20.51"	076° 27' 51.55"

Position Determined By: HP 3810 - R/AZ

METHOD OF ITEM INVESTIGATION: VISUAL SEARCH AT CHARTED LOCATION
 DEPTH OF WATER TWO (2) FEET. TWO (2) VIS. WRECKS LOCATED SOUTH OF
 CHARTED LOCATION AND BARE AT MHW. ADDITIONAL INFORMATION FROM
 MR HARVEY WOOD, SOLOMONS, MD. PHONE (301) 326-3845, A 20 YEAR RESIDENT
 OF THE AREA INDICATED THAT THE SCHOONER LOCATED AT THE CHARTED
 POSITION HAD BEEN COMPLETELY REMOVED BY MR CARL WILLIAMS, OWNER OF
 TRY COUNTY MARINE, SOLOMONS, MD., PHONE (301) 326-4669. PHONE CONVERSATION
 4/10/87 WITH MR WILLIAMS CONFIRMS THIS INFORMATION.
 CHARTING RECOMMENDATIONS: DELET SUNKEN WRECK ^{NOT} DANGEROUS TO SURFACE
 NAVIGATION AS PRESENTLY CHARTED. ADD ^{STRANDED} WRECKS ALWAYS PARTIALLY SUBMERGED
 LOCATED AT NEW POSITION.

Compilation Use Only

CHART

APPLIED AS

PSR # 4360

NOAA, HFP-4

April 17, 1987

The reported wreck located at 38°20'23.52" N. Latitude and 076°27'50.21" was removed by me and burned. There are no remnant traces left of this wreck.

Carl E. Williams

(301) 326-4669

Tri-County Marine

Solomons Md



CHART # 12284

ITEM # 4361-4362

ITEM DESCRIPTION: Two wrecks with portion of hulls above water at all times

SOURCE: CL 921/73 - USPS

INVESTIGATION DATE: 18 March '87 TIME: 173800 VESNO: 0520

OIC: J. H. MADDOX

REFERENCES:

Position No. 017- 025 Volume 1 pg. 11-13

CORRECTIONS APPLIED:

Velocity ✓ TRA Corrections ✓
Predicted or Actual Tide Correctors ✓

GEODETIC POSITION:

	Latitude	Longitude
Charted:	38° 20' 24.2" N	076° 27' 29.2" W
	38° 20' 25.6" N	076° 27' 28.3" W
Observed:	NO	

Position Determined By: R/AZ mini Ranger Falcon

METHOD OF ITEM INVESTIGATION: On 18 March 1987 Day 077, Chain drag operations was conducted over the charted positions of these PSR items 60 feet of chain between outer boards was dragged on 20 feet of line behind the launch. Detached positions were taken at the offshore end of the piers which outline this area. Visual inspection to shore was performed with negative results from each pier. Visibility through water was excellent. Mr. W.H. Bean of Dow Pt, Md 20626 and Mr. D. Johnson, owner of the wrecks could not be reached (as referred in FE-280/86).

CHARTING RECOMMENDATIONS: Recommend dangerous submerged wreck symbols be Deleted from chart. CONCUR

Compilation Use Only

CHART

APPLIED AS



CHART # 12284

ITEM # 4363

ITEM DESCRIPTION: UNKNOWN WK

SOURCE: T8542/42-43

INVESTIGATION DATE: 3/23/87 (082) TIME: 181000 VESNO: 0520

OIC: J MADDOX

REFERENCES:

Position No. 066 Volume 1 pg. 29

CORRECTIONS APPLIED:

Velocity ✓ TRA Corrections ✓

~~Predicted or Actual Tide Correctors~~

GEODETTIC POSITION:

Charted: Latitude 38° 20' 28.23" Longitude 76° 25' 49.16"

Observed: — —

Position Determined By: HP 3810 R/Az

METHOD OF ITEM INVESTIGATION: While conducting item investigations in Mill Creek an investigation was conducted at the charted location of this item. No wreckage was observed. Mr. John Townsend, SRI Box 328A, Lusby MD 20657 Phone (301) 326-2019, stated that a small steel hull vessel existed at the charted position prior to the summer of 1985. The owner totally removed the hull from the water in order to construct a new bulkhead in the area.

CHARTING RECOMMENDATIONS:

Delete ^{non-dangerous sunken} wreck from chart. CONCUR

Compilation Use Only

CHART

APPLIED AS



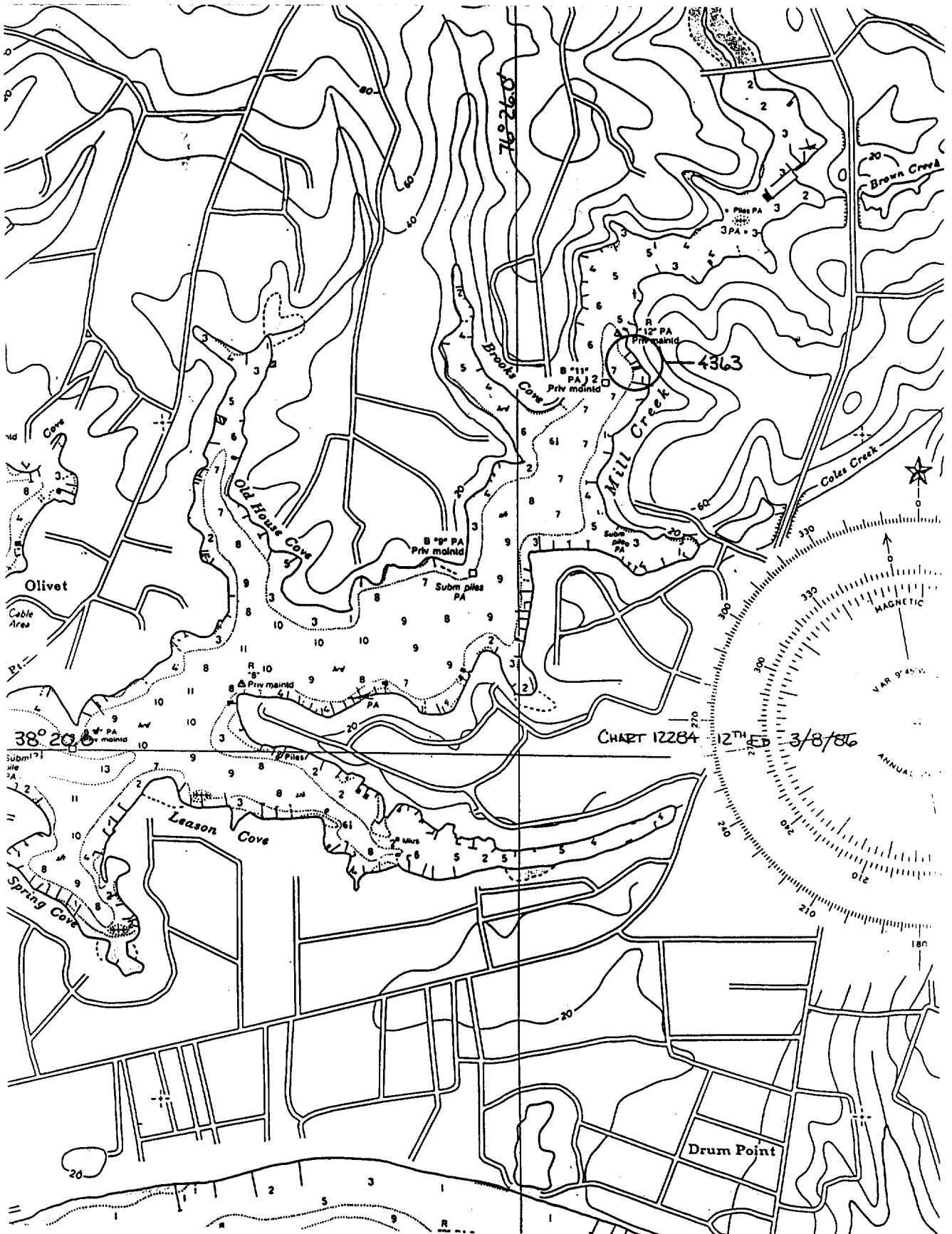


CHART # 12284

ITEM # 4364, 4365, 4366

ITEM DESCRIPTION: Visible Wrecks

SOURCE: T8543/42
CL1402/82 USPS

INVESTIGATION DATE: 16 MARCH '87 TIME: 190500 VESNO: 0520

OIC: J.H. Maddox

REFERENCES:

Position No. 013 Volume 1 pg. 7

CORRECTIONS APPLIED:

Velocity ✓ TRA Corrections ✓
Predicted or Actual Tide Correctors ✓

GEODETIC POSITION:

	Latitude	Longitude
Charted:	38° 20' 29.05" N	076° 27' 28.53" W.
	" 30.12" "	" 27.05" "
Observed:	" 31.00" "	" 26.00" "

Position Determined By: R/AZ HP381013

METHOD OF ITEM INVESTIGATION: Range and Angle was made to a temporary wreck buoy where PSR items above were observed. PSR item 4364 was dismantled on shore PSR item 4365 was in the process of being dismantled and PSR item 4366 was intact. No salvage plans for item 4366 were stated. SEE NEXT PAGE.

CHARTING RECOMMENDATIONS:

Recommend Delete items 4364 and 4365 from chart. Retain 4366 at its presently charted location chart as shown on present surveys. CONCUR

Compilation Use Only

CHART

APPLIED AS



PSP-4364 SEEN FROM POS # 13
DISMANTLED



CHART # 12284

ITEM # 4367

ITEM DESCRIPTION: UNKNOWN, VISIBLE WRECK, REVISED TO SUBM

SOURCE: T8542/42-43

INVESTIGATION DATE: 3/23/87(082) TIME: 182400 VESNO: 0520

OIC: J. H. MADDOX

REFERENCES:

Position No. 067 Volume 1 pg. 29

CORRECTIONS APPLIED:

Velocity TRA Corrections

Predicted or Actual Tide Correctors

GEODETIC POSITION:

	Latitude	Longitude
Charted:	38° 20' 33.84"	076° 25' 49.89"
Observed:	38° 20' 34.15"	076° 25' 49.19"

Position Determined By: HP-3810 R/Az

METHOD OF ITEM INVESTIGATION: A VISUAL SEARCH WAS CONDUCTED AT THE CHARTED LOCATION. POSITION OBTAINED AT SOUTH END OF SUBM. OBSTR. WITH UNCORRECTED LEAST DEPTH OF 0.8 FEET, POLL SOUNDING. BOTTOM VISIBLE THROUGH AREA TO A DEPTH OF 4 FEET. NO ADDITIONAL OBSTRUCTION FOUND. IT IS BELIEVED BY THIS HYDROGRAPHER THAT THE 6 METER LONG, 8 INCH WIDE BOTTLED WOOD STRUCTURE IS THE REMAINS OF A WOOD BULKHEAD AND NOT A WRECK AS CHARTED.

CHARTING RECOMMENDATIONS: REPLACE SUNKER WRECK SYMBOL WITH A SMALL OBSTRUCTION ~~NOTATION LINE~~ FEATURE THAT IS AWASH AT MLLW.

Compilation Use Only

CHART

APPLIED AS



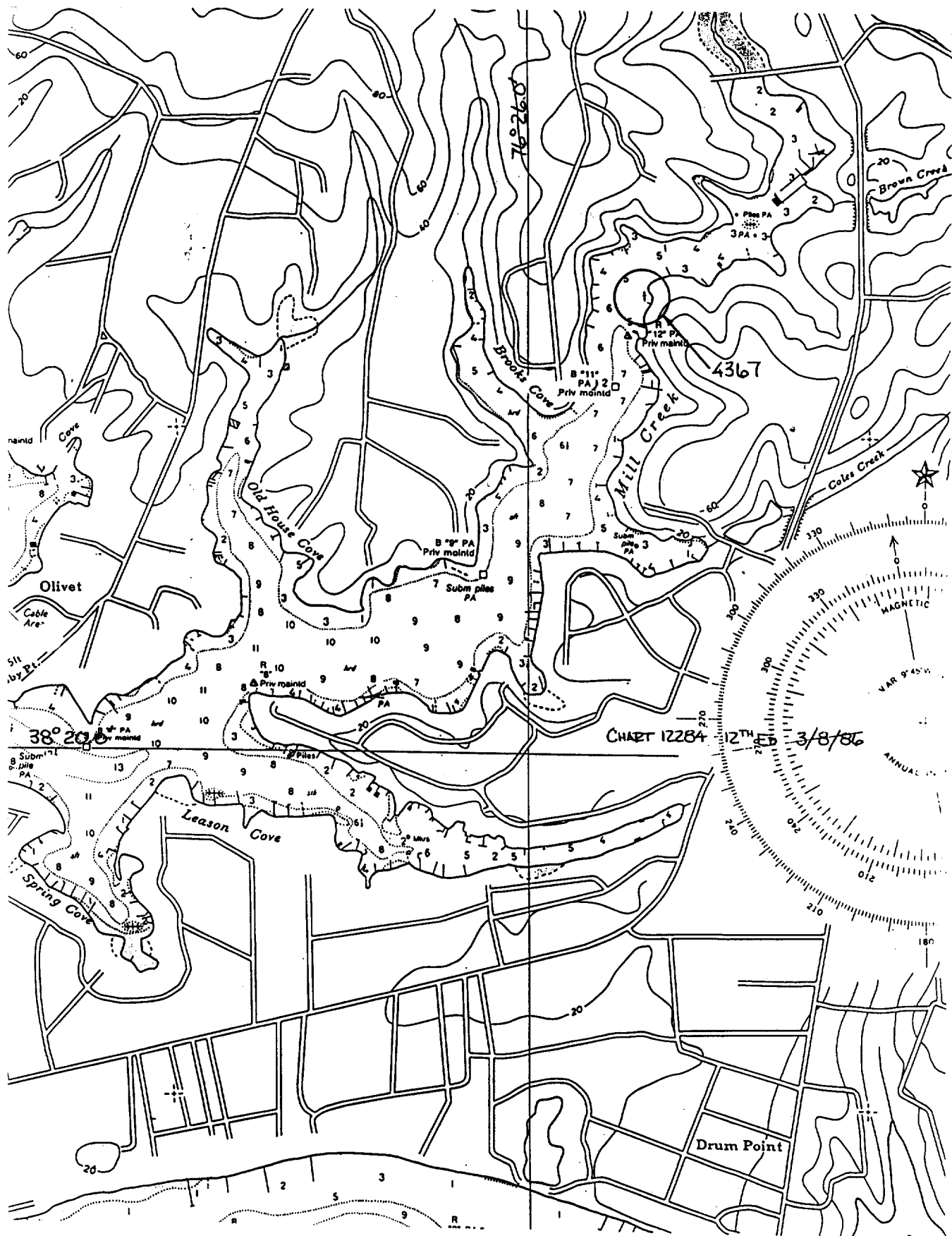


CHART # 12284

ITEM # 4368

ITEM DESCRIPTION: UNKNOWN: Wk IN WATER AT SHORELINE

SOURCE: CL 1653/81 - USPS

INVESTIGATION DATE: 3/24/87 (083) TIME: 182600 VESNO: 0520

OIC: J.H. MADDOX

REFERENCES:

Position No. 068, 069 Volume 1 pg. 31

CORRECTIONS APPLIED:

Velocity TRA Corrections
Predicted or Actual Tide Correctors

GEODETTIC POSITION:

	Latitude	Longitude
Charted:	38° 20' 35.80"	076° 26' 56.00"
Observed:	38° 20' 37.10"	076° 26' 56.06"
	38° 20' 36.39"	076° 26' 56.12"

Position Determined By: HP-3810 R/A2

METHOD OF ITEM INVESTIGATION: A VISUAL SEARCH WAS CONDUCTED AT THE CHARTED LOCATION. POSITION OBTAINED ON THE NORTHEAST AND SOUTHEAST OFFSHORE CORNERS, OUTLINING AREA OF (4) FOUR EXPOSED WOOD HULLS GROUNDED NEAR SHORE. PROPERTY OWNER MR. JOSEPH HUTCHINS, PO BOX 64 CURTIS RD., DOWELL, MD. PHONE 301-326-3746, INDICATED THAT THE HULLS WERE TOWED TO THIS LOCATION TO BE SALVAGED. AREA FROM WATER LINE OFFSHORE TO A DEPTH OF 6 FEET WAS USUALLY SEARCHED, AREA NORTH 26 METERS TO SHORE FROM POSITION 068 FOUL WITH WOOD AND METAL DEBRIS AND AREA SOUTH - WEST 17 METERS TO SHORE FROM POSITION 069 ALSO FOUL WITH WOOD AND METAL DEBRIS.

CHARTING RECOMMENDATIONS: ~~DELETE POSITION APPROXIMATE NOTATION~~ and stranded wreck.
~~Add with notation AT THE ABOVE OBSERVED POSITION.~~ ~~CONSOLE~~ Add danger curve with label wreckage as sho. in present survey

Compilation Use Only

CHART

APPLIED AS







SIGNAL NUMBERS AND STATION NAMES LISTING

001	0	38	19	20364	076	27	19277	250	0000	000000	MA-LEG ONE	1987
002	7	38	19	56784	076	26	53253	250	0000	000000	PANCAKE POINT	1987
003	2	38	19	20016	076	27	18093	250	0000	000000	MA-LEG TWO	1987
004	6	38	20	13262	076	25	59389	250	0000	000000	WAGNOR	1987
005	6	38	19	47753	076	27	29454	250	0000	000000	PIER "J"	1987
006	1	38	20	03116	076	26	40451	250	0000	000000	JORDAN	1987
007	6	38	20	05096	076	27	41495	250	0000	000000	SPRING	1987
008	6	38	20	05407	076	26	57890	250	0000	000000	ZANDARSKI	1987
009	1	38	19	56391	076	27	31705	139	0000	000000	BC -3	1987
010	6	38	20	09771	076	26	48731	139	0000	000000	HAZELTON	1987
101	6	38	20	09340	076	27	40188	250	0000	000000	SPRING SPUR	1987
102	6	38	20	35971	076	26	50603	250	0000	000000	FREDERICK	1987
110	6	38	20	03814	076	26	51696	139	0000	000000	LUSBY PT. LIGHT	1987
120	6	38	19	34146	076	27	07111	139	0000	000000	MILL CREEK LIGHT "3"	1987
130	6	38	19	19353	076	27	15344	139	0000	000000	MID CHANNEL LIGHT	1987
140	6	38	19	18214	076	27	19448	139	0000	000000	MA-LEG LIGHT "2"	1987
150	3	38	19	35276	076	27	28007	139	0000	000000	BACK CREEK LIGHT "5"	1987
160	6	38	19	26735	076	27	12616	139	0000	000000	MILL CREEK LIGHT "2"	1987
170	6	38	19	54820	076	27	02356	139	0000	000000	MILL CREEK LIGHT "5"	1987
180	6	38	18	58744	076	27	21050	250	0000	000000	SOLOMONS ISLAND	1985
190	6	38	18	44242	076	27	17829	139	0000	000000	LIGHT "6"	1985



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
April 29, 1987

TO: Program Planing & Requirement
N/MOA2x1

FROM: LTJG Jason H. Maddox
OIC, HFP-4

A handwritten signature in cursive script, appearing to read "Jason H. Maddox".

SUBJECT: Coast Pilot Report for Patuxent River, Solomons
Island, Back Creek, and Mill Creek, Maryland.

Coast pilot report negative.





**UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration**

NATIONAL OCEAN SERVICE

April 29, 1987

TO: Program Planing & Requirement
N/MOA2x1

FROM: LTJG Jason H. Maddox *Jason H. Maddox*
OIC, HFP-4

SUBJECT: User Evaluation for Patuxent River, Solomons
Island, Back Creek, and Mill Creek, Maryland.

User Evaluation report negative.



APPROVAL SHEET

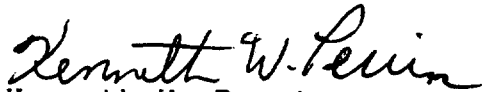
For

FE-297

The hydrographic records transmitted with this survey are complete and adequate to supersede prior surveys for charting with no additional field work recommended.

No direct supervision was given by me during the field work.

Approved and forwarded.



Kenneth W. Perrin

LCDR, NOAA

Chief, Hydrographic Field Parties Section

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE

TIDE NOTE FOR HYDROGRAPHIC SHEET

DATE: June 27, 1987

Marine Center: Atlantic

OPR: E211

Hydrographic Sheet: FE-297

Locality: Solomons Island, Maryland

Time Period: March 16 - April 27, 1987

Tide Station Used: 857-7330 Solomons Island, MD

Plane of Reference (Mean Lower Low Water): 3.47 Ft.

Height of Mean High Water Above Plane of Reference: 1.4 Ft.

Remarks: Recommended Zoning:

Zone Direct


Chief, Tidal Datum Quality
Assurance Section

GEOGRAPHIC NAMES

FE-297

Name on Survey	Source of Name											
	A	B	C	D	E	F	G	H	K			
	ON CHART NO.	ON PREVIOUS SURVEY NO.	CON U.S. QUADRANGLE MAPS	FROM LOCAL INFORMATION	ON LOCAL MAPS	P.O. GUIDE OR MAP	GRAND McNALLY ATLAS	U.S. LIGHT LIST				
BACK CREEK												1
BOW COVE												2
BROOKS COVE												3
DRUM POINT												4
LEASON COVE												5
MARYLAND (title)												6
MILL CREEK												7
OLIVET												8
PATUXENT RIVER (title)												9
SOLOMONS												10
SOLOMONS ISLAND (title)												11
SPRING COVE												12
ST. JOHN CREEK												13
												14
												15
												16
												17
												18
												19
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												21
												22
												23
												24
												25

Approved:

Charles E. Harrington
Chief Geographer - NJ CG 285

NOV 4 1987

REFERENCE NO.

MOA23-18-88

LETTER TRANSMITTING DATA

DATA AS LISTED BELOW WERE FORWARDED TO YOU BY (Check):

- ORDINARY MAIL AIR MAIL
 REGISTERED MAIL EXPRESS
 GBL (Give number) _____

TO:

Chief, Data Control Branch, N/CG243
 Room 151, WSC-1
 National Ocean Service - NOAA
 Rockville, MD 20852

DATE FORWARDED

19 Feb 1988

NUMBER OF PACKAGES

ONE (1) BOX

NOTE: A separate transmittal letter is to be used for each type of data, as tidal data, seismology, geomagnetism, etc. State the number of packages and include an executed copy of the transmittal letter in each package. In addition the original and one copy of the letter should be sent under separate cover. The copy will be returned as a receipt. This form should not be used for correspondence or transmitting accounting documents.

FE-297 (HFP-5-2-87)
OPR-S-E211-HFP, Maryland, Solomons Island
Back Creek, Mill Creek, St. John Creek

- PKG. 1 (BOX)
 1 ORIGINAL DESCRIPTIVE REPORT
 11 SMOOTH SHEETS in ORIGINAL DESCRIPTIVE
 2 NOAA FORM 77-44 (SOUNDING VOLUMES)
 1 CAHIER containing FINAL POSITION PRINTOUT and FINAL SOUNDING PRINTOUT
 1 ENVELOPE containing SUPPLEMENTAL DATA from PRINTOUT
 1 ENVELOPE containing DATA REMOVED FROM DESCRIPTIVE REPORT
 1 ACCORDION FILE containing MASTER TAPE PRINTOUTS, CORRECTOR TAPE PRINTOUTS, and FATHOGRAMS for following VESNO 520: JD's: 75 no fathogram, 77, 79, 82, 83 no fathogram, 84, 93, 99, 104, 110-113, 117, slots containing BASELINE CALIBRATION DATA, PREDICTED TIDE PRINTOUTS, SMOOTH POSITION OVERLAYS, EXCESS OVERLAYS, AND SMOOTH FIELD SHEETS

FROM: (Signature)

NORRIS A. WIKE



RECEIVED THE ABOVE

(Name, Division, Date)

Return receipted copy to:

Chief, Hydrographic Surveys Branch,
 N/MOA23
 Atlantic Marine Center
 439 W. York Street
 Norfolk, VA 23510-1114

02/18/88

HYDROGRAPHIC SURVEY STATISTICS
REGISTRY NUMBER: FE-0297

NUMBER OF CONTROL STATIONS	11
NUMBER OF POSITIONS	227
NUMBER OF SOUNDINGS	606

	TIME-HOURS	DATE COMPLETED
PREPROCESSING EXAMINATION	17	06/10/87
VERIFICATION OF FIELD DATA	200	10/01/87
QUALITY CONTROL CHECKS	69	
EVALUATION AND ANALYSIS	116	02/01/88
FINAL INSPECTION	15	12/23/87
TOTAL TIME	417	
MARINE CENTER APPROVAL		02/01/88

ATLANTIC MARINE CENTER
EVALUATION REPORT

SURVEY NO.: FE-297

FIELD NO.: HFP-5-2-87

Maryland, Solomons Island, Back Creek, Mill Creek, and St. John Creek

SURVEYED: 16 March through 27 April 1987

SCALE: 1:5,000 AND 1:2,500

PROJECT NO.: S-E211-HFP-87

SOUNDINGS: RAYTHEON DE-719B Fathometer, Leadline, Pole

CONTROL: MOTOROLA Falcon 484 Mini-Ranger (Range/Range),
HP-3810B/NIKON NT-20 Theodolite (Range/Azimuth)

Chief of Party.....K. W. Perrin

Surveyed by.....J. H. Maddox
.....E. L. Martin
.....D. M. Bryant
.....M. J. Briscoe
.....U. L. Gardner

Automated Plot by.....XYNETICS 1201 Plotter (AMC)

1. INTRODUCTION

a. This survey was conducted under the authority of Change NO. 4, dated 13 February 1987 to Project Instructions S-E211-HFP-85, dated 27 June 1985. During evaluation and analysis of FE-280 (1986) several AWOIS items were identified as needing additional work. The items which were identified are the basis for Change No. 4.; additional Automated Wreck and Obstruction Information System (AWOIS) items were assigned for investigation by the field unit.

b. This survey is comprised of twenty-nine (29) AWOIS items. The data collected for the twenty-nine (29) items was plotted on two (2) 1:2,500 scale and nine (9) 1:5,000 scale page size plots and inserted into the Descriptive Report.

c. No unusual problems were encountered during office processing.

d. Notes in the Descriptive Report were made in red during office processing.

2. CONTROL AND SHORELINE

a. Control is adequately discussed in sections F. and G. of the Descriptive Report.

b. Brown shoreline applied to the smooth plots originates with 1:5,000 scale enlargement of 1:10,000 scale chart 12284, 12th Ed., dated 8 March 1986. Brown shoreline is for orientation purposes only.

Control station BC 3, 1987 in Latitude 38°19'56.382"N, Longitude 76°27'31.711"W plots in the water on the page size plot 1 of 11. The station description states the station is on the westernmost pier. A comparison with prior survey H-6966 (1944) confirms that the station is on the western pier. The discrepancy between the shoreline applied to the plot and the station location can be attributed to the enlargement of the chart from a scale of 1:10,000 to 1:5,000.

c. Positioning methods used to acquire data were commensurate with the requirements for data acquisition at scales of 1:2,500 and 1:10,000.

d. Horizontal control used for this survey during data acquisition is based upon the North American Datum of 1927. Office processing of this survey is based on these values. The smooth sheet has been annotated with ticks showing the computed mean shift between the survey datum and NAD83. To place this survey on the NAD83 datum move the projection lines 0.449 seconds (13.8 meters or 2.76 mm at 1:5,000 scale, 5.52 mm at 1:2,500 scale) south in latitude, and 1.160 seconds (28.2 meters or 5.64 mm at 1:5,000 scale, 11.28 mm at 1:2,500 scale) west in longitude.

3. HYDROGRAPHY

a. Where applicable, soundings at crossings are in excellent agreement and comply with the criteria found in sections 4.6.1 and 6.3.4.3. of the HYDROGRAPHIC MANUAL.

b. Where applicable, the standard depth curves could be drawn in their entirety.

c. The development of the bottom configuration and determination of least depths is considered adequate.

4. CONDITION OF SURVEY

The smooth sheet and accompanying overlays, hydrographic records and reports are adequate and conform to the requirements of the HYDROGRAPHIC MANUAL and the PROVISIONAL SIDE SCAN SONAR MANUAL with the following exceptions:

a. Change No. 4, dated 13 February 1987 to the original Project Instructions states, "Several Automated Wreck and Obstruction Information System items...which had been investigated in 1986 have been identified for additional work." None of the items cited as being deficient were investigated by the field unit in 1987. It is not clear why these items were omitted during the time of survey operations. It is possible

that the field unit did not have sufficient time to conduct the investigations because of their involvement with Shipboard Data System III operations; however, Change No. 3, dated March 6, 1986, to the Project Instructions states, "... all Shipboard Data System III data requirements have been met ..." It is also possible that the field unit did not contact N/MOA23 as stated in the Change No. 4 to the Project Instructions for the necessary information for identification and completion of the items. The hydrographer should have explained the reason for not completing the item investigations. The overall quality of the survey is not considered diminished because the items were not completed; however, the opportunity to investigate the items may not present itself again for some time.

b. The field unit did not acquire positional data on AWOIS items #3995, #3996, #4356, #4357, and #4360 as required in AWOIS listing. A thorough examination of the field data determined that the results of the investigation by the hydrographer for these items was sufficient to warrant no positional data acquisition. In the case of items #3996, #3997, #4356, and #4357, the items fell inside a foul area, and item #4360 was located in the vicinity of a pier and pier ruins.

c. The field unit investigated AWOIS item #4355 on day number (DOY) 079. The Descriptive Report did not contain a discussion of the item. The item should have been addressed in section L. and/or the Item Investigation Reports in the Descriptive Report. See section 6.b.2) of this report for a discussion and charting recommendation.

d. Shoreline features in red on the final field sheet in the vicinity of Latitude $38^{\circ}20'10''N$, longitude $76^{\circ}27'30''W$ are described in the Descriptive Report, page 10, as having been removed. This conflicting information creates confusion for the evaluator during office processing. It is incumbent upon the hydrographer to ensure that there is conformity between the graphic produced in the field and the description found in the hydrographer's Descriptive Report. A positive disposition was made during office processing and is found in section 7.a. of this report.

e. Positional data for a new pier in the vicinity of AWOIS item #3998, Latitude $38^{\circ}19'10.8''N$, Longitude $76^{\circ}25'30.2''W$ was not acquired during survey operations. The pier, shown in red on the final field sheet, was added to the smooth sheet from the final field sheet. The sketch on the final field sheet does not agree with the sketch in drawn in Sounding volume 1, page 64. Control was available for positioning the pier. The investigation of the adjacent AWOIS item was controlled using range-azimuth methods. No references to the pier are found in the field data. The final field sheet is plotted at a scale of 1,10,000. The page size plot of the area is at 1:5,000 scale. Any error in the representation of the pier on the final field

sheet has been increased by the subsequent enlargement for application to the present survey. It is imperative that the hydrographer provide the most complete information available for the proper portrayal of features located in the survey area. See also section 6.b.1) of this report for a charting recommendation.

f. The use of the term "snag" can be misconstrued when used differently from the definition found in Hydrographic Survey Guideline No. 43. Hydrographic Survey Guideline No. 43, "GLOSSARY OF HYDROGRAPHIC SURVEYING TERMS", defines a snag as, "A tree, tree stump, or tree branch embedded in the bottom of a body of water..." The hydrographer used the term "snag" in many instances in the field records and his Descriptive Report. The apparent context used in the survey records and Descriptive Report was that the chain being dragged by the launch would become hung on an object. It is important that the hydrographer be aware of the proper terminology necessary to provide a clear description of procedures used and to ensure a sensible charting recommendation.

5. JUNCTIONS

There are no junctional requirements for this survey.

6. COMPARISON WITH PRIOR SURVEYS

a. Hydrographic

H-6966 (1944) 1:5,000
FE-280 (1986) 1:10,000

Prior survey H-6966 (1944) covers the search areas of AWOIS items #3997, #3999, #4023, and #4365. All items have been adequately discussed in section L. and pages 51 through 136 of the Descriptive Report. A nine (9) foot sounding in Latitude 38°19'38.7"N, Longitude 76°27'00.3"W was neither verified nor disproved by the present survey. The nine (9) foot sounding was brought forward during office processing to supplement the present survey.

FE-280 (1986) and the present survey were conducted in the same general area. Four (4) AWOIS items investigated by FE-280 (1986) were not considered complete and additional work was requested for these items. Work was not performed on AWOIS items #4013, #4014, #4017, and #4353 during present survey. Other AWOIS items investigated during survey operations are discussed in section L. and pages 51 through 136 of the Descriptive Report, and section 7.a. of this report.

Except as noted above the present survey is adequate to supersede prior surveys within the common areas.

b. Topographic

T-8542 (1942-43) 1:10,000
T-8543 (1942-43) 1:10,000

Seven of the AWOIS items originate with the prior planimetric maps T-8542 (1942-43) and T-8543 (1942-43). The items originating with T-8542(1942-43) are #3998, #4363, #4367, and #4369. The items originating with T-8543 (1942-43) are #4355, #4360, #4364, and #4365. All of the AWOIS items, with the exception of item #3998 and #4355, were adequately investigated and appropriately addressed in section L. and/or Item Investigation Reports, pages 51-136, of the Descriptive Report. Attention is directed to the following:

1) AWOIS item #3998, a dangerous sunken wreck, charted in Latitude 38°19'17.8"N, Longitude 76°25'30.7"W, was searched for by the field unit on day number (DOY) 110. A resident of the area, Adrion Joy, was contacted by party personnel and directed the field unit to an area that was investigated. An obstruction was located in Latitude 38°19'15.87"N, Longitude 76°25'28.89"W with a least depth of seven (7) feet. The least depth was obtained using a sounding pole. On DOY 111 a chain drag was performed in the vicinity of the AWOIS item. The hydrographer states, "On ... (DOY 111), chain drag operations were conducted over the charted position. The actual drag occurred offshore of the charted location, ... "No evidence was found by the hydrographer; however, considering the quality of the search and the distance between the charted sunken wreck and the obstruction, approximately 74 meters, it is recommended that the charted dangerous sunken wreck be retained and the obstruction with a least depth of seven (7) feet, (7 Obstr), and debris limit be charted as shown on the present survey. The dangerous sunken wreck was brought forward from the prior survey to supplement the present survey. In addition to the investigation a new pier (see section 4.e. of this report) was observed in the vicinity of the AWOIS item. It is recommended that the pier be charted as shown on the present survey.

12284
HAD 83
38°19'16.27"
76°25'27.7"
12264
12230
no-scale

2) AWOIS item #4355, three (3) submerged piles, charted in the vicinity of Latitude 38°19'55.0"N, Longitude 76°27'31.0"W were searched for by the field unit with negative results. A close examination of the field records and the position plot during office processing leads to the conclusion that the submerged piles are no longer present. It is recommended that the charted submerged piles be removed from the chart.

NCC ✓

The present survey is adequate to supersede the above prior surveys within the common area.

7. COMPARISON WITH CHART 12284 (12th. Edition, 8 Mar. 1986)

a. Hydrography

The charted hydrography originates with prior surveys and miscellaneous sources not readily available. The hydrographer makes adequate chart comparisons in section L. and pages 51-136 of the Descriptive Report. In addition to the recommendations in the Descriptive Report the following should be noted:

1) AWOIS item #1519/#4010, two (2) charted dangerous sunken wrecks with a reported depth of 9 feet, in Latitude 38°19'54.8N, Longitude 76°26'56.5"W and Latitude 38°19'50.5"N, Longitude 76°26'59.5"W, respectively, originate with Notice to Mariners 44 of 1959 (NM 44/59) and NM 25/60. The items were searched for by the field unit and two (2) obstructions were located. One obstruction was located in Latitude 38°19'53.93"N, Longitude 76°26'58.01"W or approximately 46.9 meters southwest of item #1519. The other obstruction was located in Latitude 38°19'51.02"N, Longitude 76°26'59.62"W or approximately 14.9 meters north of item #4010. It is recommended that the dangerous sunken wrecks be charted in the locations shown on the present survey. The least depths found on each obstruction by the present survey were obtained using a fathometer and may not be the least depth; therefore, it is also recommended that the (9 ft rep) be retained on each wreck.

12284
MAD 03
38°19'54.3"
76°26'56.8"
38°19'51.4"
76°26'58.4"

2) AWOIS items #3995, #3996, #4356, and #4357 are four (4) charted visible wrecks in the vicinity of Latitude 38°20'00"N, Longitude 76°27'35"W. A limit line is charted inshore of the four (4) charted wrecks. The field unit's investigation revealed that the entire area including the wrecks was foul with wrecks, pier ruins, etc. It is recommended that the four (4) four charted wrecks be removed from the chart. It is recommended that the presently charted foul limits be revised to reflect the limits shown on the present survey. It is also recommended that the five (5) charted piles in this area be revised to show the three (3) dolphins found by the present survey and to revise the two (2) southernmost piles to submerged piles in their present location.

3) AWOIS item #4022, charted piles, in Latitude 38°19'32.48"N, Longitude 76°27'33.88"W were investigated by the field unit. The piles are not charted on Chart 12284 (12TH. Edition, Mar. 8/86) which is the chart that was used by the hydrographer. The hydrographer located the piles in Latitude 38°19'32.88"N, Longitude 76°27'23.72"W. It is recommended the piles be charted as shown on the present survey.

NC

Except as noted above the present survey is adequate to supplement and supersede the charted hydrography in the common areas.

b. Aids to Navigation

The hydrographer verified or located twenty-nine (29) fixed aids to navigation and one (1) floating aid to navigation in the survey area. These aids appear adequate to serve their intended purposes. *SEE NOAA FORMS 7640 FOR LIST of DAYBEARERS Located BY Hydrographer to be reviewed included in Descriptive Report.*

8. COMPLIANCE WITH INSTRUCTIONS

This survey complies with the Project Instructions except as noted in sections 4. and 7.a. of this report.

9. ADDITIONAL FIELD WORK

This is an adequate field examination.

Douglas V. Mason
Douglas V. Mason
Cartographic Technician
Verification of Field Data

Norris A. Wike
Norris A. Wike
Cartographer
Evaluation and Analysis

Leroy G. Cram
Leroy G. Cram
Senior Cartographic Technician
Verification Check

Obstr obstruction PD position doubtful Subm submerged
 PA position approximate Rep reported
 or shoal swept clear to the depth indicated
 cover, with heights in feet above datum of soundings.

CHART 12284, 12TH ED. 3/8/86

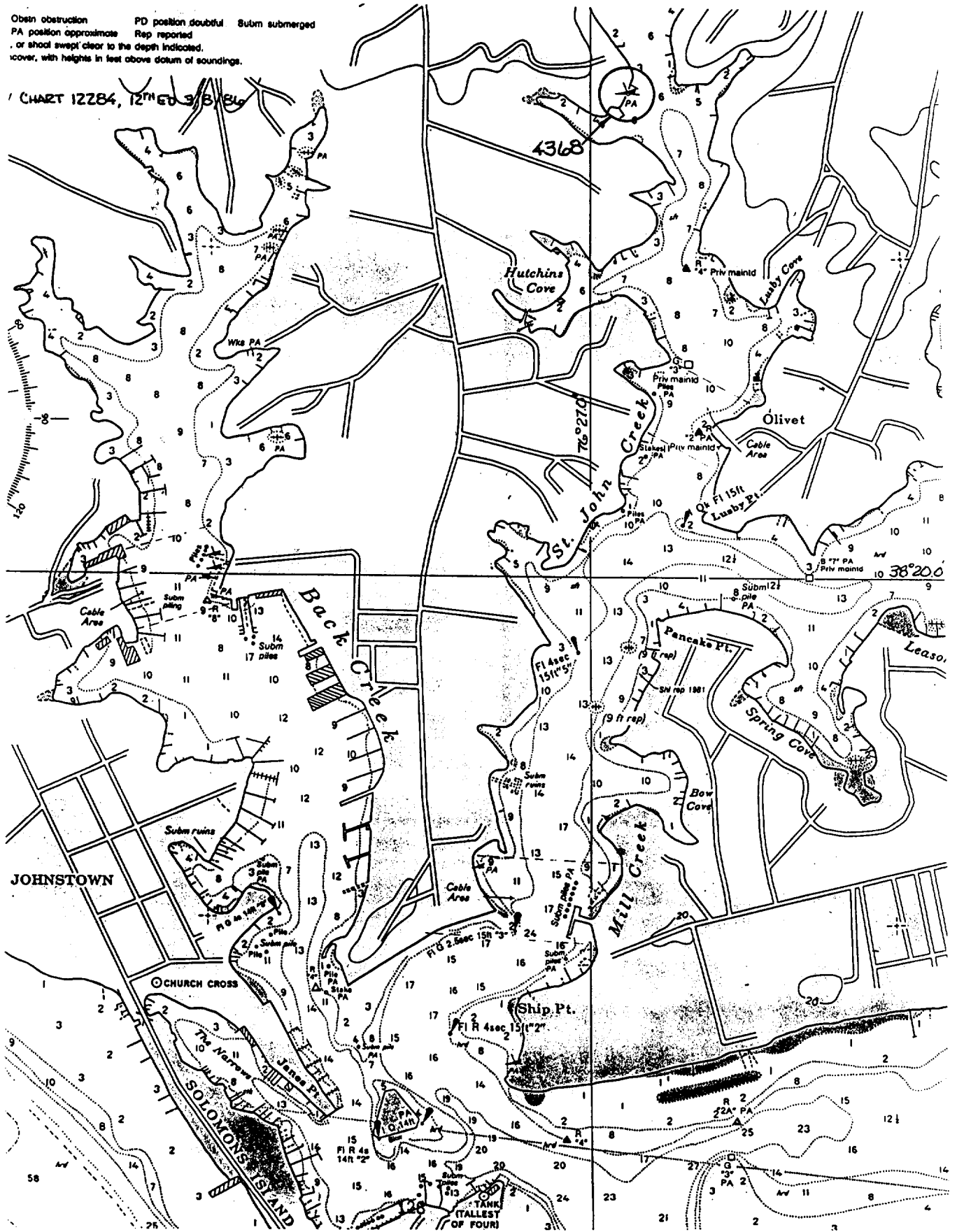


CHART # 12284

ITEM # 4369

ITEM DESCRIPTION: UNKNOWN, VISIBLE WRECK, REVISED TO SUBM.

SOURCE: T 8542/42-43, CL 921/73-USPS

INVESTIGATION DATE: 4/3/87 (093) TIME: 153000 VESNO: 0520

OIC: J. H. MADDOX

REFERENCES:

Position No.	Volume	pg.
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CORRECTIONS APPLIED:

Velocity	TRA Corrections
Predicted or Actual Tide Correctors	

GEODETIC POSITION:

	Latitude	Longitude
Charted:	38° 20' 39.70"	076° 25' 39.37"
Observed:	—	—

Position Determined By:

METHOD OF ITEM INVESTIGATION: VISUAL SEARCH IN CHARTED LOCATION DEPTH OF WATER 2-3 FEET. CONTACTED PINE COVE MARINA OWNER MR KEN HILL. RT 760 Box 92, LUSBY, MD. 20657, PHONE (301) 326-2817. HE REPORTED THAT THE US FLEET SQUADRON AND US COAST GUARD AUX. HAD CONDUCTED EXTENSIVE SOUNDINGS OVER AREA WITH NEGATIVE RESULTS, AND THAT NO REPORT OF GROUNDING OR HITTING OF SUBM OBSTRUCTION HAD BEEN MADE TO HIM (MR. HILL) IN FIVE YEARS.

CHARTING RECOMMENDATIONS: REVISE TO EXISTENCE DOUBTFUL CONCUR ✓

Compilation Use Only

CHART

APPLIED AS

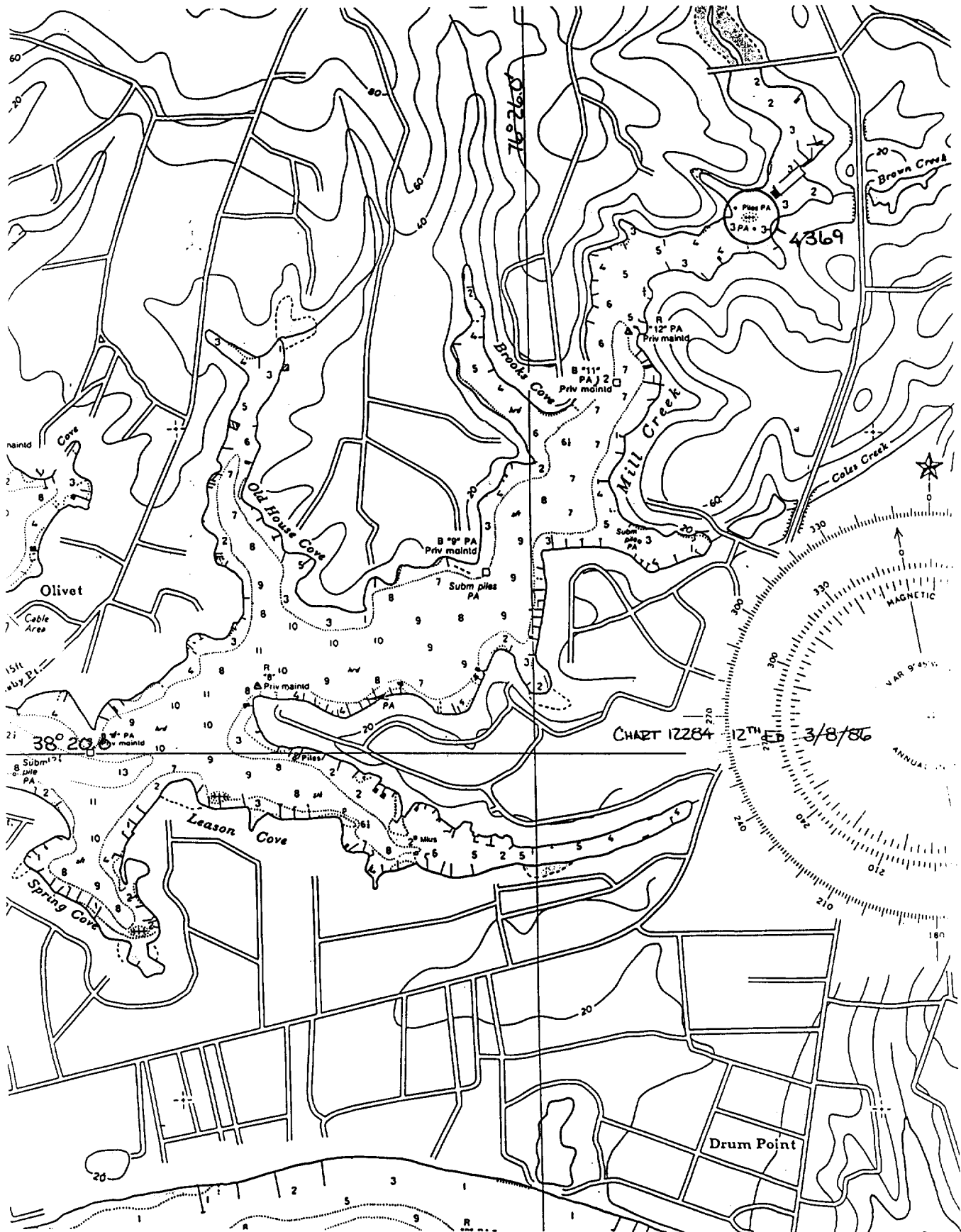


CHART # 12284

ITEM # 4370

ITEM DESCRIPTION: UNKNOWN. VISIBLE WRECK

SOURCE: BP 89276/74, OPR-512-AHP-74

INVESTIGATION DATE: 4/3/87 (093) TIME: 153000 VESNO: 0520

OIC: J. H. MADDOX

REFERENCES:

Position No.	Volume	pg.
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CORRECTIONS APPLIED:

Velocity	TRA Corrections
Predicted or Actual Tide Correctors	

GEODETTIC POSITION:

	Latitude	Longitude
Charted:	38° 20' 44.80"	076° 25' 34.00"
Observed:	—	—

Position Determined By:

METHOD OF ITEM INVESTIGATION: VISUAL SEARCH AT CHARTED LOCATION, VERIFIED REMAINS OF STEEL HULL CABIN CRUISER BARE AT MHW. CONTACTED PINE COVE MARINA OWNER MR. KEN HILL, RT 760 BOX 92, LUSBY, MD. 20657, PHONE (301) 326-2817. HE REPORTED THAT THE WRECK HAS BEEN IN THIS POSITION FOR A NUMBER OF YEARS WITH NO OWNER AND THAT FUTURE PLANS CALL FOR REMOVAL OF THE WRECK DUE TO EXPANSION OF MARINA DOCK SPACE.

CHARTING RECOMMENDATIONS: NO CHANGE IN CHARTING STATUS IS RECOMMENDED AT THIS TIME. CONCUR ✓

Compilation Use Only

CHART

APPLIED AS

To Accompany FE-297

NOAA FORM 76-40
(8-74)

Replaces C&GS Form 567.

TO BE CHARTED
 TO BE REVISED
 TO BE DELETED

REPORTING UNIT
(If field party, ship or office)

ATLANTIC HYDROGRAPHIC
SECT. N/CG 244

STATE

MARYLAND

LOCALITY

SOLOMONS ISLAND &
VICINITY

DATE

1987

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

ORIGINATING ACTIVITY

HYDROGRAPHIC PARTY Processing Unit
 GEODETIC PARTY
 PHOTO FIELD PARTY
 COMPILATION ACTIVITY
 FINAL REVIEWER
 QUALITY CONTROL & REVIEW GRP.
 COAST PILOT BRANCH
(See reverse for responsible personnel)

The following objects HAVE HAVE NOT been inspected from seaward to determine their value as landmarks.

OPR PROJECT NO.

OPR-S-E211

JOB NUMBER

N/A

DATUM

NAD 1927

* RAZ = MP 38108 (total station)

METHOD AND DATE OF LOCATION
(See instructions on reverse side)

OFFICE

FIELD

CHARTS
AFFECTED

CHARTING NAME

DESCRIPTION
(Record reason for deletion of landmark or aid to navigation.
Show triangulation station names, where applicable, in parentheses.)

LATITUDE

LONGITUDE

D.P. Metres

B.M. Metres

Private Marker (Survey pos. 58)

Private Marker (Survey pos. 60)

Leason Cove

Private Marker (Survey pos. 61)

Private Marker (Survey pos. 62)

Private Marker (Survey pos. 63)

Private Marker (Survey pos. 64)

Private Marker (Survey pos. 64)

Private Marker (Survey pos. 64)

Private Marker (Survey pos. 64)

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Private Marker (Survey pos. 64)

Private Marker (Survey pos. 64)

Private Marker (Survey pos. 64)

Private Marker (Survey pos. 64)

COM TO: HQ, USCG - 10-16-87
5th CGD.

F-L-V-RAZ * 12284
Yr. 1987 Day: 082 12th Ed.

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RESPONSIBLE PERSONNEL	
TYPE OF ACTION	NAME
OBJECTS INSPECTED FROM SEAWARD	N/A
POSITIONS DETERMINED AND/OR VERIFIED	Lt. Jg. J. Maddox / E. Martin
FORMS ORIGINATED BY QUALITY CONTROL AND REVIEW GROUP AND FINAL REVIEW ACTIVITIES	D.V. Mason (L.G. Cram (Verification Team)) N. A. Wilke (Evaluation & Analysis) R. G. Roberson (Final Inspection)

INSTRUCTIONS FOR ENTRIES UNDER 'METHOD AND DATE OF LOCATION'
(Consult Photogrammetric Instructions No. 64.)

FIELD	FIELD (Cont'd)
<p>OFFICE</p> <p>I. OFFICE IDENTIFIED AND LOCATED OBJECTS Enter the number and date (including month, day, and year) of the photograph used to identify and locate the object. EXAMPLE: 75E(C)6042 8-12-75</p> <p>FIELD</p> <p>I. NEW POSITION DETERMINED OR VERIFIED Enter the applicable data by symbols as follows: P - Photogrammetric V - Visually L - Located V - Verified 1 - Triangulation 2 - Traverse 3 - Intersection 4 - Resection 5 - Field Identified 6 - Theodolite 7 - Planetable 8 - Sextant</p> <p>A. Field positions* require entry of method of location and date of field work. EXAMPLE: F-2-6-L 8-12-75</p> <p>*FIELD POSITIONS are determined by field observations based entirely upon ground survey methods.</p>	<p>B. Photogrammetric field positions** require entry of method of location or verification, date of field work and number of the photograph used to locate or identify the object. EXAMPLE: P-8-V 8-12-75 74L(C)2982</p> <p>II. TRIANGULATION STATION RECOVERED When a landmark or aid which is also a triangulation station is recovered, enter 'Triang. Rec.' with date of recovery. EXAMPLE: Triang. Rec. 8-12-75</p> <p>III. POSITION VERIFIED VISUALLY ON PHOTOGRAPH Enter 'V-Vis.' and date. EXAMPLE: V-Vis. 8-12-75</p> <p>**PHOTOGAMMETRIC FIELD POSITIONS are dependent entirely, or in part, upon control established by photogrammetric methods.</p>

To Accompany Survey FE-297

NOAA FORM 76-40
(8-74)

Replaces C&GS Form 567.

TO BE CHARTED
 TO BE REVISED
 TO BE DELETED

REPORTING UNIT
(If laid party, ship or office)
ATLANTIC HYDROGRAPHIC
SECT. N/C 244

STATE
MARYLAND

LOCALITY
SOLOMONS ISLAND &
VICINITY

DATE
1987

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

ORIGINATING ACTIVITY
 HYDROGRAPHIC PARTY
 GEODETIC PARTY
 PHOTO FIELD PARTY
 COMPILATION ACTIVITY
 FINAL REVIEWER
 QUALITY CONTROL & REVIEW GRP.
 COAST PILOT BRANCH
(See reverse for responsible personnel)

The following objects HAVE HAVE NOT been inspected from seaward to determine their value as landmarks.

CHARTING NAME	DESCRIPTION <small>(Record reason for deletion of landmark or aid to navigation. Show triangulation station names, where applicable, in parentheses.)</small>	DATUM		POSITION		LONGITUDE		METHOD AND DATE OF LOCATION <small>(See instructions on reverse side)</small>	CHARTS AFFECTED
		JOB NUMBER	SURVEY NUMBER	LATITUDE	LONGITUDE	OFFICE			
						FIELD STATION			
OPR-5-E211	N/A	FE-297	NAD	+44	-1.12				
G"1" Bn	Green Daybeacon "1" (Survey pos. 135) Entrance to Solomons		38	19	15.3	76	26	F-L-V-RAZ	12284 12th Ed.
R"2" PABn	Red Daybeacon "2" (Survey pos. 136) Entrance to Solomons		38	19	24.3	76	26	F-L-V-RAZ	12284 12th Ed.
G"3" PABn	Green Daybeacon "3" (Survey pos. 133) Entrance to Solomons		38	19	17.2	76	26	F-L-V-RAZ	12284 12th Ed.
R"2A" PABn	Red Daybeacon "2A" (Survey pos. 134) Entrance to Solomons		38	19	20.2	76	26	F-L-V-RAZ	12284 12th Ed.
R"4" Bn	Red Daybeacon "4" (Survey pos. 132) Entrance to Solomons		38	19	19.0	76	27	F-L-V-RAZ	12284 12th Ed.
R"4" Bn	Red Daybeacon "4" (Survey pos. 98) Back Creek		38	19	30.7	76	27	F-L-V-RAZ	12284 12th Ed.
R"8" Bn	Red beacon "8" (Survey pos. 1) Back Creek		38	19	57.9	76	27	F-L-V-RAZ	12284 12th Ed.
Priv Maint'd	Private Marker (Survey pos. 55) St. John Creek		38	20	11.4	76	26	F-L-V-RAZ	12284 12th Ed.
R"2 PABn	Private Marker (Survey pos. 56) St. John Creek		38	20	16.0	76	26	F-L-V-RAZ	12284 12th Ed.
G"3" Bn	Private Marker (Survey pos. 57) St. John Creek		38	20	16.4	76	26	F-L-V-RAZ	12284 12th Ed.
R"4" Bn	Private Marker (Survey pos. 57) St. John Creek		38	20	24.0	76	26	F-L-V-RAZ	12284 12th Ed.

RESPONSIBLE PERSONNEL	
TYPE OF ACTION	NAME
OBJECTS INSPECTED FROM SEAWARD	N/A
POSITIONS DETERMINED AND/OR VERIFIED	LT. Jg. J. Maddox / E. Martin
FORMS ORIGINATED BY QUALITY CONTROL AND REVIEW GROUP AND FINAL REVIEW ACTIVITIES	D.V. Mason / L.G. Cram (Verification Team) N.A. Wike (Evaluation & Analysis) R.G. Roberson (Final Inspection)
<p>ORIGINATOR</p> <input type="checkbox"/> PHOTO FIELD PARTY <input type="checkbox"/> HYDROGRAPHIC PARTY <input type="checkbox"/> GEODETIC PARTY <input type="checkbox"/> OTHER (Specify)	
<p>FIELD ACTIVITY REPRESENTATIVE</p> <p>OFFICE ACTIVITY REPRESENTATIVE</p> <input checked="" type="checkbox"/> REVIEWER <input checked="" type="checkbox"/> QUALITY CONTROL AND REVIEW GROUP REPRESENTATIVE	
<p>INSTRUCTIONS FOR ENTRIES UNDER 'METHOD AND DATE OF LOCATION'</p> <p>(Consult Photogrammetric Instructions No. 64)</p> <p>FIELD (Cont'd)</p> <p>B. Photogrammetric field positions** require entry of method of location or verification, date of field work and number of the photograph used to locate or identify the object. EXAMPLE: P-8-V 8-12-75 74L(C)2982</p> <p>II. TRIANGULATION STATION RECOVERED When a landmark or aid which is also a triangulation station is recovered, enter 'Triang. Rec.' with date of recovery. EXAMPLE: Triang. Rec. 8-12-75</p> <p>III. POSITION VERIFIED VISUALLY ON PHOTOGRAPH Enter 'V-Vis.' and date. EXAMPLE: V-Vis. 8-12-75</p> <p>**PHOTOGRAMMETRIC FIELD POSITIONS are dependent entirely on, in part, upon control established by photogrammetric methods.</p>	
<p>OFFICE</p> <p>I. OFFICE IDENTIFIED AND LOCATED OBJECTS Enter the number and date (including month, day, and year) of the photograph used to identify and locate the object. EXAMPLE: 75E(C)6042 8-12-75</p> <p>FIELD</p> <p>I. NEW POSITION DETERMINED OR VERIFIED Enter the applicable data by symbols as follows: F - Field L - Located V - Verified 1 - Triangulation 2 - Traverse 3 - Intersection 4 - Resection 5 - Field Identified 6 - Theodolite 7 - Planetable 8 - Sextant</p> <p>A. Field positions* require entry of method of location and date of field work. EXAMPLE: F-2-6-L 8-12-75</p> <p>*FIELD POSITIONS are determined by field observations based entirely upon ground survey methods.</p>	

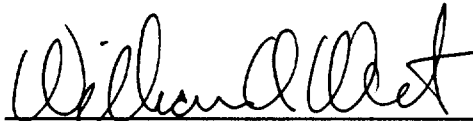
Inspection Report
FE-297

The completed survey has been inspected with regard to survey coverage, delineation of depth curves, development of critical depths, cartographic symbolization, and verification or disproval of charted data. The digital data have been completed and all revisions and additions made to the smooth sheet during survey processing have been entered in the magnetic tape record for this survey. Final control, position, and sounding printouts of the survey have been made. The survey complies with National Ocean Service requirements except as noted in the Evaluation Report. The survey records comply with NOS requirements except where noted in the Evaluation Report.

Inspected



Robert G. Roberson
Chief, Evaluation and Analysis Group
Hydrographic Surveys Branch.



William A. Wert, LCDR, NOAA
Chief, Hydrographic Surveys Branch

Approved: 1 February 1988



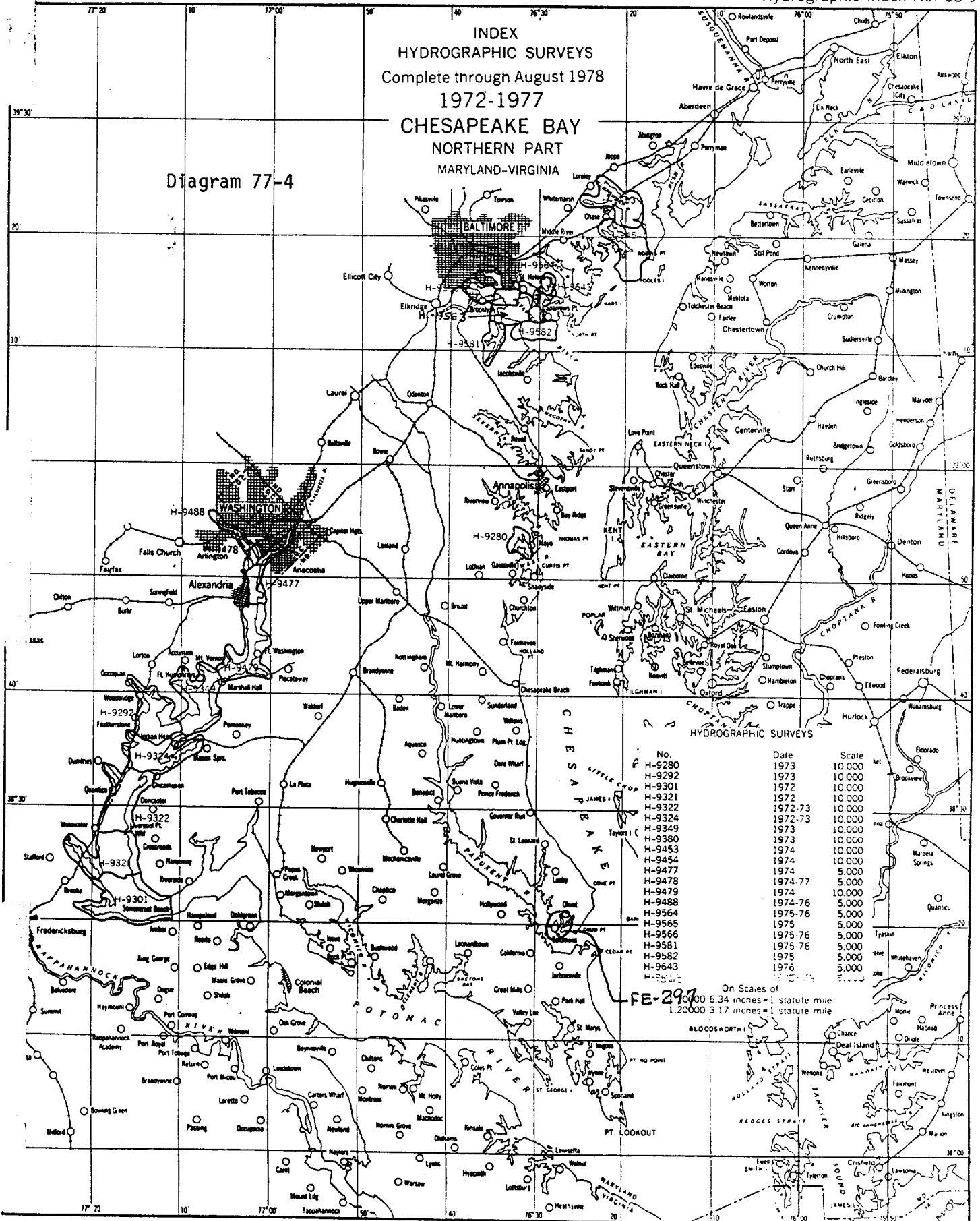
Ray E. Moses, RADM, NOAA
Director, Atlantic Marine Center

DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
National Ocean Survey
Rockville, Maryland

Hydrographic Index No. 68 J

INDEX
HYDROGRAPHIC SURVEYS
Complete through August 1978
1972-1977
CHESAPEAKE BAY
NORTHERN PART
MARYLAND-VIRGINIA

Diagram 77-4



76° 27' 45"

76° 27' 30"

38° 20' 30"

38° 20' 30"

FE-297
 MARYLAND
 SOLOMONS ISLAND
 BACK CREEK
 16 MAR TO 27 APR 1987
 SCALE 1: 5000
 SOUNDINGS IN FEET AT MLLW
 SHEET 2 OF 11
 ITEMS 4358,4359,4361,4362,4364,4365,4366

priv maintd

(4)

pier w/ four piles
 pier w/ two piles
 pier w/ two piles

BACK CREEK

foul w/ wrecks

pier

38° 20' 15"

38° 20' 15"

NAD 1983
 12-7-1987 NAW
 ✓ BY RGR

76° 27' 45"

38° 20' 15"

pier ruins

pier ruins
bkhd (wood)

101 SPRING SPUR, 1987
 (Field Position)

bkhd

Ma

1-052

55

55

65

55

55

21245

Ma

foul w/ wood/concr debris

007 SPRING, 1987
 (Field Position)

38° 20' 00"

38° 20' 00"

76° 27' 45"

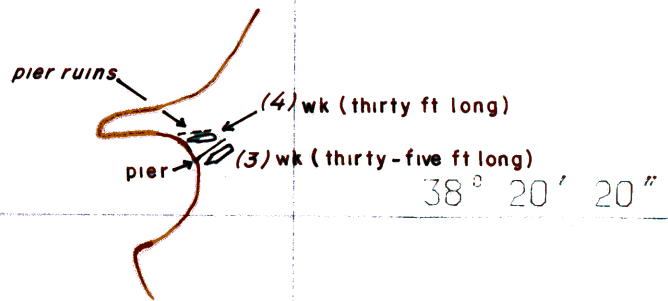
76° 27' 30"

+

76° 28' 00"

76° 27' 50"

76° 28' 00"
 38° 20' 20"
 NAD 1983
 2-7-1987 NAW
 BY RGR



FE-297
 MARYLAND
 SOLOMONS ISLAND
 BACK CREEK
 16 MAR TO 27 APR 1987
 SCALE 1:2500
 SOUNDINGS IN FEET AT MLLW
 SHEET 3 OF 11
 ITEM 4360

38° 20' 10"

38° 20' 10"

76° 28' 00"

76° 27' 50"



76° 27' 10"

76° 27' 00"

38° 19' 10"

38° 19' 10"

NAD 1983
12-7-1987 NAW
✓ BY RGR

76° 27' 00"

38° 19' 10"

SOLOMONS

Chesapeake Biological Pier

(8) pile

(4) catwalk w/finger piers

TIDE STATION

(15) pile

obstr (pile)

obstr (pile)

obstr

23

3

3

3

4

4

4

4

5

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

38° 19' 00"

38° 19' 00"

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MARYLAND
SOLOMONS ISLAND
PATUXENT RIVER
16 MAR TO 27 APR 1987
SCALE: 2500
SOUNDINGS IN FEET AT MLLW
SHEET 4 OF 11
ITEM CHESAPEAKE BIOLOGICAL PIER
4352

76° 27' 10"

76° 27' 00"



38° 20' 15" 76° 26' 30" 76° 26' 15" 38° 20' 15"

o priv marker
bkhd (wood)

38° 20' 00" 76° 26' 15" 38° 20' 00"

LEASON COVE
NAD 1983
12-7-1987 NAW
✓ BY RGR

5wk
piers bkhd(wood)

o priv marker

38° 19' 45" 38° 19' 45"

SPRING COVE
1wk

FE - 297
MARYLAND
SOLOMONS ISLAND
MILL CREEK
16 MAR TO 27 APR 1987
SCALE 1:5000
SOUNDINGS IN FEET AT MLLW
SHEET 6 OF 11
ITEM 3999, 4000

76° 26' 30" 76° 26' 15"

+

76° 27' 00"

76° 26' 45"

76° 26' 30"

foul w/ wrecks
(wood/metal debris) pier
pier ruins
(5) pile



102 FREDERICK, 1987
(Field Position)

38° 20' 30"

38° 20' 30"

bkhd (wood)
priv marker

76° 27' 00"

38° 20' 15"

bkhd (wood)

priv marker

38° 20' 15"

NAD 1983
12-7-1987 NAW
✓ BY RGR

ST JOHN CREEK

OLIVET

priv marker

bkhd (wood)

FE-297
MARYLAND
SOLOMONS ISLAND
ST. JOHN CREEK
16 MAR TO 27 APR 1987
SCALE 1:5000
SOUNDINGS IN FEET AT MLLW
SHEET 7 OF 11
ITEM 4368

008 ZANDARSKI, 1987
(Field Position)



110 LUSBY PT LIGHT, 1987
(Lusby Point Junction Light)
(Field Position)

006 JORDON, 1987
(Field Position)



bkhd (wood)
priv marker

38° 20' 00"

38° 20' 00"

76° 27' 00"

76° 26' 45"

76° 26' 30"

+

76° 25' 45"

76° 25' 30"

76° 25' 15"

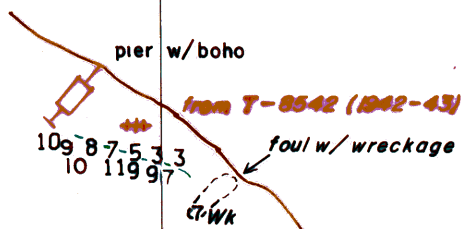
38° 19' 30"

76° 25' 30"

38° 19' 30"

NAD 1983
12-7-1987 NAW
✓ BY RGR

38° 19' 30"



38° 19' 15"

38° 19' 15"

DRUM POINT

FE-297
MARYLAND
SOLOMONS ISLAND
DRUM POINT
16 MAR TO 27 APR 1987
SCALE 1:5000
SOUNDINGS IN FEET AT MLLW
SHEET 8 OF 11
ITEM 3998

8 of 11

38° 19' 00"

38° 19' 00"

76° 25' 45"

76° 25' 30"

76° 25' 15"

+

38° 20' 45" 76° 26' 00" 76° 25' 45" 38° 20' 45"

FE-297
MARYLAND
SOLOMONS ISLAND
MILL CREEK
16 MAR TO 27 APR 1987
SCALE 1:5000
SOUNDINGS IN FEET AT MLLW
SHEET 9 OF 11
ITEMS 4363, 4367

(0) ← obstr (bkhd wood)
(8 in wide by 6 m long)
(stake marker NW end)

38° 20' 30" 38° 20' 30"

BROOKS
CREEK

priv marker
bkhd (wood)
pier w/ two rows of piles
piers / numerous piles
ramp (wood)
pier w/ two piles
bkhd (wood)
priv marker
(5)
(5)

MILL CREEK

38° 20' 15" 38° 20' 15"

bkhd (wood)
priv marker

76° 25' 45"
38° 20' 15"
NAD 1983
12-7-1987 NAW
004 WAGNOR, 1987 ✓ BY RGR
(Field Position)

76° 26' 00" 76° 25' 45"

+

76° 27' 00"

76° 26' 45"

38° 19' 30"

38° 19' 30"

"4"

"2A"

"3"

76° 27' 00"

38° 19' 15"

38° 19' 15"

38° 19' 15"

NAD 1983
12-7-1987 NAW
✓ BY RGR

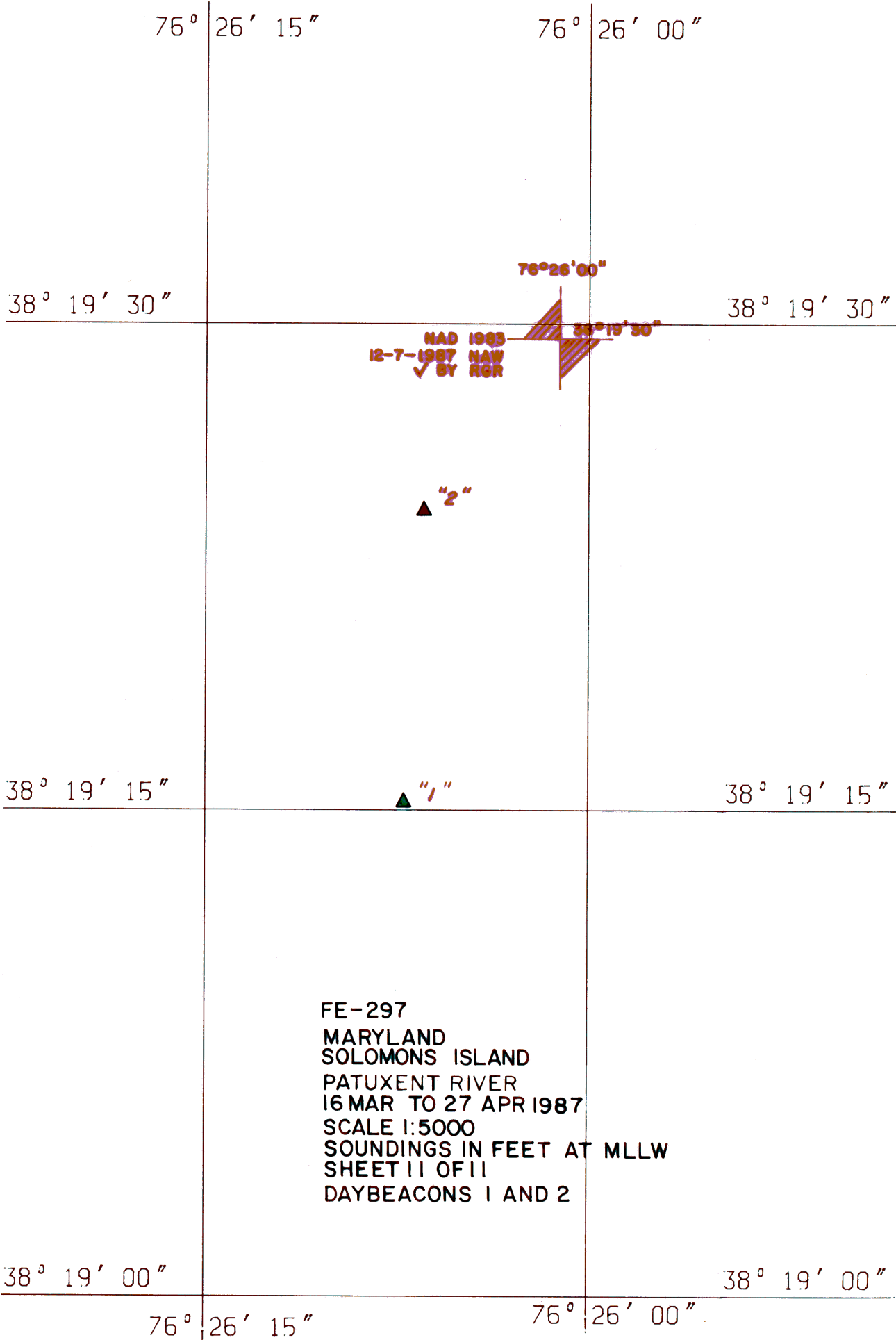
FE-297
MARYLAND
SOLOMONS ISLAND
PATUXENT RIVER
16 MAR TO 27 APR 1987
SCALE 1:5000
SOUNDINGS IN FEET AT MLLW
SHEET 10 OF 11
ITEM DAYBEACONS

38° 19' 00"

38° 19' 00"

76° 27' 00"

76° 26' 45"



NAD 1983
12-7-1987 NAW
✓ BY RGR

▲ "2"

▲ "1"

FE-297
MARYLAND
SOLOMONS ISLAND
PATUXENT RIVER
16 MAR TO 27 APR 1987
SCALE 1:5000
SOUNDINGS IN FEET AT MLLW
SHEET 11 OF 11
DAYBEACONS 1 AND 2

+

