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Diag. Cht. No. 77-1

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey ~~Hydrographic~~ Topographic

Field No. ..... Office No. 2335

LOCALITY

State Maryland

General locality Chesapeake

Locality Bay

1897

~~194-~~

CHIEF OF PARTY

Henry A. Wiley

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DATE .....

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U. S. COAST AND GEODETIC SURVEY.

Henry S. Pritchett, Superintendent.

State: Md.

DESCRIPTIVE REPORT.

Hydrographic Sheet No. 2335

LOCALITY:

Chesapeake Bay:
Back, Middle & Gunpowder
Rivers and Approaches

1897

CHIEF OF PARTY:

Ensign Henry A. Wiley, USN.

2335

Par 209. Memorandum for Draftsman.

In plotting up the smooth sheet the lines do not run nearly so straight or regular as the working sheets indicated. This is due to two causes. When the sheet was signaled I was on detached duty and when left in charge of the party I accepted the sheet as I found it without question. The greater part of the outside work had been completed when I discovered by comparison with Mr Bowie's sheet that the signals used in the outside work and those in Middle River were out. I asked for a new projection, which was furnished but with no shore line, and the lengths of the two sheets showed a difference of 80 metres. The Draftsman at the office explained this discrepancy as the result of the difference of the age of the paper used, the second sheet having been backed only a few weeks when sent to me. The shore line and the signals could be transferred from the tracing furnished by Mr Bowie, one square at a time in order to preserve the relative positions of all points.

In many narrow streams, it was found necessary to run lines of soundings by the shore line, but in all those cases, except two (in Saltpetre Creek and a small stretch above the Railroad Bridge, Gunpowder River) the shore line is as it exists to day, and it is to be hoped there will be no difficulty in plotting the soundings.

Paragraph 209. (1)

Sheet No 5.

Chesapeake Bay.

Back, Middle and Gunpowder Rivers

and Approaches.

Descriptive Report.

Paragraph 209 (2)

The locality of the survey is one of little commercial importance, in fact it has none.

Back River is about 6½ miles in length, navigable to the trolley car bridge, a distance of about 5½ miles.

Middle River is about 5 miles in length, navigable to foot bridge, ½ a mile from its source.

The Gunpowder River is navigable to the P.W.&B. R.R. Bridge, through which there is a draw.

Few vessels enter these streams, which are either small fishing vessels or pleasure craft, seeking sheltered anchorage; small schooners and an occasional tug with tow of scows, carrying fertilizing material.

(3) The chart and sailing directions contain all useful information.

(4), (5), (6), Nothing new can be added to the information contained in sailing directions and on the charts.

(7) The survey is a resurvey and shows wonderful accuracy of old survey, no important changes being noticeable.

(8) Thin ice is usually found in these rivers about the middle of November and each is usually frozen hard before Christmas.

(9) The prevailing winds during the fall and winter months are N.W. from which direction it blows very hard, reducing the depth of water at times 2½ feet below mean low water.

(11) No quarantine nor boarding stations.

(12) Fresh water in limited quantities can be procured from small springs near the head of navigation and must be brought down in small boats. Supplies, Coal and Ship Chandlers stores can not be procured nearer than Baltimore or Sparrows Point.

(13) There are no wharves.

(14) There is no weather service nor time ball nearer than Baltimore.

(15) No Branch Hydrographic Office nearer than Baltimore; no station for reporting vessels. No rice Code.

(16) No docks nor marine railways nearer than Sparrows Point.

(17) There are no passenger steamers. The P.W. & B. Railroad passes near the head of each river and there are many trains daily. Postal and telegraph facilities are fair. The Post Offices nearest field of work are at Back River, Middle River, Chase, Bevjies and Magnolia.

(18) None nearer than Baltimore.

(19) The Country abounds in small settlements, none of which is of any importance. There is little thrift among the residents, but there are many fine club

(19) Composed of rich men along the rivers. There is communication with Middle and Back Rivers by Trolley car, the terminus of the Erie being at Middle River.

Tides.

On October 14th, 1897 a plain staff gauge, numbered increasing with rise of tide was erected on wharf at Turkey Point, Middle River.

A tide observer was stationed at the gauge from October 14th to Nov 1st to observe day tides. After the latter date tides were observed only when sounding over the plane of reference established by referring to the Sparrows Point gauge. Ten of the most normal load tides obtainable were used for comparison.

From November 3rd to Nov 7th tide observers were stationed at Turkey Point and at a staff gauge placed on the steel railway bridge near the head of Back River and observed tides from 7 A.M. to 7 P.M. or for such intervals as was necessary to observe one low water daily.

This comparison showed that there was no reduction necessary from the Middle River

gauges. One Bench Mark was established near Middle River gauges as shown in sketch, with description, contained in duplicate Tide Journals No. 1.