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2383
1898

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See Also Hydro Report
for 2511 & 2512

Disc. Cl. No. 77-1

U. S. COAST AND GEODETIC SURVEY.

Henry S. Pritchett, Superintendent.

State: Md

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DESCRIPTIVE REPORT.

Hydrographic Sheet No. 2383

LOCALITY:

Sassafraz River Mouth
Howells Point to Ordinary Pt.

1898.

CHIEF OF PARTY:

Henry L. Maximin

2383

H02393

To accompany Hyd. Sheet # 2383

MAY 18 1900. US 457

U. S. G. & C. SURVEY,
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Tide.

Treasury Department
U.S. Coast & Geodetic Survey
Harry L. Pulettto Super

Sassaparilla River mouth

Maryland

Houell's Point to Ordinary Point

Maryland

H. L. Maindri Assistant, Chief of Party

U.S. Schooner "Eagle"

October 10 to November 2

- 1898 -

Scale $\frac{1}{10000}$

Observer, Geo. L. Flower, Assistant

J. G. Ostergren Boatman

Recorder, E. Warren Ritchie

Leadman, W. Shubley Seaman

Tide obsor., Chas Hansen, mess boy

Cookswain, E. V. Brooks, 3 cl. Jr. Mate.

Bench marks. Bettleton wharf tide gauge
BM #1. is the center of a cross (+) 4 inches each way
cut in the stone wall of Turners Warehouse facing the
water. It is about midway between the door of
Warehouse and its furthest end and is about 2
feet above ground. It is 9.793 feet above zero of
Staff on which M. L. W. reads 2.15 feet. BM is
therefore 7.64 feet above plane of Reference, M. L. Water.

Statistics

1898	Letter	Book	1898	Letter	Book	1898	Letter	Book
Oct 10	a	1	Oct 17	e	2	Oct 25	i	4
11	b	1	19	f	2, 3	28	k	4
13	c	1, 2	20	g	3	Nov 1	l	4
14	d	2	24	h	3	2	m	4

Total number of letters 12, Angles 2194, Soundings 7346
 Naut. Miles 108.05

a new shore line was run with plane table while the hydrographic work was in progress and is shown on Topog. sheet no 2369.

The commerce passing up the river is limited to small schooners and boats carrying garden truck and fruits from the farms to Baltimore market. A line of steamers from Baltimore to and from Frederick, Md. make daily trips stopping at Bitterton Wharf. also steamers going to Havre de Grace and Philadelphia, packets going through the canal. stop at Bitterton wharf for freight and passengers.

During the fishing season the shores on both sides of the river are occupied with fish weirs. the rights have to be purchased from the state government.

Respectfully submitted
 Henry L. Meridian
 Assistant

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1898

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See Also Hydro Report
for 2511 & 2512

Diag. Cht. No. 77-1

U. S. COAST AND GEODETIC SURVEY.

Henry S. Pritchett, Superintendent.

State: *Md.*

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MAY 18 1900
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Class

DESCRIPTIVE REPORT.

Hydrographic Sheet No. *2393*

LOCALITY:

*Chesapeake Bay - Turkey
Point to Bush River*

1898

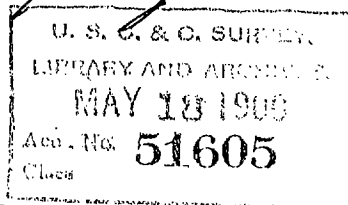
CHIEF OF PARTY:

Henry L. Mearns

2393

Hyd. Sheet: # 2393
MAY. 8. 1900. US457

Descriptive Report to accompany
Hydrographic Sheet No 2393



Title:

Treasury Department
U. S. Coast & Geodetic Survey
Henry S. Pritchett, Surg. Dr.

Chesapeake Bay
Turkey Point to Bush River
Maryland

H. L. Marmidin, Assit. Chf of Party

Sept 26 to Nov 12

— 1898 —

Scale. $\frac{1}{20000}$

Notes:

Observer, Chf Geo. W B Ductor
Comp. Mate E. C. Kirkley
Recorder
Sea. J. E. Lawrence
Leadman Sea. A. White
Tide Gages. Sea Web Carpenter
John Kailson
Cockswain. J. W. G. Allen.

Statistics

1898	Letter	Book	1898	Letter	Book	1898	Letter	Book
Sep. 26	a	1	Oct 11	k	4	Oct 29	z	9
27	b	1	13	l	5	31	v	9
28	c	1+2	14	m	5	Nov 3	w	10
29	d	2	17	n	5+6	4	x	10.11
30	e	2	19	o	6	5	a	11
Oct 3	f	3	20	p	7	7	b	11
4	g	3	24	q	7-8	8	c	12
7	h	3	25	r	8	12	d	12
8	i	4	28	s	8			

Patch n^o of Letters 26, Angles 5577, Soundings 21561, West M. 432.5
 Sqr. Cent. Miles 32.

Red Letters refer to Steam Launch; Blue letters refer to Dinghy

Bench Marks

Belkton Wharf Tide Gauge. Bench Mark n^o 1 is the center of a cross (+) cut 4 inches each way in the stone wall of Turner's warehouse facing the water. It is about midway between the door and the eastern end of the warehouse and about 2 feet from the ground. It is 9.793 feet above zero of Tide Staff and 7.64 feet above Mean Low Water, the plane of reference which reads 2.15 feet on Staff.

Harris' Wharf Tide Gauge: This bench mark is the top of a cross (+) of copper nails driven in the crotch of a double eyeamore tree which stands on the NE side of the road and about 45 miles from the wharf. The crotch is about 4 inches from the ground and the forks are about 12 and 18 inches

in diameter. The cross is 7,105 feet above the zero of tide staff and 4,994 feet above Mean Low Water, the plane of reference which reads 2.16 feet on staff.

Tide Note

	Pettaton Wharf.	Harris Wharf
Highest tide observed	6.34 ft.	6.00 ft.
Lowest " "	1.46	1.58 "
Mean High Water		
" Low " Plane of reference	2.15	2.16
" Rise and fall of tide	1.82	1.68

The shores are as a rule somewhat low especially so on the west side. On the Eastern side the cultivated fields reach down to the water's edge. Several large rivers flow into the northern divide; to the North west the Seneguenema waters reach the locality. To the N East are found the Elk and Senofras Rivers, numerous creeks also empty directly into the bay, on the West side Spruce narrows and Bromney creeks and on the East side Salt Pond and Churn creeks, and at the Southern End of the sheet, Norton creek on the East and Bush river on the western shore.

Respectfully submitted
 Henry L. Marindin
 Assistant.

2511

Duty Chart No. 77-2

Department of Commerce and Labor
COAST AND GEODETIC SURVEY

O. Stullmann
Superintendent.

State: *Md.*

DESCRIPTIVE REPORT.

Hyd. C. Sheet No. 2511

LOCALITY:

*Sassafras
River*

1901

CHIEF OF PARTY:

T. A. Young

2511

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1901

MAY 10 1901. 10021

U. S. & C. SURVEY
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MAY 10 1901
52814

Descriptive Report

Hydrographic Sheet at mouth of Sassafras River Md.
March 1901

Executed by party in charge of Fred. S. Young
Commanding U. S. T. & G. S. Ste. Endeavour

This sheet covers the common portion of sheets 2393 and 2383 both made by the party in charge of Assistant H. J. Maindlin in 1898. These sheets show a discrepancy of from one foot to one and a half feet in certain portions, and my work was intended to cover this ground, and by running a number of lines decide on the relative value of the old soundings. A tide staff was established at Betterton and levels were run from the bench Marks of 1898 to the staff, thus establishing the same datum plane that was used on the previous work. In order to check this plane a series of simultaneous observations, using Rybolck's Wharf as the standard station, was made. These observations covered six days, and the M. L. W. as deduced from them, differs only 0.03 of a foot from the value used in 1898. The very unfavorable weather, and the limited

time at my disposal prevented a very thorough investigation of this discrepancy, though a number of lines were run crossing those of the old sheets. In almost every case these soundings agree with those of sheet 2388, giving from one foot to one and a half feet less water than no. 2393. These differences can hardly be due to tidal errors, as the same station, and practically the same datum plane was used for all three sheets; while the mean rise and fall is only a little larger than the discrepancy shown.

Respectfully submitted

Fred. A. Young

Assistant C & G. Survey

Commanding

2512

Diag. Cont. No. 77-2

Department of Commerce and Labor
COAST AND GEODETIC SURVEY

O. A. Tuttleman
Superintendent

State: *Ind*

DESCRIPTIVE REPORT.

Hydro Sheet No. *2512*

LOCALITY:

*Mouth of Salt
River*

190/

CHIEF OF PARTY:

Fred A. Young

2512

(5)

MAY 10 1901 10021

U. S. G. & S. SURVEY,
LIBRARY AND ARCHIVES,
MAY 10 1901
52815

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1901

Descriptive Report
Hydrographic Sheet at mouth of Elk River Md.
March and April 1901

Executed by party in charge of Fred. A. Young
Commanding U. S. G. & S. S. S. Endeavour

This sheet covers the common portion of sheets Nos. 2393 + 2366, both made in 1898, the former by the party in charge of Assistant H. J. Marishin and the latter by the party in charge of Assistant J. B. Dentelle, Commanding the G. & S. S. S. Matchless. As in the case of sheets 2393 + 2383, a constant difference seems to exist in the soundings as shown on the respective sheets. While sounding out this narrow strip where the two sheets join, tides were observed at both Betterton and Rybolds Wharf, the datum plane at both stations being practically the same as used in 1898. While not as many lines were run as intended, a large number of crossings were made with the old work, the soundings in general failing to agree with either of the former sheets, showing usually less water. There seemed to be no systematic discrepancy, and there is no way

of telling which of the two former sheets is to be relied upon. The fact that my work shows less water all through, may be due to a general filling in or shoaling at the mouth of the Elk River during the past three years. There is no doubt but that a great quantity of mud is carried down by this river every spring and deposited near its mouth.

For the work on sheet 2893 the tide staff at Betterton was used, while for 2866 tides were observed at Raybolds Wharf. A portion of the discrepancy between these sheets may be due to that fact; though it is very doubtful, as during our work the difference between the two staffs was never more than 0.1 of a foot.

Respectfully Submitted

Fred. S. Young

Assistant to G. S. Survey

Commanding