

# 2606

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S.H.A.  
2606  
1902

Diag. Ch. No. 77-2

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## DESCRIPTIVE REPORT.

*Hydro.* Sheet No. *2606*

*Topo* LOCALITY: *2605*

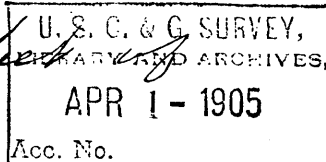
*Mattawoman Creek*

1902

CHIEF OF PARTY:

*F. A. Young*

# 2606



Descriptive Report of Hydrographic sheet  
Mattanomonan Creek, Maryland.  
Surveyed by party attached to U.S. Co. S.S. St. Eastern,  
Ensign J. Young, Assistant Co. S. S. Young, Commanding,  
October and November 1902.

This sheet extends from the entrance of Mattanomonan  
Creek into Potomac River, about three miles below  
Indian Head, to a point about six miles from  
the mouth. The hydrographic signals Spit, Four,  
Hut and Swamp were located by occupying the  
triangulation points Cockwith, Matt and Fairfax,  
determined by Assistant M: Grath in 1901, with a  
theodolite. The positions of the above named  
hydrographic points were plotted by the computed  
distances. All signals on the upper part of the  
creek were determined by sextant angles, being  
checked by a plane table triangulation.  
Two tide staffs were established. One at the  
mouth at Stump Neck, and one about three  
miles above at Grinders Wharf. Only a few soundings  
were made at the latter staff, and all soundings  
were reduced from the former, assuming  
the time of high and low water to be twenty  
minutes later at Grinders Wharf, and thirty  
minutes for the last two miles of the sheet.

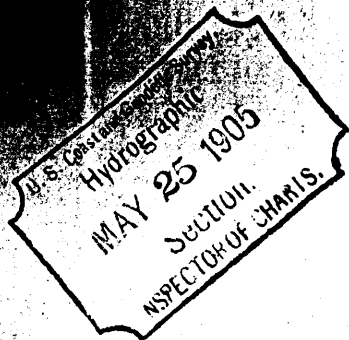
From the first bend of the creek to the Powder Mills wharf, the channel is crooked and tortuous, and not well defined, though it has been marked by buoys placed on either side.

This part of the creek is also filled with eel grass. The channel above the powder mill is easy to follow, as it is very narrow and passes through marsh which fills up nearly all of the bed of the creek. Steamers loaded with wood and drawing from seven to eight feet pass up the channel as far as surveyed.

The steamer Wakefield of the Randall line also stops at Brindus Wharf once a week, this steamer draws about seven feet. The banks of the creek are heavily wooded, and the upper part is very swampy. It is sparsely inhabited, almost the entire population consisting of men working in the Government powder works at Indian Head.

The stand pipe and powder works chimney, determined by Assistant Mr. Brath, could be seen from almost every part of the creek, and were useful in checking the positions of other signals.

Fred. B. Young  
Assistant C & B. Survey  
Comd'g U. S. S. Endeavor



REPORT  
on  
Hydrographic sheet  
No. 2806.  
Potomac River,  
Mattawoman Creek,  
Md.  
Assistant Young.  
1902.

*Wm Bradford*  
*May 25*  
*0*

In this work the lines cross very well with the exception of those toward the bottom of the sheet near Matt, which I have not plotted. The soundings seem to plot too far to the left which may be caused by the signal "Deep" having been plotted in the wrong position. There is nothing in the records showing the position of this signal so was unable to verify it.

A rough tracing was furnished by the Tidal Division showing the approximate difference in the turn of tide reckoned from Stump Neck, which was used as a guide in reducing soundings.

The records were not well kept.

H.L. Simons. (Signed).

This sheet is defective in both field and office work. No channel lines were run and the orthogonal system adopted proved inadequate.

The work off the entrance to Mattawoman Creek, particularly the dredged channel and the shoal to the westward of its south end, fails by reason of the poor determination of the position. This is due to the use of weak combinations of signals, erroneous position of Triangulation Station Deep Pt. and questionable results of sextant work. This area shows

about 1 foot deeper water than the same area on Hyd. 2705.

In many cases the shoal water encroaches upon the dredged area and in some places the channel depths are all plotted outside the known limits of deep water.

The reduced soundings were not verified as was shown by the number of soundings in error from 3 to 6 ft.

In protracting the sheet, correct positions were rejected in favor of those in error and little or no attention paid to the resulting apparent speed of boat.

The position numbers and letters are so marked that it is almost impossible to decipher them.

Over the area common to this sheet and Hyd. 2705, the work on the former requires correction so extensive, and with results by no means certain, that it is recommended that the work on this sheet within the limits mentioned be rejected and a note of reference to Hyd. 2705 be added to Hyd. 2606.

3/31/05.

J.T. Watkins. (Signed).

Recommendation in last paragraph approved.

G. Bradford. (Signed).  
4/7/05.

Approved.

A.B. (Signed).

*May 23, 1905 - The corrections required by comparison with sheet No 2705 appear to be errors arising from confusion in signals at Deep Pt. There is a station called "Pile" on sheet 2705 about 100 m. inside of the Δ that may be the cause of the errors*

*H. E. Dyer*