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Diag. Cht. No. 77-2 & 78-2

Treasury Department,
U. S. COAST AND GEODETIC SURVEY.

J. H. Pittman

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State: *Maryland*

JAN. 20 1903
Acc. No. 2616

DESCRIPTIVE REPORT.

Hydrographic Sheet No. *2616*

LOCALITY:

*Chesapeake Bay. - Middle part of
Gaugier sd., incl. Hedge Straits &
Holland Straits*

1902

CHIEF OF PARTY:

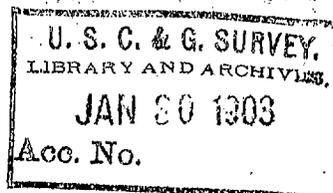
Geo. L. Flower

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DESCRIPTIVE REPORT.

-- HYDROGRAPHY --



Tangier Sound, Between Latitudes $38^{\circ} - 02'$ and $38^{\circ} - 09'$,

Including

Kedge Straits And Holland Straits.

Schooner Matchless,

Baltimore, Md., January 26, 1903.

Mr. O. H. Tittmann,

Superintendent U. S. C. & G. Survey,

Washington, D. C.

Sir:-

The hydrographic work on this sheet was started in Kedge Straits December 7, 1901 and Kedge Straits completed January 24, 1902. As topography was underway between Crisfield & Pocomoke River, the Schooner Matchless was stationed at Crisfield and the sounding party had ten miles to go to the working ground. Moreover, there was much ice in Tangier Sound and Kedge Straits and the working days had to be selected, so progress was slow. Work on this sheet was then discontinued and commenced again on June 4, 1902 and completed on July 18, 1902.

No especial difficulty was encountered, although this work was delayed by the distance of the working ground from Crisfield, the nearest place where coal, water and stores could be obtained.

Tides, for the reduction of the soundings, were read at Holland Island Bar Light House, Solomon's Lump Light House, Spring Island, in Holland Straits, and Wenona Tide Station, Deal's Island. Simultaneous readings were taken at Wenona, Teague's Creek, Tide Station on the Manokin River, and Ford's Wharf Tide Station on Big

Annemessex River, for time differences.

The old survey is not at hand, so changes, if any, cannot be noted. All shoal spots shown on the published chart were investigated. In Kedge Straits, the 6 foot spot shown N. E. of the horizontal striped buoy, could not be found, and the shoal indicated ^{in this vicinity} has deepened. A 9 1/2 foot spot, on an oyster rock, was found at ~~49~~ ⁴⁹ or about 450 metres W. by N. of red spar buoy No 2. This buoy should be placed about 400 metres north of its present position, ^{to show the best water in the channel,} The bottom, north and north east of the horizontal striped buoy is lumpy, but there appears to be plenty of water through the straits at M. L. W. for vessels drawing 12 feet or less. The wreck shown on the published chart has been removed.

There is a channel through the shoal, shown on the published chart, in Holland Straits, east of Holland Island. The two deep holes shown on the chart are one, and not separated by a shoal as shown.

Red Buoy No. 2, S. S. W. of Little Deal's Island was out of place when the survey was made. The deep hole, south and east of Little Deal's Island has filled in between buoys No. 1 and 2 on the chart, and there is but 12 feet over the shoal, but there is a deeper channel into the hole just east of where the red buoy is shown on the published chart, which runs north and south. Schooners use this channel to run in behind Little Deal's Island for an anchorage, while buying oysters.

One of the most remarkable features of the hydrography on this sheet is the precipitous channel bank, west of Deal's Island.

The water deepens on this bank from 5 & 6 feet to 9 and 10 fathoms

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in a distance of 150 to 200 metres.

Respectfully submitted,

Geo. L. Flower

Chief of Party, U.S.C.&.G. Survey.

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Department of Commerce and Labor
COAST AND GEODETIC SURVEY
Washington

777

July 8, 1904.

Mr. Andrew Braid,

Assistant in charge of the Office.

Sir:-

I forward herewith Hydrographic Sheet No. 2616, "Chesapeake Bay, Middle Part of Tangier Sound, including Kedge Strait and Holland Straits, Md.", by Assistant Flower in 1901 and 1902, together with report on same. This sheet is now ready for the approval of the Office.

Report.

The plotting and pretracing was well done. The lines 1-3d, 28-30a and 65-67h show about 1 ft. less water than the cross lines indicate. These are no doubt wrong and have been left in pencil. I call attention also to the two 15 ft. soundings northeast of "Jim". There is probably a mistake here of one fathom. The records were well kept.

H. L. Simons. (Signed).

Respectfully,

Acting Chief, Drawing and Engraving Division.