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1908

Diag. Cont. No. 77-2

C. & G. SURVEY,
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DEC 29 1908

Acc. No.

Department of Commerce and Labor
COAST AND GEODETIC SURVEY

O. H. Tittmann
Superintendent.

State: *Md.*

DESCRIPTIVE REPORT.

Hydrographic Sheet No. *2681*

LOCALITY:

*Little Chopstank
River*

1908

CHIEF OF PARTY:

M. C. Chinal & O. M. Ferguson

2681

DEPARTMENT OF COMMERCE AND HARBOR.

COAST AND GEODETIC SURVEY.

O. H. TITTMANN, Superintendent.

C. & G. SURVEY,
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JAN 20 1909
Acc No.

Resurvey of the Chesapeake Bay, Maryland.

Descriptive Report of Hydrographic Sheet No. 2681.

Comprising the Little Sheptank River, and its tributaries,

Eastern Shore Chesapeake Bay.

Latitude 38-23' to 38-27'N.

Longitude 76-03' to 76-25'W.

SCALE 1:20000.

From September 19th., 1908 to November 19th., 1908.

SCHOONER "MATCHLESS".

O. W. Ferguson, Assistant, C. & G. S. In Command.

OBSERVERS.

O. W. Ferguson, Assistant; James E. Marsh, Mate; C. M. Cade,

Aid; Paul M. Trueblood and R. R. Lukens, Deck Officers

2d. cl.; John W. Clift, Chief Writer; and C. P. Holland,

C. B. M.

RECORDERS.

C. M. Cade, Aid; Paul M. Trueblood and R. R. Lukens, Deck

Officers 2d. cl.; John W. Clift, C. W.; H. W. Godsey, W. 2cl.

LEADSMEN.

H. Arhesen, S. M. M. and J. E. Mergan, Seaman.

TIDE OBSERVERS.

C. P. Holland, C. B. M.; H. W. Godsey, W. 2cl.;

J. E. Mergan, Seaman.

This work was partly done by Captain W. I. Vinal, but discontinued on December 24, 1908. This seasons work

2. Desc. Rep. Hyd. Sheet 2681 , O. W. F.

covered about 52 square miles and is comprehended in 385 miles of sounding lines, 157 of which were whale boat work. It covered the large area in the Bay in front of James Island, the large mouth of the river and the following creeks on same.

James Island Narrows,		Oyster Creek,
Slaughter Creek,	Woolfords Creek,	Parsons Creek,
Madison Creek, in part,		Church Creek, in part,
Fishing Creek,	Lees Creek,	Garey Creek,
Beckwiths Creek,	Back Creek,	Hudsons Creek,
Brook Creek,	and	Hills Point Cove.

There were found six old triangulation points, on which to base further triangulation, namely;

Madison Spire,		Tobacco Stiek,
Hudson,		Ragged Point,
Skid,	and	Travers.

Travers was first located by the plane table, finding an old station there, subsequent investigation proved this to be \triangle Travers and its geographic position was found.

From these were located 8 other \triangle Stations.

Poverty 2,	Wool 2,	Hoop,
Can,	Doc,	Pat,
Jim	and	Hill;

and nine other objects ^{by} triangulation

S. Gable of Barn,	Manse,	Holland,
Tree,	Rede,	True,
Lone Chimney,	James,	New.

Three objects were located by sextant, namely;

Pole,	Sig,	End.
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Also on Brook Creek by sextant wer located;

Marak,	Luke,	Cade,	Buz,
Net,	Ben,	Al,	Red,
Powell,	True 2,	and	Gable.

And on Lees Creek;

Cedar,	Lee,	Pole,	Fill.
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Of the many old \triangle stations along the creeks marked by stakes or poles, now very much decayed, there were found six on Church Creek, namely;

Jones,	Niel,	Church Creek 2 E.,
Church Creek 3 W.,	Church Creek 4 W.,	and Pier.

Four on Fishing Creek, namely;

Paul,	Jackson,	Chimney,	Bluff.
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And on Lees Creek five;

Lee,	Adam,	Pole,	Cain,	Able.
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These stations together with the prominent features of the topography furnished means for locating the lines of soundings run on these creeks.

A list of all the stations used and signals giving Latitude and Longitude and descriptions and sketches is recorded in the Record book of triangulation.

Of the old stations recovered, at \triangle Tobacco Stiek was placed a tile reference mark set in and filled with cement, bell end down.

For \triangle Hudson we put in a tile center and also a tile reference mark.

For \triangle Ragged Point we set a tile reference mark, the old Cedar hub marking the center being in place.

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For Skid we set a tile reference mark.

Stations Wool, Poverty Point, and Pat, were marked by tile center and tile reference marks.

Stations Can, Hills Point and Jim were marked by tile centers and natural objects designated for reference marks.

At Station Hoop the bank was caving away rapidly, the center was not permanently marked, but a tile reference mark was set 15.598 metres back on line with Δ Ragged Point.

Station Travers was found well marked, and old signal Greenwell was found standing and ^{was} used.

The Hydrography was run in lines about 200 m. apart, generally nearly parallel with the shore, additional lines being run when there was indication of such need. And Cross lines run about every half mile.

The Harbors are

The whole area of the Little Choctank is a tolerable harbor, being protected from the westward by James Island.

Hills Point Hollow is a good protection for small boats, Slaughter, Woolford, Parsons, & Back Creeks are a good harbor *Church* for boats of five feet draft; Madison Bay, Cruch Creek, Fishing Creek, Hudsons Creek, and Brook Creek, all give about 8 feet across the bars excepting Madison which furnishes only 6 feet at Low Water.

TOWNS.

Madison is the principal town - having about 350 inhabitants, three churches and several supply stores, one saw mill and a packing factory, and a telephone connecting it with Cambridge. Milton on Church Creek is the steamboat

Landing for Madison, having an ADAMS EXPRESS OFFICE, and telephone.

Other small places are Speddens Wharf on Hudsons Creek, Taylors Island Wharf, on Slaughter Creek, at west end of bridge crossing creek, having a packing factory, telephone, and a population of about 150.

General Surface, Land, timber, etc.

These shores are low and marshy over, a good percentage of the area; Farming is carried on considerably and the land is productive but is very much injured by high tides so that some of the best farms are protected from these tides by levees.

Much of the area seems to be covered with a wild marsh grass. Pinetimber is very general and its growth covers a large percentage of the area although it is mostly small, the large timber having been cut out. There is also oak timber on the land and white oak of the best quality - which has long been used in this vicinity for ship building. There is now a Ship building yard on Church Creek near Milton Landing.

P R O D U C T S.

The products of the River are oysters and fish and crabs taken in moderate quantities. From the land is sold principally tomatoes, some corn, some wheat and some potatoes. This region still furnishes a good deal of lumber, piling, poles and wood for shipment to Baltimore and a number of sailing vessels are constantly engaged in this traffic.

S A I L I N G D I R E C T I O N S.

In approaching the Little Choctank River the first objects seen are Sharps Island Light House, six miles directly North (True) from the entrance, James Point, the very salient point on the South side of the mouth of the River and Hills Point guarding the wide entrance on the North.

In entering, pass between the black spar buoy $1 \frac{1}{2}$ miles west (True) from Hills Point and the red spar buoy $1 \frac{3}{8}$ " farther West, and which stands NNW. $\frac{1}{2}$ W. $2 \frac{1}{2}$ miles from James Point.

Follow the buoys as marked and for creeks, where not marked, keep in the center. About 12 feet can be carried, generally, to the entrance of the creeks where depths become only from 5 to 8 feet. The water is pretty wide and the channel is quite crooked and to find the best water would require a pilot. By putting a flag in rigging some oysterman, all of whom are good local pilots, may be employed.

The general evidence seems to be that there has been going on a little subsidence of the shores.

Respectfully yours,

O. W. Ferguson.

Assistant, C. & G. Survey,
Commanding.

Statistics. **2681**

1903.		Letter.	Number of				Boat.
			Vol.	Mils.	Pounds.	Angles.	
November	20.	a.	1.	6.8	340	86	Launch.
"	28.	b.	1.	3.7	178	47	"
December	1.	c.	1.	5.7	256	68	"
"	4.	d.	1.	11.2	553	150	"
"	6.	e.	1.	5.9	301	88	"
"	7.	f.	1.	1.9	83	22	"
"	8.	g.	2.	8.4	395	124	"
"	12.	h.	2.	3.5	166	64	"
"	15.	i.	2.	5.5	254	76	"
"	22.	k.	2.	2.4	130	38	"
November	27.	a.	1.	1.3	100	13	Whale boat.
December	23.	b.	1.	4.3	253	70	"
"	24.	c.	1.	1.4	77	10	"
Totals.			3.	62.0	3086	856	






*Plotted by Field Party
 Checked & verified by J. H. Simons*

Hyd Sheet # 2681.-
Original sent to field.
(Emul. Texoma) Sept 9.-

2681

Soundings are expressed in feet and show the depth at mean low water the plane of reference

The 6 ft curve is shown thus

"	12	"	"	"	"	"	
"	18	"	"	"	"	"	
"	24	"	"	"	"	"	
"	30	"	"	"	"	"	
"		"	"	"	"	"	

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In verifying this sheet no corrections were necessary as the projecting and plotting, was very carefully done. The lines cross ~~very~~ well.

There is a discrepancy in the location of the signal "Hooper", between the plan table and sextant, which is probably due to distortion of sheet.

As the ^{field} work has not been completed the curves have been left partly in pencil.

No boat sheet or descriptive report accompanies this sheet.

H. L. Simmons

Post-Office Address: *U. S. S. Memorial* *Wynne, Md*

Telegraph Address:
C. & G. SURVEY,
Express Office, AND ARCHIVES
JUN 15 1909
Acc. No.

RECEIVED
BY ASSISTANT IN CHARGE
AND REFERRED TO
APR 12 1909

Department of Commerce and Labor
COAST AND GEODETIC SURVEY

COAST AND
GEODETIC SURVEY
APR 12 1909
REFERRED TO:
Assistant in Charge.

U. S. S. Memorial *Wynne, Md*
April 9th, 1909

Mr. O. H. Littmann.
Superintendent, C. & G. Survey.

Sir:

Your letter of the 3rd instant calling my attention to one improbable sounding of 18 feet, in the midst of much greater depths, and a few others that may be questioned, judging from former work, is thankfully received.

This bottom just here is very uneven with lumps and maybe swirl holes and without doubt great changes take place here.

I am pleased to observe that over the great area, where discrepancy of a few feet might cause concern there is no complaint.

That 18 foot sounding should have been held up by any one of a half dozen concerned in the work and notes. The reason that 5 day lines were not continued so far south as 2 day lines, as I distinctly remember, was because of the great depth maintained throughout on this next line east.

This portion of the work ^(soundings) was not plotted up in

the field. The error might have been the result of an inexperienced Aid or Deck Officer & c, all of whom we try to teach to record; also, probably being conscious that they are much poorer at manipulating the sextant than they desire to be considered, may stretch an uncertain angle to act in the capacity of a good one.

It does not require much of a breeze, (from 7 to 13 miles an hour, depending on tide against or with the wind) to raise a $1\frac{1}{2}$ foot sea which of itself might cause a discrepancy of a foot.

I am constantly taking cognizance of ^{any} imperfections and lax methods that might cause bad work and trying to improve, and shall continue to strive, notwithstanding adverse light, wind and wave, mist and haze, to get good work, especially when these elements are napping.

Respectfully Yours,

O. W. Ferguson,

Assistant.

The ground has been very well covered and the work, in general, seems to agree consistently, most of the crossings being good. There are a number of spots where the developement is insufficient and these are marked on the face of the sheet in pencil.

It was found necessary to adjust most of the whale boat work in the different creeks, where no angles were taken.

The sounding eighteen feet in the south west corner of the sheet, on position 18s, is doubtful, coming outside of the sixty foot curve on the previous survey. It is no doubt an error in recording, three fathoms probably being recorded for thirteen fathoms, which would make the sounding sixty eight instead of eighteen.

Several other soundings, which have been noted on the sheet in pencil, appear to be either one fathom too deep or too shoal as the case may be, and for this reason they were ignored in drawing the curves.

The line 1r to 3r, shows a shoaling in the mouth of Madison Creek, which shoaling had been noted on the sheet; such being the case, one or more lines should have been run to confirm this change if it actually occurred.

At the mouth of Fishing Creek, the hydrography is very conflicting and there is no definite information in the records, by which it could be adjusted. This area is marked in pencil and no curves were drawn for it.

Considerable work was occasioned by the failure to number many of the positions, none of the position holes had been marked

(continued)

with ink while some were not even connected by a pencil line. The same colors used in the books should have been used on the sheet as there are three systems of red alphabets, making it necessary to replot a position to identify it.

Paragraphs No 293, 294, 296 and 304 under "General Instructions for the Field Work of the C. and G. S.," would cover these omissions.

R. L. Johnston
Draftsman
6/12/09.

Rev: J. G. W.
6-17-09

applied to Coast Camp 553. Aug. 18, 1942

H. E. MacEwen