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1908

Diag. Cht. No. 77-2

C. & G. SURVEY.
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Department of Commerce and Labor
COAST AND GEODETIC SURVEY

O. H. Tittmann
Superintendent.

State: Md

DESCRIPTIVE REPORT.

Hyd C *Sheet No.* 2931

LOCALITY:

Patuxent River

1908

CHIEF OF PARTY:

Oli Ferguson

2931

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Coast and Geodetic Survey.

O. H. Tittmann, Superintendent

Resurvey of Chesapeake Bay, Maryland

Descriptive Report of Hydrographic Sheet. 2931

Covering that part of the Bay near the mouth of the Patuxent River, entrance to the same and up to near Brooms Island

Latitude 38° - 16' N. to 38° - 30' N.

Longitude 76° - 22' W. to 76° 32' W.

Scale 1 : 20,000.

From Oct. 7th to Jany 20th, 1908, Feby 7th to April 11th and July 30th to Aug 4th '08

O. W. Ferguson, Assistant - in Command.

Schooner Matchless.

Observers

O. W. Ferguson, James E. Marsh, Mate; A. B. Purlon - H. A. Seran, Jean H. Hawley and Fred B. T. Sims Aids and John W. Clift -, C. W.

Recorders.

John W. Clift - and H. W. Godsey Writers.

Tide Observer.

C. P. Holland, C. B. M.

Leadsman.

H. Arnesen L. W. M.

The Patuxent River is a most-excellent and commodious harbor, for all vessels. There is a wide channel of 30 feet-depth across the bar and an anchorage area inside between Drum Point-and Point-Patience four miles above, of several square miles with depths of from 25 to 125 feet.

Branching off from the Patuxent-are Mill Creek, Back Creek, Cuckoldr Creek and St. Leonards Creek affording 14 to 18 feet-of water at-their entrance; wide, and extending from 1½ to four miles, affording navigation, and large areas for cultivating oysters.

From Point-Patience to the limits of this sheet,- a distance of six miles the Patuxent is of good depth-and from one to 1¾ miles wide.

There are three Light-Houses on this Sheet:

(1) Cedar Point-Light-House is at-the south point-of the bay receiving the Patuxent-. It-flashes red every five seconds.

(2) Drum Point-Light-House is at-the north-side at-entrance to the Patuxent-River, it-is a fixed red light with a dark sector, between E. x N. and E. ¼ N.

(3) Cove Point-Light-House is on the very prominent-but-low point-5½ miles above the mouth-of the Patuxent; a fixed white light, varied by a white flash, every 90 seconds.

All of the buoys are located on the chart in true position.

The shores of the Patuxent River are deeply sirrated with bays, creeks and sloughs and the wide creeks again are deeply sirrated. The total length of shore line on the Patuxent would be incredible. Very few people in the United States know where the Patuxent River is, and still fewer who know that for 25 miles it is much larger than the Mississippi River, (but a tidal river), being from one to two miles wide and always affording a channel of very few minimum depths of 30 feet, and never requires any expense or assistance to maintain it.

Many creeks, entering this river have but shallow and narrow entrances, but once entered have depths of four to eighteen feet.

Mill Creek and Back Creek on this sheet near Solomons, navagable for two miles, each, maintain a depth of 14 feet.

Hellens Creek, at low water, has but 3 feet over the bar, is then navigable at a good depth for 1½ miles.

Cuckolds Creek, which divides up into several prongs, none over two miles long, has an available depth of 18 feet, and St. Leonards Creek, navigable for about 4½ miles, carries a depth, for a large part of the way

of 18 feet. The character of these creeks is to end quite abruptly - dwindling to a small running stream.

The shores of the river are not precipitous but are generally sandy declining gradually to deep water. At the landings, for steamboats, a pier, wharf or pier-head is built or extended into water of sufficient depth.

These waters are frequented by sailing vessels of from 20 to 1450 tons, for taking oysters, bowlers, fish, grain, canned tomatoes, wheat or bulk tobacco, tier and lumber. There is not much lumber close to the shores of the Patuxent, but all of the creeks reach lumber. In cases where the ships can not enter the creeks, the lumber is brought out on barges of varying size.

There is no line of steamers on this river, in competition to the boats of the Maryland, Delaware and Virginia Railway Company.

O. M. Ferguson.
LSST C. and G. S.
Com'd'g
U. S. Schr. Hartlebees

Department of Commerce and Labor

Report on Hyd. 2931

2931

Aug. 13, 1908.

Black ink was used for some of the position numbers, which had to be erased and renumbered in blue. The position numbers were placed too close to the positions, so that many of them were obscured by the soundings. The whale boat work was plotted poorly and about half of it was not plotted. As there were no angles taken in this work, positions had to be located by reference to the shore line, direction of course and by referring to the Boat Sheet on which they were not clearly shown. The ground was well covered but shoal spots could have ~~better~~ been more closely developed. The soundings had been penciled on about half the sheet, but had to be replotted as the figures were too small and were not in position, and fractions were plotted on soundings over twenty four feet in depth.

The records were clear and well kept.

R. L. Johnston.

The soundings on this sheet are plotted correctly

R. L. Johnston

No. 205
(Ed. 4-20-06—500,000.)

2931 Drawing

2931

Survey by Asst Tittmann

This work agrees remarkably well with the survey by Asst Tittmann.

The curves on the tracing were drawn by combining the work of both parties and should be used in charting.

H L Simmons

NAUTICAL CHARTS BRANCH

SURVEY NO. 2931

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
			Before After Verification and Review
			Before After Verification and Review
12/19/45	3331	H. E. MacSwan	~~Before~~ After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

applied (in part) on chart Comp. 553 Aug. 20, 1942. H.S.M.
" to " " 553 9-2-42 K.R.