

6359

U. S. COAST AND GEODETIC SURVEY
MAY 10 1939

6359

Form 504
Rev. April 1935
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Topographic }
Hydrographic } Sheet No. H-6359

State Maryland

LOCALITY

Chesapeake Bay

Back Creek

1939
8

CHIEF OF PARTY

F. L. Gallen

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

HYDROGRAPHIC TITLE SHEET

The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. 507REGISTER NO. 11-6359

State Maryland
 General locality Chesapeake Bay
 Locality Back Creek
 Scale 1:5,000 Date of survey Sept., 19 38
 Vessel Launch MIKAWA
 Chief of Party F. L. Gallen
 Surveyed by Edmund L. Jones
 Protracted by George E. Varnadoe
 Soundings penciled by George E. Varnadoe
 Soundings in ~~fathoms~~ feet
 Plane of reference M.L.W.
 Subdivision of wire dragged areas by _____
 Inked by H.F. Stegman
 Verified by H.F. Stegman
 Instructions dated March 31, 19 39
 Remarks: _____

DESCRIPTIVE REPORT

To Accompany Hydrographic Sheet No. H-6359

(Field No. 507)

INSTRUCTIONS - March 31, 1938

Project HT-215

SURVEY METHODS

The projection for both the boat sheet and the smooth sheet was made in the Washington Office. ✓

The shoreline was enlarged in the Washington Office from the 1:10,000 scale air photographic survey of this section and transferred to the sheets by hand. ✓

The control for the hydrography ^{T-5656 a and b} consists of topographic stations located on topographic sheet No. 501a and 501b, U. S. Engineers traverse stations and triangulation. The U. S. Engineers traverse stations have been shown on the smooth sheet by a red circle. ✓

Short sections of shoreline were located by planetable methods on the topographic sheet in areas where discrepancies with the air photographic survey were found. A few discrepancies with the shoreline were found during the hydrographic survey and were sketched on the boat sheet at the time of survey. All topographic changes from the air photographic survey have been shown on the smooth sheet. ✓

Changes already applied to T-5652 and T-5653.

The hydrography on this sheet is visual fix control except close inshore where positions were spotted from the adjacent topography. The soundings were taken with an 8 lb. hand lead from an 18 ft. skiff while running at slow speed on one Johnson 9 H.P. outboard motor. All sounding lines were run on range except close inshore, where they were run parallel with the shoreline and in Long Creek where they were run parallel to the axis of the creek and in midstream. ✓

RECOVERABLE CONTROL STATIONS

All control stations (triangulation and topographic) which have been recovered on this sheet have been described and submitted with the descriptive report for topographic sheet No. 501a and 501b. ✓

DISCREPANCIES

Discrepancies noted with the air photographic survey, while making the hydrographic survey are as follows: Changes applied to T-5652 and T-5653.

- (1) Marsh grass growing in the water but not covered at high water fringe much of the shoreline in Back Creek and Long Creek. The outer limits of the marsh sketched, while sounding, are shown on the boat sheet in blue. ✓

- (2) High water line changes in Lat. $39^{\circ} 31.9'$, Long. $75^{\circ} 50.0'$ resulting from dredging operations in this vicinity since the date of the air photographs.
- (3) Changes in the docks in Lat. $39^{\circ} 31.75'$, Long. $75^{\circ} 48.75'$ and in Lat. $39^{\circ} 31.9'$, Long. $75^{\circ} 49.0'$.
- (4) Fender piling under lift bridge at Chesapeake City (see bridge plan on smooth sheet).

GENERAL

The hydrography on this sheet is at the west entrance to the Chesapeake Delaware Canal. Ships approaching from the southwest are generally hailed by a U. S. Engineer's patrol boat stationed at the mouth of Back Creek with orders from the dispatcher at Chesapeake City. At signal Jar, Lat. $39^{\circ} 31.8'$, Long. $75^{\circ} 50.0'$, a canal traffic light has been installed, which controls the ship traffic through the bridge at Chesapeake City.

Gasoline and ship supplies may be obtained at Chesapeake City. The shipyard and marine railway at the mouth of Long Creek is in poor repair, having not been used for several years.

DANGERS

There are no dangers to navigation for boats operating in the channel on Back Creek.

The U. S. Engineers base line on this sheet is lone piles set just outside the channel normal to the 500 ft. point along the centerline of the channel. Due to the extensive dredging in Back Creek the water area outside of the channel is foul with stakes and small boats using these waters should do so with extreme caution.

The barges shown on the boat sheet, but not on the smooth sheet, in the mouth of Long Creek, have been there for several years but are, however, all afloat at high water.

CHANNELS

A chart showing the floating aids to navigation for the use of the Lighthouse Service has been prepared in accordance with instructions and submitted to that Bureau.

The dredged channel, maintained by the U. S. Engineers, from Welch Point to Chesapeake City had a controlling depth of 30 feet in Lat. $39^{\circ} 31.70'$, Long. $75^{\circ} 51.95'$, at the time of the survey.

COMPARISON WITH PREVIOUS SURVEYS

Due to the extensive dredging in Back Creek no comparison with hydrographic survey No. 2372, made in 1898 (scale 1:5,000), could be made. ✓

GEOGRAPHIC NAMES

Geographic names for the area covered by this sheet have been submitted with the descriptive report for topographic sheet No. 501a and 501b. ✓

LANDMARKS AND NON-FLOATING AIDS TO NAVIGATION

Landmarks for charts and non-floating aids to navigation has been made the subject of a special report and has been submitted for the entire project. ✓

HYDROGRAPHIC NOTE

The hydrography on this sheet was accomplished by Edmund L. Jones, who was transferred from this party before the smooth copy of this report was written. The report is, therefor, submitted without his signature. ✓

Approved and forwarded,

F. L. Gallen

F. L. Gallen
H. & G. Engineer
Chief of Party

STATISTICS

Day	Statute Miles	Soundings	Positions
a	15.1	887	180
b	16.2	878	171
c	10.9	639	197
d	<u>6.2</u>	<u>144</u>	<u>61</u>
	48.4	2548	609

Smooth sheet No. H-6359 was plotted under the immediate supervision of the Chief of Party. The sheet and records have been inspected and are approved. ✓

F. L. Gallen

F. L. Gallen
H. & G. Engineer
Chief of Party

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. **H6359**

The following statistics will be submitted with the cartographer's report on the sheet:

Number of positions on sheet	<i>..609.</i>
Number of positions checked	<i>...11.</i>
Number of positions revised	<i>....1.</i>
Number of soundings recorded	<i>2548.</i>
Number of soundings revised	<i>.....7.</i>
Number of soundings erroneously spaced	<i>...5.</i>
Number of signals erroneously plotted or transferred	<i>None.</i>

Date: *Nov. 30, 1939*

Verification by *H.F. Stegman*

Time: *49½ hrs.*

Review by *J.A. McCormick 12/5/39*

Time: *6 hr.*

HYDROGRAPHIC SURVEY NO. H-6356

Smooth Sheet Yes

Boat Sheet Yes

Records; Sounding 2 Vols., Wire Drag Vols., Bomb Vols.

Descriptive Report Yes

Title Sheet Yes

List of Signals Vol, #1

Landmarks for Charts (Form 567) Yes

Statistics Yes

Approved by Chief of Party Yes

Recoverable Station Cards (Form 524) ---

Special Chart for Lighthouse Service Yes
(Circular Nov.30, 1933)

Hydrography: Total Days 4; Last Date September 28, 1938

Remarks _____

Remarks.

Decisions

	Remarks.	Decisions
1		395758
2		"
3		
4		"
5		" U S G B
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GEOGRAPHIC NAMES

Survey No. **H6359**

Name on Survey	A. On Chart No.	B. On previous survey No.	C. On U. S. quadrangle Maps	D. From local information	E. On local Maps	F. P. O. Guide or Map	G. Rand McNally Atlas	H. U. S. Light List	K.
<u>Long Creek</u>									1
<u>Back Creek</u>									2
<u>Chesapeake Bay</u>									3
<u>Welch Point</u>									4
<u>Chesapeake City</u>									5
									6
									7
	Names underlined in red approved								8
	by <u>L. Heck</u> on 6/15/39								9
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MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
 DESCRIPTIVE REPORT } No. H-6359
~~PHOTOGRAPHIC~~ } ~~None~~

{ received **May 10, 1939**
 { registered **June 9, 1939**
 { verified
 { reviewed
 { approved

This is forwarded in order that your attention may be directed to the matters as indicated below. Please initial in column 3 as an acknowledgement that your attention has been thus directed. The complete original records are available if desired. If you cannot give this your immediate attention, please initial, note, and forward to the next section marked, calling for the records at your convenience.

ROUTE		Initial	Attention called to
20			
22			
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62			
63			
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83			
88			
90			

RETURN TO

82	T. B. Reed
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✓ *JOBOR*

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TIDE NOTE FOR HYDROGRAPHIC SHEET

July 13, 1939.

Division of Hydrography and Topography:

✓ Division of Charts: Attention: Mr. H. R. Edmonston.

Plane of reference approved in
2 volumes of sounding records for

HYDROGRAPHIC SHEET 6359

Locality Back Creek, Chesapeake Bay

Chief of Party: F. L. Gallen in 1938
Plane of reference is mean low water reading
1.4 ft. on tide staff at Chesapeake City
8.2 ft. below B. M. 1
0.9 ft. on tide staff at Town Point
5.8 ft. below B. M. 3 (U. S. E.)

Height of mean high water above plane of reference is 2.3 feet at
Chesapeake City, 2.1 feet at Town Point.

Condition of records satisfactory except as noted below:

W. H. Ham
Chief, Division of Tides and Currents.

VERIFICATION REPORT

ON H-6359 (1938)

CONDITION OF RECORDS

The records are neat and legible, and conform to the requirements of the Hydrographic Manual.

SHORELINE AND SIGNALS

The shoreline originates with Topographic Maps T-5652 (1937) and T-5653 (1937), revised in 1939. Corrections to shoreline, as located on Graphic Control Sheets T-6556 a and b ⁽¹⁹³⁸⁾ and H-6359 (1938), had already been applied to T-5652 and T-5653 when H-6359 was verified.

Control originates with T-6556 a and b (1938) ^{and T-6556 a+b}. See page 1 of the Descriptive Reports of H-6359, for full explanation of the use of triangulation and USE traverse points as basic control.

SOUNDING LINE CROSSINGS.

All crossings are in good agreement. ✓

DEPTH CURVES

The usual depth curves could be completely drawn.

JUNCTIONS WITH CONTEMPORARY HYDROGRAPHIC SURVEYS.

H-6360 (1938), which joins H-6359 at the mouth of Back Creek in ϕ $39^{\circ}31'20''$ λ $75^{\circ}52'30''$, is the only contemporary adjacent survey. No junction has been made as H-6360 has not been verified.

FIELD PLOTTING

Field plotting was neat and legible. The verifier did the following drafting on the sheet:

1. Added names of lights, beacons, and minor shoreline changes in Back Creek.
2. Changed the shoreline of Long Creek to agree with T-5653 (1937) revised 1939.
3. Made a few minor corrections to the names of signals.

Nov. 30, 1959

Respectfully submitted

Harold F. Stigman

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 6359 (1938) FIELD NO. 507.

Back Creek, Chesapeake Bay, Maryland.
Surveyed in Sept., 1938, Scale 1:5,000.
Instructions dated March 31, 1938 (MIKAWA).

Hand Lead Soundings.

3 Point fixes on shore signals.

Chief of Party - F. L. Gallen
Surveyed by - E. L. Jones
Protracted by - G. E. Varnadoe
Soundings plotted by - G. E. Varnadoe
Verified and inked by - H. F. Stegman

1. Shoreline and Signals.

Shoreline is from topographic maps T-5652 and T-5653 of 1937.
Topographic signals, including U. S. Engineers' traverse
stations, are from graphic control surveys T-6556a & b (1938).

2. Depth Curves.

Satisfactory.

3. Sounding Line Crossings.

Satisfactory.

4. Junctions with Contemporary Surveys.

The junction with H-6360 (1938) on the west will be considered
in the review of that survey.

5. Comparison with Prior Surveys.

H-170 (1846), 1:10,000; H-172 (1846), 1:10,000.
H-2367 (1898), 1:10,000; H-2367a (1902), 1:10,000;
H-2372 (1898), 1:5,000.

Artificial changes have been so extensive in this area that
there is little resemblance between depths on the old and
new surveys. The present survey supersedes the above surveys
in the common area.

6. Comparison with Chart 570 (New Print of Oct. 6, 1939)

a. Hydrography.

Hydrographic information charted in the area covered by
the present survey is mostly from U. S. Engineers' surveys.
There are no outstanding differences between chart and sur-
vey and the latter supersedes Engineers' surveys of dates
prior to its own (Sept., 1938).

b. Aids to Navigation.

Survey positions of navigational aids are in good agreement with charted positions and adequately mark the features intended. Beacon 11 was changed to Light 11 subsequent to the survey (L.H.M. to M. 17 of 1939).

c. Controlling Depth.

The controlling depth is constantly changing and is announced monthly by the U. S. Engineers. The 26 feet charted as of Sept., 1939 is a safe representation of depths indicated on the present survey.

7. Condition of Survey.

Satisfactory.

8. Compliance with Instructions for the Project.

Satisfactory.

9. Additional Field Work Recommended.

None.

10. Superseded Surveys.

H-170 in part
H-172 " "
H-2367 " "
H-2367a " "
H-2372 " "

11. Reviewed by - J. A. McCormick, December 5, 1939.

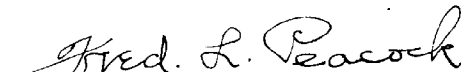
12. Inspected by H. R. Edmonston.

Examined and Approved:

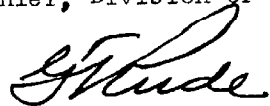


T. B. Reed,
Chief, Section of Field Records.

K. T. Adams
Chief, Division of Charts.



Fred. L. Peacock
Chief, Section of Field Work.



G. H. Hude
Chief, Division of H. & T.

Applied to Cht. 570 May 12/40 E.R.