6365

6365

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

DESCRIPTIVE REPORT

~~Topographic~~ / Hydrographic Sheet No. H-6365

State Maryland

LOCALITY

Chesapeake Bay~~, Md.~~

Spesutie Narrows

1938

CHIEF OF PARTY

F. L. Gallen

U. S. GOVERNMENT PRINTING OFFICE

Form 537

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.

H6365

Field No. 1008

REGISTER NO. H-6365

State Maryland

General locality Chesapeake Bay

Locality Spesutie Narrows

Scale 1:10,000 Date of survey July & Aug. ~~August~~, 1938 ~~1939~~

Vessel Launch MIKAWE

Chief of Party F. L. Gallen

Surveyed by E. L. Jones

Protracted by C. H. Crawford

Soundings penciled by C. H. Crawford

Soundings in ~~fathoms~~ feet

Plane of reference M.L.W.

Subdivision of wire dragged areas by

Inked by

Verified by

Instructions dated March 31, 1938

Remarks:

U. S. GOVERNMENT PRINTING OFFICE

DESCRIPTIVE REPORT

To Accompany Hydrographic Sheet H-6365

Chesapeake Bay - Spesutie Narrows, Maryland.

INSTRUCTIONS

The hydrography on this sheet is a part of Project HT-215, the instructions for which are dated March 31, 1938.

LIMITS AND SCALE

The hydrography shown on this sheet was surveyed on a scale of 1:10,000 and includes the water areas in the vicinity of Spesutie Island, Maryland. The north limits of the sheet is about two miles northeast of the mouth of Swan Creek; while the south limits is about one mile southwest of Cherry Tree Point.

SURVEY METHODS

The hydrography on this sheet is visual fix control with hand lead soundings, using an 8 pound lead. The soundings were taken from an 18 ft. skiff powered by two Johnson 9½ H.P. outboard motors.

An improvised drag was used in searching for the wreck to the south of Spesutie Island. A description of this drag will be found on page 70, volume 7 of the records. The area dragged is shown by a blue dashed line on the boat sheet.

The projection, the high water line and some topography adjacent to the shoreline was printed directly on the boat sheet and the smooth sheet from the air photographic survey made in 1937.

Of the 78 signals used in controlling the hydrography on this sheet 13% were triangulation, 42% were air-photo and 45% were hydro. locations.

Signals located by the air-photographic survey are shown on the smooth sheet by black circles; signals located by sextant fixes and cuts are shown as blue circles; signals spotted on the air-photograph topography are shown by green circles.

The hydrographic locations were made by a navigating sextant using the triangulation and air-photo stations as control. Where possible the horizon was closed by a round of sextant angles, when this was impossible check angles or a sum angle was taken. A very few signals were located by the sextometer method.

Pencil cuts shown on the sheet were used in determining the position of hydrographic signals. Where the three point fix was weak one or more cuts were taken to the signal to strengthen the position.

Signal Ate at the south limits of this sheet was located on sheet 1009 and its position transferred.

Signals Cap, Cal, Ton & Jon on the north limits of the sheet were transferred from sheet 1004.

The mainland to the west of Spesuties Island is part of the U. S. Army Aberdeen Proving Ground and the water areas surrounding this reservation are restricted. For this reason no soundings are shown in Dipper, Woodrest or Mosquito Creeks.

The names and a short description of the majority of the signals falling on this sheet are given in the appendix.

An attempt was made on the boat sheet to show the different types of grass falling in the water area and their limits. Appropriate notes used on Smooth sheet. L.S.S.

DISCREPANCIES

A discrepancy of 2 to 3 meters was noted in the position of station Cupola, Rod and Gun Club as determined by cuts. A fix (vol. 1, page 9) was tekan 2 meters west of this station, which indicated that the triangulation is slightly in error with the rest of the control in this vicinity. The triangulated position shown on the sheet is an Aberdeen Proving Ground coordinate point. Due to the above this station was not used on this sheet. (Cannot prove anything with air photos, in regard to this discrepancy. T.M.P.) [See Memo. from Assist. Chief of Div. of Geodesy, attached to this report.]

In the location of station Box at the south end of Spesutie Island indications were found that a slight discrepancy exists between the Aberdeen Proving Ground triangulation, the U. S. Engineers triangulation, aid photographic stations and the U.S.C.& G.S. triangulation station B Tower, 1933 . Station Box is now shown on the sheet as located by cuts from triangulation stations L-U.S.E. and M-U.S.E. and by a strong three point fix taken on Lag-Wer-Tow. A 5 meter discrepancy exists between the two locations. A similar discrepancy was noted at Boy, which was finally plotted on the sheet by the fix Lag-Leg-Box with a check angle from Beg-Leg. (Air photo sheet not affected, and cannot add anything to above information by use of air photos) T.M.P. T-5675

Hydrographic signal Wow was built 7 meters northeast from offshore end of rock jetty while its sextant position falls 3 meters southwest of end of jetty as shown by the air photographic survey. It is recommended that the air photographs of Fishing Battery be examined to ascertain if the ends of the jetties were radial plotted and if they are not, then the hydrographic position of Wow should be used by the air photographic survey to obtain the length and direction of the north jetty. [2 radial pts (1 on end of jetty) and a control sta. are located on photos of Fishing Battery. No error in plot or adjustment was apparent and no change to air photo survey seems justifiable without a lengthy investigation. T.M.P.] Hydrography not materially affected, no change of the sextant determination of Wow made on Smooth Sheet. L.S.S. 2/1/40.

A five meter discrepancy with the air photographic survey exists at station Jet (2 meters inshore from the east end of rock jetty and in the center of the jetty). It is recommended that this correction be made on the air photographic survey. [Error too small to make extensive check for trouble, and apparently air photo was traced without mistake, so no change made to T-5675. T.M.P.]

Stations Max, Fir and Axe on the east side of Spesutie Narrows were located on concrete duck blinds and are each near to air photo stations, which could not be recovered since the Narrows were never field inspected on the air photographic survey. [Duck blinds at position of above stations have been added to T-5681. T.M.P.]

Taped distances were taken at nearly all hydrographic signals to the high water line where the distances were not large. Upon plotting these signals on the smooth sheet the following discrepancies with the air photo topography was noted:

Signal	Discrepancies	Description
Egg	5 meters	steep wooded bank along shoreline T-5675 Corrected
Jet	5 "	jetty very definite no correction to T-5675 made (see P.2).
lew	8 "	shoreline heavily wooded T-5675 corrected.
Far	1 "	- - - - - - - - - - no correction made.
End	7 "	indefinite high water and marsh limits T-5675 changed
Dog	0	definite high water
Cat	5 "	jetty extends offshore more than shown by air photo topography. T-5675 changed
Wow	9 "	jetty not covered by high water. No correction to T-5675. (See P.2)
Nag	0	definite shoreline
Vat	0	" "
Nip	0	" "
Max	32 "	Marsh grass growing in water, but not covered at high water. Offshore limits indefinite.
Fir	20 "	
Axe	10 "	
Gem	13 "	

no correction made to T-5675. No grass at this line when photos taken April 30, 1937. Summer grass apparently grown up at time of hydro survey. J. M. Price Jan., 1940.

Attention is called to the large discrepancies of the air photo shoreline in the vicinity of Max, Fir, Axe and Gem. These discrepancies are due to the indefinite shoreline in Spesutie Narrows. In general a good check was obtained between the hydrographic signals and the air-photo survey topography in areas where the shoreline was definite. See above Note.

In areas where a discrepancy was noted the high water line or the marsh limits was either located by sextant fixes or sketched on the boat sheet.

GENERAL

The shoal which extends off Plum Point and for about two miles to the north was so densely covered with a submerged grass, the tops of which float on the surface. From local information it was found that the submerged grass was thicker in the summer of 1938 than for many years previous due to the last few winters being mild.

Swan Creek is foul with submerged grass north of a line from signal Dog to Swan Creek Bar, except for a narrow channel. In the vicinity of Lat. 39° 30', Long. 76° 08', a very dense growth of broad leaf marsh plant, which extends from one to three feet above high water, blocks the head of Swan Creek except for a narrow winding channel. The air photographic survey does not show this marsh since the photographs were taken in May and this type of marsh grows very rapidly in the mid-summer months.
Note on smooth sheet "Heavy Marsh grass above H.W."

25

Spesutie Narrows is blocked in the northern part by submerged grass except for deep water to the east of Neds Island. The southern part of the Narrows is blocked by scattered patches of this grass. Outboard motors on boats, even when equiped with a weedless wheel, cannot make good time through the narrows except at high water.

Back Creek, in Spesutie Island, is comparatively free of submerged grass, except for the wider reaches of this creek near its head. The marsh area bordering on Back Creek is of the "cat tail" type and extends from 3 to 5 feet above high water.

Dipper Creek, to the west of the north entrance to Spesutie Narrows, is blocked by a growth of broad leaf marsh plant which grows in the water but is not covered at high tide. A light skiff could be poled, with difficulty, through these plants. The shoreline as shown by the air photo survey should be charted since in the winter months the marsh dies out and there is more open water. However, the creek should be filled with the marsh in water symbol inside the blue dashed line as shown on the boat sheet.
Restricted creek, marsh symbol not shown on smooth sheet.

The only gasoline dock on this sheet is the U. S. Army dock at Mulberry Point, which is not available to the general public. Other Government agencies may requisition gasoline at these docks by contacting the proper Aberdeen Proving Ground authorities.

The towers as listed in the descriptions of signals in Aberdeen Proving Grounds are not manned except during the U. S. Army firing programs.

The piling in the upper part of Swan Creek is the ruins of an old sawmill, which operated many years ago in this area.

Spesutie Island is owned by a rod and gun club and is maintained primarily for that purpose, although there are still a few hundred acres of land under cultivation. The caretaker lives at the northwest corner of the Island.

COMPARISON WITH PREVIOUS SURVEYS

A visual comparison was made with chart 1226 (scale 1:80,000) and a general comparison was made with the 1899 hydrographic survey (scale 1:20,000). A detailed comparison was not made in the field due to the difference of scale. The following discrepancies were noted:

The shoal off Plum Point in Lat. 39° 29.0', Long. 76° 06.3' known locally as Buzzards Glory shows one to two feet less water than the 1899 survey. *See Review*

The mouth of Swan Creek between Swan Creek Bar and Plum Point is from one to two feet shoaler.

The wrecked bridge across Swan Creek at signal Cor is not charted or shown on the old survey.

The channel in Swan Creek in the vicinity of signal Cor is considerably changed. Also, the wrecked piling in this vicinity are not shown on the chart or the old survey.

This survey shows a small shoal with a least depth of 2½ feet about 250 yards northeast of Locust Point, which was not found by the wider spacing of lines on the 1899 survey.

The dock shown in Lat. 39° 28.7', Long. 76° 05.0' on the old survey has been removed. A ~~sunken~~ rock awash MLW (fix 1b) was found about 20 meters off the high water line at this point.

Five old rock cribbing, some of which just bare at low water are shown on this survey at the northeast side of Spesutie Island in Lat. 39° 28.3', Long. 76° 04.1'. A dashed line is shown on the old survey at this point but since there is no indication on the old survey as to what this feature was it was not charted.

The several concrete duck blinds extending from 2 to 3 feet above high water shown about Spesutie Island were constructed after the 1899 survey and are not shown on the chart.

Soundings are now shown on this survey for the blanked area on the chart off Black Point to the south of Spesutie Island.

A small shoal with a least depth of ~~2~~ 3 feet was found in Lat. 39° 25.8', Long. 76° 05.3', which was not shown on the old survey.

In general the few soundings obtained in Spesutie Narrows by the 1899 hydrographic party agreed with the present survey.

DANGERS TO NAVIGATION

There are several rocks shown on this sheet all of which are in shallow water and are of no danger to navigation.

The wreck shown on the chart off Bear Point does not exist and should be removed from the chart. A total of nearly three hours were spent in investigating this wreck with hand lead and an improvised drag (see p & v days). The following persons who are well acquainted with this area state that they have never known of such a wreck: 23

Mr. Harry Keen, Havre de Grace, Maryland. Mr. Keen is in charge of the U.S. Army patrol boats GUNNER & RANGER stationed at Mulberry Point.

Mr. F. Crownhart, 751 Cator Ave. Baltimore, Maryland. Mr. Crownhart is an observer on the U. S. Army patrol boats and has 40 years local knowledge.

There are no other wrecks known to exist on this sheet, which constitute a danger to navigation. Boats should give the U. S. Army restricted area, as outlined on chart 1226, a wide berth since much of this area is subjected to heavy artillery and machine gun fire. Permission may be obtained to enter this area by telephoning authorities at Aberdeen Proving Grounds.

CHANNELS

The controlling depth to the dredged channel leading to the U. S. Army wharf at Mulberry Point is now 5 feet in Lat. 39° 25.95', Long. 76° 05.52'. 25

The controlling depth through Spesutie Narrows is now 3 feet.

The depth of 6 feet may be carried in the natural channel in Swan Creek, however, the controlling edpth at the mouth of Swan Creek is now 2 feet. 25

The controlling depth in the natural channel at the northwest corner of Spesutie Island, past Plum Point and on to the north limit of the sheet is 7 feet.

A chart showing floating aids to navigation and fixes for locating them has been prepared in accordance to instructions and submitted to the Lighthouse Service.

GEOGRAPHIC NAMES

All of the geographic names appearing on chart 1226 in the area covered by this sheet were verified by local residents. The following new names were surmitted by residents with long local knowledge of this vicinity:

	Mr. J. R. Keen Spesutie Island, Md.	Mr. Will Thomas Aberdeen, Md.	Mr. Henry J. Burke Havre de Grace, Md.
Buzzards Glory	x	x	x
Sands Cove	x	x	x
Neds Island	x		x
Dipper Creek	x		x
Woodrest Creek	x	x	

Buzzards Glory is the shoal area NE of Plum Point. It also appears on 1899 hydrographic survey by Schooner Matchless.
Sands Cove is the small cove west of Locust Point.
Neds Island is the small marsh Islet at north entrance to Spesutie Narrows.
Dipper Creek is the creek at the west side of north entrance to Spesutie Narrows.
Woodrest Creek is the creek on the west side of Spesutie Narrows immediately to the north of Mulberry Point.

The name charted as Black Point is also known as Black Island Point by local residents due to the tall stand of timber surrounded by marsh on the point. However, it is recommended that the charted name be retained since it is not a true island and since local residents know it by either name.

LAMDMARKS FOR CHARTS AND NON FLOATING AIDS TO NAVIGATION - This subject has been made the title separate reports and have been submitted for the entire project.

NOTE: The hydrography on this sheet was accomplished by Lieutenant (j.g.) Edmund L. Jones, who was transferred from this party before the smooth copy of this report was written. The report is therefor transmitted without his signature.

Approved and forwarded:

F. L. Gallen

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

Jon - temporary duck blind off shore
Ton - temporary stakes off shore
Cal - banner on tree on high water line
Cap - south gable of conrete boat house
Egg - temporary stake 2 meters off high water line
Ham - southwest gable of house
Sam - temporary stake off shore
Jet - signal in center of 3 m. wide rock jetty, 2 m. from off shore end.
Amp - temporary stake at tip of marsh grass in water not covered at h.w.
Pud - temporary stake off high water line
Lew - temporary stake 8 m. off high water line
Sin - temporary stake 15 m. off edge of marsh grass in water.
Not - old pile, 10 ft. above M.H.W.
Far - overhanging tree 5 m. off high water line
Cor - on west end of east section of wrecked bridge
Mat - temporary stake on edge of marsh grass
End - signal on fallen tree 6 m. off high water line
Bid - north gable of wrecked boat house
Dog - tree 2 m. inshore from high water line.
Cat - signal on off shore end of small jetty above high water
Air - temporary wood duck blind.
Cob - northwest gable of house
Dig - off shore end of temporary dock
Ben - Chy. on north end of main part of club house
Red - Airway beacon on tank, elevated
Ear - Tank, elevated
Ram - Stack, brick.
Ron - tower
Ale - south gable of house
Lit - stump on high water line
Lub - cupola of club house
Sir - 3 m. inshore from edge of marsh grass
Nic - temporary stake off shore
Zog - temporary stake 5 m. off shore from high water line
Hoe - on fallen tree, 2 m. offshore from high water
Nag - stump on high water line
Ark - northwest gable of long white shed
Vat - stump on high water line
Bob - temporary stake offshore
Pip - temporary stake offshore
Lag - signal inshore from high water
Leg - signal inshore from high water
Nip - post one meter inshore from high water line
Beg - signal 6 m. inshore from high water line
Box - concrete duck blind
Boy - temporary stake offshore
Fed - east gable of barn
Dit - stake on high water
Lot - " " " "
Fit - " " " "
Pat - " " " "
Sow - " " " "
Fat - offshore end of small dock
Try - center of west side of bridge
Rod - center of small creek
Wow - signal in center of 2 m. wide rock jetty, 7 m. from offshore end.

Saw - stake on high water
Yet - " " " "
Fig - " " " "
Kop - " " " "
Gem - offshore edge of scattered grass in water
Fir - 4 m. inshore from edge of grass in water and on temporary walkway to duck blind.
Axe - on concrete duck blind, 9 m. offshore from marsh grass
Max - concrete duck blind on edge of marsh grass
Rev - airway beacon in center of large hangar
Met - east gable of metal building
Gab - south gable of metal building
Log - tank, elevated
Wer - tower
Gay - rear range light
Jay - front range light
Cup - concbete duck blind
Cot - tower
Mar - marked station inshore from high water line
Zot - temporary stake offshore
Hog - temporary stake offshore
Tow - tower
Lug - marked station inshore from high water
Ate - center of wrecked house

H6365

STATISTICS

Day Letter	Statute Miles	Soundings	Positions
b	17.0	802	141
c	17.1	746	138
d	22.2	942	140
e	16.3	692	99
f	21.3	918	129
g	15.2	764	138
h	17.6	803	131
j	24.7	1036	156
k	17.1	884	135
l	19.0	767	114
m	2.0	79	12
n	0.9	43	7
p	3.2	184	39
q	32.1	1144	169
r	25.9	952	145
s	12.6	628	115
t	3.3	92	18
u	2.0	76	18
v	0.0	7	7
	269.5	11559	1851

Smooth sheet No. H-6365 (field no. 1008) 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

	Remarks		File Nos. Decisions
1		o	394 761
2		o	394 761
3		o	394 761
4		o	394 760
5			394 761
6		o	394 761
7		o	394 761
8		o	394 760
9		o	394 760
10			394 760
11	Note: Only names marked thus o	o	394 761
12	to be inked on this survey		394 761
13	* - USGB decision	o	394 760
14		o	394 760
15			394 760
16		o	394 760
17		o	394 760
18			394 760
19			394 760
20		o	394 761
21		o	394 760
22			394 760
23	Names underlined in red approved		
24	by GHE on 9/22/39		
25			
26			
27			

M 234

GEOGRAPHIC NAMES

Survey No. H6365

Name on Survey	A. On Chart No. 1226	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.	
Black Point *	✓									1
Cedar Point	✓									2
Swan Creek ~~Bar~~ Pt.	✓									3
Mulberry Point *	✓									4
Cherry Tree Point	✓									5
Buzzards Glory				✓						6
Plum Point	✓									7
Dipper Creek				✓						8
~~Spesuite~~ Spesutie Narrows	✓									9
~~Briar~~ Brier Point	✓									10
Woodrest Creek				✓						11
Mosquito Creek	✓									12
Neds Island				✓						13
~~Spesuite~~ Spesutie Island *	✓									14
Locust Point	✓									15
Back Creek	✓									16
Bear Point	✓									17
Sandy Point	✓									18
Chesapeake Bay	✓									19
Swan Cr.	✓									20
Sands Cove				✓						21
Fishing Battery *	✓									22
										23
										24
										25
										26
										27

HYDROGRAPHIC SURVEY NO. H6365

Smooth Sheet 1

Boat Sheet 1

Records; Sounding 7 Vols., Wire Drag ___ Vols., Bomb ___ Vols.

Descriptive Report Yes

Title Sheet Yes

List of Signals Yes

Landmarks for Charts (Form 567) Yes

Statistics Yes

Approved by Chief of Party Yes

Recoverable Station Cards (Form 524) None

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

Hydrography: Total Days 19 ; Last Date Aug.5, 1938

Remarks

2776

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. H6365

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

Number of positions on sheet	1851
Number of positions checked	11
Number of positions revised	2
Number of soundings recorded	11559
Number of soundings revised	30
Number of soundings erroneously spaced	29
Number of signals erroneously plotted or transferred	0

Date: Apl 14. 19[illegible]0.

Verification by Leo S. Straw — Time: 69 hr.

Review by Leo S. Straw — Time: 21½ hr.

2629

FORM M-238

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
~~PHOTOSTAT OF~~

No. H 6365
~~No. T~~

received August 29, 1939
registered Sept. 8,1939
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			
24			
25	✓	HBL	Pages 3, 5 and 5a.
26			
30			
40			
62	✓	[illegible]	Page 2. Discrepancy in triangulation
63			
82			
83	✓	R.F.S.	Page 5
88			
90			

RETURN TO

82	Lt. Reed

✓ JBR

IN REPLY ADDRESS THE DIRECTOR
U. S. COAST AND GEODETIC SURVEY
AND NOT THE SIGNER OF THIS LETTER

AND REFER TO NO. 62-BJ

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

WASHINGTON

September 19, 1939.

Memorandum to Lieut. T. B. Reed,
Division of Charts.

Subject: Discrepancy in triangulation -
Hydrographic ~~Chart~~ Sheet No. H-3665.

Regarding the discrepancies in triangulation referred to on page 2 of the descriptive report of Lieut. F. L. Gallen mentioned above, it is not possible to locate the trouble with the data available in this office. The only data we have for this work are the geographic positions and the plane coordinates of the points established by the surveying organizations of the Aberdeen Proving Ground. The plane coordinates for these points were furnished by the officials of the Aberdeen Proving Ground to Lieut. Swanson at Baltimore, who computed the geographic positions from them. We have no knowledge in this Division of the accuracy of the triangulation executed by the Aberdeen Proving Ground organization, nor do we have a sketch showing how the work was connected to the Coast and Geodetic Survey triangulation.

Since the discrepancies in this triangulation did not adversely affect the hydrographic work, a further study of this matter will not be made unless your Division deems it essential.

H. W. Hemple

H. W. Hemple,
Assistant Chief,
Division of Geodesy.

LaC

Form 712
DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
Rev. June 1937

TIDE NOTE FOR HYDROGRAPHIC SHEET

September 26, 1939

Division of Hydrography and Topography:

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

Plane of reference approved in
7 volumes of sounding records for

HYDROGRAPHIC SHEET 6365

Locality Spesutie Narrows, Chesapeake Bay

Chief of Party: F. L. Gallen in 1938
Plane of reference is mean low water reading
3.0 ft. on tide staff at Havre de Grace
27.4 ft. below B. M. 1 (1927)
1.3 ft. on tide staff at Aberdeen Proving Grounds
12.7 ft. below B. M. 6

Height of mean high water above plane of reference is 1.7 feet at Havre de Grace; 1.8 feet at Aberdeen Proving Grounds.

Condition of records satisfactory except as noted below:

Haw
Actg Chief, Division of Tides and Currents.

U. S. GOVERNMENT PRINTING OFFICE 154327

DIVISION OF CHARTS

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 6365 (1938) FIELD NO. 1008

Spesutie Narrows, Chesapeake Bay, Maryland
Surveyed in July-August, 1938, Scale 1:10,000
Instructions dated March 31, 1938

Soundings:	Control:
Hand Lead	Three-point fixes on shore signals

Chief of Party - F. L. Gallen
Surveyed by - E. L. Jones
Protracted by - C. H. Crawford
Soundings plotted by - C. H. Crawford
Verified and inked by - L. S. Straw
Reviewed by - L. S. Straw, February 1, 1940.
Inspected by - H. R. Edmonston

1. Shoreline and Signals

The shoreline is from topographic map T-5675 (1937). For a detailed discussion of signals see pages 1 and 2 of the descriptive report.

2. Depth Curves

Satisfactory.

3. Sounding Line Crossings

Soundings on cross lines are generally in excellent agreement with the main system of lines. However, south of Spesutie Island several soundings on three different cross lines were rejected since they were one foot either shoaler or deeper than the numerous lines run at right angles to them.

4. Junctions with Contemporary Surveys

The junctions with H-6364 (1938) on the north and H-6366 (1938) on the south are satisfactory. The junction with H-6368 (1938) on the east will be considered in the review of that survey.

5. Comparison with Prior Surveys

a. H-185 (1846), 1:10,000; H-186 (1846), 1:10,000; and H-898 (1867), 1:10,000

Portions of these sparsely developed surveys taken together cover the area of the present survey. Because of the age and character of the old work, a close comparison with the present survey is unwarranted. These old surveys contain no information of current charting value and should be disregarded.

b. H-2393 (~~1938~~ 1898), 1:20,000; H-2432 (1899), 1:20,000

These two surveys combined cover the entire area of the present survey. The soundings were run in a checkerboard fashion and spaced about 150 meters apart.

Shoaling from 1 to 3 feet has occurred in the large flat area northwest of Spesutie Island. In approximate lat. 39° 28.73', long. 76° 05.1' the present survey shows 3 to 6 feet whereas the old survey (H-2432, 1899) shows 7 to 15 feet. The depths in some places in Swan Creek and Spesutie Narrows are from 1 to 2 feet shoaler on the present survey. The 6 foot curve from Locust Pt. south to lat. 29° 28' is now 100 to 150 meters farther offshore when compared with its delineation on the old survey. The differences in depths off Black Pt. are due to dredging and filling operations by the U. S. Engineers subsequent to H-2393 (1898) and prior to the present survey.

The wreck off Bear Pt. (charted in lat. 39° 25.7', long. 76° 05.2') from H-2393 (1898) does not exist. See page 5, Dangers to Navigation, of the descriptive report.

The snag charted in lat. 30° 25.7', long. 76° 04.45' from H-2393 (1898) was not mentioned in the descriptive report or anywhere in the sounding volumes. It falls 25 meters from one line and 75 meters from another line parallel thereto in 11 feet of water on the present survey. The old sounding record (Oct. 17,1898) states "Snag 50 meters on starboard hand 1 ft. out of water" (stage of tide 0.8'). Attention is called to the reference of Mr. Harry Keen and Mr. F. Crownhart, on page 5 of the descriptive report, who have thorough local knowledge of this area, and since they did not call the attention of the field party to a snag in this location, it undoubtedly does not exist.

This snag does not exist. See the descriptive R. of H-6368 (1938) received subsequent to this review. L.S.S. 3/16/40

The present survey adequately covers the common area, and there are no soundings or other information from the above old surveys that should be retained on the chart.

6. Comparison with Chart 1226 (new print dated Sept. 8, 1939)

a. Hydrography

The chart is based on the surveys discussed in paragraph 5b of this review, U. S. Engineers survey, Bp. 28174 (1934), and chart letter 339 (1937). The present survey should supersede the information on Bp. 28174.

b. Aids to Navigation

All aids to navigation shown on the present survey are in substantial agreement with the chart. Attention is called to the lights on the poles off the dock at the south entrance to Spesutie Narrows. (See insert, scale 1:2,500.)

7. Condition of Survey

a. The records conform to the requirements of the Hydrographic Manual.

b. The field plotting and the descriptive report are satisfactory.

8. Compliance with Instructions for the Project

Satisfactory.

9. Additional Field Work Recommended

No additional field work is required.

10. Superseded Old Surveys

H-185 (1846), in part
H-186 (1846), "
H-898 (1867), "
H-2393 (1898), "
H-2432 (1899), "

Examined and approved:

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applied to Cht. 572. May 1980. DHP.