

6366

JUN 13 1939

6366

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

DESCRIPTIVE REPORT

Topographic }
Hydrographic } Sheet No. H-6366

State Maryland

LOCALITY
Chesapeake Bay

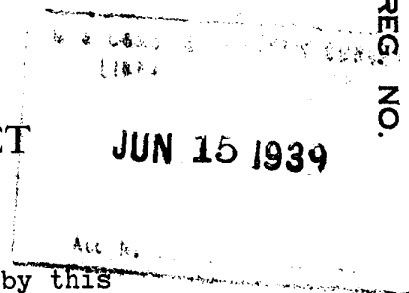
Vicinity of Romney Creek

193 8

CHIEF OF PARTY
F. L. Gallen

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

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. 1909 **H6366**

REGISTER NO. H-6366

State Maryland
 General locality Chesapeake Bay
 Locality Vicinity of Romney Creek
 Scale 1:10,000 Date of survey Aug., 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 G. H. Everett
 Verified by G. H. Everett
 Instructions dated March 31, 19 38
 Remarks: _____

DESCRIPTIVE REPORT

To Accompany Hydrographic Sheet No. H-6366

INSTRUCTIONS - March 31, 1938.

Project HT-215

SURVEY METHODS

The projection and high water line were printed directly on both the boat sheet and the smooth sheet from air photographic surveys made by Lieut. (j.g.) J. C. Partington in the Baltimore office in 1937.

Triangulation stations and air photographic stations are shown in black on the smooth sheet and conform to instructions issued for this project.

Additional hydrographic stations were located by navigating sextant from the triangulation and air photographic stations and are shown on the smooth sheet by blue circles. In locating these additional stations by sextant, a round of angles were taken where possible, otherwise check angles were taken.

Of the 22 stations used in controlling the hydrography on this sheet, 46% are air photographic stations, 22% triangulation and 32% hydrographic stations.

All hydrographic stations located in the water area are of a temporary nature, being either located on existing fish stakes or on a 2x4 driven into the hard sand bottom by a sledge hammer.

The hydrography on this sheet is visual fix control with hand lead soundings, using an 8 pound lead, taken from an 18 foot skiff powered by two Johnson 9½ H.P. outboard motors. All sounding lines were run on range, except one or two close inshore, which were run parallel with the shoreline.

DANGERS

The hydrography on this sheet is in the U. S. Army restricted area as shown on chart 1226. Boats in this vicinity should give the restricted area a wide berth since it is subject to artillery and machine gun fire. Clearance may be obtained in this area when it is not being used by the army, by contacting Aberdeen Proving Grounds. The U. S. Army Ordinance Launches Gunner and Ranger, equipped with two way radio communication, patrol these water areas.

Romney Creek, a part of Aberdeen Proving Grounds, is completely barred to the public at all times.

A rock pile in Lat. 39 21.8, Long. 76 10.7 is covered by ½ ft.

of water at mean low water and is in surrounding depths of 4 to 5 feet. It is marked by a black spar 190 meters to the southeast.

A few rocks were found close inshore and in very shoal water in the vicinity of Lat. 39 24.5, Long. 76 08.5. These rocks do not constitute a menace to navigation.

CHANNELS

There are no important channels on this sheet. Boats should pass to the eastward of the black spar in Lat. 30⁹ 21.8, Long. 76 10.7 due to the shoal that this buoy marks and to the restricted area to the west of the buoy. A chart showing floating aids to navigation, for use of the Lighthouse Service, has been prepared in accordance with recent instructions and submitted to that Bureau.

COMPARISON WITH PREVIOUS SURVEYS

A comparison was made with hydrographic survey (Register No. 2393) made in 1898 on a scale of 1:20,000 and with chart 1226. Due to the difference in scale between the previous survey and this survey, only a visual comparison was made.

The charted wreck in Lat. 30⁹ 23.6, Long. 76 09.3 was not found after investigating this vicinity for 42 minutes with a hand lead. It is recommended that this wreck be removed from the chart.

Wreck was 2 ft. above MLW when located in 1898. Present investigation satisfactory. Remove from charts.

The snag charted close inshore in Lat. 30⁹ 23.7, Long. 76 10.1 was not found upon investigating this area with sounding lines spaced 30 meters apart. The existence of this snag has been disproved and it should be removed from the chart.

Remove from charts.

The charted 5 foot spot in Lat. 30⁹ 22.8, Long. 76 10.0 was investigated with sounding lines spaced 30 meters apart. A small shoal with a least depth of 8 feet was found at this point.

5 carried forward.

At the south limits of this sheet the bottom is very "spotty" and it was necessary to space the sounding lines 40 meters apart to develop the depth curves in this area. This survey shows depth several feet greater than the soundings charted. The 1898 sheet shows indications of these depths but due to the scale and the wide spacing of lines on the former survey, the depth curves were not developed.

The wreck shown close inshore and about one mile southwest of Taylor Island Point, on the 1898 survey, was not found and since it was originally in 1½ feet of water, it is believed that it is non-existent at the present time.

Not charted

GEOGRAPHIC NAMES

Geographic names for this sheet have been submitted with the air photographic survey of this area, made in Baltimore, Maryland in 1937-38. Names as charted were found in local use.

LANDMARKS AND NON -FLOATING AIDS TO NAVIGATION

Landmarks for charts and non-floating aids to navigation have been made the subject of special reports and have been submitted for the entire project.

HYDROGRAPHIC NOTE

The hydrography on this sheet was accomplished by Edmund L. Jones, Jr. H. & G. Engineer. He was transferred from this party before this report was smooth copies and the report is, therefor, transmitted without his signature.

Approved and forwarded.

F. L. Gallen

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

STATISTICS

H6366

Day	Statute Miles	Soundings	Positions
a	19.3	676	80
b	22.3	858	117
c	16.5	565	81
d	20.3	863	117
e	12.7	494	81
f	20.5	795	114
g	6.7	250	46
h	0.7	29	7
j	<u>0.3</u>	<u>10</u>	<u>3</u>
	119.3	45 40	646

Smooth sheet No. H-6366 was plotted under the immediate supervision of the Chief of Party. The sheet and records have been inspected and are approved.



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

RAC
VCP

TIDE NOTE FOR HYDROGRAPHIC SHEET

July 20, 1939

Division of Hydrography and Topography:

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

Plane of reference approved in
3 volumes of sounding records for

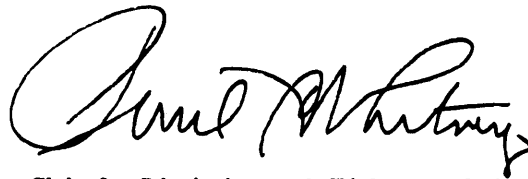
HYDROGRAPHIC SHEET 6366

Locality Vicinity of Romney Creek, Chesapeake Bay

Chief of Party: F. L. Gallen in 1938
Plane of reference is mean low water reading
1.3ft. on tide staff at Aberdeen Proving Ground
12.7ft. below B. M. 6

Height of mean high water above plane of reference is 1.8 feet.

Condition of records satisfactory except as noted below:



Chief, Division of Tides and Currents.

Remarks

Decisions

	Remarks	File No
1	USGB decision	393 761
2	USGB decision	393 761
3		393 761
4	Do not ink on this survey	393 761
5		393 761
6		394 761
7	USGB decision	394 761
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GEOGRAPHIC NAMES

Survey No. **H-6366**

Name on Survey	Source										
	A.	B.	C.	D.	E.	F.	G.	H.	K.		
	On Chart No. 1226	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List			
<u>Chesapeake Bay</u>	✓										1
<u>Romney Creek</u>	✓										2
<u>Locust Point</u>	✓										3
<u>Taylor's Island Pt.</u>	<u>Taylor</u>										4
<u>Taylor's Island</u>	<u>Taylor</u>										5
<u>Delph</u>	<u>Delph</u>										6
<u>Delph Creek</u>	<u>Delph</u>										6
<u>Stony</u>	<u>Stony</u>										7
<u>Stoney Point</u>	<u>Stony</u>										7
											8
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Names underlined in red approved
by SAE on 7/29/39

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. **H6366**

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

Number of positions on sheet	.....	646
Number of positions checked	.....	13
Number of positions revised	.....	—
Number of soundings recorded	.....	4540
Number of soundings revised	.....	8
Number of soundings erroneously spaced	.....	—
Number of signals erroneously plotted or transferred	.....	—

Date:

Verification by *G.H. Everett*

Time: *18½ Hrs*

Review by *J.A. McCormick 12/26/39*

Time: *9 hrs.*

Smooth Sheet One

Boat Sheet One

Records; Sounding 3 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 9; Last Date Sept.8,1938

Remarks _____

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
 DESCRIPTIVE REPORT } No. H 6366
~~PHOTOSTAT OF~~ } ~~Moore~~

{ received **June 13 1939**
 { registered **July 12, 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			
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90			

RETURN TO

82	Lt. Reed
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✓ JBR

Verifiers Report of H 6366

Contemporary Topo Surveys are: T 5675 (1937);
T 5677 (1937); T 5678 (1937) Planimetric Maps. ✓

Records - conform to general requirements ✓

Field Plotting - Satisfactory ✓

Curves - Complete ✓

Junctions - None made to date. Pending verification ✓
of adjoining surveys

Remarks -

Grass line outside of H.W. Line is from the B.S.
and should be added to planimetric map T 5677 ^{Not essential} on ~~T-5677~~ T-5677. ✓

Buoy at Lat. $39^{\circ}-21.8'$; Long. $76^{\circ}-10.6'$ is from ✓
Sounding Volumes.

Line 72-73 e (Lat. $39^{\circ}-21.2'$; Long. $76^{\circ}-12.4'$) showed
several 4' and 3' soundings which were one fathom
less than surrounding depths. Line rerun on 1-3j day ✓
with 9' soundings. The least depths were rejected in
field. Apparently they were a recording error and
were not plotted.

Submitted 12/21/39

G. Everett

DIVISION OF CHARTS

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 6366 (1938) FIELD NO. 1009.

Maryland, Chesapeake Bay, Vicinity of Romney Creek.

Surveyed in Aug., 1938, Scale 1:10,000.

Instructions dated Mar. 31, 1938 (MIKAWTE).

Soundings:

Control:

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 - G. H. Everett

Reviewed by - J. A. McCormick, December 26, 1939

Inspected by - H. R. Edmonston

1. Shoreline and Signals.

Shoreline and radially plotted signals are from topographic maps T-5675, T-5677 and T-5678 of 1937. Fixes used in the location of hydrographic signals are recorded in the sounding volumes for the present survey and for H-6365 (1938). All hydrographic signals are in the water area and are of a temporary nature.

2. Depth Curves.

Satisfactory.

3. Sounding Line Crossings.

Satisfactory.

4. Junctions with Contemporary Surveys.

The junction with H-6365 (1938) on the northeast will be considered in the review of that survey. Surveys on the east and southwest have not been received from the field.

5. Comparison with Prior Surveys.

- a. H-186 (1846), 1:10,000; H-187 (1846), 1:10,000;
H-1072 (1870), 1:10,000.

The combined area of these surveys includes that covered by the present survey. Agreement of old surveys with new is fair in some places, poor in others. The present survey supersedes the overlapping portions of the old surveys.

b. H-2393 (1898), 1:20,000

The above survey includes the entire area covered by the present survey. Agreement of depths on the two surveys is, in general, fair. Office disposition was made as follows in cases of outstanding differences discussed on page 2 of the descriptive report:

- (1) The wreck (charted) in lat. $39^{\circ} 23.6'$, long. $76^{\circ} 09.3'$ on H-2393 was not found after a 42-minute hand lead investigation on the present survey. The wreck was 2 feet above mean low water when located in 1898. The present investigation is adequate and the wreck should be removed from the chart.
- (2) The snag (charted) in lat. $39^{\circ} 23.7'$, long. $76^{\circ} 10.1'$ on H-2393 was not found in closely spaced depths of 2 feet on the present survey. It was close enough to shore to be unimportant and should be removed from the chart.
- (3) The 5 foot depth (charted) in lat. $39^{\circ} 22.8'$, long. $76^{\circ} 10.0'$ on H-2393 was searched for on the present survey but not found. Surrounding depths of 8 to 12 feet, hard bottom, are shown on both surveys. The 5 has been carried forward in order to be on the side of safety.

The present survey, with the single indicated addition, supercedes H-2393 in the common area.

6. Comparison with Chart 1226 (New Print of September 8, 1939).

a. Hydrography.

Hydrography charted in the area covered by the present survey is from H-2393 (1898), discussed in par. 5b.

b. Aids to Navigation.

The position shown on the present survey for Buoy S "1" (lat. $39^{\circ} 21.8'$, long. $76^{\circ} 10.7'$) is substantially as charted.

7. Condition of Survey.

Satisfactory.

8. Compliance with Instructions for the Project.

Satisfactory.

9. Additional Field Work Recommended.


None.

10. Superseded Surveys.

H-186 in part
H-187 in part
H-1072 in part
H-2393 in part

Examined and approved:


Chief, Section of Field Records


Chief, Section of Field Work


Chief, Division of Charts


Chief, Division of H. & T.

appetina to CH 572. May 1940. H.S.B.

C