

6369

6369

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

**DESCRIPTIVE REPORT**

*Topographic* }  
*Hydrographic* } Sheet No. H-6369

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State Maryland

LOCALITY

~~Chesapeake Bay~~

Sassafras River

Ordinary Pt. to Jacobs  
Creek & Vic.

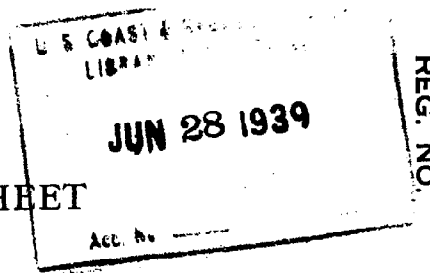
1938

CHIEF OF PARTY

F. L. Callen

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. 1011

REGISTER NO. H-6369

H6369

State Maryland

General locality Chesapeake Bay Sassafras River

Locality Sassafras River Ordinary Point to Jacobs Creek and Vicinity

Scale 1:10,000 Date of survey Sept., 19 38

Vessel Launch MIKAWA

Chief of Party F. L. Gallen

Surveyed by Edward B. Brown, Jr.

Protracted by Max G. Ricketts

Soundings penciled by Max G. Ricketts and Clayton 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, 19 38

Remarks: \_\_\_\_\_

## DESCRIPTIVE REPORT

To Accompany Hydrographic Sheet Number 1011.

Registry No. H6369

INSTRUCTIONS - March 31, 1938.

LIMITS AND SCALE - Sassafras River, from Ordinary Point to Head of River, surveyed on a scale of 1:10,000

SURVEY METHODS - The projection, shoreline, triangulation stations and air photographic signals were printed on the sheet in the Washington Office. The signals on the sheet that are shown with red circles are air photographic signals that were transferred from sheet H6370, which joins this sheet on the western side, or transferred from one section of this sheet to the other. The signals shown in blue were located by sextant cuts, sextant fixes, sextant distances or a combination of these methods. Signals Pat and Lig were transferred from sheet H6370. Signal Duck was located by combining cuts taken on this sheet with those taken on sheet H6370. Air photographic signal Car was found to be in error and was relocated with sextant cuts and is shown with a blue circle to the west north westward of the old position. New signals were located near some of the air photographic signals that were too far inshore for hydrographic signals; in each case the hydrographic signal was located from the air photographic signal by an angle and taped distance. In the cases of signals Joe, Gay, Mus and Wat the air photographic signal could not be recovered, therefore, a hydrographic signal was located where it would be of the most value for hydrography. Signal Duck is a temporary frame duck blind, Wif is the off shore end of a small wooden wharf, Pen is a pile at the northeast corner of Shellcross Wharf.

The following signals, which fall in the water area, are temporary hydrographic signals: Pon, Bud, Flag, Rob, Fat, Bat, Fuz, Zeb, Day, Pun, Zog, Kim, Cap, Has, Jig, Ida, Fix, Red, Ike, Box, Go, All, Nit, Bag, Dug, Am, On, Is, Boy, Dix, Arm, Joy, New, Pry, Tit, Wat, Zip and Stake.

The descriptions of the air photographic signals are shown on the overlay sheets for the map drawings, copies of which were furnished this party.

Signals shown in green were spotted on the boat sheet with reference to the shoreline; in some cases cuts were taken to check the location of these signals.

Soundings were taken with a leadline (hand) from a 25 foot skiff powered by an outboard motor, running lines on ranges, at about 5 knots. The lines were controlled by 3 point sextant fixes and plotted with a 3 arm protractor. In the creeks the lines were run parallel to the shore line. In the heads of the creeks, where it was not economical to build signals the positions were located by reference to topographic features on the boat sheet.

DANGERS - No dangers are known to exist.

### DISCREPANCIES

The location of air photographic signal Car could not be coordinated with other signals on the sheet. It was relocated by sextant cuts and is shown in blue to the west-northwest of the air photographic position.

*Signal Car was checked on air Photographic Survey T 5659 and agrees with the relocated position. L.C.L.*

Signal Duck was located on the boat sheet from an erroneous cut from signal Oak. After the hydrography had been completed signal Duck was relocated by cuts from signal Cor (sheet H-6370), signal Ink, signal Pon, signal Nun and the distance from signal Oak that was taken originally. The boat sheet positions were not adjusted to the correct position of signal Duck. The signal is shown in its correct position on the smooth sheet.

### CHANNELS

The channel from Ordinary Point to Georgetown highway bridge is well marked with unlighted buoys, which have reflectors. It follows the natural ebb tide channel of the river. The controlling depth is <sup>12</sup>13 feet to the south-eastward of Knight Island. Generally boats of 3 to 6 ft. draft frequent this section of the river.

The channel in the river to the eastward of the bridge follows the natural ebb tide channel and is not marked. The controlling depth to Wilson Point is 7 feet about  $\frac{1}{4}$  mile westward of the point. The controlling depth is 4 feet to the mouth of Jacobs Creek and 3 feet to Foxhole Landing. The wharf at this landing no longer exists. There are no landings above this point and the channel is very narrow. It was marked at the time of the survey by brush stakes in the reach from the mouth of Duffy Marsh to 0.3 miles northwestward. No boats were seen on the river to the eastward of Foxhole Landing at the time of the survey. The channel is blocked by a gravel pile and a log at Lat.  $39^{\circ} 22.6'$ , Long.  $75^{\circ} 48.5'$ .

The creeks that empty into the Sassafras River are of little navigational importance. In summer a wire-like grass grows in these creeks. At low tide the top of the grass floats on top of the water making it almost impassable by boat. On extreme high tide there is enough water over the top of the grass so that a boat drawing about two feet can run without difficulty. Generally these creeks are used only in the fall by duck hunters.

Back Creek is the largest and most important creek on the upper part of the river. It has a controlling depth of 8 feet over the bar. The controlling depth is 5 feet at a point 0.6 mile from the mouth. At 1.6 miles from the mouth the channel becomes very narrow and shoals gradually to  $\frac{1}{2}$  foot.

There are no channels in Cox Creek, Foreman Creek, McGill Creek, or Dowdel or Hall Creeks.

In Freeman Creek, the controlling depth is 4 feet to a point 0.3

mile from its mouth and 2 feet to 0.6 mile from its mouth. There are no wharves on this creek.

In Island Creek the controlling depth is 4 feet in the narrow and crooked channel that extends  $\frac{1}{2}$  mile from its mouth into Mill Creek (the eastern branch). There is no channel in the western branch.

In Dyer Creek there is no channel, the controlling depth is 2 feet to a point 0.3 mile from its mouth. From there the creek gradually shoals to  $\frac{1}{2}$  foot and is blocked by ~~a log~~<sup>stakes</sup> 0.6 mile from its mouth.

In Mill Creek the controlling depth is 2 feet to a point  $\frac{1}{4}$  mile from its mouth. Above this point the creek is very shoal. There is a small private wharf 0.1 mile from its mouth at which a 16 foot outboard motor boat is moored.

There is a 3 foot controlling depth across the flats at the mouth of Swantown Creek. In the narrow part of the creek there is no channel and the depth is 0 to 1 foot.

There are no channels or wharves in Jacobs Creek or Duffy Marsh.

#### GEOGRAPHIC NAMES

✓ Excellent report *ME*

There are several names in local usage for many of the creeks on the Sassafras River. The general custom seems to be to call the creek the name of the present owner or the owner in immediate past. The residents of Betterton, Georgetown and Fredricktown were questioned concerning the names and where possible the residents along the shores of the creeks were questioned.

The following names seem to be best for charting:

Freeman Creek - This name was given to the creek because the original settlers along its shores in the early 18th century had the surname Freeman. At a later date the property was sold to the Shellcross family. The residents of Betterton call this Shellcross Creek while the majority of the residents along the shore of the creek and residents of Georgetown and Fredricktown call this Freeman Creek. The Shellcross family built an earth, bulkheaded wharf that is known generally as Shellcross Wharf. No boats moor to this wharf and it is used generally as a point from which to catch fish and crabs.

Island Creek - Named because of the small island that lies about  $\frac{1}{4}$  mile inside its mouth. This is the name by which the creek is called by the majority of the residents of Georgetown and Fredricktown and by Mr. Herbert S. Ford (Millington, Md. R.F.D.), who owns the property that lies between Island Creek and Mill Creek and who was reared in the vicinity. However, it is called Woodland Creek by Mr. E. S. Hurtt, who owns the property on the western shore of the creek and by many residents of Betterton and some residents of Georgetown. It is also known by some as Hurtt's Creek because of the present owner. The present owner is a descendant of the family surnamed Woodland, who originally settled on this property in the year 1786.

Mill Creek - So named because in the past a flour mill was operated at its head. This name is accepted by the residents along its shores and by the

majority of the residents of Fredricktown and Georgetown. Many of the residents of Betterton call it Woodland Creek and some call it Ford's Creek, because Mr. Herbert D. Ford owns the property on its western shore.

Daffodil Island - Name given the island that lies in Island Creek about  $\frac{1}{4}$  mile from its mouth because at one time it produced many daffodils. This name is almost in general usage; except, a few people call it Woodland Island.

Dyer Creek - (shown on chart as Pearce Creek) Name given this creek because of two contradictory stories. First, that the original settlers of its shores were surnamed Dyer; second, that during the American revolution a general Dyer established a fort on the point on the eastern side of the creek mouth to defend Georgetown from the British soldiers; that from this general the fort, the point and the creek were named. The name Dyer Creek is generally known. The name Pearce Creek came from the family that purchased the property along the creek after the name Dyer Creek had been established. The following older residents of the vicinity recommended the name Dyer Creek: J. E. Woodall Jr., Georgetown, Md., owner of Woodall Lumber Company. Thomas Wamsley, highway bridge tender at Georgetown, Md. Captain Riffin, manager of Tockwogh Yacht Club at Fredricktown, Md.

Mill Creek - (shown on chart as Sawmill Creek) Name given this creek because at one time a flour mill was operated on its shores. No one could be found that knew of a sawmill being operated on its shores. The name Mill Creek seems well established and in addition to its being recommended by the three men mentioned under Dyer Creek paragraph, it is recommended by Mr. D. D. Huyett of 907 W. 29th St., Wilmington, Delaware, who owns property on the shores of Mill Creek. Mrs Huyett was reared in this vicinity and it is probable that she could give information on other creeks in this vicinity but she could not be contacted at the time of the survey.

Swantown Creek- (shown on chart as Swan Creek) Name given this creek because the small settlement at its head is known as Swantown. This name seems to be in general local usage. It is recommended by the three men listed under paragraph on Dyer Creek.

Wilson Point (shown on chart as Wilson Point Wharf) Name recommended because there is no longer a wharf on this point. The reason for the name is unknown. It is recommended by the three men listed under paragraph on Dyer Creek.

Hen Island - (not named on chart) Name given to the small island that lies about 0.2 mile to north-northeastward of Wilson Point. The reason for this name is unknown, unless the shape of the island resembles that of a hen with tail to northward and head at southeast point of island. The name is in general usage and it is recommended by the three men listed under the paragraph on Dyer Creek.

Jacobs Creek - Name is in good local use.

Foxhole Landing - (shown on chart as Fuyers Wharf) So named because a fox dug a hole in the side of the bluff in the vicinity and built a nest. In the past a freight line vessel landed at a wharf built here to haul farm produce to Baltimore. There is no longer a wharf at this landing. This name seems to be generally known and is recommended by the three men listed under paragraph on Dyer Creek.

Duffy Marsh - (not named on chart) Name given to the small creek to northward of Foxhole Landing. The reason for name is unknown but seems to be in general local usage. This name is recommended by the three men listed under paragraph on Dyer Creek.

Hall Creek - (shown on chart as Craig Creek) Seems to be in general use. The reason for the name is unknown. It is recommended by the three men listed under paragraph Dyer Creek.

Back Creek - Seems to be, unquestionably, the correct name.

Dowdel Creek and McGill Creek - (not named on chart) These creeks are branches of Back Creek, whose names probably originate with the surnames of former owners. Their names are recommended by Mr. J. E. Woodall Jr. and Mr. Thomas Wamsley. No residents of the shores of these creeks could be contacted.

Cox Creek and Foreman Creek - (not named on chart) These creeks are small, near the mouth of Back Creek whose names probably originate with the surnames of former owners. The names are recommended by Mr. J. E. Woodall and Mr. Thomas Wamsley and seem to be in general use. No residents of the shores of these creeks could be contacted.

Cassidy Wharf - (name not on chart) Is an earth wharf with a concrete retaining wall named for the owner at the time the wharf was built. The name seems to be in general use along the river at Betterton and Georgetown.

Kentmore Park - (name not on chart) Is a summer residential section across the river southeastward of Ordinary Point. At the time of the survey there was no post office and no railroad connections. Mail is sent via Kennedyville, Maryland.

Knight Island - (name not on chart) Is the peninsula on the southern side of the mouth of Back Creek. It is contended by local residents that extreme high tides cross the narrow neck of the peninsula making it an island. This name seems to be in general local use.

#### ANCHORAGES

Vessels should encounter no difficulty anchoring in the area covered by this sheet. Many yachts anchor in the wide reach on the southern side of Fredricktown. A few of the larger vessels anchor in the reach to the northwestward of the highway bridge. There are some wharves in Fredricktown, where vessels drawing 9 feet may be moored.

COMPARISON WITH PREVIOUS SURVEY

In comparing the present survey with the chart, a good general agreement was found.

Submitted by,

*E. B. Brown, Jr.*

E. B. Brown, Jr.  
Jr. H. & G. Engr.

Approved and forwarded,

*F. L. Gallen*

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



H6369

STATISTICS

Day Letter	Statute Miles	Soundings	Positions
a	20.5	1126	177
b	2.0	326	63
c	22.1	974	180
d	11.4	479	90
e	12.5	581	102
f	16.3	689	109
g	22.2	998	171
h	20.2	968	165
j	8.7	417	69
k	15.0	792	156
l	13.0	495	114
m	5.1	217	43
	<hr/>	<hr/>	<hr/>
	169.0	8062	1439

Smooth sheet field No. 1011 was plotted under the immediate supervision of the Chief of Party. The sheet and records have been inspected and are approved.



F. L. Gallen  
M. & C. Engineer  
Chief of Party

HYDROGRAPHIC SURVEY NO. 6369

Smooth Sheet One

Boat Sheet One

Records; Sounding 5 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 12; Last Date Sept 28 1938

Remarks \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. **H6369**

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

Number of positions on sheet	1439.
Number of positions checked	...11.
Number of positions revised	...0.
Number of soundings recorded	8062
Number of soundings revised	...50
Number of soundings erroneously spaced	0
Number of signals erroneously plotted or transferred	...0.

Date: Jan 9, 1940

Verification by *L. S. Straw*

Time: 60 hours.

Review by *L. S. Straw*

Time: 9 hours

Remarks

Decisions

	Remarks	File No	Decisions
1	USGB decision	393 758	
2		393 758	
3	USGB decision	393 758	
4	USGB Decision	393 758	
5		393 758	
6	USGB decision	393 758	
7		393 758	
8	USGB decision	393 758	
9	Referred to USGB Decision 3/22/38	393 758	
10		393 758	
11		393 759	
12		393 759	
13		393 759	
14		393 759	
15		393 759	
16		393 759	
17	Referred to USGB Decision 3/22/38	393 759	
18		393 759	
19	Referred to USGB Decision 3/22/38		
20		393 759	
21		393 759	
22		393 759	
23		393 759	
24		393 759	
25		393 760	
26		393 759	
27			

GEOGRAPHIC NAMES

Survey No. 6369

Name on Survey	Source of Name										
	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>Fredericktown</u>	✓									1	
<u>Dyer Creek</u>	✓									2	
<u>Georgetown</u>	✓									3	
<u>Mill Creek</u>	Sawmill									4	
<u>Hen Island</u>										5	
<u>Swantown Creek</u>	✓									6	
<u>Wilson Point</u>	Wilson Pt. whf									7	
<u>Jacobs Creek</u>	✓									8	
<u>Fox Hole</u> <u>Foxhole Landing</u> <u>Creek</u>	Foyers whf									9	
<u>Duffy Marsh</u>										10	
<u>Ordinary Point</u>	✓									11	
<u>Kentmore Park</u>										12	
<u>Cassidy Wharf</u>										13	
<u>Cox Creek</u>										14	
<u>Foreman Creek</u>										15	
<u>Knight Island</u>										16	
<u>Freeman Creek</u>	✓									17	
<u>Island Creek</u>	✓									18	
<u>Woodland</u> <u>Mill Creek</u>										19	
<u>Daffodil</u> <u>Daffodil Island</u>										20	
<u>Back Creek</u>	✓									21	
<u>Dowdel Creek</u>										22	
<u>McGill Creek</u>										23	
<u>Hall Creek</u>	✓									24	
<u>Sassafras River</u>	✓									25	
<u>Shellcross Wharf</u>										26	
										27	

Names underlined in red app'd  
by GHE 7/25/39

# MEMORANDUM

## IMMEDIATE ATTENTION

SURVEY  
 DESCRIPTIVE REPORT  
~~PHOTOSTAT OF~~

No. H 6369

~~XXXXXX~~

{ received **June 26, 1939**  
 registered **July 13, 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	✓	KBC	Pages 2 and 3
26			
30			
40			
62			
63			
82			
83			
88			
90			

RETURN TO

82	Lt. Reed
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✓ JBR

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  
5 volumes of sounding records for

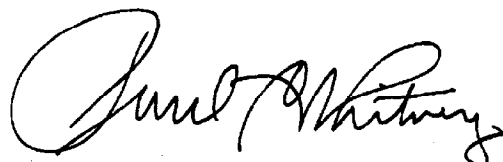
HYDROGRAPHIC SHEET 6369

Locality Ordinary Point to Jacobs Creek and vicinity Sassafras River,  
Chesapeake Bay

Chief of Party: F. L. Gallen in 1938  
Plane of reference is mean low water reading  
2.3 ft. on tide staff at Georgetown, Maryland  
6.4 ft. below B. M. 3

Height of mean high water above plane of reference is 2.3 feet.

Condition of records satisfactory except as noted below:



Chief, Division of Tides and Currents.



DIVISION OF CHARTS

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 6369 (1938) FIELD NO. 1011.

Sassafras River-Ordinary Point to Jacobs Creek, Chesapeake Bay,  
Maryland.

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

Instructions dated March 31, 1938 (MIKAWA).

Soundings:

Control:

Hand Lead.

3 Point fixes on shore signals.

Chief of Party - F. L. Gallen

Surveyed by - E. B. Brown, Jr.

Protracted by - M. G. Ricketts

Soundings plotted by - M. G. Ricketts, C. H. Crawford

Verified and inked by - Leo S. Straw

Reviewed by - Leo S. Straw, January 10, 1940.

Inspected by - H. R. Edmonston

1. Shoreline and Signals.

The shoreline and signals are from T-5659 (1937) and T-5660 (1937). For discussion of signals see page 1 of the descriptive report.

2. Depth Curves.

Satisfactory.

3. Sounding Line Crossings.

Satisfactory.

4. Junctions with Contemporary Surveys.

The junction with H-6370 (1938) at Ordinary Point is satisfactory.

5. Comparison with Prior Surveys.

a. H-176 (1847), scale 1:20,000 and H-1071 (1870), 1:10,000.

Portions of these sparsely developed surveys taken together cover the area of the present survey. They contain no information of current charting value and should be disregarded.

- b. H-2434 (1898-99), scale 1:10,000 and H-2345 (1899), 1:10,000.

These two surveys combined cover the area of the present survey. In the Sassafras River the lines were run in a checkerboard fashion spaced about 100 to 150 meters apart; and in the numerous creeks by channel and zig-zag lines. Although the depths are in good general agreement, there are differences in a few places of 1 to 3 feet, generally shoaler on the new work, which might be expected during a period of forty years.

The present survey is well developed and is adequate without additional information from the old work, to supersede all previous surveys in the common area.

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

- a. Hydrography.

The chart is based principally on the surveys discussed in paragraph 5b of this review.

- b. Aids to Navigation.

All aids to navigation as shown on the present survey are in substantial agreement with the chart.

7. Condition of Survey.

- a. The records conform to the requirements of the Hydrographic Manual.
- b. The descriptive report is satisfactory and includes a commendable discussion of the geographic names of this vicinity.
- c. The field plotting is satisfactory.


8. Compliance with Instructions for the Project.

Satisfactory.

9. Additional Field Work Recommended.

No additional field work is required.

Examined and Approved:

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

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

  
K. T. Adams,  
Chief, Division of Charts.

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

Applied to Chart. 572 - June 1940 - H.S.S.