

6601

6601

Form 504  
Rev. April 1935

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

~~Topographic~~ } Sheet No. H-6601  
Hydrographic }

U. S. COAST & GEODETIC SURVEY

LIBRARY AND ARCHIVES

AUG 27 1941

Acc. No. ....

State Maryland

LOCALITY

Chesapeake Bay

Chester River, Langford Creek

193 40

CHIEF OF PARTY

F. L. Gallen

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

REG. NO. H6601

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. 1005

REGISTER NO. H-6601

State Maryland

General locality Chesapeake Bay

Locality Chester River, Langford Creek

Scale 1:10,000 Date of survey Aug., 19 40

Vessel Launches MITCHELL & OGDEN

Chief of Party F. L. Gallen

Surveyed by Max G. Ricketts

Protracted by Processing Office

Soundings penciled by " "

Soundings in ~~fathoms~~ feet

Plane of reference M.L.W.

Subdivision of wire dragged areas by

Inked by R. J. Christman Jan 19, 1944

Verified by R. J. Christman Jan 19, 1944

Instructions dated April 17, 19 40

Remarks:

## DESCRIPTIVE REPORT

To Accompany Hydrographic Sheet H- 6601<sup>(1940)</sup> (Field 1005)

INSTRUCTIONS Project HT-250, dated April 17, 1940

LIMITS This sheet covers the East and West Forks of Langford Creek, Chester River from Quaker Neck Landing to a point one half mile south of Chestertown including Southeast Creek and all other tributaries. Junctions are with Sheet 1004 (H6600-1940) in Langford Creek and at Quaker Neck Landing in the Chester River, with Sheet 1006 one half mile south of Chestertown. (H6602-1940)

SURVEY METHODS The triangulation stations in this area were located in 1909 and in 1938. Two stations were recovered in addition to those previously found by the Air Photographic Party, these being TASTE 1909 and NILS 1909. These two were occupied for sextant cuts to supplement the control. The shoreline detail and signals were furnished by the Baltimore Compilation Office, in addition they assigned one of their men to assist in pricking additional control points during the signal building. The spotted positions of these additional points are shown in green on the boat sheet, these were plotted and circled in black when the scaled positions were furnished. Signals located by the Compilation Party were checked by sextant cuts from triangulation stations where practicable. Hydrographic signals in addition to the control furnished were located as found necessary using sextant cuts, fixes and in a few cases sextometer distances. In locating signals in the upper Chester River between ING 1909 and PAN 1909 a closure of 14 meters was adjusted on the boat sheet.

The hydrography was the usual sextant control hand lead work, using a 25 foot skiff. Floating Aids to Navigation were located by sextant fix and check angle.

DANGERS No dangers were found in the channel of the Chester River covered by this sheet. Numerous small oyster bars line the edges of the deep channel, these being covered by depths of 6 to 12 feet.

CHANNELS The controlling depth in this section of the Chester River is 13 feet on the flat NW of Skillet Point.

DISCREPANCIES No known discrepancies exist on this sheet.

COMPARISON WITH PREVIOUS SURVEYS In general the comparison with surveys are in good agreement. Changes noted were those due to comparison of a closely spaced survey with those of more open development of a period of 42 to 94 years previous, heads of creeks indicate some filling. The 9 foot spot shown on H-174<sup>(1940)</sup>, Lat. 39-09.6 Long. 76-03.1 was investigated, no indication of such a shoal was found.

Correct Sdg: 14'

GEOGRAPHIC NAMES <sup>1-x</sup> All names used on this sheet were obtained from the Air Photo Compilation Office in Baltimore, investigation of names has been made by that office.

GENERAL Small freight boats, carrying produce and farm supplies; oil barges, and small tankers use the Chester River to Chestertown. The old county landings in this area are not being used and in general are in poor condition. ) Key

Submitted by,

*Max G. Ricketts*  
Max G. Ricketts  
Jr. H. & G. E.

Approved:

*F. L. Gallen*  
F. L. Gallen  
H. & G. Engr.  
Chief of Party

H-6661 (1940)  
BOAT SHEET ~~H~~-1005 1:10,000  
Prepared in Washington Office 3/20/40  
Triangulation Stations have not been plotted.  
Projection on Ruling Machine by Joseph P. Dunich  
Shoreline & Hydrographic Signals Transferred in  
Projector from Air Photographic Surveys T-5698, (1937)  
T-5699 & T-5700 By: Frank H. McBeth  
Checked by : Joseph P. Dunich 5/20/40

(1937)

## STATISTICS

H6601

Date	Day	Statute Miles	Soundings	Positions
Aug. 6	a	17.0	725	155
7	b	16.8	688	144
8	c	14.2	597	140
9	d	16.6	566	149
12	e	13.8	573	149
13	f	16.5	651	143
14	g	8.0	277	71
15	h	12.5	514	139
16	j	4.3	178	47
19	k	17.1	620	174
20	l	19.4	680	158
21	m	16.4	640	166
22	n	17.6	620	141
23	p	19.1	709	165
24	q	14.6	646	150
26	r	15.5	666	153
28	s	18.3	712	168
29	t	8.6	310	79
30	u	<u>20.2</u>	<u>718</u>	<u>199</u>
		286.5	11090	2690

LCC  
HRC

# TIDE NOTE FOR HYDROGRAPHIC SHEET

~~Division of Hydrography and Topography~~

Aug. 30, 1941

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

Plane of reference approved in  
9 volumes of sounding records for

HYDROGRAPHIC SHEET 6601

Locality Chester River, Langford Creek, Chesapeake Bay

Chief of Party: F. L. Gallen in 1940

Plane of reference is mean low water reading

- 1.7 ft. on tide staff at Shipyard Creek Landing
- 4.4 ft. below B. M. 1
- 2.4 ft. on T. S. at Cliffs Point
- 5.1 ft. below B. M. 1
- 2.3 ft. on T. S. at Chestertown
- 3.1 ft. below B. M. 1

Height of mean high water above plane of reference is 1.5 ft. at Shipyard Creek Landing and Cliffs Point; 1.8 ft. at Chestertown.

Condition of records satisfactory except as noted below:

*F. Schureman*  
*acting* Chief, Division of Tides and Currents.

GEOGRAPHIC NAMES

Survey No. **H6601**  
#1.

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

Name on Survey	A.	B.	C.	D.	E.	F.	G.	H.	K.
Chesapeake Bay									1
Chester River									2
Langford Cr.									3
Quaker Neck									4
Quaker Neck Landing.									5
West Fork									6
Eagle Pt.									7
Horner Cove									8
Bungay Cr.									9
Shipyard Cr.									10
Shipyard Landing									11
Sinai Cove									12
East Fork									13
Cacaway I.									14
Kings Cr.									15
Wann Cove									16
Philip Cr.									17
Lovely Cove									18
Jarrett Cr.									19
Melton Pt.									20
Browns Cr.									21
Broad Cr.									22
Wilmer Neck									23
Deep Pt.									24
Southeast Cr.									25
Island Cr.									26
Skillet Pt.									27

## Remarks

## Decisions

	Remarks	Decisions
1		U.S.G-B
2		390762
3		390761 U.S.G-B
4	p. 1 of report	391761
5	p. 1 of report	391760
6		391761
7		"
8		"
9		391761
10		"
11	Location of one tide staff	"
12		391761
13		391761
14		"
15		391761 U.S.G-B
16		"
17		"
18		"
19		391760
20		391760
21		"
22		"
23		"
24		391760
25		"
26		"
27	p. 1 of report.	391760



GEOGRAPHIC NAMES

Survey No. H6601

#2.

Name on Survey	Source of Name										
	A	B	C	D	E	F	G	H	K		
<del>Chester town Landing</del>											1
<u>Dam Cr.</u>											2
<u>Brown's Branch</u>			omitted								3
<u>Jordan Landing</u>											4
<u>Graveyard cove</u>											5
<u>Long cove</u>											6
<u>Chester town</u>											7
<u>Cliffs Pt.</u>											8
											9
											10
											11
											12
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											26
											27

Names underlined in red approved  
by L. Heck on 6/24/42

See Name Standard chart 548 for location of names. All streams in which soundings are shown have been listed, also features mentioned in report and enough other features for general locations.

L. Heck.

Remarks

Decisions

	Remarks	Decisions
1	<del>At of report</del>	
2	Small, east side Broad Cr; long. 76°04'	391760
3	Small, N.E. tributary Southeast Cr.	"
4	On Island cr	"
5	Graveyard Cove in West Fork Langford cr	391761
6	East side of " " " "	
7	Location of one tide staff	392760
8	" " " " " "	391761 U.S.G.B.
9		
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Surveys Section (Chart Division)

HYDROGRAPHIC SURVEY NO. ..**H6601**

Records accompanying survey:

Boat sheets ..**1**.; sounding vols. ..**9**...; wire drag vols. ....;  
 bomb vols. ....; graphic recorder rolls ....;  
 special reports, etc. ....  
 .....

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

Number of positions on sheet	<b>2690</b>
Number of positions checked	<b>76</b>
Number of positions revised	<b>2</b>
Number of soundings recorded	<b>11090</b>
Number of soundings revised (refers to depth only)	<b>3</b>
Number of soundings erroneously spaced	<b>5</b>
Number of signals erroneously plotted or transferred	<b>—</b>
Topographic details	Time <b>—</b>
Junctions	Time <b>3 hrs</b>
Verification of soundings from graphic record	Time <b>—</b>

Verification by *R. J. Christman* Total time **119 hrs** Date *Jun. 19, 1944*

Review by *Harold W. Murray* Time **29** Date **.. 26, 1944**  
 (Verifiers Corrections = 20 hrs.)

# MEMORANDUM

## IMMEDIATE ATTENTION

SURVEY  
DESCRIPTIVE REPORT  
PHOTOSTAT OF

}

No. H **H6601**  
~~No. H~~

{

received Aug. 27, 1941  
registered  
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	✓	HBC	Pages 1 and 2
26			
30			
40			
62			
63			
82			
83			
88			
90			

RETURN TO

82	T. B. Reed
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✓ TBR

DIVISION OF CHARTS

REVIEW SECTION - SURVEYS BRANCH

REVIEW OF HYDROGRAPHIC SURVEY

REGISTRY NO. 6601

Field No. 1005

Maryland, Chesapeake Bay,  
Chester River and Langford Creek  
Surveyed in August 1940; Scale 1:10,000  
Instructions dated April 17, 1940  
Project H. T. 250

Soundings:

Hand lead

Control:

Three-point fix on shore signals

Chief of Party - F. L. Gallen  
Surveyed by - Max G. Ricketts  
Protracted by - Processing Office  
Soundings plotted by - Processing Office  
Verified and inked by - R. J. Christman  
Reviewed by - Harold W. Murray  
Inspected by - H. R. Edmonston, January 25, 1944

1. Shoreline and Signals

The shoreline and topographic signals originate with topographic maps T-5695, T-5696, T-5698, T-5699 and T-5700 of 1937-40.

Cuts for hydrographic signals are recorded in Vol. 1. Signals shown in green are spotted positions.

The hydrographer located several additional details, such as docks, which were apparently constructed subsequent to the topographic work. For the convenience of the compiler these are accompanied by notations such as "Dock from Boat Sheet." A note on the boat sheet states that the stakes and fish net on T-5699 in Lat.  $39^{\circ}09.7'$ , Long.  $76^{\circ}02.1'$  are no longer existent.

2. Sounding Line Crossings

Agreement of sounding line crossings is very good.

3. Depth Curves

The usual depth curves may be completely drawn.

4. Junctions with Contemporary Surveys

- a. The junction on the north in Chester River with H-6602 (1940) is satisfactory.
- b. The junction on the south with H-6600 (1940) will be considered when that sheet is verified.

5. Comparison with Previous Surveys

H-174 (1846 and 70), H-1078 (1870) and H-2376 (1898)  
Scales 1:10,000 and 1:20,000

Of the above surveys, H-174 covers Chester River; H-1078 covers the East Fork, and both H-1070 and H-2376 cover the West Fork of Langford River.

General agreement of depths with the present survey is quite good. Differences of 1 to 3 feet occur in many areas but their extent is too small to warrant specific consideration.

The following soundings in Chester River on H-174 (1846 work) are mentioned:

Item		Latitude	Longitude	Present Survey Depth
a.	5 ft.	39°10.86'	76°03.36'	9 ft.
b.	9 "	09.6'	03.15'	21 "
c.	8 "	09.17'	04.45'	16 "
d.	6 "	09.2'	04.58'	18 "
e.	7 "	07.96'	04.65'	13 "
f.	3 "	08.9'	04.9'	28 "

Items b and f above are incorrectly plotted, the correct depths being 19 and 32 feet, respectively. The nature of the above old survey sounding records is such that these soundings cannot be plotted accurately as to position. Nearly 100 years have passed since these soundings were taken and some changes in bottom could be anticipated. In all cases, the present survey shows similar depths or depths not differing by more than 3 feet within a distance of 50 meters. In view of these considerations, the above soundings are not being carried forward.

The present survey, within the area covered, is adequate to supersede the older work.

6. Comparison with Chart 548 (New Print date 7-13-42)

a. Hydrography

Charted hydrography originates with surveys previously discussed. It is noted that the piers in Lat. 39°09.5', Long. 76°03.15' and Lat. 39°11.05', Long. 76°02.9' are now in ruins.

b. Aids to Navigation

Navigational aids are shown only in Chester River. The establishment of fixed lights and renumbering of the floating aids were accomplished subsequent to the present survey. All aids satisfactorily mark the features intended.

7. Compliance with Project Instructions

Satisfactory.

8. Condition of Survey

Satisfactory. The hydrographer was most careful in locating additional topographic details not shown on the topographic surveys.

9. Additional Field Work Recommended

This is a very satisfactory survey and no additional field work is necessary.

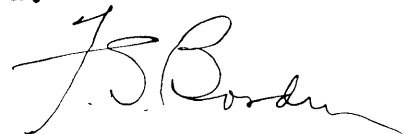
10. Superseded Surveys

H- 174 (1846 and 1870) in part  
H-1078 (1870) " "  
H-2376 (1898) " "

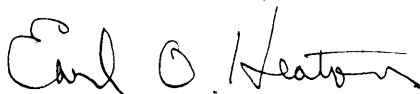
Examined and approved:



Chief, Surveys Branch



Chief, Division of Charts



Chief, Section of Hydrography



Chief, Division of  
Coastal Surveys

Unverified smooth sheet applied to drawing of Ch. 549 - 5/28/42 - JFW  
" " " " "reconstruction" 548 " "

(Tracing on acetate made of material used)

Applied to Chart 548 (after review) JFW. 6/28/44

" " " 549 " " J.M.A. 2-22-45 via 548

Examined for " 1226 " " J.M.A. 2-26-45