

6602

6602

Form 504  
Rev. April 1935

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

*Topographic* }  
*Hydrographic* } Sheet No. H-6602

U. S. COAST & GEODETIC SURVEY  
LIBRARY AND ARCHIVES

DEC 23 1941

Acc. No. ....

State Maryland

LOCALITY

Chesapeake Bay, Md.

Chestertown, Chester R.

*Chestertown to Millington*

~~1938~~ 1940

CHIEF OF PARTY

F. L. Gallen

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

REG. NO. H6602

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. 1006

REGISTER NO. H-6602 (1940)

State Maryland

General locality Chesapeake Bay Chester River  
~~Vicinity of Chestertown to MILLINGTON~~

Locality Chester River, CHESTERTOWN

Scale 1-10,000 Date of survey September, 19 40

Vessel Launches MITCHELL & OGDEN

Chief of Party F.L. Gallen

Surveyed by Max G. Ricketts

Protracted by C.H. Bishop

Soundings penciled by C.H.B.

Soundings in ~~fathoms~~ feet

Plane of reference M.L.W.

Subdivision of wire dragged areas by

Inked by A.R. Stirni

Verified by A.R. Stirni

Instructions dated April 17, 19 40

Remarks: This sheet was processed in the Norfolk Processing Office  
under the supervision of H. Arnold Karo, Officer in Charge.

DESCRIPTIVE REPORT

To Accompany Hydrographic Sheet H-6602<sup>(1940)</sup> (Field 1006)

INSTRUCTIONS Project HT-250, dated April 17, 1940.

LIMITS This sheet covers the Chester River and it's tributaries from a point one half mile south of Chestertown to the Millington Highway Bridge. Junction is with Sheet 1005 at the point one half mile south of Chestertown. *H-6601 (1940)*

SURVEY METHODS The triangulation covering this area is very limited, stations were located in 1896, 1909 and 1934. Stations Emory 1909, Ing 1909 and Queen 1909 were used in checking Air Photo Signals and in locating additional signals. The shoreline detail and some signals were furnished by the Baltimore Compilation Office. This office assigned one of their men to assist in pricking necessary additional control during the signal building. The spotted positions of these additional control points are shown in green on the boat sheet, these were plotted and circled in black when the scaled positions were furnished. All control above the Chestertown Bridge is based entirely on Air Photo Positions. Sextant cuts, fixes and sextometer distances were taken between Air Photo Positions to check the agreement, necessary additional signals were also located in this manner. The signals shown in Morgan Creek were spotted 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. From Chestertown Bridge to Morgan Creek the break from the tide flat along the north side of the channel is very abrupt, a definite shoal<sup>\*</sup> narrow ridge appears at the edge adjacent to the channel. *\* Depths 1/2 to 2 ft MLW*

CHANNELS The controlling depth to Chestertown is      feet which appears on Sheet 1005 on the flat NW of Skillet Point. *controlling depth on H-6602 down river from Chestertown to Junction with H-6601 (1940) is 13 ft MLW*  
 The controlling depth Chestertown to Crumpton is 6 1/2 feet which occurs first about 1 1/2 miles down the channel from Crumpton Bridge. *H 6601 (1940) Not yet verified.*  
 The channel from the turn down river from this controlling point to the Crumpton Bridge is very narrow and is buoyed. East of the bridge at Crumpton the channel continues very narrow and lies between areas of tuckahoes, 5 feet can be carried to Kirby's Landing. From Kirby's Landing to Millington the channel is of little value.

DISCREPANCIES No known discrepancies exist on this sheet.

Crumpton	Chestertown
{ φ - 39°-14.5	{ φ 39°-12.5
{ λ - 75°-55.5	{ λ - 76°-04.0
Kirby Landing	Millington
{ φ - 39°-15.0	{ φ - 39°-15.5
{ λ - 75°-52.5	{ λ - 75°-50.5

COMPARISON WITH PREVIOUS SURVEYS

In general, <sup>Prior</sup> ~~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 70 to 95 years previous. <sup>Review</sup> Heads of creeks indicate some filling.

GEOGRAPHIC NAMES

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

The old county landings in this area are not being used and in general are in poor condition. During field work in this area the only commercial vessel which used the river to Crumpton was the G. L. POPE of OXFORD.

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

*(Note accompanying sheet from Washington Office)*

BOAT SHEET H-1006

1:10,000

Prepared in Washington Office 5/12/40  
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-5693, T-5694, T-5696 and  
T-5697 <sup>all (938)</sup> by Frank H. McBeth  
Checked by Joseph P. Dunich 5/20/40

# H6602

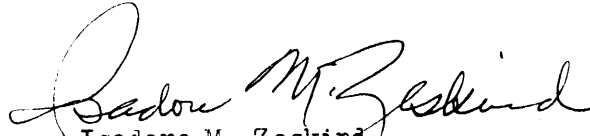
## STATISTICS

Date	Day	Statute Miles	Soundings	Positions
Sept. 3	a	16.5	627	180
4	b	15.0	549	122
5	c	21.2	711	146
6	d	18.5	689	153
9	e	15.6	544	135
10	f	6.6	248	63
11	g	7.2	271	72
12	h	15.0	577	155
13	j	12.1	496	130
16	k	11.3	441	138
17	l	11.4	404	106
18	m	11.0	457	118
		<hr/>	<hr/>	<hr/>
		161.4	6014	1518

ADDENDUM

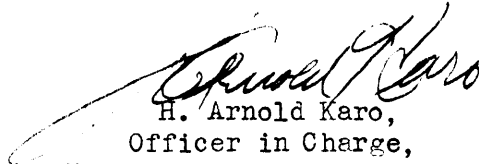
Signal Gun was originally shown on this sheet as an airphoto station,  
but was relocated by sextant cuts and the station is now shown as a  
hydro signal.

$\phi 39^{\circ}-12.9'$   
 $\lambda 76^{\circ}-02.7'$

  
Isadore M. Zeskind,  
Asst. Cartographic Engineer

(1940)

The records for hydrographic sheet No. H-6602 (Field No. H-1006)  
have been examined and are approved.

  
H. Arnold Karo,  
Officer in Charge,  
Norfolk Processing Office.

Norfolk, Va.  
December 18, 1941.

H6602

TIDAL DATA & SHEET DATA  
(1006)

Tides used for the reduction of soundings on this sheet were obtained from records of portable automatic tide gages listed below:

Chestertown : Lat.  $39^{\circ}-12'.4$  Long.  $76^{\circ}-03'.8$  ✓  
Crumpton : Lat.  $39^{\circ}-14'.7$  Long.  $75^{\circ}-55'.8$ <sup>5</sup> ✓  
Millington : Lat.  $39^{\circ}-15'.4$  Long.  $75^{\circ}-50'.4$  ✓

All tidal data obtained from these stations has been forwarded to the Division of Tides and Currents. Any additional information required should be requested from that office.

*(Note accompanying Sheet from Washington Office)*

Boat Sheet H-6602 (field no. 1006) - 1:10,000  
Prepared in Washington Office 3/12/40  
Triangulation stations have not been plotted  
Projection on ruling machine by Joseph P. Dunich  
Shore lines and hydrographic signals transferred in projector  
from air photographic surveys T-5693, T-5694, T-5696, & T-5697 all (1938)  
by Frank H. McBeth

Checked by Joseph P. Dunich 5/20/40 ✓



*ACC  
HRE*

### TIDE NOTE FOR HYDROGRAPHIC SHEET

January 10, 1942.

~~Division of Hydrography and Topography:~~

✓ Division of Charts: Attention: MR. H. R. EDMONSTON.

Plane of reference approved in  
6 volumes of sounding records for

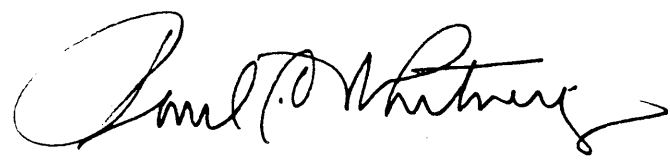
HYDROGRAPHIC SHEET 6602

Locality Chester River, Chesapeake Bay, Maryland.

Chief of Party: F. L. Gallen in 1940.  
Plane of reference is mean low water reading  
2.3 ft. on tide staff at Chestertown.  
3.1 ft. below B. M. 1  
1.7 ft. on Tide Staff at Crumpton  
5.6 ft. below B. M. 1  
1.9 ft. on Tide Staff at Millington  
12.0 ft. below B. M. 1

Height of mean high water above plane of reference is 1.8 feet at  
Chestertown; 2.4 feet at Crumpton; 2.0 feet at Millington.

Condition of records satisfactory except as noted below:



Chief, Division of Tides and Currents.

GEOGRAPHIC NAMES  
Survey No. **H6602**

Name on Survey	Source										
	A	B	C	D	E	F	G	H	K		
<u>Chesapeake Bay</u>											1
<u>Chester River</u>											2
<u>Chestertown</u>											3
<u>Radcliffe Cr.</u>											4
<u>Morgan Cr.</u>											5
<u>Rosin Cr.</u>											6
<u>Possum Pt.</u>											7
<u>Crumpton</u>											8
<u>Pearl Cr.</u>											9
<u>Foreman Branch</u>											10
<u>Chase I.</u>											11
<u>Red Lion Branch</u>											12
<u>Kirby Landing</u>											13
<u>Millington</u>											14
											15
											16
											17
											18
											19
											20
											21
											22
											23
											24
											25
											26
											27

Names underlined in red  
by L. Heck on 2/19/44

Remarks

Decisions

	Remarks	Decisions
1	For title	U.S.G.B
2		390762
3		392760
4	Radcliffe = U.S.G.B. decision 4/7/42	1 U.S.G.B.
5		"
6		"
7		:
8		392759
9		- U.S.G.B
10		"
11		r
12	U.S.G.B. decision 4/7/42	- U.S.G.B
13		392758
14		,
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Surveys Section (Chart Division)

HYDROGRAPHIC SURVEY NO. **H6602**

Records accompanying survey:

Boat sheets *.One.*; sounding vols. *.(6).*; 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	<i>.1518.</i>
	<i>4</i>
Number of positions checked	<i>.52..</i>
	<i>1</i>
Number of positions revised	<i>.None.</i>
Number of soundings recorded	<i>.6014.</i>
	<i>1</i>
Number of soundings revised (refers to depth only)	<i>.9...</i>
Number of soundings erroneously spaced	<i>.17..</i>
Number of signals erroneously plotted or transferred	<i>.None.</i>
Topographic details	Time <i>.12..</i>
Junctions	Time <i>.4...</i>
Verification of soundings from graphic record	Time <del><i>.74..</i></del>

Verification by *A. R. Stirni*..... Total time *.90..* Date *Jan 27, 1942*

Review by *Harold F. Stegman*..... Time *.29 hrs* Date *Jan. 31, 1942*

# MEMORANDUM

## IMMEDIATE ATTENTION

SURVEY  
 DESCRIPTIVE REPORT  
~~PHOTOSTAT OF~~

} No. H **H6602**  
~~XXXX~~

{ received Dec. 23, 1941  
 registered Jan. 9, 1942  
 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			
26			
30			
40			
62			
63			
82			
✓ 83	Pg 1	<i>RF</i>	
88			
90			

RETURN TO

82	R. W. Knox
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*RF*

DIVISION OF CHARTS

SURVEYS SECTION

REVIEW OF HYDROGRAPHIC SURVEY

REGISTER NO. H-6602  
FIELD NO. 1006

Maryland - Chesapeake Bay; Chester River;  
Chestertown to Millington  
Surveyed in September 1940, Scale 1:10,000  
Instructions dated April 17, 1940 (MITCHELL AND OGDEN)

Soundings:  
Hand lead

Control:  
3'pt fixes on shore signals

Chief of Party - F. L. Gallen  
Surveyed by - Max G. Ricketts  
Protracted by - C. H. Bishop  
Soundings plotted by - C. H. Bishop  
Verified and inked by - A. R. Stirni  
Reviewed by - H. F. Stegman, January 31, 1942  
Inspected by - H. R. Edmonston

1. Shoreline and Signals

a. Shoreline and topographic signals originate with air photographic surveys T-5693, T-5694, T-5696 and T-5697 all of 1938..

b. Hydrographic signals, located by sextant and sextometer rod are listed in the index of Vol. 1.

c. Signals shown in green were spotted on the boatsheet in accordance with paragraph 5 of the project instructions. They are listed in Vol. 1.

2. Sounding Line Crossings

Satisfactory.

3. Depth Curves

Satisfactory.

4. Junctions with Contemporary Surveys

H-6601 (1940) joins the southwestern limit of the present survey, in Lat. 39°-11.'4, Long. 76°-04.'0. The junction will be considered in the review of H-6601.

5. Comparison with Prior Surveys

H-174 (1846), scale 1:20,000  
 H-1026a (1869-70), H-1026b (1870) and H-1027 (1869-70); scales  
 1:5,000.

These surveys taken together cover the area of H-6602 from its southwestern limits to the vicinity of Crumpton, Lat 39°-14.'5, Long. 75°-55.'5. In the area downstream from Chestertown bridge the agreement of H-174 with the present survey is within 1 to 2 ft. Between Chestertown and Crumpton the general agreement is very good except in mid-channel where the prior survey soundings are 1 to 3 feet shoaler at several points. The maximum difference noted was in the vicinity of Lat. 39°-14.'5, Long. 76°-00.'5 where the narrow channel of the present survey shows depths of 16 to 22 ft., soundings of 9 to 12 were obtained on H-1026a. Since the channel development on the older surveys was very sparse and since a long period of time has elapsed the differences noted between the older and present survey, are believed to be due to natural changes and no soundings have been carried forward. The mid-channel soundings of H-1026b in Morgan Creek are in good agreement with those of the present survey. The present survey supersedes these early surveys.

5. Comparison with:

Chart 548, scale 1:40,000 Latest print dated 5/15/41  
Chart 1226, scale 1:80,000 " " " 8/28/41

a. Hydrography

Hydrography in the area westward of Crumpton originates with the surveys considered in paragraph 5. Eastward of this point the hydrography is from USE blueprint 22287 of 1928, surveyed when dredging between Crumpton and Kirby Landing (Chart 1226) was completed. (Controlling depth 6 ft at MLW). The present survey depths are in good agreement with those of the USE blueprint except in the vicinity of Lat. 39°-14.'6, Long. 75°-55.0 where shoaling of 1 to 3 feet has taken place and the controlling depth on H-6602 is five feet at MLW.

b. Aids to Navigation

The aids to navigation agree closely with the chart and 1941 Atlantic Coast Light List except as follows:

1. The flashing white post light in Lat. 39°-12' Long. 76°-04' was established after the date of H-6602. (G.G.N. to M. 40-1941)

2. The numbers of charted spar buoys S-37, and S-38 have been changed since the survey date. (G.G.N. to M. 45-1941)

3. Spar buoy S-2 was recorded as having no number at the time of the present survey.

4. Crumpton channel spar buoys 1, 3, 4, 5, 6, 7, 8, 9, 11, and 13 are not charted because, as noted in Chart Letter 321 (1940), the positions have not been available. These buoys are listed in the 1941 Light List but no locations are given. They should now be added to the chart using the present survey positions. Buoys 1, 3, 9, and 11 are recorded in the present survey as having no numbers, but the 1941 Light List supersedes this information.

c. Bridges

The Chestertown and Crumpton bridges are charted as fixed. The present bridges are both movable and should be thus shown on the chart.

7. General Comment

The records and descriptive report of this survey are satisfactory. However, the list of Geographic Names should be completed by comparison with the airphotographic surveys mentioned in paragraph 1a of this report. (See Descriptive Report, page 2).

8. Compliance with Project Instructions


This survey complies with the project instructions and no additional field work is required. The instructions, paragraph 25, requested current observations at Crumpton bridge provided that the progress of the hydrographic survey would not be delayed or interfered with. The descriptive report does not state that this observation was made.

9. Superseded Surveys


H-174 (1846)	In part.
H-1026a (1869-70)	Entirely
H-1026b (1870)	"
H-1027 (1869-70)	"

Examined and approved:

  
Chief, Surveys Section

  
Chief, Division of Charts

  
Chief, Section of Hydrography

  
Chief, Division of Coastal Surveys



Applied to Reconstruction of Chart 548 - Apr. 27, 1942 - J.W.  
" " drawing " " 1226 May 2, 1942 J.H.S.