

66
41
6950

6950

Form 504	
U. S. COAST AND GEODETIC SURVEY DEPARTMENT OF COMMERCE	
DESCRIPTIVE REPORT	
Type of Survey	Hydrographic
Field No.	113
Office No.	H-6950
LOCALITY	
State	MARYLAND
General locality	CHESAPEAKE BAY
Locality	MILES RIVER, GOLDSBOROUGH and GLEBE CREEKS
<u>194 3</u>	
CHIEF OF PARTY	
L. P. Raynor	
LIBRARY & ARCHIVES	
DATE	

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.

REGISTER No. H-6950

Field No. 113

State MARYLAND

General locality CHESAPEAKE BAY

Locality MILES RIVER, GOLDSBOROUGH & GLEBE CREEKS

Scale 1:10,000 Date of survey Nov. - Dec. 1943

Instructions dated Supplemental Instructions dated Sept. 23, 1943 & Additional Instructions dated 9/18/43; Proj. CS-250

Vessel Ship LYDONIA

Chief of party L. P. Raynor

Surveyed by W.F. Deane
Ship's Officers

Soundings taken by fathometer, graphic recorder, hand lead, ~~vide~~

Protracted by M. T. Miller

Soundings penciled by J. D. Curd

Soundings in ~~fathoms~~ feet at MLW ~~MLLW~~

REMARKS: This sheet was processed at the Norfolk Processing Office.

DESCRIPTIVE REPORT

to accompany

HYDROGRAPHIC SHEET NO. 6950 (Field 113)

Since no descriptive report was written by the field party, this report is written in lieu of same.

INSTRUCTIONS:

This survey was executed under authority of the Director's Additional Instructions, dated September 18, 1942, and Supplemental Instructions dated September 23, 1943, for Project CS-250.

LOCALITY:

This is a survey of the Miles River, Goldsborough and Glebe Creeks, and covers that area which is east of longitude 76° 09.4'.

CONTROL & SIGNALS:

Triangulation previously established furnished the primary control. The topographic signals were gotten from air-photo compilations, while the hydrographic signals were gotten by sextant fixes.

The following hydrographic signals were taken directly from the Boat Sheet as their location could not be found in the sounding records,-

CUR
HOE
DAY } fixes in records of H-6951 (1943)

The signals shown in green on the boat sheet were spotted by the field party from shoreline as shown on the air-photo compilations. These points were transferred to the smooth sheet from the boat sheet.

SURVEY METHODS:

The usual method of three-point fixes was used throughout this survey where possible. In the narrow portions of the river and tributaries, a combination of range finder distances and bearings were used to fix the positions of the launch. The bearings have been corrected to true bearings and the range finder distances are shown in the sounding records as the corrected distances.

DISCREPANCIES:

No apparent discrepancies appear on this survey.

DANGERS:

None appear on this survey.

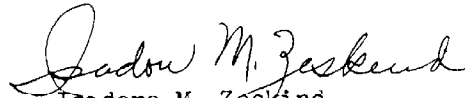
JUNCTIONS WITH CONTEMPORARY SURVEYS:

A junction is made with Sheet H-6951 on the ~~east~~^{south}.

MISCELLANEOUS:

The northern part of the Tred Avon River above latitude 38° 45' could be shown on this sheet when this area has been surveyed.

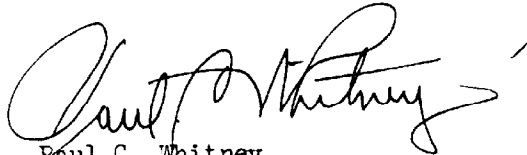
Respectfully submitted,



Isadore M. Zeskind
Associate Cartographic Engineer

Norfolk, Va.
July 20, 1944

Approved and Forwarded



Paul C. Whitney
Supervisor, S.E. District

STATISTICS

Date 1943	Day	Launch	NO. Soundings H.L. & Pole	No. Positions	Statute Miles Sdg. Line
Nov. 27	a	100	83	71	5.5
Dec. 1	b	100	9	153	16.2
2	c	100	2	137	12.5
3	d	100	141	120	12.5
4	e	100	195	56	5.8
8	f	100	60	<u>86</u>	<u>7.2</u>
			Total	623	59.7

Area in square statute miles 1.4

TIDAL NOTE

Tide stations were maintained at St. Michaels and Miles River Bridge to furnish reducers for this hydrography.

MLW on staff at St. Michaels	-	2.8
MLW on staff at Miles River Bridge	-	2.0

Surveys Section (Chart Division)

HYDROGRAPHIC SURVEY NO. **H6950**

Records accompanying survey:

Boat sheets *..1..*; sounding vols. *..7..*; wire drag vols. *..0..*;
 bomb vols. *..0..*; graphic recorder rolls *..6..*;
 special reports, etc.

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

Number of positions on sheet	<i>623</i>
Number of positions checked	<i>49</i>
Number of positions revised	<i>3</i>
Number of soundings recorded	<i>3084 (approx)</i>
Number of soundings revised (refers to depth only)	<i>250 Approx. { error of 0.2' in reductions</i> <i>78</i>
Number of soundings erroneously spaced	<i>40</i>
Number of signals erroneously plotted or transferred	<i>1</i>
Topographic details	Time <i>8</i>
Junctions	Time <i>0. (Not verified as yet)</i>
Verification of soundings from graphic record	Time <i>6</i>

Verification by *F. J. ORTIZ*..... Total time *127*.. Date *3/4/46*..

Review by *R. H. Cartens*..... Time *14 hr* Date *3/12/46*..

GEOGRAPHIC NAMES

Survey No.

H6950

Name on Survey	Source of Name									
	A	B	C	D	E	F	G	H	K	
<u>Maryland</u>								U.S.G.N.		1
<u>Miles River</u>					388	762		4		2
<u>Glebe Creek</u>					587	761				3
<u>Goldsborough Creek</u>					388	761		11		4
										5
										6
										7
										8
										9
										10
<u>Miles River Bridge</u>										11
										12
										13
										14
										15
										16
										17
										18
										19
										20
										21
										22
										23
										24
										25
										26
										27

Names underlined in red app. by L. Heck 03/13/76

(location of tide staff)

LAC
HLC

TIDE NOTE FOR HYDROGRAPHIC SHEET

August 10, 1944.

~~Division of Hydrography and Topography:~~

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

Plane of reference approved in
2 volumes of sounding records for

HYDROGRAPHIC SHEET 6950

Locality Miles River, Goldsborough and Glebe Creeks: Chesapeake Bay

Chief of Party: L. P. Raynor in 1943
Plane of reference is mean low water reading
2.0 ft. on tide staff at Miles River Bridge
5.2 ft. below B. M. 1

Height of mean high water above plane of reference is 1.3 feet.

Condition of records satisfactory except as noted below:

C. K. Green

Chief, Division of Tides and Currents.

DIVISION OF CHARTS

REVIEW SECTION - NAUTICAL CHART BRANCH

REVIEW OF HYDROGRAPHIC SURVEY

REGISTRY NO. 6950

FIELD NO. 113

Maryland, Chesapeake Bay, Miles River
Surveyed in Nov. - Dec. 1943 Scale 1:10,000
Project No. CS-250

Soundings:

808 Fathometer
Handlead
Pole

Control:

Sextant fixes on shore signals
Bearings and range-finder distances

Chief of Party - L. P. Raynor
Surveyed by - W. F. Deane
Protracted by - M. T. Miller
Soundings plotted by - J. D. Curd
Verified and inked by - F. J. Ortiz
Reviewed by - R. H. Carstens, March 12, 1946
Inspected by - H. W. Murray

1. Shoreline and Signals

The shoreline and topographic signals originate with air photographic surveys T-5709, T-5710 and T-5713 of 1937-41. Signals in green were spotted on the boat sheet from shoreline detail and transferred to the smooth sheet. The fixes for supplementary hydrographic signals are recorded in the sounding records. Fixes for hydrographic signals Cur, Hoe, and Day are recorded in the sounding records of H-6951 (1943).

Much of the offshore marsh grass shown on the topographic sheets falls on present shoal soundings and has not been transferred to the smooth sheet.

2. Sounding Line Crossings

Depths at crosslines are in good agreement

3. Depth Curves and Bottom Configuration

The usual depth curves were satisfactorily drawn.

The bottom is generally quite smooth.

4. Junctions with Contemporary Surveys

The junction with H-6951 (1943) on the south will be considered when that survey is verified.

5. Comparison with Prior Surveys

H-177 (1847)	1:20,000
H-1050 (1870)	1:10,000

Depths on these prior surveys are in fairly good agreement with present depths.

The 9-ft. sounding charted in lat. $38^{\circ} 47.02'$, long. $76^{\circ} 08.59'$ from H-177 was incorrectly plotted on that survey. In its correct position, the 9-ft. is in agreement with present depths.

The prior surveys are superseded by the present survey within the common area.

6. Comparison with Chart 1225 (Latest print date Sept. 29, 1945)

A. Hydrography

The charted soundings originate with the previously discussed surveys which need no further consideration, and with the present survey from which a few soundings have been charted before verification.

The chart should be brought into agreement with the present survey.

B. Aids to Navigation

The survey positions of S-17 in lat. $38^{\circ} 47.08'$, long. $76^{\circ} 08.62'$ and S-16 in lat. $38^{\circ} 46.9'$, long. $76^{\circ} 08.83'$ are 145 meters southward, and 135 meters northward, respectively from the charted positions. The survey position of buoy S-17 more satisfactorily marks the feature intended than does the charted position.

7. Condition of Survey

The plotting was satisfactory except that signals spotted on the boat sheet were inked on the smooth sheet in red instead of in green. These were revised in the Washington Office.

The condition of the sounding records and the descriptive report were satisfactory except that about half of the reduced soundings on "a-day" were in error by 0.2 feet. These were corrected in the office.

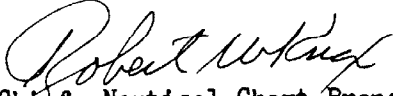
8. Compliance with Instructions for the Project

The survey satisfactorily complies with the instructions for the project.

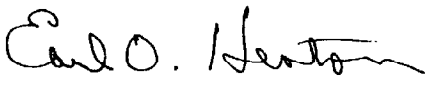
9. Additional Field Work Recommended


This is an excellent basic survey and no additional field work is recommended.

Examined and approved:


Chief, Nautical Chart Branch


Chief, Chart Division


Chief, Section of Hydrography


Chief, Division of Coastal Surveys

Partially applied to CLK1225 before making 10/12/44 J/7A