

7032

Diag'd. on Diag. Ch. No. 77-3

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Hydrographic

Field No. 513-A Office No. H-7032

LOCALITY

State Maryland

General locality Chesapeake Bay

Locality Entrance to Choptank River

1943-45

CHIEF OF PARTY

Thos. B. Reed

LIBRARY & ARCHIVES

DATE January 22, 1946

B-1870-1 (1)

7032

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

H7032

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-7032

Field No. 513-A

State Maryland

General locality Chesapeake Bay

Locality ~~Northern part of~~ Entrance to Choptank River

Scale 1:10,000 Date of survey Dec. 2, 1943 to April 20, 1945

Instructions dated Sept. 18, 1942 and Sept. 23, 1943

Vessel COWIE, FARIS, OGDEN, Launch 72, Skiff

Chief of party Thos. B. Reed, H. J. Healy, W. R. Porter

Surveyed by Thos. B. Reed, H. J. Healy, W. R. Porter, J. O. Phillips, A. L. Powell

Soundings taken by ~~tachometer~~, graphic recorder, ~~hand lead, wire~~ pole

Protracted by R.H. Auld

Soundings penciled by R.J. Auld

Soundings in ~~fathoms~~ feet at MLW ~~MLOW~~

REMARKS: This sheet was processed in the Hydrographic Section of the S.E.
District, Norfolk, Va.

NOTES TO ACCOMPANY DESCRIPTIVE REPORT FOR
HYDROGRAPHIC SURVEY H-3032 (Field No. 513-A)
(1943-45)

ENTRANCE TO CHOPTANK RIVER, MARYLAND

Scale 1:10,000

Ship COWIE, Thos. B. Reed, Commdg.

This report was written prior to the processing of the smooth sheet at the Norfolk Processing Office.

A. The project number is CS-250. The date of the Instructions is Sept. 18, 1942, and the date of the Supplemental Instructions is Sept. 23, 1943.

B. This survey covers the northern part of the entrance to the Choptank River, eastward from Long. $76^{\circ} 20'$ to the mouth of the Tred Avon River. The survey includes work by three parties: H. J. Healy from Dec. 2 to 22, 1943; W. R. Porter from Feb. 8 to 10, 1944 and Thos. B. Reed from April 10, 1944 to April 20, 1945.

This survey joins on the west with sheet No. 413, on the north with sheets Nos. 313 and 613, on the southeast with sheet No. 813 and on the south with sheet No. 513-B. There are no contemporary surveys in this area. An index of surveys is included in this report.

C. Sounding records Nos. 1 and 2 for the work done from Dec. 2 to 22, 1943 by H. J. Healy had been sent to the processing office prior to the receipt of the boat sheet by this party. Sounding Record No. 4 containing the work done with the FARIS by W. R. Porter was transferred to this party with the boat sheet.

A, B and C days (April 10 to 14, 1944) were run by the COWIE at a speed of about 10 knots. The remainder of the work was done with either Launch No. 72 or a 25 ft. skiff as indicated on the list of statistics. The launch or skiff party based on the COWIE, which usually anchored on the working grounds.

808 type depth recorders Nos. 65 and 67 were used for the work by the party from the COWIE. Shoal depths were usually sounded with a pole.

D. Tide stations used for reducing the soundings are indicated on the Tidal Note accompanying this report.

F. Source of triangulation control stations:

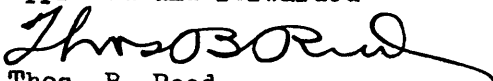
Choptank River Light House	J. Bowie, Jr.	1934
Black Walnut Cove Light		1941
Tower, Weather Bureau		1941
Navy Tower No. 1	L. P. Raynor	1945

All topographic signals were obtained from topographic maps Nos. 5711, T-5712 and T-5724.

A list of signals used is pasted in the front of Volume No. ~~3~~4 ✓

- G. Shoreline on the boat sheet was transferred from the planimetric maps listed above. (Corrected to agree with T-8248 §49 (1942)) ✓
- H. Soundings were taken with an 808 type depth recorder in depths greater than about 5 feet. A pole was used in the shoaler depths. Soundings were recorded on the regular 15 second spacing with notes in the record when intermediate soundings were recorded. ✓
- Soundings by the COWIE in less than 14 feet in a few areas on A, B and C days were rejected and the areas later covered by launch lines. Bar checks in depths less than 15 feet could not be obtained with the fathometer as installed on the COWIE. ✓
- Bar checks were taken twice daily and the velocity corrections to the soundings taken directly from the bar checks after mean curves had been drawn. ✓
- I. The hydrographic lines were controlled by visual fixes, usually taken at two minute intervals. ✓
- J. The present survey is believed to be complete and adequate to supercede prior surveys for charting purposes. The junctions with adjacent surveys are satisfactory. ✓
- K. There are some discrepancies in cross lines and adjacent lines on the boat sheet but it is believed that most of these will be satisfactory on the smooth sheet when proper tide and other corrections are applied. ✓
- L., M. and N. A discussion of these subjects can better be made after completion of the smooth sheet. A general comparison of the boat sheet with the chart indicates only small changes since the old surveys. ✓
- O. Coast Pilot information will be submitted on an area basis and none is included in this report. ✓
- P. The positions of all fixed and floating aids to navigation in the area covered by the sheet have been checked or determined. ✓
- There are no bridges or cables in the area covered by this survey. ✓
- Q. Landmarks for charts are being submitted on Form 567. Following is a list of objects within the limits of this sheet:
 BRICK HOUSE (West Chimney) ✓ (Chart Letter 47 (1946))
 TOWER (Weather Bureau) ✓
 TOWER (Navy No. 1) ✓
- R. Geographic names are considered to have been adequately covered by the topographic mapping party. 84 ✓

Approved and forwarded:


 Thos. B. Reed
 Chief of Party

TIDAL NOTE

(1943-45)
HYDROGRAPHIC SURVEY No. H- 7032 (Field No. 513-A)

Project CS-250
Thos. B. Reed, Chief of Party

Tide reducers for A, B, and C days (COWIE Apr. 10 to 14, 1944) and for r, s and t days (Launch 72) were obtained from the standard automatic gage at Cambridge, Maryland, using 0.9 ✓ correction for range and minus 10 minutes time correction. Hourly heights were furnished by the Washington office. Mean low water is 6.3 on the staff.

Tide reducers for the work between August 1, 1944 and September ✓ 27, 1944 were obtained from a portable automatic gage at Avalon, Maryland with no time or height correction. Mean low water is 2.3 on the Avalon staff.

STATISTICS FOR HYDROGRAPHIC SURVEY H-
 (Field Number 513-A)
 Project CS-250
 Ship COWIE
 1943-1945

<u>Volume Number</u>	<u>Day Letter</u>	<u>Date</u>	<u>Boat Used</u>	<u>Number of Positions</u>	<u>Statute Miles</u>
1	A	12/2/43	OGDEN	87	24.0
1	B	12/3/43	"	61	21.5
1	C	12/6/43	"	95	25.9
2	D	12/7/43	"	12	3.0
2	E	12/8/43	"	73	21.7
2	F	12/22/43	"	32	10.0
3	-	-	"	Location of Signals	
(Above work ^{was} done by party of H. J. Healy)					
4	A	2/8/44	FARIS	72	16.6
4	B	2/10/44	"	51	12.9
(Above work was done by party of W. R. Porter)					
5	A	4/10/44	COWIE	145	43.0
5 & 6	B	4/11/44	"	176	54.1
6	C	4/14/44	"	230	68.7
7	a	8/1/44	Launch 72	91	15.1
7 & 8	b	8/9/44	" "	167	33.6
8	c	8/10/44	" "	163	36.8
9	d	8/30/44	Skiff & Launch 72	96	18.2
9 & 10	e	8/31/44	" " "	156	23.2
10	f	9/4/44	Launch 72	80	14.9
10	g	9/6/44	" "	57	10.4
10 & 11	h	9/8/44	" "	141	21.9
11	j	9/19/44	" "	41	6.6
11	k	9/20/44	" "	69	12.7
11 & 12	l	9/21/44	" "	107	16.7
12	m	9/22/44	" "	69	11.1
12	n	9/25/44	" "	21	--
12	q	9/27/44	Skiff	25	2.4
13	p	9/26/44	Launch 72	97	11.9
13	q	9/27/44	" "	110	19.0
13 & 14	r	9/28/44	" "	96	14.2
14	s	4/18/45	" "	104	19.8
14	t	4/20/45	" "	7	1.2
TOTALS				2731	591.1

Total area in square statute miles 22.0

APPROVAL SHEET

For Hydrographic Survey, Field No. 513-A (H-7032 (1943-45))

Project CS-250

The boat sheet and accompanying records for the above survey have been inspected and are approved. The boat sheet was examined daily while the work was in progress and the survey is believed to be complete.



Thos. B. Reed
Chief of Party

Office Memorandum • UNITED STATES GOVERNMENT

TO : Chief, Coastal Surveys

DATE: February 11, 1946

FROM : Chief, Nautical Chart Branch

SUBJECT: Wire Drag, H-7032 (1943-45), Entrance to Choptank River,
Chesapeake Bay, Maryland.

A 6-foot shoal found in depths of 14 feet in Latitude $38^{\circ}39.80'$, Longitude $76^{\circ}19.34'$ is questionable; the 6 was obtained with an 808 fathometer. The base of the shoal streak on the fathogram is not accompanied by the characteristic inverted letter "V" opening.

The hydrographer spent about forty-five minutes searching for this feature and obtained a questionable confirmation which likewise has no opening near the base. A similar streak at 6 feet in general depths of 10 feet was considered disproved by the hydrographer in Latitude $38^{\circ}40.46'$, Longitude $76^{\circ}18.75'$ after a forty-minute search.

That the position of the above shoal may coincide with the remains of the "Nellie Bly" wreck shown on chart 1225 about 700 meters northwest is questioned because local fishermen state that the wreck was demolished several years ago. Moreover, the "Nellie Bly" was about 50 feet in length, whereas the length of the 6-foot shoal trace along the base was about 190 feet.

Wire dragging of both these features will afford a conclusive disproval or confirmation.

Chief, Nautical Chart Branch.

A D D E N D U M

to accompany

(1943-45)

HYDROGRAPHIC SHEET NO. H-7032 (Field No. 513-A)


Latitude $38^{\circ}41.2\overset{2}{3}'$ and longitude $76^{\circ}18.9\overset{1}{8}'$, 19-20 b (green) 40-41 d (green), 2 1/2 ft. sounding. Although a note in sounding record No. 7, page No. 40, states that this 2 1/2 ft. sounding is O.K., it is our belief this is a stray and does not exist. ✓ Concur
Par. 6 A(i) review

Latitude $38^{\circ}41.2\overset{0}{1}'$ and longitude $76^{\circ}17.28'$, 5-6 $\overset{2}{1}$ (green), 12 ft. sounding. Attention is directed to the above mentioned sounding which is not confirmed by surrounding hydrography. This may be a stray sounding. (Concur) (Vol. #11, page 52)
✓ Par. 6 A(i) review

Hydrographic Signals: Hydro Signals CAT, YEL and MUG were originally transferred to the smooth sheet from the boat sheet, as the location of these signals is contained in the records for H-7047, which were not available at this office until the processing of this sheet was completed. The locations of signals CAT and YEL according to plotting on H-7047 are as shown in pencil on H-7032. The hydrographic location of signal MUG could not be found in the records for either H-7032 or H-7047. This may be a topographic signal which could not be confirmed at this office since the reverse print which we have does not contain all the signals appearing on the original manuscript. (MUG originates from T-5724) ✓

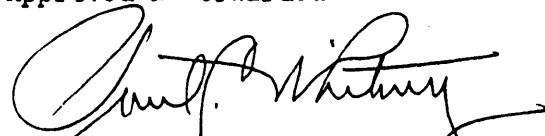
Investigation of the positions plotted on this sheet using signals CAT and YEL show only slight displacement of hydrography in an area whose bottom is fairly even. The positions of this hydrography ~~was~~ ^{were} not changed. (The slight amount of displacement found considered unimportant) ✓

Respectfully submitted


Isadore M. Zeskind
Cartographic Engineer

Norfolk, Va.
January 15, 1946

Approved & Forwarded


Paul C. Whitney
Supervisor SE District

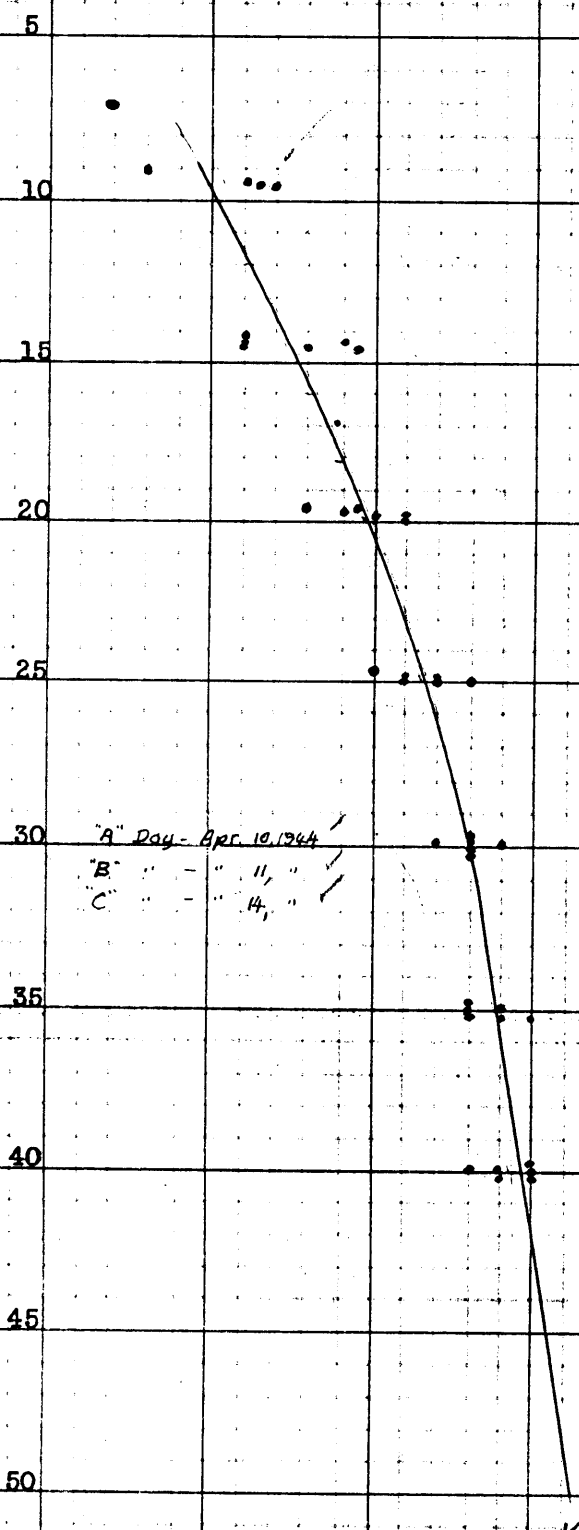
Corrections in Feet

+1.5 +1.0 +0.5 0 -0.5 -1.0

GRAPHIC RECORDER CORRECTIONS
 U. S. Coast and Geodetic Survey
 Ship CS 311 (or M. V. COWIE)
 Thos. B. Reed, Comdg.
 These corrections are to be applied
 to graphic recorder soundings on the
 dates indicated, on hydrographic
 survey No. 513 A (Field), Choctank
 River, southeast of Tilghman Island.
 Project CS-250

Corrections to Depth
 Feet

+0.8	12.0 to 15.5	✓
+0.6	16.0 to 20.5	✓
+0.4	21.0 to 26.0	✓
+0.2	26.5 to 35.5	✓
0.0	36.0 to 48.5	✓



Comp. by G.R.F.

✓ by JBR

Corrections in Feet

0.5 0 -0.5 -1.0 0.5 0 0.5 -1.0

5

10

15

20

25

30

35

40

45

50

55

"b" Day - Aug. 9, 1944 ✓
"c" Day - " 10, " ✓

"a" Day - Aug. 1, 1944

• bottom - bottom (P)

August 1, 1944
"a" Day
Correction to Depth
Feet
0.0 2.0 to 9.5 ✓
-0.2 10.0 to 17.5 ✓
-0.4 18.0 to 19 ✓

August 9 & 10, 1944
"b" & "c" Days
Correction to Depth
Feet
0.0 2.0 to 22.0 ✓
-0.2 22.5 to 47 ✓

Curve parallel to curve on "d" & "e" Days - Aug. 30 & 31, 1944.

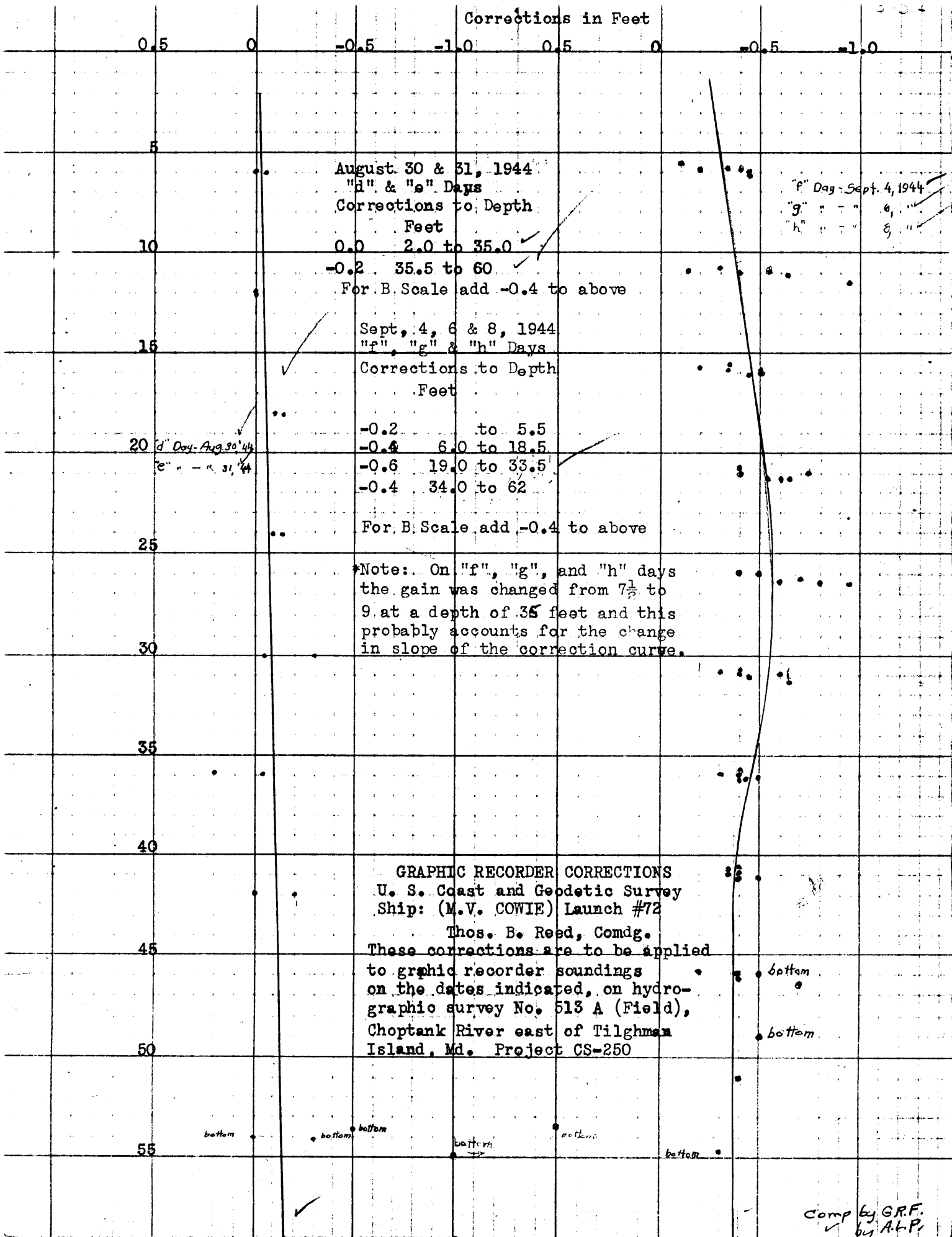
GRAPHIC RECORDER CORRECTIONS
U. S. Coast and Geodetic Survey
Ship: (M.V. COWIE) Launch #72 ✓
Thos. B. Reed, Comdg.

These graphic recorder corrections
are to be applied to soundings on
the dates indicated, on hydrographic
survey No. 517 A (Field), Choptank
River east of Tilghman Island.
Project CS-250

Comp. by G.R.F.
✓ by 2230R

Corrections in Feet

0.5 0 -0.5 -1.0 0.5 0 -0.5 -1.0



August 30 & 31, 1944
"d" & "e" Days

Corrections to Depth
Feet
0.0 2.0 to 35.0 ✓

-0.2 35.5 to 60 ✓
For B. Scale add -0.4 to above

Sept. 4, 6 & 8, 1944
"f", "g" & "h" Days

Corrections to Depth
Feet

-0.2 to 5.5 ✓
-0.4 6.0 to 18.5 ✓
-0.6 19.0 to 33.5 ✓
-0.4 34.0 to 62 ✓

For B. Scale add -0.4 to above

*Note: On "f", "g", and "h" days
the gain was changed from $7\frac{1}{2}$ to
9 at a depth of 35 feet and this
probably accounts for the change
in slope of the correction curve.

"f" Day - Sept. 4, 1944 ✓

"g" " " 6, " " ✓

"h" " " 8, " " ✓

20 "d" Day - Aug. 30, '44 ✓
"e" " " 31, '44 ✓

GRAPHIC RECORDER CORRECTIONS
U. S. Coast and Geodetic Survey
Ship: (M.V. COWIE) Launch #72
Thos. B. Reed, Comdg.
These corrections are to be applied
to graphic recorder soundings
on the dates indicated, on hydro-
graphic survey No. 513 A (Field),
Choptank River east of Tilghman
Island, Md. Project CS-250

bottom
bottom

bottom bottom bottom bottom bottom bottom

Comp by G.R.F.
by A.L.P.

Corrections to Depth

+0.5 0.9 -0.5 -1.0 +0.5 0 -0.5 -1.0

Sept. 19, 1944
"j" Day
Corrections to Depth
Feet

0.0 to 5.0
-0.2 5.5 to 26.0
-0.4 26.5 to 47.0
-0.6 47.5 to 62

For B Scale add -2.0 to above

"k" Day - Sept 20, 1944
"l" Day - Sept 21, 1944
"m" Day - Sept 22, 1944

Depth Recorder No. 67

Sept. 20, 21 & 22, 1944
"k", "l" and "m" Days
Corrections to Depth
Feet

0.0 to 20.5
-0.2 21.0 to 49.5
-0.4 50.0 to 62

For B Scale add -0.6 to above

"j" Day - Sept. 19, 1944

Depth Recorder No. 65

bottom

GRAPHIC RECORDER CORRECTIONS
U. S. Coast and Geodetic Survey
Ship: (M. V. COWIE) Launch No. 72
Thos. B. Reed, Comdg.

These corrections are to be applied
to graphic recorder soundings on the
dates indicated on hydrographic
survey No. 513 A (Field), Choptank
River, southeast of Tilghman Island,
Maryland, Project OS-250

bottom

Bottom
54 1/2 + 2.0
55 1/2 + 1.5
(Soft Mud bottom)

Comp by JRF
by A.L.P.

Corrections to Depth

+0.5 0 -0.5 -1.0 +0.5 0 -0.5 -1.0

Sept. 25, 26, 27 & 28, 1944

"n", "p", "q" & "r" Days

Corrections to Depth

Feet

0.0 to 23.0

-0.2 23.5 to 50

5

10

15

20

25

30

35

40

45

50

55

n Day - Sept 25, 1944
p " - " 26, "
q " - " 27, "
r " - " 28, "

41 fms

bottom

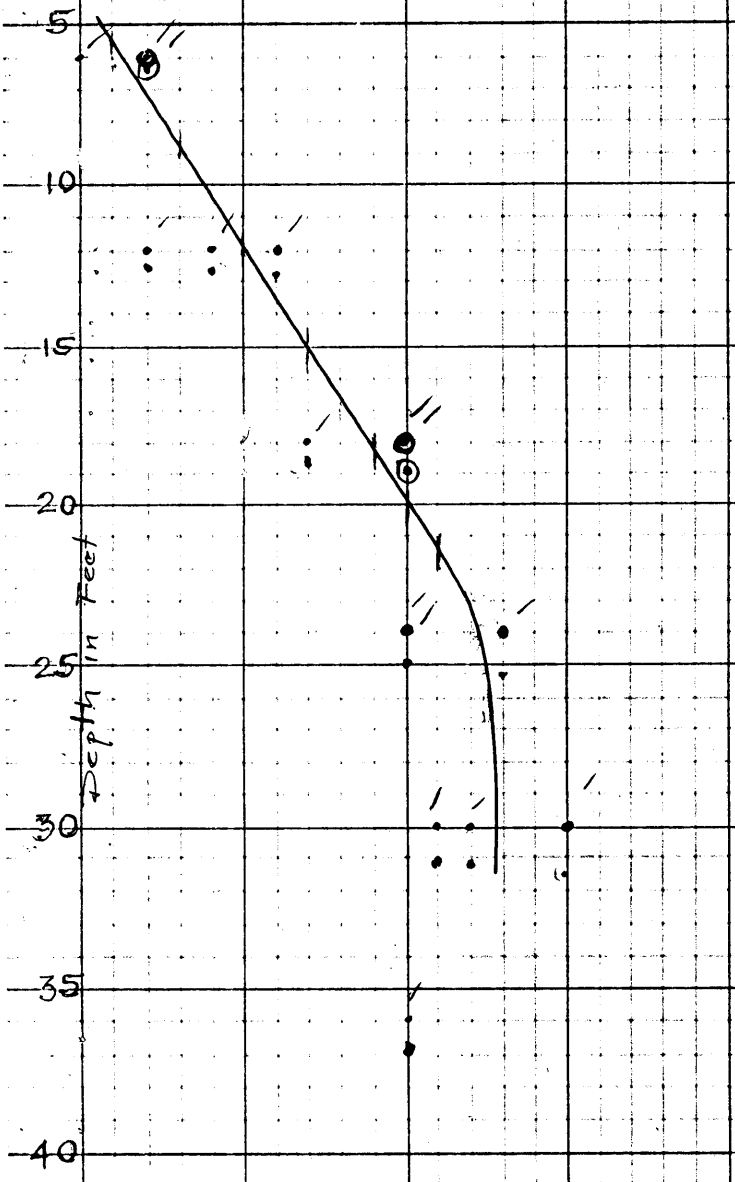
bottom

GRAPHIC RECORDER CORRECTIONS
U. S. Coast and Geodetic Survey
Ship: (M.V. COWIE) Launch # 72
Thos. B. Reed, Comdg.
These corrections are to be applied
to graphic recorder soundings on
the dates indicated, on hydrographic
survey No. 513 A (Field), Choptank
River, southeast of Tilghman Island,
Maryland, Project CS-250

comp by RJ
✓ by ALP

Corrections in Feet

-0.5 -1.0 -1.5



Graphic Recorder Corrections
 U.S. Coast & Geodetic Survey
 Thos. B. Reed, Comdr.

Sheet 513 A. (Field)
 Choptank River, S.E. of
 Tilghman Island.
 Project C.S. 250

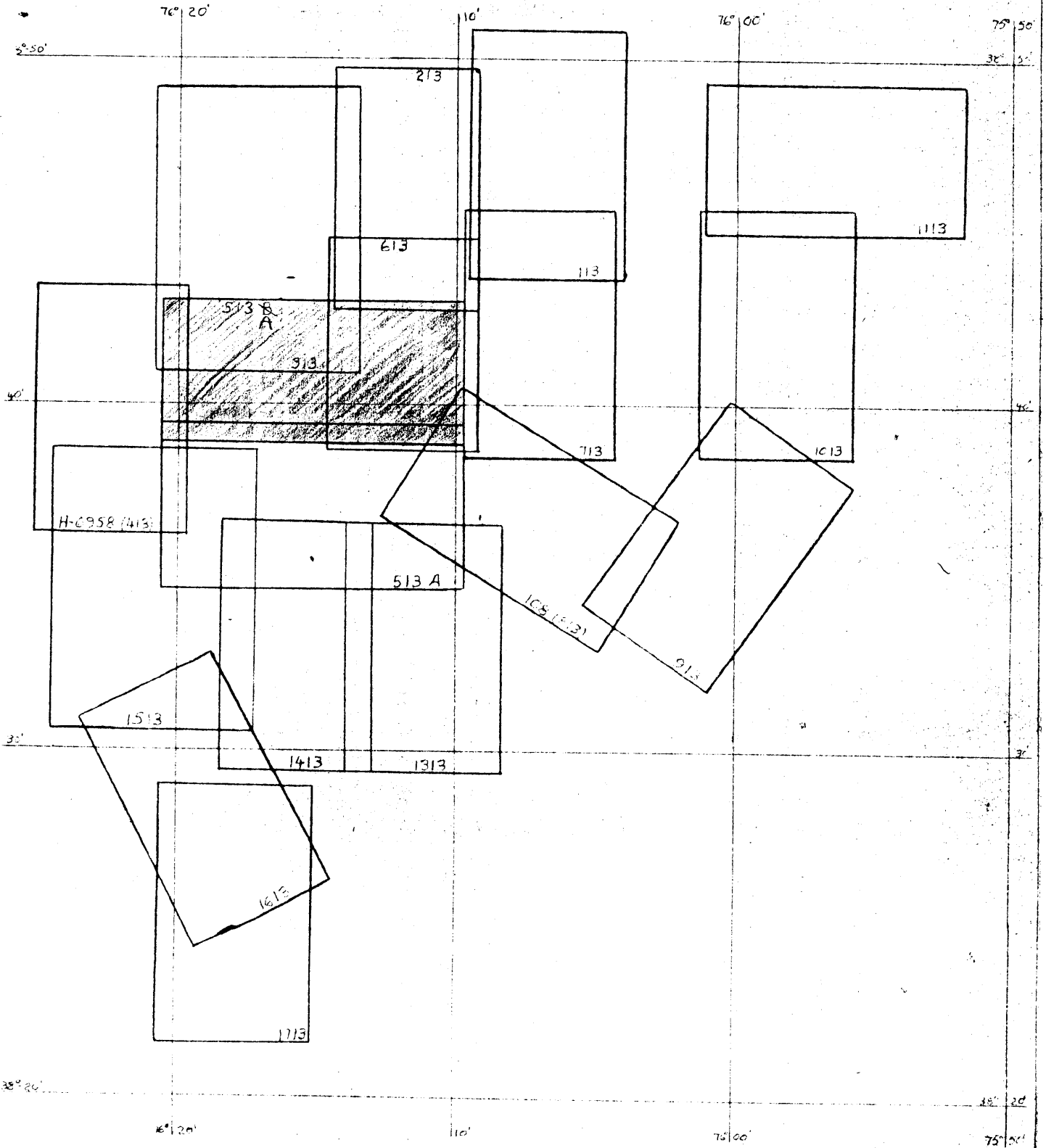
Corrections to Depth
 Feet

0	✓	to	5.5
-0.2	✓	to	9.0
-0.4	✓	to	12.0 ✓
-0.6	✓	to	15.0 ✓
-0.8	✓	to	18.5 ✓
-1.0	✓	to	21.5 ✓
-1.2	✓	to	35.0 ✓

1 CM

2. day	Launch 72	April 18, 1945	Sheet 513 A
t. day	"	" 20, 1945	" "
n. day	"	" 20, 1945	" 513 B

SHEET LAYOUT
Project CS-250
Scale 1:10,000



GEOGRAPHIC NAMES

Survey No. **H7032**

Name on Survey

	On Chart No.	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		
	A	B	C	D	E	F	G	H	K	
<u>Maryland</u>			(for title)						US&R	1
<u>Chesapeake Bay</u>			"						"	2
<u>Choptank River</u>			"							3
<u>Blackwalnut Pt</u>									"	4
<u>Benoni Pt.</u>									"	5
<u>Bachelor Pt.</u>									"	6
<u>Tilghman I.</u>										7
										8
										9
										10
										11
										12
										13
										14
										15
<u>Cambridge</u>										16
<u>Avalon</u>										17
										18
										19
										20
										21
										22
										23
										24
										25
										26
										27

Survey was finished in the afternoon
by L. Beck on 3/1/47

} location of tide staffs

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. **H7032.**

Records accompanying survey:

Boat sheets **.1**...; sounding vols. **.14**...; wire drag vols.;
 bomb vols.; graphic recorder rolls **.8** envelopes
 special reports, etc. 1 envelope of Bar Checks

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

Number of positions on sheet		2731	
		
Number of positions checked		425	
		
Number of positions revised		22	
		
Number of soundings revised (refers to depth only)		21	
		
Number of soundings erroneously spaced		69	
		
Number of signals erroneously plotted or transferred		0	
		
Topographic details	Time	4	
		
Junctions	Time	63	
		
Verification of soundings from graphic record	Time	6	
		
Verification by <i>B. S. Williams</i>	Total time	267	Date 12-26-46
	
Reviewed by <i>J. A. Dismore</i>	Time	66 hrs.	Date 1-27-47
	

HMM

TIDE NOTE FOR HYDROGRAPHIC SHEET

February 18, 1946.

Division-of-Hydrography-and-Topography:

Division of Charts: H. W. MURRAY

Plane of reference approved in
14 volumes of sounding records for

HYDROGRAPHIC SHEET 7032

Locality Chesapeake Bay, Maryland.
Entrance to Choptank River.

Chief of Party: T. B. Reed, W. R. Porter and H. J. Healy in 1943 - 1945.

Plane of reference is mean low water, reading

6.3 ft. on tide staff at Cambridge.

4.7 ft. below B. M. 1

2.3 ft. on tide staff at Avalon

3.9 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:

Ham
Coq Chief, Division of Tides and Currents.

DIVISION OF CHARTS

REVIEW SECTION - NAUTICAL CHART BRANCH

REVIEW OF HYDROGRAPHIC SURVEY

REGISTRY NO. 7032

FIELD NO. 513-A

Maryland, Chesapeake Bay, Entrance to Choptank River
Surveyed in December 1943 to April 1945 Scale 1:10,000
Project No. CS-250

Soundings:

808 Depth Recorder
Pole

Control:

Three-point fixes on shore
signals

Chief of Party - T. B. Reed, H. J. Healy and W. R. Porter
Surveyed by - T. B. Reed, H. J. Healy, W. R. Porter,
J. O. Phillips and A. L. Powell
Protracted by - R. J. Auld
Soundings plotted by - R. J. Auld
Verified and inked by - B. G. Williams
Reviewed by - T. A. Dinsmore, February 5, 1947
Inspected by - H. W. Murray

1. Shoreline and Signals

The shoreline originates with air photographic surveys T-8248 and T-8249. The signals are from T-5711, T-5712 and map manuscript T-5724. The fixes for supplementary hydrographic signals are recorded in the sounding volumes of the present survey and adjoining contemporary surveys.

2. Sounding Line Crossings

Depths at crossings are in satisfactory agreement.

3. Depth Curves and Bottom Configuration

The usual depth curves were satisfactorily drawn.

The bottom is generally smooth. Shoals extend as much as two miles off some points of land.

4. Junctions with Contemporary Surveys

Satisfactory junctions were effected with H-7001 (1944-45) on the north and H-7043 (1943-45) on the south. Weak fixes in the vicinity of lat. $38^{\circ} 39.0'$, long. $76^{\circ} 17.5'$ necessitated the replotting of several lines of soundings on the latter survey before a satisfactory junction could be secured.

Junctions with H-6958 (1943-44) on the west, H-7010 (1942-44) on the east and H-7047 (1944-45) on the northwest will be considered when those surveys are verified.

5. Comparison with Prior SurveysA. H-201 (1848) 1:20,000

The sparse development on this early survey is in fairly good agreement with present depths. The present survey supersedes this prior survey within the common area.

B. H-2630 (1902) 1:20,000

This survey covers the entire area of the present survey. These prior depths are in good agreement, except in areas where the bottom has apparently shoaled. In the depression in the vicinity of lat. $38^{\circ} 39.15'$, long. $76^{\circ} 18.3'$, prior 61-ft. depths are superseded by present 57-ft. depths. In lat. $38^{\circ} 39.6'$, long. $76^{\circ} 14.7'$, former 31-ft. depths are superseded by present 27-ft. depths. On the eastern half of the present survey, present depths greater than 18-feet are 1-to 2-ft. shoaler than prior depths.

- (1) The 16-ft. sounding (chart 1225) falling in present 19-ft. depths at lat. $38^{\circ} 40.18'$, long. $76^{\circ} 17.72'$, is actually 16.7 ft. in the old sounding records. Inasmuch as 17-ft. soundings nearby on the present survey are adequate, the 16 should be disregarded.
- (2) The uninvestigated pile (chart 1225) at lat. $38^{\circ} 40.03'$, long. $76^{\circ} 18.17'$, falling in present 7-ft. depths should be disregarded. The pile is now considered non-existent.
- (3) The uninvestigated 14-ft. sounding (not charted) at lat. $38^{\circ} 39.77'$, long. $76^{\circ} 10.9'$, falling in present 18-ft. depths should be disregarded. Falling between 19- and 21-ft. soundings on line on the prior survey, the 14 is considered a 1-fm. error.

6. Comparison with Chart 1225 (Latest print of Nov. 25, 1946)A. Hydrography

Charted hydrography within the limits of the present survey originates principally with the previously discussed

surveys, supplemented by advance charting from the present survey prior to verification and review.

- (1) The charted 2-ft. (reported) sounding at lat. $38^{\circ} 41.2'$, long. $76^{\circ} 18.9'$, and the charted 12-ft. (reported) sounding at lat. $38^{\circ} 41.2'$, long. $76^{\circ} 17.25'$, falling in present 4- and 16-ft. depths, respectively, should be disregarded. These soundings originating with the present unverified survey are considered to be stray fathogram recordings.
- (2) A charted sunken wreck falls in present depths of 11-feet at lat. $38^{\circ} 40.00'$, long. $76^{\circ} 19.70'$. Identified as the "Nellie Bly" this wreck originates with L. H. Notice to Mariners No. 51 (1918). According to local information, recorded in sounding volume No. 13, the wreck was demolished years ago. No indication of the wreck was found during more than an hours' investigation on the present survey. Since fishing lines are reported to foul here, it is considered that pieces of wreckage exist on the bottom. It is therefore recommended that the wreck symbol be deleted and replaced by the notation "wreckage".
- (3) The charted notation "reported" accompanying the 6-ft. sounding at lat. $38^{\circ} 39.80'$, long. $76^{\circ} 19.34'$ originates with a questionable 6-ft. sounding on the present survey. The fathogram recording of the 6- and 8-ft. soundings was not accompanied by the characteristic inverted letter "V" opening at the base of the shoal streak. Forty-five minutes of investigation resulted in questionable confirmation of the possible obstruction. The sounding should, however, be retained pending conclusive confirmation or disapproval by wire-drag. The charted notation "reported" should be deleted.

B. Aids to Navigation

- (1) Eight spar buoys (lettered A to H) lie in a straight line between Choptank River Light and Tilghman Island. The buoys are maintained by the Conservation Department of Maryland and originate with C. G. Notice to Mariners No. 51 (1940). Designated as scraping limit buoys, they mark a line which prohibits scraping oysters from the bottom on the inshore or shoal water side. Present survey positions of the buoys disagree with their charted positions in varying amounts up to 900 meters but maintain their charted alignment. The disagreements referred to are considered unimportant as the buoys still adequately serve their purpose.

- (2) An unnumbered spar buoy located in August 1944 on the present survey at lat. $38^{\circ} 41.60'$, long. $76^{\circ} 18.85'$ does not appear on the chart. Spar buoy No. 1 was charted at this position in 1938 and was discontinued by authority of C. G. Notice to Mariners No. 7 (1939).
- (3) All other survey positions of aids are in substantial agreement with their charted positions and satisfactorily mark the features intended.

7. Condition of Survey

- a. The Descriptive Report and sounding records are complete and comprehensive.
- b. The smooth plotting was satisfactory except that an erroneously recorded signal necessitated the replotting of twenty positions. This revision was made in the Washington Office.

8. Compliance with Project Instructions

The survey adequately complies with the Project Instructions.

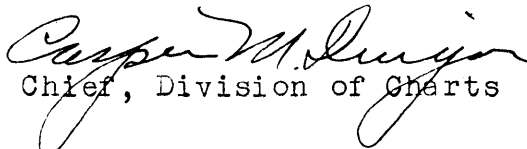
9. Additional Field Work Recommended

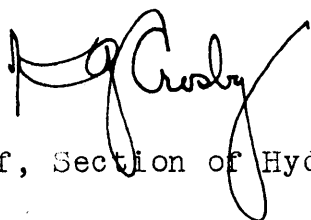
It is recommended that a wire-drag investigation be made of the following:


- a. The wreckage of the Nellie Bly charted at lat. $38^{\circ} 40.00'$, long. $76^{\circ} 19.70'$ and discussed in par. 6A (2) of this review.
- b. The 6-ft. sounding on the present survey at lat. $38^{\circ} 39.80'$, long. $76^{\circ} 19.34'$ which is discussed in par. 6A (3) of this review.

Examined and approved:


Chief, Nautical Chart Branch


Chief, Division of Charts


Chief, Section of Hydrography


Chief, Division of Coastal Surveys

