7156

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. CO-1646 Office No. H-7156

LOCALITY

State MARYLAND

General locality CHESAPEAKE BAY

Locality HONGA RIVER

1946

CHIEF OF PARTY

Ronald R. Moore

LIBRARY & ARCHIVES

DATE

B-1870-1 (1)

7156

Form 537
(Ed. Nov. 1941)

REG. NO. H7156

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-7156 (1946)

Field No. CO-1646

State Maryland

General locality Chesapeake Bay

Locality Honga River

Scale 1-10:000 Date of survey 29 May 1946 - 18 October 1946

Instructions dated 11 August 1945

Vessel Ship COWIE

Chief of party Ronald R. Moore

Surveyed by Ronald R. Moore & Roger C. Rowse

Soundings taken by fathometer, ~~graphic recorder~~, hand lead, ~~wire~~ & pole

Protracted by A. G. Atwill

Soundings penciled by A. G. Atwill

Soundings in fathoms feet at MLW MLLW

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

U. S. GOVERNMENT PRINTING OFFICE 428975

DESCRIPTIVE REPORT

TO ACCOMPANY

HYDROGRAPHIC SHEET H-7156(1946) FIELD NO. CO-1646

SHIP COWIE SCALE 1:10000 Ronald R. Moore, Comdg.

Surveyed by Ronald R. Moore
Roger C. Rowse

A. This survey was done under instructions for Project CS-287 dated 11 August 1945.

B. This is an inshore survey in Honga River, an arm of Chesapeake Bay, from latitude 38°13'N where it joins Surveys H-6775 and H-6779, done in 1942, extending northward to latitude 38°19'N, where it joins Survey H-7157(1946)(CO-1746), which was surveyed concurrently with the present one. On the southwest it joins Survey H-7155(1946) (CO-1546) at longitude 76°08'W. This survey was also made concurrently with the present one.

Field work commenced on 29 May 1946 and was finished on 18 October 1946.

C. Various units of the party worked on this survey. The COWIE ran lines along the axis of the main channel. Launch 100 was used for nearly the entire area of sheet, other boats being used only when No. 100 was temporarily out of commission. Launch 72 was used on two days; Launch 82 on one day; and the 25 foot skiff on four days For work with the skiff a 16-foot sounding pole was used. All the units were equipped with portable recording 808 type fathometers.

D. The tide station used for the reduction of soundings was the standard automatic tide gage maintained by the Maryland Biological Laboratory at their dock at Solomon's Island, Maryland. No time factor was introduced.

E. The smooth sheet was plotted at the Norfolk Processing Office.

F. Control is based on triangulation accomplished by various chiefs of party from 1898 to 1910.

Topographic stations are located on air photo topographic sheets T-8118 SW, T-8118 SE, T-8119 W, T-8135 NW, and T-8136 NE. These are supplemented by hydrographic stations located by sextant fixes taken at the stations, with the exception of signals BUSHY, LONE, DED, TREE, APEX, STACK, NOB, CUL, NEST, BREL, and IVY, which were located by sextant cuts from other stations. In this area there are numerous duck blinds offshore that were located for use as signals.

G. The shoreline is from the air photo topographic sheets listed in F above. The low-water line could not be defined by the hydrographic party because of the gradual slope of the bottom, the large areas of flats, and trees and stumps in areas where erosion has taken place. Lines adjacent to the shoreline were run where the regular system of lines was not normal to shoreline.

H. The soundings were obtained with an 808 type recording fathometer. Bar checks were taken at the beginning and end of each days work. The bar check lines for the launches were accurately marked standard leadline; for the COWIE they were accurately marked steel wire rope. Bar check curves for each day were plotted and a mean curve for that day used for the correction of soundings.

A sounding pole, 16 feet long was also used to check the fathometer soundings at numerous times as shown in the records in depths at which soundings with the pole could be made.

I. All positions for the location of the boat depend on three-point fixes taken on stations located as outlined in F above.

J. The survey is complete and adequate to supercede prior surveys. No holidays or excessive difference exist. (Review, par. 7e)

Sounding lines are spaced somewhat less than 100 meters apart, with intermediate lines where necessary for development. In the channel at least two lines were run along the axis and adjacent to it.

The junctions with Sheets H-7155 (1946) (CO-1546) and H-7157 (1946) (CO-1746) are satisfactory in so far as predicted tides were used for the reduction of soundings plotted on the boat sheet.

K. The percentage of cross lines is 6.8%. The crossings are in good agreement considering the use of predicted tides for the plotting of soundings.

L. Comparison with Survey H-209, scale 1:20000, surveyed in 1848. The present survey is in good agreement in a general sense Shoaling is indicated to a considerable extent in the main channel and to a moderate extent in Fox Creek. The shoal ½ mile west of Hooper Strait Lighthouse was developed intensively in the present survey and shows a least depth of 8¾ feet as compared with 12 feet in the old survey.

Comparison with Survey H-2614, scale 1:20000, surveyed in 1901 -02 . The present survey is in good agreement except for the shoal mentioned in the foregoing paragraph. The old survey shows a least depth of 11½ feet while the present survey shows 8¾ feet.

Comparison with Survey H-3379, scale 1:40000, surveyed in 1912. The present survey is in good agreement considering the difference in scale and the spacing of sounding lines.

M. Comparison with Chart 1224, print date 6-23-45. The present survey is in close agreement with the chart in so far as predicted tides were used for the reduction of soundings. Shoaling is indicated in the main channel and in Fox Creek, and less water was found on the shoal west of Hooper Strait Lighthouse. The differences have been previously noted in L above.

N. No new dangers to navigation were found. A sounding of 8 ft. (unreduced), close to Cedar Point Spar Buoy No. 2 in latitude 38°16.5'N, longitude 76°09.6' W, appears on the record for 6 June 1946 between positions 106 and 107 e, Launch 100. This spot was checked by drift soundings and development on "W" day, 31 July 1946, and no indication of it was found. It is believed to be an echo from the anchor chain of the buoy and should be disregarded. The buoy was removed in August 1946.
(concur) (buoy is still charted)

O. This area is used locally by fishermen in boats of suitable draft, basing at Hoopersville, Wingate and other points along the shore of Honga River. See also the descriptive reports for Field sheets CO-1546 and CO-1746.
H-7155(1946) H-7157(1946)

P. The fixed aids to navigation are:

HONGA RIVER LIGHT
HOOPER STRAIT LIGHTHOUSE
CRAB POINT LIGHT
WINDMILL POINT SHOAL LIGHT
BENTLEY POINT LIGHT
MIDDLE ISLAND BRIDGE LIGHT NO. 3 (established August 1946)
PAUL POINT SHOAL DAYBEACON

Q. The floating aids to navigation are:

HONGA RIVER BELL BUOY 1 June 25, 1946 35 ft. 128-N
Lch. 100 38°14.85' 76°07.00'
CEDAR POINT BUOY 2 (removed July 1946; not replaced) (buoy still charted)
BENTLEYS SHOAL BUOY 3 38°18.20 76°09.85' June 13,1946 7-14-47
18.1 ft. 138-b Lch. 72
BENTLEYS BAR BUOY 5 38°18.50' 76°10.60' June 13, 1946
16.1 ft. 139-b Lch. 72

Ronald R. Nunn

TIDAL NOTE

The automatic tide gage maintained by the Maryland Biological Laboratory on their dock at Solomon's Island, Maryland, was used for the reduction of soundings without any time correction.

Mean low water corresponds to a reading of 3.0 feet on the tide staff.

(1946)

STATISTICS FOR SHEET H-7156 (CO-1646)

VO.NO.	DATE	NO. POS.	STATUTE MILES	BAR CHECKS	H.L. or POLE SDGS.	DAY LETTER	BOAT
1	5-29-46	138	19.3	2	----	a	Lch.100
1	5-30-46	150	23.8	2	----	b	Lch.100
2	6-4-46	124	20.1	2	17	c	Lch.100
2 3	6-5-46	291	43.6	3	46	d	Lch.100
3	6-6-46	249	32.1	3	51	e	Lch.100
4	6-7-46	154	24.8	2	28	f	Lch.100
4	6-11-46	95	11.3	1	22	g	Lch.100
5	6-12-46	171	23.9	3	23	a	Lch.72
5 & 6	6-13-46	244	29.8	3	57	b	Lch.72
4 & 7	6-18-46	86	12.6	1	19	h	Lch.100
7	6-19-46	260	36.5	2	34	j	Lch.100
7 & 8	6-20-46	137	24.3	2	45	k	Lch.100
8	6-21-46	72	9.2	2	19	l	Lch.100
8	6-24-46	120	21.2	2	22	m	Lch.100
8 & 9	6-25-46	239	38.3	3	43	n	Lch.100
9 & 10	6-26-46	224	29.5	2	41	p	Lch.100
10	6-27-46	202	29.9	2	13	q	Lch.100
10 &11	7-9-46	133	23.0	1	27	r	Lch.100
11	7-10-46	215	35.9	3	34	s	Lch.100
11 &12	7-11-46	212	27.2	2	97	t	Lch.100
12	7-24-46	173	19.0	3	25	u	Lch.100
13	7-25-46	105	10.9	2	23	v	Lch.100
13	7-31-46	155	18.1	---	41	w	Lch.100
13	8-1-46	42	6.0	2	2	x	Lch.82
14	9-9-46	21	1.0	---	96	a	Skiff
14	9-11-46	20	2.2	---	99	b	Skiff
15	10-2-46	18	4.3	1	---	A	COWIE
15	10-3-46	80	14.3	2	---	B	COWIE
14	10-4-46	60	6.5	---	311	c	Skiff
14	10-18-46	39	3.4	---	267	d	Skiff
			Totals				
		4229	602.0	53	1502		

Area 25 sq. stat. miles.

H-7156 (1946)

LIST OF SIGNALS

TRIANGULATION:

Hooper Strait L.H. 1898
Hoopersville M.E. Church Spire 1910
St. Thomas Church Spire 1910 (STEEP)
PAUL 1910
WINDMILL 2, 1910

TOPOGRAPHIC STATIONS:

T-8118	T-8119	T-8135	T-8136
Ben	Crab	Nor	Lot
* Chim 2	Get	* Son	
Mar	* Hus		
Ten	Jig		
Wind	* Ram		
	* Top		

* Airphoto features (Green Signals)

HYDROGRAPHIC STATIONS:

As	Ear	Jap	Nest	Sam	Wop
Apex	Fat	Ked	Oil	Stack	Zed
Abe	Gal	Lin	Pen	Squat	
Bus	Gat	Lone	Pil	Shy	
Brel	Gut	Liz	Pat	Slim	
Bag	Gum	Lap	Pad	Slip	
Bushy	Ham	Mont	Pipe	Tar	
Car ←Chim	Hi	Mac	Pole	Tub	
Cul	Hip	Mit	Quit	Tug	
Cod	Hid	Max	Riv	Tree	
Cop	Ivy	Nol	Rip	Use	
Ded	Is	Net	Raw	Vex	
Dim	Ice	Nob	Say	Ver	
Doc	Jo	Ned	Sub	Van	

ADDENDUM

HYDROGRAPHIC SURVEY H-7156 (1946) (Field No. Co 1646)

Control

CHIM 2 (green): The location of this signal does not coincide on boat sheets H-7155, H-7154 and H-7157. Its location as shown on boat sheet H-7155 was determined by sextant cuts which, according to information obtained from the officer-in-charge of this survey, were not recorded by the field party, whereas its locations on boat sheets H-7154 and H-7157, which are in agreement, were taken from topographic sheet T-8118. The location of this signal on the above-mentioned smooth sheets was takenfrom boat sheet H-7155, as this location when used to determine the location of other signals appeared to give the best results. (Concur in use of hydro. location)

Attention is directed to the fact that this survey contains a great many hydrographic signals whose locations were determined from a relatively few triangulation and topographic stations and, a great many previously located hydrographic stations. (Review, par. 7c.)

Respectfully submitted

Isadore M. Zeskind
Isadore M. Zeskind
Cartographic Engineer

Norfolk, Virginia
March 3, 1947

Approved & Forwarded

George L. Anderson
George L. Anderson
Supervisor
Southeastern District

5 10 15 20 25 30 35 40 45

H-7146

Lch 100 "n" day 25 June 1946

No correction

0.0

Entered in sdg. record

Lch 100 "p" day 26 June 1946

No correction

0.0

Entered in sdg. record

Lch 100 "q" day 27 June 1946

No correction

0.0

Entered in sdg. record

Lch 100 "r" day 9 July 1946

No correction

0.0

Entered in sdg. record

Lch 100 "s" day 10 July 1946

No correction

0.0

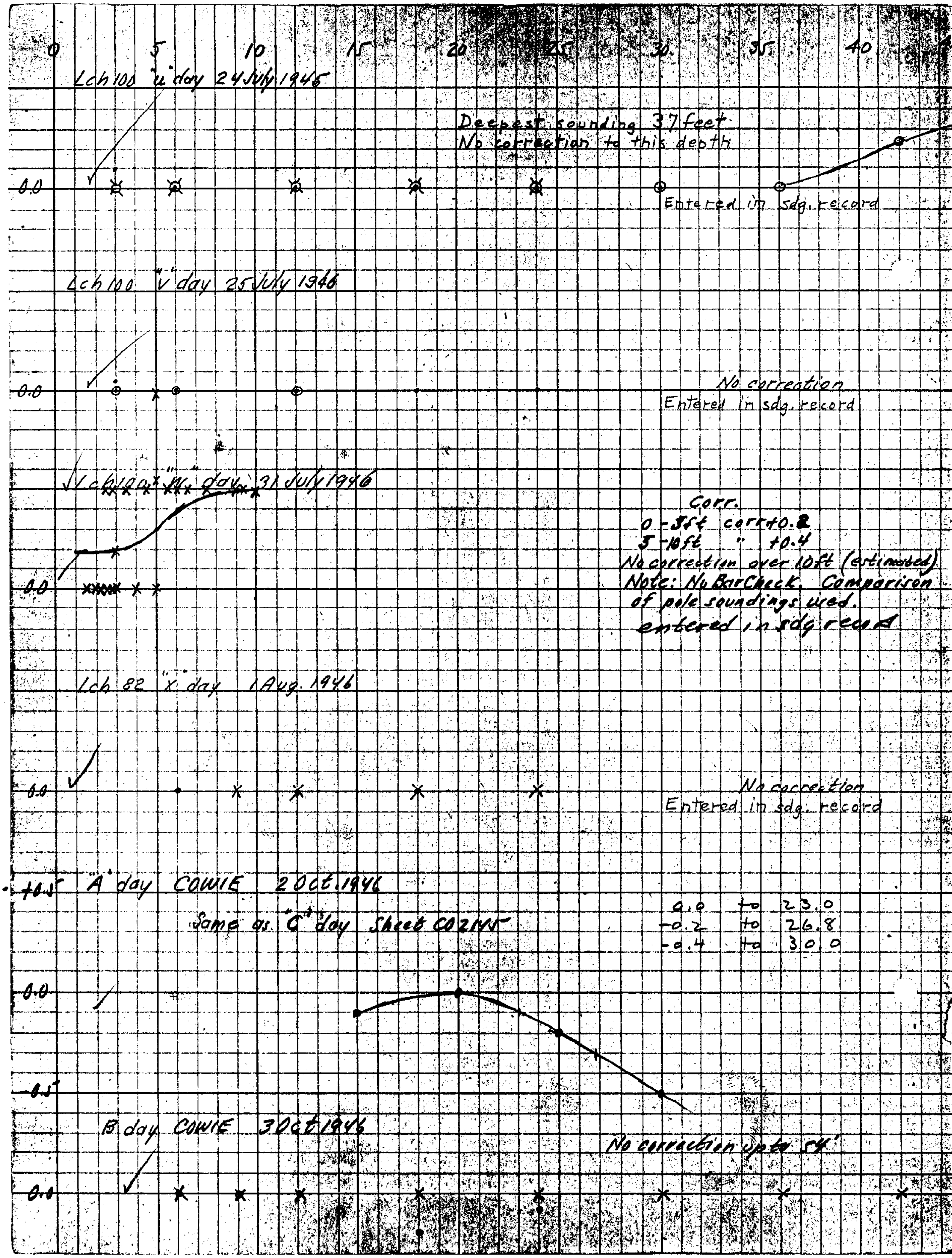
Entered in sdg. record

Lch 100 "t" day 11 July 1946

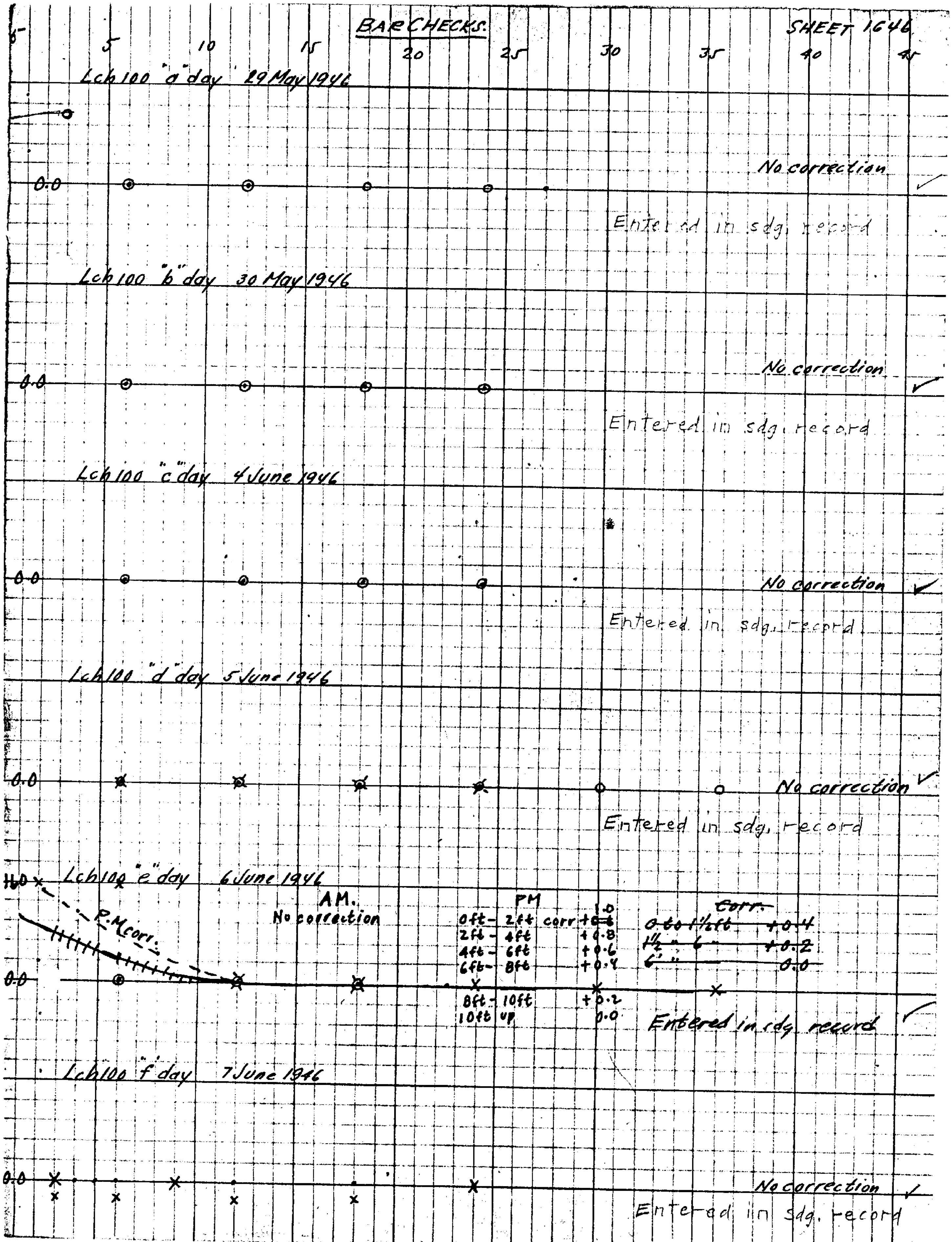
No correction

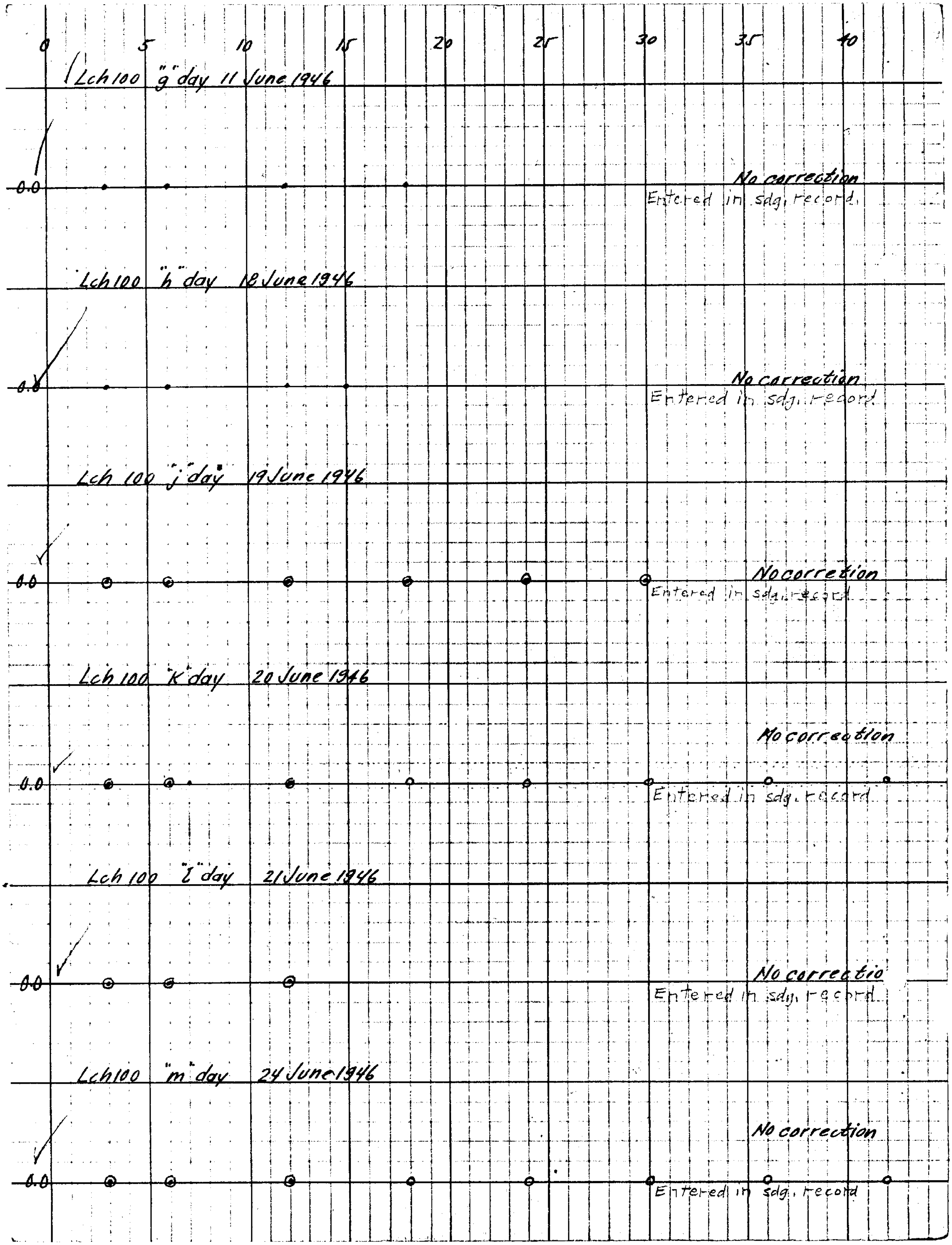
0.0

Entered in sdg. record



0 5 10 15 20 25 30 35 40
Lch 100 "u" day 24 July 1946
Deepest sounding 37 feet
No correction to this depth
0.0
Entered in sdg. record
Lch 100 "v" day 25 July 1946
0.0
No correction
Entered in sdg. record
Lch 100 "w" day 31 July 1946
Corr.
0 - 5 ft corr +0.2
5 - 10 ft " +0.4
No correction over 10 ft (estimated)
Note: No Bar Check. Comparison of pole soundings used.
entered in sdg record
0.0
Lch 82 "x" day 1 Aug. 1946
0.0
No correction
Entered in sdg. record
+0.5
"A" day COWIE 2 Oct. 1946
Same as "C" day Sheet CO2N5
0.0 to 23.0
-0.2 to 26.8
-0.4 to 30.0
0.0
-0.5
B day COWIE 3 Oct 1946
No correction up to 54'
0.0

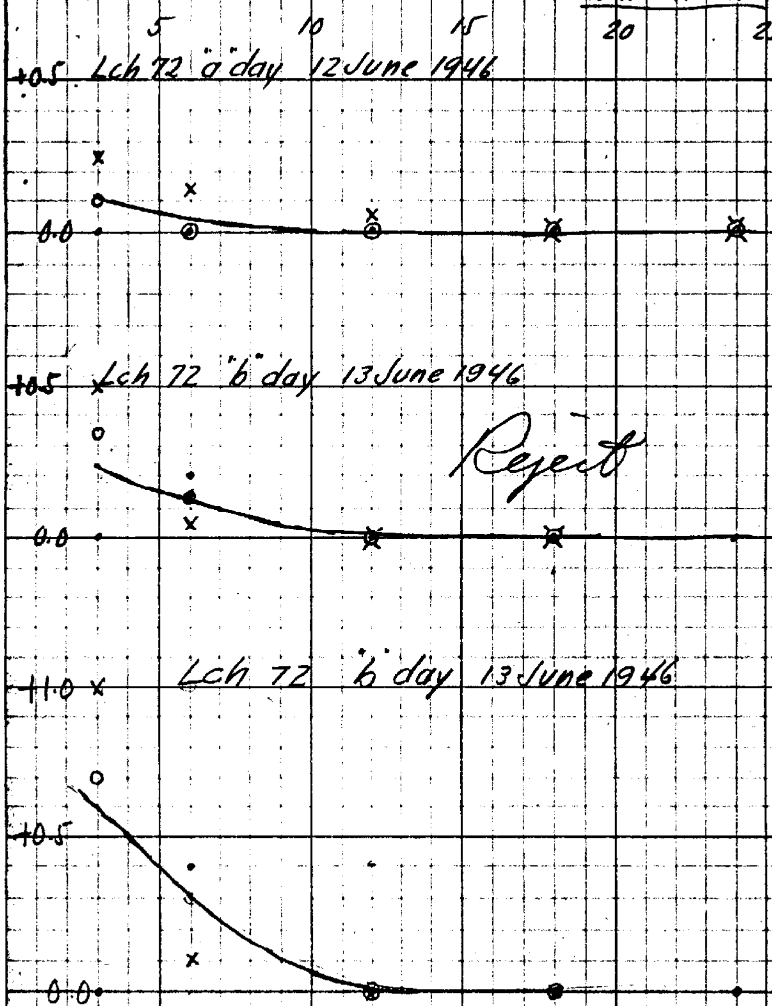

BAR CHECKS.
SHEET 1646
5
10
15
20
25
30
35
40
45
Lch 100 "a" day 29 May 1946
0.0
No correction
Entered in sdg. record
Lch 100 "b" day 30 May 1946
0.0
No correction
Entered in sdg. record
Lch 100 "c" day 4 June 1946
0.0
No correction
Entered in sdg. record
Lch 100 "d" day 5 June 1946
0.0
No correction
Entered in sdg. record
Lch 100 "e" day 6 June 1946
1.0
P.M corr.
0.0
AM.
No correction
PM
0ft - 2ft corr + ~~0.6~~ 1.0
2ft - 4ft + 0.8
4ft - 6ft + 0.6
6ft - 8ft + 0.4
8ft - 10ft + 0.2
10ft up 0.0
~~Corr.~~
~~0 to 1½ft + 0.4~~
~~1½ " 6 " + 0.2~~
~~6 " 0.0~~
Entered in sdg. record
Lch 100 "f" day 7 June 1946
0.0
No correction
Entered in sdg. record


0 5 10 15 20 25 30 35 40
Lch100 "g" day 11 June 1946
0.0
No correction
Entered in sdg. record.
Lch100 "h" day 18 June 1946
0.0
No correction
Entered in sdg. record
Lch 100 "j" day 19 June 1946
0.0
No correction
Entered in sdg. record
Lch 100 "k" day 20 June 1946
No correction
0.0
Entered in sdg. record
Lch 100 "l" day 21 June 1946
0.0
No correctio
Entered in sdg. record
Lch100 "m" day 24 June 1946
No correction
0.0
Entered in sdg. record

BAR CHECKS

Sheet CO-1646

H 7156



No Correction

Entered in sdg. rec.

Reject

Corr.
0 ft to 7 ft corr +0.2
7 ft to — 0.0

Corr.
0 - 4 ft corr +0.6
4 ft - 6 ft +0.4
6 ft - 9 ft +0.2
9 ft - up 0.0

Entered in sdg record

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. H7156

Records accompanying survey:

Boat sheets ..1...; sounding vols.. .16..; wire drag vols. .....;

bomb vols. .....; graphic recorder rolls .26...;

special reports, etc. ..2 Sheets of Bar Checks.....................

....

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

Number of positions on sheet		4228
Number of positions checked		275
Number of positions revised		18
Number of soundings revised (refers to depth only)		46
Number of soundings erroneously spaced		20
Number of signals erroneously plotted or transferred		1
Topographic details	Time	12
Junctions	Time	20
Verification of soundings from graphic record	Time	12

Verification by B. G. Williams........Total time 268.. Date 7-3-47

Reviewed by J. A. Dinsmore.......... Time 30 hrs. Date 7/23/47

M-2232-1

Hydro

Form 712
DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
Rev. June 1937

TIDE NOTE FOR HYDROGRAPHIC SHEET

~~Division of Hydrography and Topography~~: 30 April 1947

Division of Charts: H. W. MURRAY

Plane of reference approved in
16 volumes of sounding records for

HYDROGRAPHIC SHEET 7156

Locality - Honga River, Chesapeake Bay, Maryland.

Chief of Party: R. R. Moore in 1946
Plane of reference is mean low water, reading
3.0 ft. on tide staff at Solomons Island
10.8 ft. below B. M. 4

Height of mean high water above plane of reference is 1.2 feet.

Condition of records satisfactory except as noted below:

E. C. McKay
Chief, ~~Division~~ Section of Tides ~~and Currents.~~

DIVISION OF CHARTS

REVIEW SECTION - NAUTICAL CHART BRANCH

REVIEW OF HYDROGRAPHIC SURVEY   REGISTRY NO. H-7156

FIELD NO. CO-1646

Maryland, Chesapeake Bay, Honga River
Surveyed in May - October 1946   Scale 1:10,000
Project No. CS-287

Soundings:

808 Fathometer
Hand lead
Pole

Control:

Sextant fixes on shore signals

Chief of Party - R. R. Moore
Surveyed by - R. R. Moore and R. C. Rowse
Protracted by - A. G. Atwill
Soundings plotted by - A. G. Atwill
Verified and inked by - B. G. Williams
Reviewed by - T. A. Dinsmore, July 23, 1947
Inspected by - H. W. Murray

1. Shoreline and Control

The sources of the shoreline and control are adequately covered in the Descriptive Report.

The three small piers shown by broken red lines in lat. 38° 15.45', long. 76° 10.60' originate with the boat sheet on the present survey.

2. Sounding Line Crossings

Depths at crossings are in good agreement.

3. Depth Curves and Bottom Configuration

The usual depth curves are adequately delineated.

The bottom along the axis of the river channel varies from 18 feet at lat. 38° 18.34', long. 76° 09.98' to 59 feet at lat. 38° 13.54', long. 76° 06.72'. The channel is bordered by extensive flats and most of the shoreline area is fringed by grassy marsh.

4. Junctions with Contemporary Surveys

Adequate junctions were effected with H-6775 (1942) on the south and H-7155 (1946) on the southwest. The junction with H-6779 (1942) on the south is incomplete because of an unsurveyed area in the vicinity of lat. 38° 13.65', long. 76° 04.00' between H-6779 and the present survey.

A junction with H-7157 (1946) on the northwest will be considered when that sheet is verified and reviewed.

5. Comparison with Prior Surveys

a. H-209 (1848) 1:20,000

This prior survey covers the entire area of the present survey. Fairly good agreement is found between the prior and present surveys in depths of 12 to 24 feet.

Erosion has been exceedingly active in this area. Since this early survey, shoreline recession is noted throughout almost the entire area and generally amounts to 50 to 200 meters. Paul Point, however, has receded as much as 550 meters. Erosion has in most instances deepened inshore depths such as is found off Crab Point in lat. 38° 15.90', long. 76° 06.60' where prior depths of 1 to 2 feet are now superseded by 3- to 5-ft. depths.

Depths along the axis of the river channel have shoaled as much as 11 feet.

Shoals off points of land are now extended or shifted from their prior positions.

The 11-ft. sounding (charted) falling in present 13-ft. depths at lat. 38° 16.13', long. 76° 09.42' is considered to be slightly displaced in position. Inasmuch as 12-ft. depths nearby on the present survey are adequate, the 11 should be disregarded.

The 5-and 6-ft. soundings (charted) falling in present 8-ft. depths at lat. 38° 18.20', long. 78° 10.00' and lat. 38° 18.38', long. 78° 10.73', respectively, should be disregarded. Present hydrography disproves these prior depths and 7-ft. depths nearby are considered adequate for charting.

b. H-2614 (1901-02) 1:20,000 and T-2564 (1901-02) 1:20,000

H-2614 covers the southeastern portion of the present survey. Except for occasional differences of 1 or 2 feet, agreement of depths is excellent.

The pier (charted in ruins) in lat. 38° 17.10', long. 78° 06.90' originates with T-2564 (1901-02). An old pile at the end of this pier was used on the present survey for hydrographic signal COD. A Coast Pilot inspection report (Chart Letter 99, 1947) states that this pier no longer exists. The pier should therefore be disregarded.

c. H-3379 (1912) 1:40,000

This small-scale survey covers about two square miles of the present survey on the southwest. Agreement of depths is within 2 feet except in lat. 38° 13.54', long. 76° 06.72' where prior depths of 46 feet are now superseded by 59 feet.

The present survey is adequate to supersede the prior surveys within the common area.

6. Comparison with Chart 1224 (Latest print date 2/17/47)

a. Hydrography

Charted hydrography originates with the previously discussed surveys which need no further consideration.

A charted stranded wreck falls in present 7-ft. depths at lat. ~~38° 18.23', long. 76° 10.92'~~. The wreck originates with Chart Letter 473 (1929) and was described as a schooner with two masts showing above water. The wreck was not specifically investigated nor mentioned on the present survey. It is recommended that the wreck be retained on the chart. The symbol, however, should be changed to a sunken wreck.

position from Microfilm roll #40
Lat. 38° 18' + 455 m
Long. 76° 10' + 1355 m
McAlinden 7/20/54

b. Aids to Navigation

Present survey positions of both fixed and floating aids to navigation are in substantial agreement with their charted positions and adequately mark the features intended.

The charted buoy in lat. 38° 16.52', long. 76° 09.63' is noted in par. Q, page 3, of the Descriptive Report as being removed in July 1946. There is no other record in this office regarding removal of the buoy.

The charted light in lat. 38° 18.0', long. 76° 12.0' has been rebuilt at a location about 80 meters west of its present charted position. Falling slightly out of the present survey area, the light is discussed in the reviews of H-7155 and H-7157 of 1946.

7. Condition of Survey

a. The sounding records and Descriptive Report are complete and comprehensive except as noted in par. d, below.

b. The smooth plotting is neat and carefully executed.

c. Eighty-one percent of the signals on this sheet were located by sextant angles.

d. The wreck discussed in par. 6a should have been investigated and a recommendation included in the Descriptive Report as to its disposition.

8. Compliance with Project Instructions

The survey adequately complies with the project instructions except as noted in paragraphs 4 and 7d, above.

9. Additional Field Work

This is considered a basic survey, but attention is called to paragraph 7c, above.

The "holiday" (approximately 0.25 square miles in area) existing between the present survey and H-6779 (1942) in lat. 38° 13.65', long. 76° 04.00' should be surveyed.

The wreck referred to in par. 7d, above and falling 550 meters south of the main channel is not considered an important hazard to navigation. However, an investigation of this wreck at a convenient future date would be desirable.

Examined and approved:

I. E. Rittenburg
Chief, Nautical Chart Branch

Casper M. Durgin
Chief, Division of Charts

K. G. Crosby
Chief, Section of Hydrography

C. K. Green
Chief, Division of Coastal Surveys

GEOGRAPHIC NAMES
Survey No. H-7156

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	K	
Maryland		(for	title)						USGB	1
Chesapeake Bay		"	"						"	2
Honga River		"	"						"	3
										4
Hooper Strait									USGB	5
Lower Hooper Island										6
The Thorofare										7
Middle Hooper Island										8
Muddy Hook Cove										9
Hoopersville										10
Hickory ~~[illegible]~~ Cove										11
Flag Cove										12
Bentley Cove										13
Bentley Point										14
Cat Cove										15
Lakes Cove										16
Asquith Island									USGB	17
Windmill Point										18
Windmill Cove										19
Paul Cove										20
Fox Creek										21
Nigger Cove										22
Insley Cove										23
Wingate Point										24
Wingate Cove										25
Piney Point										26
Hearns Cove									USGB	27

GEOGRAPHIC NAMES

Survey No.

H-7156

2 Name on Survey	On Chart No. A	On previous survey No. B	On U. S. quadrangle Maps C	From local information D	On local Maps E	P. O. Guide or Map F	Rand McNally Atlas G	U. S. Light List H	K	
Fallins Cove										1
Crab Point Cove										2
Crab Point										3
Normam Cove										4
Duck Point Cove										5
				Names underlined in red				11/19/47		6
				are approved.				L. Heck		7
										8
										9
										10
										11
										12
Solomons Island		(location of tide staff)							USGB	13
										14
										15
										16
										17
										18
										19
										20
										21
										22
										23
										24
										25
										26
										27

M 234

NAUTICAL CHARTS BRANCH

SURVEY NO. H7156

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
1-23-48	77	G.H.E.	~~Before~~ After Verification and Review partial
			Before After Verification and Review
2/11/48	1224	S.G. McGann	Partially applied.
"	"	"	~~Before~~ After Verification and Review
10/25/49	3330	S.G. McGann	~~Before~~ After Verification and Review
10/18/51	553	H.J. Stegman	~~Before~~ After Verification and Review Fully applied
			to reconstruction drwg.
11/10/52	555	S.G. McGann	~~Before~~ After Verification and Review
12/18/52	Reconst 1224	GHE	~~Before~~ After Verification and Review
9/20/54	New Chart 554	McAlinden	~~Before~~ After Verification and Review Fully Applied
2/26/64	77	O. Svendsen	~~Before~~ After Verification and Review
			Before After Verification and Review

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart.
Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.