**2705**

Diag. Cht. No. 77-2

# Treasury Department,
## U. S. COAST AND GEODETIC SURVEY.

*O. H. Tittmann*

*Superintendent.*

State: *Md. & Va.*

## DESCRIPTIVE REPORT.

*Hyde, 1st* .... Sheet No. **2705**

### LOCALITY:

*Potomac River —*

*Cockpit Pt. to*

*Glymont*

190 4

### CHIEF OF PARTY:

*W. I. Vinal, Asst.*

C-13 a

POST-OFFICE ADDRESS:    NORFOLK, VA.

TELEGRAPH ADDRESS:

EXPRESS OFFICE:

COAST AND
GEODETIC SURVEY Department of Commerce and Labor

COAST AND GEODETIC SURVEY ,SCHOONER MATCHLESS,

NORFOLK, VA., MARCH 7, 1905.

Mr. O. H. Tittmann

Superintendent, C.& G.Survey,

Washington, D.C.

Sir:-

Sheet No. 13, of the Potomac River hydrographic

survey, which I have the honor to forward to you this day,

extends from Craney Island to Cockpit Point, Va.

2.    The Plane of Reference, 2.17 feet, on gauge at

Glymont, Md., used in reducing soundings, is the adjusted

value of tide readings furnished by the Office December 30,

1904.

3.    The channel of this portion of the river is close

to the Maryland shore.   It has a least depth of 24 feet, and

varies in width from one-fourth of a mile to one mile-  it is

bordered on its northern and western side by an extensive area

of flats, rising from the deeper water, which is well defined

by a line of buoys-   A swash channel extends a short dis-

tance along the west shore, back of Craney Island.

4.    Craney Island, surrounded by very shallow water, is

on the western side of the channel.    It is small and rises

but little above the surface of the river, and is covered with

a low scrubby growth-   It appears to be diminishing in size,

and is divided in two parts at high water.

5.     Occoquan, Neabsco and Powell' Creeks flow into the river from the westward, and Mattawoman Creek from the eastward.

6.     The east side of the river is a high bluff, broken by ravines which rise to the height of land a short distance back from the shore.     The west shore varies in height, Sycamore, High and Freestone Points being the most prominent elevations.

7.     Glymont, village, post office and summer resort, is located on the Maryland shore,' and is the terminus of a steamboat route from Washington.     Boats of the Weems and Randall Lines also make landings here.

8.     Indian Head, the site of the U. S. Naval Proving Station, is two miles below Glymont.     The Naval Tugs " Tecumseh " and " Triton " run daily between here and the Navy Yard at Washington, towing barges loaded with guns and materials.     Armor plate and cannon are tested at this station, and powder, which is manufactured here, is proved daily by firings both down and across the river.     No passenger or freight boats stop at Indian Head wharf, but a boat of the Randall Line occassionally makes landings, with freight for the station, in Mattowoman Creek.
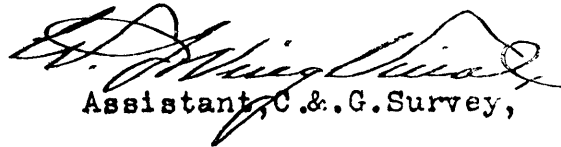
9.     There is a large wharf at Sycamore Point connected with the extensive dairy farm, Highland Park, belonging to Judge Yeomans, formerly of the Interstate Commerce Commission. A boat, with milk and farm products, is run from here to Washington daily.     There is also a wharf at Sandy Point, built for the use of the Belmont Bay Hunting and Fishing Club.

9.    The only other wharf in this section is at Stump
Neck.      It belongs to the U. S. Engineer Station, it is
small and is not used by steamboats.

10.    Works for the destruction of garbage from Washing-
ton are located on Cockpit Point.

11.    The railroad along the west shore is being improved
by eliminating curves, regrading and new bridges.

Respectfully yours,

Assistant, C.&.G.Survey,

Commanding.

Report
on
Hydrographic Sheet
No. 2705.
Potomac River,
Cockpit Point to Glymont,
Md. and Va.
1904.
Assistant Vinal.

The ground was well covered and the lines cross very well with the exception of the work in Belmont Bay.   Here the 6 ft. curve could not be drawn.

Attention is called to the 24 ft. sounding in the 24 ft. channel near B.S.B.No. 25½.

The protracting and plotting were well done.

H.L.Simons.   (Signed).