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C. & G. SURVEY,
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Department of Commerce and Labor
COAST AND GEODETIC SURVEY

O. N. Littmann
Superintendent.

State: *Virginia*

DESCRIPTIVE REPORT.

Hyd. Sheet No. *2849^a*

LOCALITY:

*Hampton Roads,
Examⁿ for 17 fathom
spot*

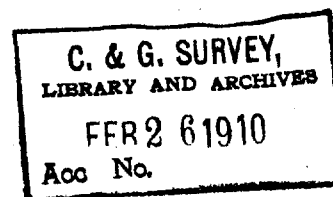
1910

CHIEF OF PARTY:

W. C. Hodgkins

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DEPARTMENT OF COMMERCE AND LABOR

COAST AND GEODETIC SURVEY

O. H. TITTMANN, SUPERINTENDENT

Hydrographic examination Hampton Roads,

VIRGINIA.

C. & G. S. Steamer BACHE.

W. C. Hodgkins, Chief of Party

Begun January 15, 1910.

Ended February 2, 1910.

Scale 1:20000

Positions plotted by Wm. Sanger.

Soundings plotted by Wm. Sanger.

W. C. Hodgkins

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STATISTICS, SHEET "A".

Date.	Vol.	Letter.	Miles.	Soundings.	Positions.	Boat.
1910. Jan. 15	1	A	14.0	235	85	Str. BACHE.
" 28.	1	B	4.5	110	35	" "
Feb. 2.	1	C	3.5	62	35	" "
TOTAL.	1	S	22.0	407	155	" "

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Lud Sheet No 2849a

May 7, 1910.

In the development of this spot the greatest depth found was 100ft.

The field work is good and the records were kept in a satisfactory manner.

A. L. Simons

V.E.C.
Mar. 2, 1910.

HYDROGRAPHIC SHEET NO. 2849a.

W.C. Hodgkins
AB
3/3/10

Hampton Roads, by Assistant W. C. Hodgkins
in 1910.

TIDES.

	Old Point Comfort
	ft.
Mean low water, or plane of reference on staff	4.0
Lowest tide observed " "	0.8
Highest " " " "	11.7
Mean range of tide	2.5

Coast and Geodetic Survey
MAR 2 1910
TIDAL DIVISION

2849a

COAST AND GEODETIC SURVEY

FEB 26 1910

DESCRIPTIVE REPORT

C. & G. SURVEY
LIBRARY AND ARCHIVES

FEB 26 1910

Acc No.

ASSIGNED TO: Assistant-in-Charge, to accompany Hydrographic Sheet No.

Examination of part of Hampton Roads, Virginia.

C. & G. SURVEY,
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Acc No.

Scale 1:20000

1910.

This examination was undertaken in compliance with the Superintendent's instructions contained in office letter JJG-RDC, dated January 7, 1910, following a report by U. S. S. WISCONSIN of a deep spot in Hampton Roads.

The 17 fathom sounding reported by the Wisconsin was verified, though there is a slight tidal reduction from that depth.

The deep spot seems to be in the shape of a narrow gully, situated nearly parallel to the edge of Hampton Bar.

For convenience of comparison with former information, this work was platted upon a copy of Chart No.400.

It seems unnecessary to make any general observations in regard to so well known a roadstead, but it may be noted that all of the buoys and beacons, from Thimble Shoal Light to the entrance to the Norfolk dredged channel, were determined in position and are shown on the chart in blue. Buoys not so indicated were not found.

The position of Spar Buoy No.26 in the approach to Norfolk was also determined on account of its considerable distance from the charted position. It is to be said that the present position is much better for pilots than was the former location

No other buoys in the Norfolk channel were determined.

Respectfully submitted,

W. C. Hoeghlin

Assistant Coast & Geodetic Survey,
Commanding.

February 24, 1910.
To the Superintendent
Coast and Geodetic Survey,
Washington, D. C.