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Department of Commerce and Labor
COAST AND GEODETIC SURVEY

O. N. Littmann
Superintendent.

State: *Va.*

DESCRIPTIVE REPORT.

Sheet No.

LOCALITY:

*West Shore of Chesapeake
Bay - Great Wicomico
River and Entrance*

1909

CHIEF OF PARTY:

Stehman Forney

For descriptions of topographic stations on this
sheet see Acc. No. 62728 . 863GA 1908 F

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Descriptive Report, To accompany sheet No I, Hydrography of approaches and entrance of Great Wicomico River, Great Wicomico River to head of navigation and Cockrell's Creek. Chesapeake Bay Virginia, September 6th to September 14th and September 21st 1909, Scale 1/20,000.

Changes in depths, since the survey by Assistant John W Donn, in 1869, Four fathom curve, in the entrance to the Great Wicomico River, has moved 350 metres to the Westward.

Abreast of Fleet's Point, in mid channel, there was 20 feet in 1869 now there is 19 feet.

At the entrance to Cockrell's Creek there was 15 feet in 1869, now there is 16 feet.

Depths at the wharves in Cockrell's Creek 1909.

Fleeton wharf, 12 feet.

Davis Packing ~~Packing~~ Company, wharf, 15 feet.

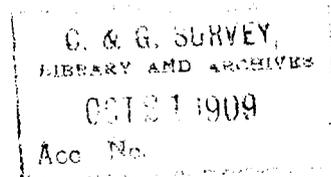
John A Haynie's, Fish factory wharf, 7, feet.

Mc Neal Edwards, " " " 11, "

Morres Fisher, " " " 12, "

Timbs, Wharf 8, "

Steamboat Wharf at Reedville, 10, "



Depths at the wharves, on the Great Wicomico River, 1909

Blundon Hinton Fish factory Wharf, 12, feet.

Mila wharf, 15, "

Blackwell's wharf, 8 "

Tiper's " 15 "

Sampson's, " 7 "

In 1869, You could carry 15 feet to Reedville, now you can carry 14 feet, with 10 feet at the steamboat wharf.

Great Wicomico River,

In 1869, There was 18 feet abreast the mouth of "Tippers" Creek, now

Now there is 18 feet.

In 1869, Off the mouth of Betts Mill, Creek there was 14 feet/ now there is 14 feet.

In 1869 there was 9 feet abreast of Sampson's wharf, now there is 10 feet, with 7 feet at the wharf.

The 6, 12, and 18 foot curves, on and near Fleet's Point Flats have made to the Southward since the survey of 1869,

The Red Beacon (in 7 feet of water) on the western edge of Fleet's Point Flats, is entirely too near the main shore, it miss - leads strangers and frequently put^d them ashore,

A vessel beating in or out of the anchorage in Fleeton Harbor, will get aground if she stands in towards the main shore, until she enters the rays of the red sector at the Great Wicomico Light House, The red glass in the light ~~XXXXXX~~ tower should be changed to conform with the changes that have taken place ~~XXXXX~~ on Fleet's Point Flats, since the red sector was placed in the tower.

A whistling Buoy- in place of, the ~~Red~~^{Red} Nun buoy, off Fleet's Point, and a Bell Buoy, in place of the Red Spar Buoy, on Dodson's Flats, off ~~CMX~~ Cockrell's Point, would be a great assistance to Masters of vessels going in and out of the Great Wicomico River and Cockrell's Creek, Spar Buoys in Cockrell's Creek at the following points, would be of assistance to the numerous vessels that navigate these waters, namely, Hawk's Nest Shoal, Eastern end of "Dobson's" Flats, off Fleeton wharf, at the entrance to Cockrell's Creek, Douglass Point Shoal, Shoal off John A Haynie's ~~XXX~~ fish factory wharf, and Timbs Point shoal.

Shoals developed in the Great Wicomico River/

"Schelangle" Shoal, on the south shore of the river at Lewis topog["] signal and on the opposite side of the river from Haynie's Point, is a dangerous obstruction to navigation and should be buoyed, strange vessels in

invariably fetch up on this shoal/ The 6 foot curve has made out in to the river 100 metres since the survey of 1869, The channel at this point, between the 12 foot curves is 215 metres.

690 metres up river from the ferry landing on Glebe Point, with its western edge ¹⁰⁰ ~~XXX~~ metres from the 6 foot curve on the western shore of the river, is a middleground that is not shown on the survey of 1869.

Land Marks, Morris and Fisher's stack, 133 ~~X~~ feet above Mean high water, is an excellent guide in approaching the mouth of the Great Wicomico River, on a clear day it can be seen from a distance of ten miles up and down the bay, it is built of brick painted white, from a distance it resembles the Washington monument at Washington D, C,

Refuge, Protection from all winds with good holding ground, is found inside the Red Nun buoy and the Red Beacon, in 16, 18 and 20 feet of water. It is also considered the best Ice Harbor on Chesapeake Bay,

In case of extra damage, any place inside of a line drawn between Sandy Point and Cockrell's Point, would be good ground to beach a vessel drawing 18 feet, Vessels drawing 18 feet of water can enter the Great Wicomico River and pass up as far as Horn Harbor, Vessels drawing 10 feet can go up as far as abreast of Sampson's wharf and anchor, and up Cockrell's Creek to the steamboat wharf at Reedville.

Weather/ The prevailing winds during the winter are from the south east, north west and north east, during the spring South west and north east, during the summer south west and south east, during the autumn, north west and north east, The heavy gales are from the South east and north east, ^{the summer months} during heavy wind and rain squalls from the north west and south west, The ice does not last long, rarely stops navigation for steamboats longer than five or six days, the Great Wicomico River is generally open to navigation all winter,

The shores along the bay, on Cockrell's Creek and Great wicomico River are low with a narrow strip of sand beach, Above Flondon and Hinton's

fish factory on the Great Wicomico they rise to heights 20 and 40 feet above the river, with narrow strips of sand beach and are intersperced with timber and cultivated farms,

Plenty of artesian water can be obtained at Fleeton, on Cockrell's creek and at Blundon and Hinton's Factory,

Gasoline for power boats, can be obtained at Fleeton and Reedville, and vessels that are short of coal can obtain enough to carry them to the nearest coaling port, from the fish factories on Cockrell's Creek,

U, S, Weather Bureau, station at Reedville, but the signals can not be seen below Morris and Fisher's factory, they are obscured by the buildings on the creek below that, The station should be located at Fleet's RM Point, from where they could be seen out on the bay and Fleeton Harbor.

Commercial Importance, There are six large plants owning ~~NINETY~~ nineteen sea going fishing steamers, located on the Great Wicomico River and Cockrell's Creek, involving an outlay of nearly one million dollars the yearly income of these plants and the trap fishing and oyster and crab industry, amounts to fully three million dollars, The pay rolls of these establishments, monthly, amounts to \$250, 000, Besides the vessels that belong to to the port and those that trade there, there are hundreds that come in to Fleeton Harbor for refuge on their way up and down the bay,

Stehman, Honey

Assistant, C, And G, Survey?

Department of Commerce, and Labor,

Coast and Geodetic Survey.

O. H. Tittmann, Super

3012

Hydrography of
Approaches and entrance of Great Wicomico
River, Great Wicomico River to head of steamboat
navigation, and Cockrell's Creek,
Chesapeake Bay, Virginia.
Gasoline launch, Palmore.

Stetman Forney, Assistant, Chief of Party, in charge
of hydrographic party from "a" day to "g" day, and
plotting boat sheet.

S. H. Schapero, Assistant, observing right angle; in charge of
hydrographic party on "h" day; in charge of plotting
fair sheet.

Howe Kift, recording; W. J. Welling, leadman; L. D. Kirkmyr,
observing left angle; F. L. Overton, steering boat.

Sept. 6. - Sept. 21

1909
Scale 1/20000

Stetman Forney
Comd. C. G. S. Launch
Chief of Party

Hyd Sheet No 3012

Dec 7, 1909

At the mouth of Miller and from
Haynes Pt. up the river there are a number
of places where the curves are broken on account
of the work being too open.

In the vicinity of the return bay of Haynes Pt.
the ground is not fully developed.

In the sounding records a line should have
been omitted after each sounding on which angles
were taken otherwise the records are clear and
well kept.

The crossings are unusually good.

J. H. Simons