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Diag. Cht. No. 78-2

Department of Commerce and Labor
COAST AND GEODETIC SURVEY

C. & G. SURVEY,
LIBRARY AND ARCHIVES
MAR 24 1911
SER. NO.

Superintendent.

State: *Virginia*

DESCRIPTIVE REPORT.

Hyd. Sheet No. *3226*

LOCALITY:

James River
City Point
to

Jones Neck

1901

CHIEF OF PARTY:

O. W. Ferguson

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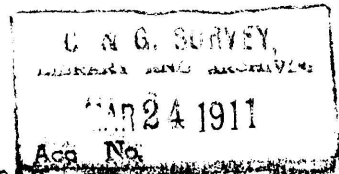
DEPARTMENT OF COMMERCE AND LABOR.

COAST AND GEODETIC SURVEY.

O. H. TITTMANN, Superintendent.

Resurvey of the Chesapeake Bay, Virginia.

Revision of the James River.



TITLE SHEET.

For Topographic & Hydrographic Sheet No. 1438, 3226

between

Latitude 37° 18' 00" to 37° 23' 15" N.

Longitude 77° 14' 30" to 77° 18' 50" W.

SCALE 1:10000.

From December 7th., 1910 to February 28th., 1911.

SCHOONER "MATCHLESS".

O. W. Ferguson, Assistant, C. & G. S., In Command.

OBSERVERS.

O. W. Ferguson, Assistant; James E. Marsh, Mate;

C. A. Mourhess; James A. Smith, Aids; John W.

Clift, Chief Writer; C. P. Holland, C. B. M.

RECORDERS.

C. A. Mourhess, Aid;

H. W. Godsey, Writer 2d. Class.

LEADSMEN.

M. L. Tabor, S. M. M.

A. C. Pinder, S. M. M.

S. L. Jackson, Q. M.

TIDE OBSERVERS.

C. P. Holland, C. B. M.; A. L. Williams, O. S.;

W. W. Crittenden; S. L. Jackson, Seamen.

¹
U. S. Schr. Matchless.

DEPARTMENT OF COMMERCE AND LABOR

COAST AND GEODETIC SURVEY.

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Descp. Rpt. Topg. & Hydg. Sheet ~~1438~~, James River, Va.

CONTROL.

The control for the lower 1/3 of this sheet, to upper end of Shirleys Reach, is by accompanying triangulation. The control of the remainder of this sheet is furnished by the Old Topography, by an ample system of sextant triangulation and by new topography.

The Declination of the needle over this sheet is 3° 30' W.

The lower end receives the Appomattox River where the river is wide but mostly occupied by mud flats. The Channels at the confluence were well developed.

This sheet reaches to four miles below Meadowville, a half mile above the beginning of a system of dikes.

SHORES.

The shore, in concave part of bends, is of clay, from 8 to 25 feet high, and as high as 50 feet above Presque Island Farm and at Brick Yard landing; while on opposite sides they are lower and often marshy. Curl's Neck is several square miles in extent, rather low, but of good farming land.

The immediate shores are generally sandy, with a good many stones where there is a bank that has eroded somewhat. The low swampy banks are muddy and peat like.

BOTTOMS.

There is a good depth of water the entire length of the sheet; the shallowest place being just below Bermuda Hundred where it is 19 feet deep. The bottom is often sticky in the channel with hard bottom nearer shore and sandy along the banks, and muddy along the swampy shore.

Desc. Rpt. Topog. & Hydg. Sheet 1438, James River, Va.

The shores are generally wooded, with cypress, pine, oak, gum, sycamore and some few cedars.

On this sheet the width of the river, works down from the usual width of $3/4$ of a mile to about 300m. and maintains this Canal like proportion all the way to Richmond, Va. the head of navigation.

CREEKS.

The Appomattex River (of which a report has been made) enters at the lower extremity of the sheet.

Curle Swamp Creek entering the river just above Point Bremo is from 100 to 300 metres wide and 2 miles long, affording only one foot depth at its mouth and 3 feet inside. It is a successful creek for baiting wild ducks.

LANDINGS.

The principal landings are City Point, Bermuda Hundred, Shirley, Saunders Boat House Landing, Brick Yard Landing, Hardings, Picketts and Presque Isle, all of which are regular steamboat landings except Bermuda Hundred, Saunders Boat House, Brick Yard and Picketts landings. All very small excepting City Point. Bermuda Hundred is a small village, being the terminus of a branch R. R. (Farmville & Powhatan) and has a good wharf for shipping on Barges.

This sheet and River front, sparsely inhabited, is occupied by large farms, with the areas generally cultivated.

PRODUCTS.

Wheat, corn, oats and some peanuts, tobacco, white some Pork, beef and wild ducks and furs are shipped, also poultry.

Desc. Rprt. ~~Topg.~~ & Hydg. Sheet ³²²⁶ ~~1438~~, James River, Va.

On Curles Neck is a large stock farm devoted to the production of horses.

Wood, ties, lumber and piling are also shipped out on barges.

NAVIGATION.

Eighteen feet can be carried over the whole length of the sheet.

DIRECTIONS.

Follow day marks and lights. The channel is quite normal, approximating closer to the concave side in bends.

There is no room for anchorage in the thoroughfare above City Point.

Further contours and topography should be supplied to this sheet from the old charts.

the contours farther back being the same and the topography not greatly changed.

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STATISTICS ^{by} Sheet No. 1438. 3226 C. & G. SURVEY,
LIBRARY AND ARCHIVES

MAD 24/1911

Acc. No.

1910 DATE & 1911	Letter	Vol.	Positions	soundings	Miles Statute	Vessels.
December 7	a	1	32	280	4.25	Whaleboat
9	b	1	23	105	1.7	"
10	c	1	8	81	1.25	"
14	d	1	23	197	3.0	"
14	a	1	44	368	8.0	Steam Launch
January 6	e	1	31	198	3.25	Whaleboat
11	f	1	64	376	5.95	"
13	g	2	47	233	4.0	"
14	h	2	28	66	2.7	"
27	b	2	23	156	4.7	Steam Launch
February 28	c	2	6	39	1.2	"
Total	11	2	329	2099	40.00	

List of positions to accompany
 Topographic and Hydrographic Sheet 1438. 3226

Position computed.

	Latitude	D.M.	Longitude	D.P.
△ Church(Baptist)	37 20	880.2	77 17	632.4
△ Island	37 19	1129.1	77 15	1440.0
△ Palmer(Very near Old palmer '71)	37 18	1697.1	77 16	604.1
△ Pack	37 19	94.9	77 15	1298.1
△ Spire(Episco- pal)	37 18	1421.5	77 16	922.4
△ Bermuda	37 19	1574.1	77 17	229.7
⊙ Shore(Signal Stone near)	37 19	1650.0	77 16	1013.0
△ Hundred	37 20	861.7	77 16	364.1

Positions plotted from computation of triangles.

⊙ End(Signal)	37 19	106.0	77 16	996.0
⊙ Pile(below Depot)	37 18	1601.0	77 16	469.0
⊙ Upper Gable of Depot	37 18	1753.0	77 16	600.0
⊙ Bend(signal)	37 19	400.0	77 17	400.0
⊙ Flat "	37 18	1621.0	77 17	180.0
⊙ Is "	37 18	1188.0	77 17	708.0
⊙ Buzz "	37 18	1486.0	77 17	750.0
⊙ Co "	37 18	1242.0	77 17	1457.0
⊙ Sig "	37 18	1404.0	77 18	90.0
⊙ S "	37 18	1095.0	77 18	772.0
⊙ N "	37 18	1311.0	77 18	615.0
⊙ Barn(barn on hill)	37 18	1212.0	77 17	1058.0
⊙ Alice(signal)	37 20	138.0	77 15	1296.0

List of positions to accompany

Topographic and Hydrographic Sheet 1458.3226

Positions plotted from computation of triangles.

	Latitude	D.M.	Longitude	D.P.
War(Flag on gable of wharf)	37 20	1178.0	77 15	1040.0
Shirley(signal old stone)	37 20	1194.0	77 15	973.0
Tur(signal)USE.	37 20	1464.0	77 15	1430.0

Positions plotted from Sextant Angles.

Sel(signal over old stone)	37 21	34. 0	77 15	590.00
Key(signal) s. a.	37 21	370. 0	77 15	752.0
Point "	37 21	845. 0	77 15	301.0
Roy " old stone	37 21	737. 0	77 15	21.0
Brick(signal)	37 21	1491.0	77 14	1106.0
Stake "	37 21	1460.0	77 14	1337.0
Land "	37 22	66.0	77 14	1157.0
Bark(tree)	37 22	18.0	77 14	865.0
Light(light at Hardings Wharf)	37 22	690.0	77 14	982.0
Moos(signal)	37 22	884.0	77 14	1256.0
Pile "	37 22	1219.0	77 14	1137.0
Hax "	37 22	1537.0	77 15	296.0
Old(on old pile)	37 22	1754.0	77 15	180.0
Range(Light on Picketts Ldg.)	37 23	92.0	77 15	1411.0
Swan(signal)	37 22	1410.0	77 15	1090.0
Cur (" on sunken scow)	37 22	812.0	77 16	230.0
Bremo(signal)	37 22	1118.0	77 16	627.0
Flag "	37 22	430.0	77 16	528.0

List of positions to accompany
 Topographic and Hydrographic Sheet ~~1438~~ 3226

Positions plotted from Sextant Angles. (Con.)

	Latitude		D.M.	Longitude		D.P.
Mar(signal)	37	21	1824. 8	77	16	386.0
Tow "	37	22	46. 8	77	16	130.0
Mid "	37	21	1135. 8	77	16	276.0
Hill "	37	21	1160. 8	77	16	82.0
Gab(gable of Ho. Presque Is. Whf.)	37	21	723. 8	77	16	307.0
Out(signal)	37	21	719	77	16	521.0
Chim(chy. of Ho.)	37	21	526.0	77	16	428.0
Pay(signal)	37	21	631.0	77	16	766.0
In "	37	21	330.0	77	16	852.0
Mill(flag)	37	21	246 .0	77	16	1346.0
Tree(sig. in tree)	37	21	215.0	77	17	32.0
Did(signal)	37	21	496.0	77	17	107.0
Wat "	37	21	630.0	77	17	607.0
Let "	37	21	422.0	77	17	901.0
Cold "	37	21	638.0	77	17	1361.0
Up "	37	21	808. 0	77	17	1260.0
Low "	37	21	869.0	77	18	347.0
Need "	37	21	1150.0	77	18	342.0
Band "	37	21	1752.0	77	18	914.0
How "	37	22	106.0	77	18	452.0
Lay "	37	22	432.0	77	18	962.0
High "	37	22	941.0	77	18	789.0
Bit(end of Dyke)	37	22	1079.0	77	18	718.0
Dark(high pile)	37	22	1208.0	77	18	643.0

List of positions to accompany

Topographic and Hydrographic Sheet ~~1433~~. 3226

Positions plotted from Sextant Angles. (Con.)

	Latitude	D.M.	Longitude	D.P.
White(sig.on Dyke)	37 22	1603.0	77 18	410.0
Dyke " " "	37 22	990.0	77 18	507.0
Hog(High Pile)	37 22	1243.0	77 18	359.0
Pig(signal)	37 22	1619.0	77 18	134.0
Fish(" on H.Pile)	37 22	412.0	77 18	91.0
Curl(Flag on Wharf Curls Neck)	37 23	779.0	77 17	1287.0

List of U. S. Engineers B.M.or Transit Stones found and
connected with, on this sheet.

1, 50m. above ☉ Shore on Beach	37 19	1671.0	77 16	1006.0
1, 120m. above ▲ Hundred	37 20	963.0	77 16	418.0
1, ☉ Shirley is erected over stone	37 20	1194.0	77 15	973.0
1, ☉ Sel is erect- ed over stone	37 21	34.0	77 15	590.0
1, ☉ Roy(Royal) is erected over stone	37 21	737.0	77 15	21.0
1, 133m. above ☉ Old	37 22	1784.0	77 15	297.0
1, at Picketts Ldg. 25m. above ☉ Range	37 23	110.0	77 15	1426.0
1, half way bet. ☉ Hill & Gab	37 21	919.0	77 16	145.0
1, 167m. below ☉ Let	37 21	354.0	77 17	740.0
1, 50m. inshore from ☉ Up	37 21	854.0	77 17	1251.0
1, 40m. above ☉ Gold	37 21	643.0	77 17	1400.0
1, 280m. " ☉ Low	37 21	1059.0	77 18	551.0
1, 208m. " ☉ How	37 22	643.0	77 18	450.0

WEC
May 5, 1911.

HYDROGRAPHIC SHEET 3226.

James River, Virginia, City Point to Curles
Neck by Asst. O. W. Ferguson in 1910-11.

TIDES.

	City Point ft.	Meadowville Whf. ft.
Mean low water, or plane of reference on staff	2.6	2.6
Lowest tide observed " "	0.9	1.4
Highest " " " "	6.3	6.5
Mean range of tide	2.8	3.3

Coast and Geodetic Survey
MAY 5 1911
TIDAL DIVISION

Hyd. Sheets Nos 3226, 3227, 3219, 3241 + 3241^a May 15 1911

The survey shown on these sheets extends from City Pt to Richmond. While it is not a close development it is sufficient to show the change that has taken place and the depths that can now be carried through the channel.

There has been a deepening in the channel at several places so that 18 feet can now be carried over the whole length of this part of the river.

The field work was evidently very carefully done as there are but few crossings where the soundings do not agree perfectly.

The records were kept in a satisfactory manner

H. L. Simons