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Department of Commerce and Labor
COAST AND GEODETIC SURVEY

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DESCRIPTIVE REPORT.

Hyd 2 Sheet No. *3227*

LOCALITY:

*Chesapeake Bay James
River Va*

*Jones Neck to
Kingland Reach*

1901

CHIEF OF PARTY:

O H Ferguson

3227

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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 ~~Hydrographic~~ & Hydrographic Sheet No. ~~1439~~, 3227

between

Latitude 37° 21' 20" to 37° 24' 35" N.

Longitude 77° 17' 40" to 77° 23' 40" W.

SCALE 1:10000.

From February 24th., to February 28th., 1911.

SCHOONER "MATCHLESS".

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

OBSERVERS.

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

Jas. A. Smith, Aid; John W. Clift, Chief Writer.

RECORDERS.

John W. Clift, Chief Writer,

H. W. Godsey, Writer 2nd. Cl.

LEADSMEN.

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

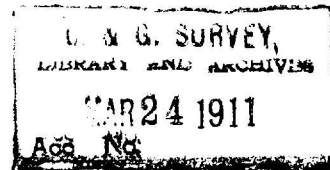
A. C. Pinder, S. M. M.

S. L. Jackson, Seaman.

TIDE OBSERVERS.

C. P. Holland, C. B. M.,

S. L. Jackson, Sea.



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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.

Descriptive Report.

For ~~Reports~~ & Hydrographic Sheet No. ~~3227~~, 3227

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CONTROL.

The control for this sheet is furnished by the old topography ^{and} new topography, supplemented and by a system of Sextant Triangulation.

The Declination is, very approximately, 3° 30' W.

This sheet extends from the lower end of Jones Neck to the upper end of Graveyard Reach, three miles above Dutch Gap.

The width of the river is from 560 to 150m. Over this stretch of river a pretty general system of Dikes has been executed.

SHORES.

The shores of this sheet average low, being from 2 to 15 feet, excepting at Meadowville and on up to Dutch Gap where the elevations reach to above 40 feet.

The shores are covered with a fringe of woods, and much wider where swamps exist, which are quite extensive. There is very little rocky shore, on this sheet; it is mostly gravel and sand. There are quite extensive mud flats, often making out 50 metres, and slightly beyond the dikes.

BOTTOM.

This sheet carries a depth of from 14 to 45 feet, the 14 feet being found about 1/4 mile above the upper end of Graveyard Reach. The sheet contains Woodsons Rocks, 970m. below Meadowville, which are a menace to Navigation, but the range lights clear these rocks. At other places hard bottom and possibly rock is in evidence.

Desc. Rept. ~~1884~~ & Hydg. Sheet ~~1884~~, James River, Va.

CHANNEL.

This sheet has been generally diked, taking up much of the sediment and narrowing the river, and has preserved the former depth of the water.

There is no safe room for anchorage, in the thoroughfare, from City Point to Richmond, because the channel is narrow and an anchored ship is likely to be in collision during unfavorable times of fog and storms.

From just above and through the Dutch Gap the channel has cut from nine to ten feet deeper than is shown on the old chart and the channel through the Gap has widened from 62 to 130 metres. Some silting in is evidenced for a half mile below, but the channel here furnished ample depth. The old channel around Farrars Island has silted up and narrowed greatly; it ~~now~~ ^{is} now requires a 3/4 tide to enter from above with a skiff.

CREAKS.

There are no navigable streams tributary to this sheet.

LANDINGS.

The landings are Curles Neck, Meadowville, Varina, Cox and Chaffin Bluff, all merely shipping points. Meadowville and Curles Neck being regular landings; Varina, Cox and Chaffin Bluff being flag stations patronized also by the Petersburg Boats.

OCCUPATION.

This sheet is thinly inhabited, most of the land being occupied ^{large} by farms or pasture ground.

Desc. Rept. ~~3227~~ & Hydr. Sheet ~~3227~~, James River, Va.

PRODUCTS.

Wheat, Corn, Oats, poultry and stock.

NAVIGATION.

There are no buoys on this sheet, the channel is normal and as usual, nearer the concave and high banks. The one range light at Meadowville guards the navigator from Woodsons Rocks.

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.

List of B. M. er Transit Stones located on

~~1439~~ & Hydg. Sheet ~~1439~~. 3227

	Latitude	D.M.	Longitude	D.P.
1, 130m. below ☉ Tim	37 23	1416	77 17	1027
1, 120m. above ☉ River	37 24	520	77 17	1239
1, N. End Jones Neck	37 24	632	77 18	350
1, NW. " " "	37 24	580	77 18	617
1, 200m. below Front Range, Meadowville	37 22	1617	77 19	55
1, at Meadowville	37 22	1326	77 19	606
1, at S. ^w quarter Dutch Gap	37 22	1072	77 21	845
1, at NW. quarter Dutch Gap	37 22	1111	77 21	900
1, 128m. below ☉ Tar	37 23	916	77 21	1259
1, 12m. above ☉ Duch	37 23	300	77 22	590
1, 30m. " ☉ Fat	37 23	12	77 22	69

The names of the hydrographic signals on this sheet, all located by Sextant, triangulation, are plainly written, in place.

VEC
May 10, 1911.

HYDROGRAPHIC SHEET 3227.

James River, Virginia, Jones Neck to Graveyard
Reach, by Asst. O. W. Ferguson in 1911.

TIDES.

	Meadowville	Club House Dyke
	ft.	Falling Creek ft.
Mean low water, or plane of reference on staff	2.6	2.2
Lowest tide observed " "	1.4	0.8
Highest " " " "	6.5	6.4
Mean range of tide	3.3	3.6

Coast and Geodetic Survey

MAY 11 1911

TIDAL DIVISION

3227

STATISTICS Sheet No. ~~1439~~ 3227

DATE 1911	Letter	Vel.	Positions	Soundings	Miles Statute	Vessels.
February 24	a	1	52	278	4.0	Whaleboat
27	b	1	74	285	4.0	"
27	c	1	59	532	5.0	"
28	a	1	47	353	10.8	Steam Launch
28	d	1	24	104	1.4	Whaleboat
Total	5	1	256	1552	25.2	

Hyd. Sheet No 3227

May 15 1911

See report with Hyd Sheet No 3226

H.S.

Hyd Sheets Nos 3226, 3227, 3219, 3241 + 3241² 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 depth 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