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Acc. No.

3298

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Department of Commerce and Labor
COAST AND GEODETIC SURVEY

Superintendent.

State: *Va.*

DESCRIPTIVE REPORT.

Hydrographic Sheet No. 3298

LOCALITY:
*Sand Shoal & Great Mach-
yong's Inlets - Eastern
shore Virginia Peninsula*

1901

CHIEF OF PARTY:
Stelman Foney

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3298

3298

Form 504
Rev. Dec. 1933
DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

~~Hydrographic~~ } Sheet No. 3298
Hydrographic }

State Virginia

LOCALITY

Virginia Peninsula

East Coast

Great Machipongo Inlet

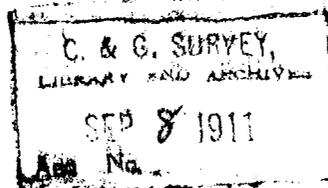
Sand Shoal Inlet

1911

CHIEF OF PARTY

S. Forney

3298



DEPARTMENT OF COMMERCE AND LABOR

COAST AND GEODETIC SURVEY,

O. H. TITTMANN, SUPERINTENDENT.

DESCRIPTIVE REPORT,

HYDROGRAPHIC SHEET NO. ~~X~~ 3298

SAND SHOAL AND

GREAT MACHIPONGO INLETS.

EASTERN SHORE OF THE

VIRGINIA PENINSULA.

The following changes have occurred at these inlets since the survey shown on chart I30 was made.

SAND SHOAL INLET.

NORTH CHANNEL. Chart I30 shows 11 feet mean low water, my survey, 1911, shows 13 feet over the bar.

SOUTHEAST CHANNEL. Chart I30 shows 16 feet. My survey, 1911, shows 24 feet over the bar at mean low water.

*11 feet. See letter
of Asst. Surveyor dated Oct 26
1911*

SOUTH CHANNEL. Chart I30 shows 8 feet. My survey, 1911, shows 10 feet over the bar at mean low water.

Where the buildings on the southern end of Cobb's Island stood when the survey of the shore line was made as shown on chart I30, there is now 1 1/2 - 10 - 14 - 11 - 9 - 4 - 12 - 8 - 13 - 4 - 5 - 3 - 21 - 6 feet.

The deep soundings in the channel between the southern end of Cobb's Island and the northern end of Bens Island, on chart I30 show 69 - 72 - 72 - 70 feet. My survey of 1911 over the same ground shows 42 - 69 - 39 - 68 - 72 - 71 - 70 - 69 - 65 - 46 - 63 - 53 - 69 feet at mean low water.

GREAT MACHIPONGO INLET.

EAST CHANNEL shows 17 feet, my survey 1911. Chart 130 shows 13 feet mean low water over the bar.

NORTH CHANNEL. My survey, 1911, shows 13 feet. Chart 130 shows 12 feet at mean low water.

CHANNEL ALONG SOUTH BEACH. My survey, 1911, shows 7 feet. Chart 130 shows 9 feet at mean low water.

The shoal to the southward of EAST CHANNEL, that shows 2 - 4 - 2 - 4 - 5 - 6 feet on chart 130, is now an island about five feet above mean high water and is called PIG ISLAND. The old residents of HOG ISLAND say that about thirty years ago this was an island and disappeared, leaving a shoal in its place covered at low water as shown on chart 130; and about ten years ago the island commenced to show above water. It is now as shown on my survey of 1911, an island about five feet above mean high water.

DESCRIPTIVE REPORT (Cont.)

HYDROGRAPHIC SHEET NO. 2.

SAND SHOAL INLET.

(a) GENERAL DESCRIPTION OF ^{the} COAST. Approaching the coast from the north or south its appearance in making the land is low and sandy. There is nothing of any ~~importance~~ prominence on the shore except the life saving building and a small summer hotel on the southern end of Cebb's Island and two clubhouse buildings on the north end of Bene Island.

(b) OUTLYING ISLANDS AND DANGERS. There are none. At the entrance to SAND SHOAL CHANNEL in the vicinity of the red nun buoy inside of the inlet there is an extensive tiderip. When the wind is blowing against the tide it makes the water very rough.

(d) PILOTS. There are no licensed pilots for this locality . The captain of the life saving station and his crew, also the fishermen and oystermen in this locality can be relied upon for this purpose , in fact the changes in depths and courses are frequent and it is safer to take a local pilot than to follow the ~~mark~~ buoys .

(e) REFUGE . In case of stress of weather with the wind from the ~~west~~^{west}ward , run for HAMPTON ROADS . With the wind from the southward , run for ASSATEAGUE ANCHORAGE or TOM'S COVE . In extreme cases of danger the best place to beach a ship would be abreast of the life saving station on Cobb's Island .

(f) CURRENTS, ~~times~~ ^{tidal} ~~tidal~~. Flood runs after high water ---- , after low water ---- , see tidal ~~mark~~ observations Cobb's Island Tide Gauge , 1911 . These observations were sent to the ~~WASHINGT~~ WASHINGTON office before this paragraph was written . The current sets fair with the channel .

(g) WEATHER . The prevailing winds during October , November , December , January , February , & March are N . E . , S . E . , & N . W . April , May , June , July , August , & September from the N . E . , S . E . The severe and dangerous gales come from the N . E . & S . E . during the winter months , altho heavy N . E . gales are experienced during the spring, summer, & autumn months/

(h) DESCRIPTION OF THE SHORE, is a low , sandy shore interspersed with sand dunes ; on the sea side of the southern end of COBB'S ISLAND is a remarkable deposit of oyster, clam and mussel shells thrown up on the beach to a height of ten feet extending from the life saver's watch house on the beach around to the extreme S. W. point of COBB'S ISLAND.

(i) LANDMARKS. There are no natural landmarks or marks in this locality , nothing but ^{the} buildings on the southern end of COBB'S ISLAND ~~and~~ ~~and~~ and northern end of BONE ISLAND described above .

(j) INSHORE DANGERS are the shoals on the north and south side of the SOUTHEAST CHANNEL . The least depth over them is I - II/2 feet at mean low water and except

(4)

in very smooth and calm weather they are well defined by breakers and in ordinary weather except when it is breaking clear across the entrance the SOUTHEAST CHANNEL can be traced and followed by the line of breakers on each side ; by keeping midway between the lines of breakers the best water will be found.

(k) WRECKS usually occur on the shoals north and south of the SOUTHEAST CHANNEL and on their outer ends . The wrecks are generally broken up by the severe N.E. and S.E. gales.

(m) BARS AND CHANNELS .Least depth 24 feet mean low water (SOUTHEAST CHANNEL). Best time for entering with sailing vessels is about one quarter flood. Permanency of bars and channels (frequent changes). Breakers on bars , (during N.E. and S.E. gales at ebb tide break clear across).

(n) ANCHORAGES. The best anchorage for vessels of light draft is about three hundred meters N.W. of COBB'S ISLAND life saving station in LOON CHANNEL. Fair holding ground in three fathoms , sheltered from all winds . Owing to the strong currents on the ebb and flood the anchor frequently fouls. This is the only anchorage for vessels of any kind until you get well above the red nun buoy in SAND SHOAL CHANNEL.

(o) LANDING PLACES. On the coast during the spring , summer , and autumn months (especially with the wind from the N. W.) boat landings can be made along the coast with comfort and safety in this locality.

(q) WATERING PLACES FOR VESSELS. At the life saving station on COBB'S ISLAND rain water can be obtained in small quantities from fifty to one hundred gallons when the tanks are abundantly supplied and the keeper of the station is disposed to furnish it. At COBB'S MILL , on the main land at the western end of SAND SHOAL CHANNEL , artesian water and gasoline can be ^{had} from the Hammell, Hale, Oyster Co., water free of charge, gasoline and supplies at very reasonable rates.

(r) LIGHTS, LIGHTHOUSES, LIFE SAVING STATIONS, BEACONS & BUOYS. HOG ISLAND and SMITH'S ISLAND LIGHTHOUSES are visible from the approaches to this inlet. When the survey was made in May, 1911, all buoys were in place but are subject to frequent changes.

There are no beacons at this inlet. A well equipped life saving station with an up-to-date power life boat is located on the southern end of COBB'S ISLAND.

(s) SAILING DIRECTIONS. No directions for approaching and entering this inlet are given because of the frequent changes that take place during the winter gales.

(t) (PORTS) . At the head of SAND SHOAL CHANNEL on the main land at a point called OYSTER (formerly COBB'S MILL) are located extensive oyster shucking plants that are tributary to the ~~main~~ large oyster beds of BROADWATER BAY from SMITH'S ISLAND to WILLISES WHARF. This point would ^{be} of considerable commercial importance in the shell-fish and fish industry if the creek leading to it were dredged to 8 feet at low water; at present it is inaccessible for boats drawing three and a half and four feet except at half or full tide . Wood, water, gaseling , ship and mess supplies can be obtained here at reasonable rates . No marine railways or drydocks short of NORFOLK, VA.

(u) CHANGE OF COAST LINE AND DEPTHS. The change of coast line is described in descriptive report of my topographic sheet, revision of shore line, 1910-II. Changes in depth are noted at the beginning of this descriptive report.

(w) SURVEY METHODS. The methods of executing the work as shown on HYDROGRAPHIC SHEET NO. 2 are those prescribed by the superintendent as laid down in "General Instructions" for the field work of the C. & G. Survey, 1908, and were conducted in obedience to the superintendent's detailed instructions of March 7, 1911. The hydrographic examination was not extended beyond the points inside of the entrance to the inlets, because the hydrography of the principal channels across BROADWATER BAY leading to points on the main land indicate little or no important changes since the survey was made as shown on chart 130.

William F. Jones
Asst. C. & G. Survey
Chief of Party

DESCRIPTIVE REPORT. (Cont.)

HYDROGRAPHIC SHEET NO. 2.

GREAT MACHIPONGO INLET.

(a) GENERAL DESCRIPTION OF THE COAST . Approaching the coast from the north or south the appearance in making the land is that of high sand dunes on ~~the~~ north end of HOG ISLAND and on the southern end of HOG ISLAND are extensive growths of pine and cedar timber in which HOG ISLAND LIGHTHOUSE is located. The buildings at HOG ISLAND LIFE SAVING STATION can also be seen. An abandoned iron beacen tower is also visible on the north end of COBB'S ISLAND. ~~LINE~~

(b) OUTLYING ISLANDS AND DANGERS. There are none/

(d) PILOTS. Same as at SAND SHOAL INLET.

(e) REFUGE. Same as at SAND SHOAL INLET. In extreme case of danger the best place to beach a ship would be abreast of the LIFE SAVING STATION at the southern end of HOG ISLAND.

(f) CURRENTS. Same as at SAND SHOAL INLET. See tidal observations tide gauge at lighthouse wharf at HOG ~~ISLAND~~ ISLAND, 1911.

(g) WEATHER. Same as at SAND SHOAL INLET.

(h) DESCRIPTION OF THE SHORE. ~~LINE~~ Northern end of COBB'S ISLAND is a low sandy shore interspersed with sand dunes .The southern end of HOG ISLAND is a low sandy shore with quite a large hammeck of pine and cedar trees, while the northern end of the island along the coast is lined with high sand dunes.

(i) LANDMARKS . There are no natural landmarks in this locality, HOG ISLAND LIGHTHOUSE is visible 19 miles at sea. The life saving buildings on the northern end of HOG ISLAND are visible 5 miles at sea in clear weather.

(j) INSHORE DANGERS. They are visible at low water on both the north and south side of the EAST CHANNEL and are traced by heavy breakers in ordinary weather.

(k) WRECKS, usually occur on the outer end of the EAST CHANNEL shoals.

(m) BARS AND CHANNELS. Least depth at mean low water 17 feet on EAST CHANNEL bar. Same instructions for entering as at SAND SHOAL INLET.

(7)

(n) ANCHORAGES. Best anchorages for vessels of light draft is about three hundred meters N. W. of HOG ISLAND LIGHTHOUSE WHARF. Remainder of description same as at SAND SHOAL INLET.

(o) LANDING PLACES. Same as at that at SAND SHOAL INLET.

(p) WATERING PLACES FOR VESSELS. At the L.S.S. on HOG ISLAND, rain water can be obtained under the same conditions as at COBB'S ISLAND. There are also shallow wells, containing brackish water on the island and the island contains about four hundred people. There is a Postoffice, church, school, and two stores on the island. Artesian water, gasoline and mess supplies can be obtained at WILLIS'S WHARF on the mainland.

(r) LIGHTS, LIGHTHOUSES, LIFE SAVING STATIONS, BEACONS AND BUOYS. HOG ISLAND and SMITHS ISLAND LIGHTHOUSES are visible from the approaches of this inlet. When the survey was made in 1911, all buoys were in place, but are subject to frequent changes. ^{The} abandoned iron beacons on the northern end of COBB'S ISLAND is still standing. A well equipped L. S. S. with an up to date power life boat is located on the southern end of HOG ISLAND.

(s) SAILING DIRECTIONS. No directions for entering and approaching this inlet are given owing to the frequent changes in the winter gales.

(t) PORTS. At the head of GREAT MACHIPONGO on the mainland in WILLIS'S PRONG is located an oyster shucking plant about one mile from EXMOOR STATION, N.Y.P.&N.R.R.,

(u) CHANGE OF COAST LINE AND DEPTHS. Same as SAND SHOAL INLET.

(v) SURVEY METHODS. Same as SAND SHOAL INLET.

Stehman Hornig
Asst. C. G. Survey
Chief of Party

POST-OFFICE ADDRESS: Bridesburg, Phila. Pa.

TELEGRAPH ADDRESS:

EXPRESS OFFICE:

RECEIVED
BY ASSISTANT IN CHARGE
AND REFERRED TO
OCT 27 1911
INSP. H. & T.



Department of Commerce and Labor
COAST AND GEODETIC SURVEY

Houseboat "COMRADE".

Bridesburg, Phila., Pa.

October 26, 1911.

Mr O. H. Tittmann;

Superintendent,

Washington, D. C.

Sir:

Replying to your letter of October 24, which refers to my Descriptive Report of Sand Shoal Inlet, the fact that I reported 24 feet over the bar was erroneous. My survey developed 24 feet between the 18 ft. curves with a shoal outside on which there is eleven feet. Owing to continuous fogs and heavy weather and sea in that locality, that portion of the SOUTHEAST CHANNEL is not as thoroughly developed as it should have been. After all the sounding work had been completed in and around Sand Shoal Inlet, I went out to this locality in the launch several times but the breakers and sea were so heavy that it was impracticable to get any soundings.

Respectfully submitted

Stehman Jones
Asst. C. G. Survey

Place with Descriptive report of Hyd Sheet
No. 3298

G.S.P.

FORM 167.

Department of Commerce and Labor

COAST AND GEODETIC SURVEY

Washington, 9-8, 1911

Respectfully referred to
11-683
Coast and Geodetic Survey,
LIBRARY AND ARCHIVES
SEP 8 1911
Acc. No.

This descriptive report
is prepared by one
who rarely does
hydrography. #1

It appears to me
its form & ma-
terial should be
commended.

D. S. M.

These descriptive reports should
go to the Archives for filing
as descriptive reports,

Department of Commerce and Labor

COAST AND GEODETIC SURVEY

Washington, 4.8, 191Respectfully

}	returned	to
	referred	
	forwarded	

11-683# 2 ca

Insp. Hyd. & Top.

This is an excellent and commendable report by Asst. Forney, and gives the information needed for the coast pilot with one exception:

In view of the numerous inquiries received by the Survey ~~from~~ for the use of motor boats, any information about connecting waters in land between the various inlets should be included. What is wanted is the depth that can be carried through at low water and at high water, and whether or not there are any local aids to the channel. The best route should also be ~~mentioned~~ ^{mentioned}. Such information can generally be gotten by inquiry.

Respy.

~~for~~ H.C. Graves.

VEC
Dec. 13, 1911

HYDROGRAPHIC SHEET 3298.

Handwritten notes:
S.E. 1/2
1/11/12

Great Machipongo and Sand Shoal Inlets,
Virginia, by Asst. Stehman Forney in 1911.

TIDES.

	Hog I. Light	Cobb I. L. S. S.
	ft.	ft.
Mean low water, or plane of reference on staff	4.2	2.6
Lowest tide observed " "	3.4	1.4
Highest " " " "	9.2	8.0
Mean range of tides	4.4	4.0

Chart and Soundings Survey

DEC 13 1911

TIDAL SURVEY.

Hyd Sheet No 3298

This sheet consists of a survey of Machipongo Inlet and Sand Shoal Inlet.

The work on the areas covered is satisfactory enough, but both are practically useless for one of the primary purposes for which such surveys are intended. As the mouth of the channel was not covered in either case, it is impossible to tell what depths may be carried in.

In Sand Shoal Inlet, a maximum depth of 28ft. is shown between the 18ft. curves, while on the chart (#130), a shoal, with a depth of 11ft on it, is shown directly in the center of the channel, just 450 metres south east of the 28ft sounding. This should certainly have been thoroughly examined. There are several other spots of less importance which should have been further developed.

The position numbers are entirely too large. On a photograph of the sheet, they will appear more prominent than the soundings

R. L. Johnston

Feb, 1912.