

83  
SHA  
1914

# 3660

C. & G. SURVEY,  
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3660

Department of Commerce and Labor  
COAST AND GEODETIC SURVEY

*O. H. Tittmann.*  
Superintendent.

State: *Va.*

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DESCRIPTIVE REPORT.

*3660* Sheet No. **3660**

LOCALITY:

*Chesapeake Bay*  
*Cape Charles City and*  
*Approaches*

1914

CHIEF OF PARTY:

*O. W. Ferguson*

11-4645

DEPARTMENT OF COMMERCE.

COAST AND GEODETIC SURVEY.

O. H. TITTMANN, SUPERINTENDENT

Survey of the Chesapeake Bay, Eastern Shore, Va.

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DESCRIPTIVE REPORT  
++-----++

For Hydrographic Sheet, Cape Charles Harbor, 3660

Extending from near Old Plantation Light House to Cherrystone  
Creek, Virginia.

|           |           |         |         |    |         |         |         |
|-----------|-----------|---------|---------|----|---------|---------|---------|
|           | (between) |         |         |    |         |         |         |
| Latitude  | 0<br>37   | '<br>14 | "<br>30 | to | 0<br>37 | '<br>17 | "<br>30 |
| Longitude | 76        | 01      | 00      | to | 76      | 02      | 30      |

Scale 1:5,000

March 1914

SCHOONER "MATCHLESS"

O. W. Ferguson, Assistant, C.&G. survey, in Command.

-OBSERVERS-

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

Walter E. Perkins, Deck Officer,

B. Paul Burtis, Deck Officer.

H. W. Godsey, Chief Writer.

-RECORDER-

A. S. Bristow, Writer 2cl.

-LEADMAN-

H. C. Tong, Sea.

-COXWAIN-

H. H. Thomas, C. B. M. and W. H. Buckmaster, Q. M. 3cl.

-TIDE OBSERVERS-

The entire Crew.

DEPARTMENT OF COMMERCE

COAST AND GEODETIC SURVEY.

O. H. TITTMANN, SUPERINTENDENT.

Survey of the Chesapeake Bay, Eastern Shore, Va.

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DESCRIPTIVE REPORT  
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For Hydrographic Sheet, Cape Charles City, Va., C.

All of this sheet is shown on Sheets A. B., on scale 1 : 20,000, accompanying this, and there is no further need of a Descriptive Report, than to say that the object of this Sheet is to show, on a suitable scale (1 : 5,000) the channels and beacons and approaches to Cape Charles City and the Harbor.

See the Boat-Sheet for courses and ranges.

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CHANNEL

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The channel approaching and, this important harbor are filling up somewhat, and will soon require dredging . The harbor could be enlarged and docks built to the great benefit of the town and of shipping.

*C. W. Ferguson.*

U. S. Schr. Matchless.

The inclosed , are both permanent and conspicuous.

HARBOR SHEET -C-  
Entrance to Cape Charles City, Va.      March, 1914.      1:5,000.

| STATION                                                                                                                      | LATITUDE |    |                 | LONGITUDE |    |                  |
|------------------------------------------------------------------------------------------------------------------------------|----------|----|-----------------|-----------|----|------------------|
| <span style="border: 1px solid black; padding: 2px;">2 nd. Range Pole<br/>Arm ; Caging</span>                                | 37       | 14 | 1154            | 76        | 01 | 1148             |
| Beach $\Delta$ 1913                                                                                                          | 37       | 15 | 403.2           | 76        | 01 | 560.7            |
| <span style="border: 1px solid black; padding: 2px;">Bell, Bouy</span>                                                       | 37       | 14 | 1805            | 76        | 02 | 261              |
| <span style="border: 1px solid black; padding: 2px;">Beacon, Red</span> <i>-A bright-white light (low) for Channel Range</i> | 37       | 15 | 1589.1          | 76        | 01 | 991.2            |
| <span style="border: 1px solid black; padding: 2px;">Black, Beacon</span>                                                    | 37       | 15 | 695.7           | 76        | 01 | 1432.2           |
| Break w. Lt. Inner                                                                                                           | 37       | 15 | 806.8           | 76        | 01 | 695.5            |
| <i>Bright-white light for Channel Range</i><br>" " " Middle                                                                  | 37       | 16 | 15              | 76        | 01 | 889              |
| <span style="border: 1px solid black; padding: 2px;">" " " outer</span> <i>Red</i>                                           | 37       | 15 | 793.4           | 76        | 01 | 1022.5           |
| <span style="border: 1px solid black; padding: 2px;">Cherrystone Lt.</span> <i>H.</i>                                        | 37       | 15 | 1177.5          | 76        | 02 | 114.9            |
| <span style="border: 1px solid black; padding: 2px;">Char(C.C.C.water Tank)</span>                                           | 37       | 16 | 150.4           | 76        | 00 | 964.5            |
| Church Spire, S.M.E.                                                                                                         | 37       | 16 | 248.3           | 76        | 00 | 389.5            |
| " " N.M.E.                                                                                                                   | 37       | 16 | 173.5           | 76        | 00 | 1460.2           |
| <span style="border: 1px solid black; padding: 2px;">Coal Elevator</span>                                                    | 37       | 15 | 1612            | 76        | 01 | 340              |
| Cra $\odot$                                                                                                                  | 37       | 15 | 1611            | 76        | 01 | 420              |
| <span style="border: 1px solid black; padding: 2px;">Cup, Fish factory<br/>cen. cupola</span>                                | 37       | 17 | 15 $\checkmark$ | 76        | 01 | 757 $\checkmark$ |
| Flag Staff                                                                                                                   | 37       | 16 | 55              | 76        | 01 | 715              |
| 1st. Range                                                                                                                   |          |    |                 |           |    |                  |
| Front Range,                                                                                                                 | 37       | 15 | 1284            | 76        | 01 | 625              |
| Hog $\odot$                                                                                                                  | 37       | 15 | 1637            | 76        | 01 | 206              |
| It $\odot$                                                                                                                   | 37       | 15 | 1793            | 76        | 01 | 350              |
| La $\odot$                                                                                                                   | 37       | 15 | 1780            | 76        | 01 | 258              |
| Lit $\odot$                                                                                                                  | 37       | 15 | 1700            | 76        | 01 | 554              |
| Pen $\odot$                                                                                                                  | 37       | 15 | 1790            | 76        | 01 | 501              |
| Pi $\odot$                                                                                                                   | 37       | 15 | 1687            | 76        | 01 | 255              |
| Rap $\Delta$ 1913                                                                                                            | 37       | 15 | 1537.1          | 76        | 01 | 679.4            |
| Rub $\odot$                                                                                                                  | 37       | 15 | 1590            | 76        | 01 | 494              |
| <span style="border: 1px solid black; padding: 2px;">1st range<br/>Rear Range Lt.</span>                                     | 37       | 15 | 1353.5          | 76        | 01 | 574.6            |
| <span style="border: 1px solid black; padding: 2px;">2nd. Range<br/>Slats <math>\odot</math> </span>                         | 37       | 14 | 1670            | 76        | 02 | 405              |
| <span style="border: 1px solid black; padding: 2px;">U.S. House <math>\odot</math> OIL H.</span>                             | 37       | 16 | 32              | 76        | 01 | 619              |

U. S. Schr. Matchless.

STATISTICS FOR C. SHEET, CAPE CHARLES, VA.

1:5,000

Harbor Sheet. March, 1914.

| DATE         | 1914 | LETTERS  | VOL'S    | POSITIONS  | SOUNDINGS   | MILES<br>STATUTE | VESSEL<br>LAUNCH |
|--------------|------|----------|----------|------------|-------------|------------------|------------------|
| Apr. 2       | "    | a        | 1        | 36         | 242         | 5.80             | "                |
| " 4          | "    | b        | 1        | 73         | 519         | 14.90            | "                |
| " 11         | "    | c        | 1        | 75         | 516         | 12.50            | "                |
| " 29         | "    | d        | 1        | 20         | 115         | 2.80             | "                |
| <b>Total</b> |      | <b>4</b> | <b>1</b> | <b>204</b> | <b>1392</b> | <b>36.00</b>     |                  |

O. W. F.

VEC  
July 7, 1914.

HYDROGRAPHIC SHEET 3660.

Cape Charles Harbor, Chesapeake Bay, Virginia, by  
Assistant O. W. Ferguson in 1914.

TIDES.

|                                                   | Cape Charles City<br>ft. |
|---------------------------------------------------|--------------------------|
| Mean low water, or<br>plane of reference on staff | 3.9                      |
| Lowest tide observed " "                          | 1.6                      |
| Highest " " " "                                   | 7.9                      |
| Mean range of tide                                | 2.3                      |

Hydrographic Sheet # 3660.  
Cape Charles City, Va and approaches.

LIBRARY

Place with descriptive report  
of hydrographic sheet No. 3660

*G.P.A.*  
Drawing Section.

This sheet is a combination on a scale of 1-5000 of that portion of sheets 3658 + 3659 in the immediate vicinity of Cape Charles City Va with such additional lines of new work considered necessary for a good development. The positions for the lines taken from sheets 3658-9 were transferred by the field party from those sheets but as numerous errors developed in verification all these transferred positions were verified, Plotted when the signals were available and transferred when the signals were not available. Errors were also found in the protracted positions for the new or additional lines therefore all these positions were replotted.

The soundings were pencil plotted by the field party but cannot be considered up to standard as many errors were found and the method used in reducing fractions not according to "General Instructions"

The work so far as it applies to the survey can be considered good and appears sufficient to develop Channels + shoals quite accurately, one exception however is at the entrance to the harbor where additional lines should have been run to cover and develop the two <sup>(area un-developed)</sup> bow spots and show the Channel into the harbor. While it might appear that 16 ft can be carried into the harbor these bow spots might develop shallower water.

At the harbor entrance on line c positions 9 + 10 Signal "Coal" as originally recorded has been used in plotting in

place of signal "Cray", as changed, in the records. Signal  
Coal appears to be the proper signal for if signal "Cray" is used  
it practically closes up the Channel. The ~~soundings~~ involved  
~~is~~ in possible.

John D. Torrey

2/11/16 - 5/16-16

rec. L.E.B.



-2- 4

H. 3660.

Vicinity Cape Charles City. The work is sufficient for Sheet examined in Div. general charting purposes, but cannot be considered a finished of Hyd'y & Top'y. survey, owing to the number of comparatively large areas where no soundings are shown.