

3774

Diag. Ch't. No. 1221-2

Department of Commerce and Labor
COAST AND GEODETIC SURVEY

Superintendent.

State: *Virginia*

DESCRIPTIVE REPORT.

Hydrographic Sheet No. 3774

LOCALITY:

*Approaches to
Assateague Anchorage*

1915

CHIEF OF PARTY:

F. G. Engle

11-6645

3774

D E S C R I P T I V E R E P O R T

TO ACCOMPANY HYDROGRAPHIC SHEET NO. ~~3774~~ 3774. SCALE 1,40,000

APPROACHES TO ASSATEAGUE ANCHORAGE, VA.

AND SHEET NO.....SCALE 1-20,000

ASSATEAGUE ANCHORAGE AND CHINCOTEAGUE INLET.

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The resurvey of this area was executed between Sept. 8th and Sept. 29th, 1915, by the party of the Steamer HYDROGRAPHER in accordance with instructions dated August 28th, 1915. On the 1-40,000 sheet, covering the ship work, a general system of lines 1/4 mile apart was run in an east and west (true) direction, southward and eastward of Fishing Point, covering Blackfish Bank and Chincoteague Shoal and the channels between. The southern approach was developed by a similar system of lines in a N 22° W direction. Along the ridges of the shoals an additional line was run to obtain the least depth after the curves were drawn on the working sheet. The channel westward of Chincoteague Shoal was developed and splits were run to develop Turners Lump and the channel between it and Chincoteague Shoal. On the 1-20,000 sheet, covering work of Launch 51, Assateague Anchorage, Ship Shoal and the channel between it and Turners Lump was developed by 200 meter lines as was also Chincoteague Inlet and bar. A few lines were run in Chincoteague Bay covering the route between Chincoteague and Franklin City, which is used by motor boats drawing 3 1/2 ft. All buoys in the vicinity and stake beacons between Chincoteague and Franklin City were located by sextant cuts

and positions. At Gunboat Point and Fishing Point the launch covered the inshore area which could not be done by the ship. North of Fishing Point the ship lines, owing to the slight swell running at the time, were carried to within 1/4 mile of the shore and no work was done inside of this.

One large signal was built on Smiths Hummock near the position of the triangulation point of that name, which has been destroyed, about 5 miles NNE of Assateague Light House. It was located by Theodolite cuts from signal Wildcat and Assateague Light House. It was not considered advisable to delay the work to build another large signal between signal Smith and signal Stack as clear weather prevailed as soon as Smith was finished. On this account the positions on the eastern side of the lines are weak, as they are within the circle of Smith, Light and Stack and are fixed by small angles. However, with careful plotting, accurate sheet and protractor the probable error of the positions will not be excessive.

Blackfish Bank has preserved closely its general direction, position and depths as shown by previous surveys as has also the 4 fathom bank south-~~east~~^{east} of it. On the southwestern end of Blackfish Bank breakers were observed with a ground swell about 8 to 10 ft. in height.

Turners Lump has preserved its position and depth and with the exception of a slight narrowing in a north and south direction, its extent. The SW end of Chincoteague Shoal has shifted 1/2 mile to the south, apparently joining the small shoal heretofore shown between it and Turners Lump and leaving only a small channel less than 200 yards wide with a clear depth of 15 ft. at low water, between the SW end of Chincoteague Shoal (13 ft) and Turners Lump (15 ft) at the bell buoy. From the Captains of the Fish Boats at the Seaboard Oil and Guano Co's. factory at Fishing Point I learned that this channel is

much used by them in both directions and the present position of the buoy is their only guide to it and therefore they would prefer the buoy to be kept in this position, while admitting that strangers attempting to use it might pass it at such distance as to cross the end of the shoal opposite. It would seem advisable therefore to leave the bell buoy in its present position with a caution to strangers to avoid this small channel if possible.

A caution to vessels entering from the north on the course from Winter Quarter Gas Buoy to Blackfish Gas Buoy and thence to Turners Lump Nun buoy against rounding Blackfish Buoy is suggested, an alternative would be to move the latter buoy 1/2 mile SW of its present position.

The channel used by all vessels from the south is to the westward of Turners Lump while vessels from the north or those proceeding north take either the channel between Ship Shoal and Turners Lump and the channel westward of ~~of~~ Chinoctague Shoals or go south of Turners Lump and proceed either to the westward or eastward of Blackfish Bank. Coasting vessels and tows entering from the north generally go to the eastward of Blackfish Bank, steering about for Blackfish Gas Buoy from Winter Quarter Gas Buoy and rounding the latter proceed south of Turners Lump. Small sailing craft sometime use the channel north of Turners Lump with a fair wind.

The hook at Fishing Point which is extending in a NWly. direction and has widened about 100 meters shelters the eastern half of the anchorage in southwesterly winds. The bottom is soft and sticky mud in the anchorage in depths over 15 ft.

Assateague Point has been considerably shortened (about 1/3 mile) a new small channel having cut across it and the outer side worn down so as to be covered at half tide. This channel leads from the north shore of Assateague

Anchorage to Chincoteague Point, joining the main inlet channel between Assateague Point and Chincoteague Point. It is used exclusively by small launches drawing less than three feet and it is well sheltered from breakers by the bar except at high water in rough weather when it breaks all across. The best water is about 40 meters from the shore.

In Assateague Anchorage two shoal points make out, one on either side of the fish factory. The outer ends are marked by small stakes which can be seen only a short distance away. The factory wharves face about N X W and should be approached from this direction to avoid the shoals on either side. The stake with barrel on it mentioned in the sailing direction has been removed. A fish trap marks the northeastern limit of the shoal spit making out from the shore on the NE side of the fish factory.

The elevator and stack of the fish factory and Assateague Light are the most prominent objects in this vicinity and in clear weather are visible about 9 miles. The Wallop Ild. Life Saving Station is not prominent but can be distinguished in good weather when once sighted. It is the southernmost of three buildings on the point. Fishing Point Light and Outer Fishing Point Light are stake lights and are not prominent in daylight neither is the structure upon which the anchorage light is supported. 1200 yards N 85° E true from Assateague Light House there is a sand dune about 40 ft high which is prominent from SE to NE. From the south it is obscured by trees.

For at least 6 miles north of Fishing Point along the beach there is a bar about 70 meters off shore from the low water line which has from 1 to 3 ft. at low water upon it with a depth of 4 to 6 ft. between it and the beach. In moderate weather the first line of breakers is upon this bar and a small boat landing on the beach at low water should select a point where the bar can

be crossed without stranding. In moderately smooth water a landing can be made without danger. In heavy weather with high water the sea will wash across the low places, on Assateague Ild., on Fishing Point and south of Smiths Hummock.

A tide curve for Chincoteague Bay, based on the comparison between Franklin City and Fishing Point should be used in reducing soundings in Chincoteague Bay, instead of the reduction by Fishing Point tides which has been made.

Respectfully submitted,



Assistant, U.S. Coast and Geodetic Survey.

STATISTICS OF HYDROGRAPHY

APPROACHES TO ASSATEAGUE ANCHORAGE, VA.

TO ACCOMPANY SHEET NO...**3774**....

DATE	LETTER	VOL.	POSITIONS	SOUNDINGS	MILES	BOAT USED	
Sep. 15,	A	1	124	835	41.0	HYDROGRAPHER.	
" 16,	B		162	1160	62.0	"	
" 17,	C		22	190	6.0	"	
"	C	2	160	1031	54.0	"	
" 20,	D		168	1301	48.0	"	
" 22,	E	3	179	1240	59.2	"	
" 23,	F		127	830	46.0	31.0	77.0
" 24,	G		42	225	13.7	} 25.2	76.0
"	G	4	111	833	37.3		
" 25,	H		141	925	47.0	37	84.0
" 27,	J		63	482	22.0	2.6	24.6

T O T A L S: 1299 9052 436.2 = 48.5 av. ship

95.8
 9) 532.0
 59.1 average both -

STATISTICS OF HYDROGRAPHY

ASSATEAGUE ANCHORAGE AND CHINCOTEAGUE BAY

TO ACCOMPANY SHEET NO.....3774.....

DATE	LETTER	VOL.	POSITIONS	SOUNDINGS	MILES	BOAT USED.
Sept. 14,	a	1	193	1426	27.6	Launch No. 51.
" 23,	b		84	669	13.0	"
"	b	2	110	825	18.0	"
" 24,	c		153	1388	22.8	"
"	c	3	18	214	2.4	"
" 25,	d		228	1521	37.0	"
" 27,	e		19	280	2.6	"
" 28,	f	4	64	970	10.0	"
" 29,	g		136	1138	16.7	"
"	g	5	11	126	1.5	"

T O T A L S:- 1016

8557 7) 151.6 (21.7
95.8

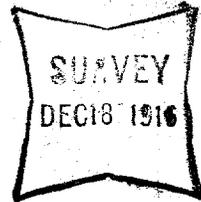
0) 55.8 = 18.6 as launch only
582.0

12) 587.8
49.0 average both all days

POST-OFFICE ADDRESS: U. S. Coast and Geodetic Survey Steamer SURVEYOR,
Manitowoc, Wisconsin.

TELEGRAPH ADDRESS:

EXPRESS OFFICE:



DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

Manitowoc, Wisconsin, CHARTS (S) ✓
HYDROGRAPHY, ETC. (S) ✓

December 16, 1916.

*File with
Desert report*

Superintendent,

U. S. Coast and Geodetic Survey,
Washington, D. C.

Sir:

Your letter of December 14, 1916, regarding wreck symbol on Hydrographic Sheet 3774 received and in reply would say that I do not remember plotting this symbol on the sheet. This 20,000 sheet was plotted, I think, by Mr. Danby in the Office, and not by me, and the symbol referred to appears to be taken from "Notices to Mariners" according to the note (11/20/15 barge N.M.).

I would suggest that the Notices to Mariners for that date be consulted. The survey was made in September, 1915, and at that time there was no wreck in the position indicated on the tracing.

Respectfully,

F. M. Eagle

Asst. Chf. Survey

*Report Chief of Cargo U.S.A. 1916
states that the wreck of a schooner
on Trainers Lamp was spanned and
found destroyed by the elements
G.P.*

*Mr Wygill looked this up in files of N to M,
and found a notice in N.O. N.D. 711. No 47 (3470) of 1915
of a barge wreck but in a position about 1 mile
east of the position on the sheet. The notice stated that
there was 18 feet of water over the wreck. Unless it
is established that the wreck was located by the survey
it should be removed from the sheet.*

ADDRESS
U. S. COAST AND GEODETIC SURVEY
WASHINGTON, D. C.

REFER TO NO.

12-GM

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

WASHINGTON December 14, 1916.

Captain F. G. Engle,
Assistant, Coast and Geodetic Survey,
c/o Manitowoc Shipbuilding Co.,
Manitowoc, Wis.

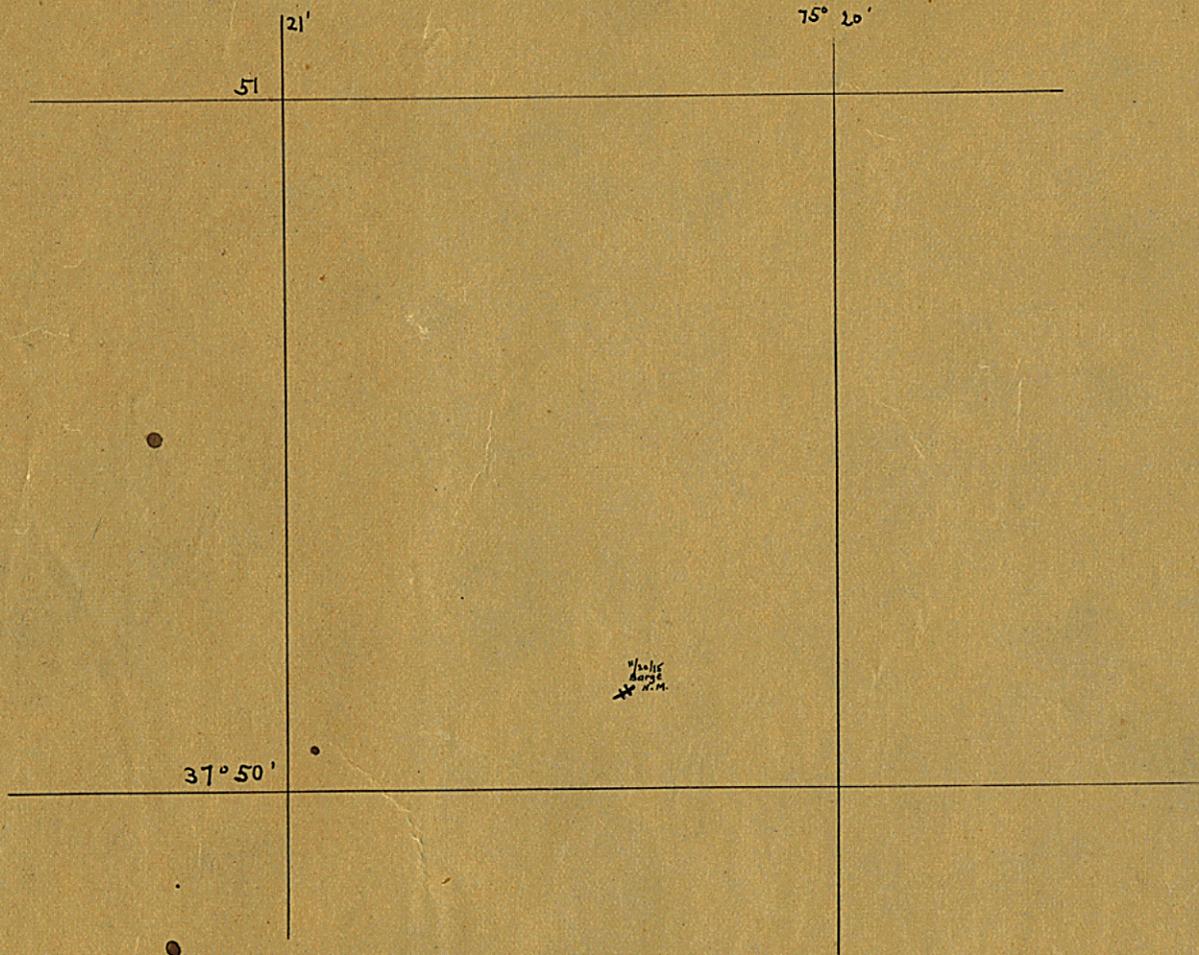
The enclosed tracing is taken from a section of your hydrographic sheet in the vicinity of Chincoteague and shows the wreck symbol and note plotted by you.

No reference is found in the records for the sheet and it is requested that you furnish as part of the record of the Survey the source of information from which the wreck was plotted and give any details available in connection with the wreck.

A section of chart 1221 is also enclosed.

R. L. Jarvis

Acting Superintendent.



Approach to Assateague Anchorage, Va.

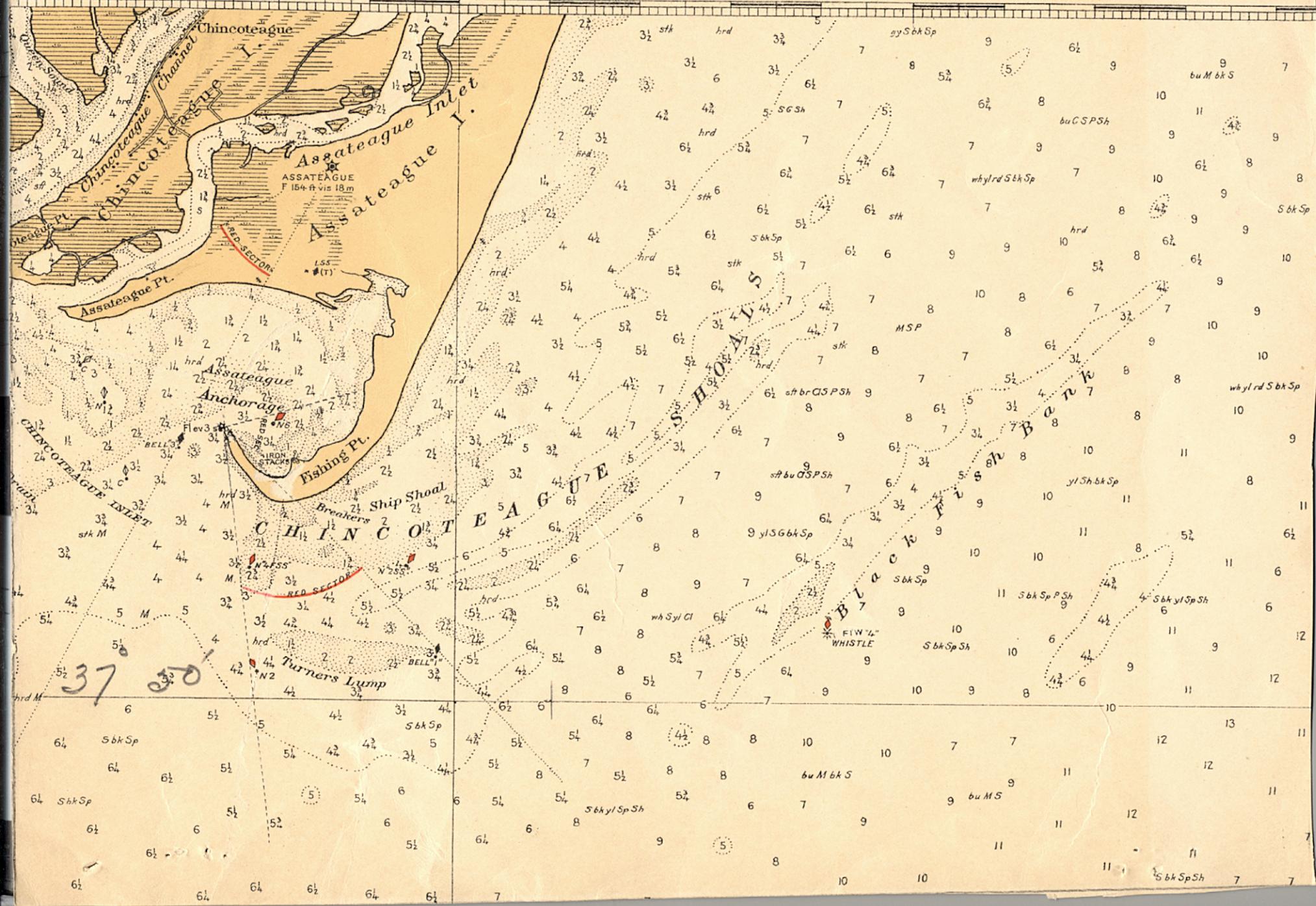
Scale 1:20,000

3774

5'

75° 20'

15'



37 50

7

Hyd = 3774.

Assateague Anchorage & Chincoteague Inlet.

The area on this sheet was resurveyed and the channels and shoals well developed. This work compared with the previous surveys in this locality brought out considerable changes, all of which are fully described in the report of the Chief of the party.

The work was plotted in the field, verified, and inked in the office. A small area at the upper end of the sheet contrary to the "Field Instructions" was inked in the field. The plotting was not very carefully done. Soundings were pencilled and spaced by eye and in many cases had to be respaced.

Stations Δ Killick Shoal L.H., Δ Water House Pipe (East), and \circ B₂ were carelessly plotted. Δ Killick Shoal L.H. 1902, for example, was plotted about 200 yds away from its exact position. The entire subsketch, beacons, and a considerable part of the general work depending on this Δ had to be reprotracted.

The position of \circ B₂, as originally plotted, did not agree with that of the same station on the Top. 3533. This discrepancy has been cleared away by the Chief of the party whose explanation appears in the Descriptive Report of Top. 3533.

There appeared on the sheet a Wreck symbol,

no reference to which could be found in the records.
This symbol has been removed as per instructions and
explanations attached to the Descriptive Report.

Several other inaccuracies of minor importance have
been found and corrected.

Due to the changes in the general character of the
locality no soundings were transferred to this
sheet from the previous surveys.

The records throughout the work were kept in
good shape.

J. B. Shklar

Dec. 14 - 1916