

4918

Diag. Cht. No. 78-2

Form 504

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

R.S. Patton, Director

State: Virginia

DESCRIPTIVE REPORT

~~Topographic~~ } Sheet No. 4918
Hydrographic }

LOCALITY

Chesapeake Bay

Tangier Lump

1929

CHIEF OF PARTY

J. Senior

GOVERNMENT PRINTING OFFICE

4918

DESCRIPTIVE REPORT TO ACCOMPANY HYDROGRAPHIC
SHEET NO. 1 - VICINITY OF TANGIER LUMP,
CHESAPEAKE BAY.

1. INSTRUCTIONS:

This survey was made in accordance with Instructions from the Director to the Commanding Officer of the Motor Vessel NATOMA, dated July 3, 1929.

2. SURVEY METHODS:

Three recovered triangulation stations furnished the control for this work. As noted on the attached copy of the Recovery Note for \triangle HUGH, a hydrographic signal was established close to the triangulation station and its position determined by direct measurement. This was plotted graphically on the hydrographic sheet.

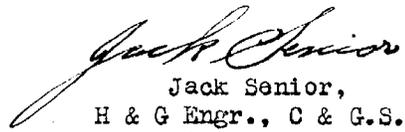
All soundings were taken from the NATOMA, using the standard bronze-center lead-line.

3. COMPARISON WITH
PREVIOUS SURVEYS:

The latest survey agrees closely with previous surveys and charted soundings except as noted below. A close development has revealed several "lumps" of very small extent and "steep-to", in the immediate vicinity of the grounding of the S.S. CREFELD. The least depths found were 23 feet in Latitude $37^{\circ} 47'$ ($+670$ m.), Longitude $76^{\circ} 09'$ ($+1030$ m.), and 24 feet in Latitude $37^{\circ} 47'$ ($+190$ m.), Longitude $76^{\circ} 09'$ ($+1105$ m.). The position of Tangier Lump bell buoy as determined by direct fix on August 7, 1929, was in Latitude $37^{\circ} 46'$ ($+888$ m.), Longitude $76^{\circ} 09'$ ($+1347$ m.).

A close hydrographic development was made of the area under investigation, and it is reasonably certain that all shoals of any extent have been revealed. Because of the very irregular formation of the bottom, isolated "lumps" of very small size may have been missed. This can only be determined with the wire drag. That the S.S. CREFELD grounded on a shoal of less depth than indicated in the present survey, however, seems very unlikely. An examination of the report of the pilot of the vessel, and the tracing submitted showing soundings taken at the time of the grounding, would indicate that the lead-line used was 3 feet in error.

This sheet and records have been reviewed by the undersigned, and are approved as forwarded.


Jack Senior,
H & G Engr., C & G.S.,
Chief of Party.

STATISTICS FOR HYDROGRAPHIC

SHEET NO. 1 - TANGIER

LUMP - CHESAPEAKE BAY

Date:	Letter	Day:	Miles:	Pos:	Sndngs:	Vol:
7-29	"A"		9.2	51	191	#1
7-30	"B"		12.5	42	160	
7-31	"C"		30.0	109	400	
8-12	"D"		4.0	20	76	
8-17	"E"		19.5	79	277	
Totals:			75.2	301	1104	#1

STATISTICS FOR HYDROGRAPHIC
SHEET NO. 1 - TANGIER
LUMP, CHES. BAY

LIST OF SIGNALS USED - HYDROGRAPHIC SHEET NO. 1

Hyd. Name

SMITH - - - -  Smith Pt. L.H.

WICO - - - -  Great Wicomico L.H.

HUGH - - - - Tall signal established near  HUGH
and its position plotted graphically
from direct measurement.



RECOVERY NOTE, TRIANGULATION STATION

R

NAME OF STATION: **Hugh** STATE: **Virginia** COUNTY:
ESTABLISHED BY: YEAR: **1900** LOCALITY: **Hughletts Pt. West Bank Chesapeake Bay**
RECOVERED BY: * **Jack Senior** YEAR: **1929**

Detailed statement as to the fitness of the original description:

Found what was evidently the 2x4 pine stub about 6 ft from the highwater line. Found the blazed double pine 66.7 ft. from the stake. About 1 1/2 ft. of the pine stake had washed away. The lower half of the stake was in good condition. About 75 ft. of the point of land has washed away.

The 2x4 pine stake was removed and replaced by a standard brass disk in a block of concrete; a bottle being used for the subsurface mark. One reference mark was established; a standard brass disk in a block of concrete.

A 45 ft. hydrographic signal was erected a few meters away from the station.

*Copy
This form also
submitted with
a recovery notes.*

<u>Object:</u>	<u>Bearings:</u>	<u>Distances:</u>
Gt. Wicomico Lt. Ho.	0°00' .0	
Blazed Pine Tree	229 30	20.30 meters
* Hydro. Signal "Hugh"	237 24	15.10 meters
Reference Mark	276 33 17.5	19.112 meters
H.W.L.	0 00 0	2.5 meters

W.P. Porter

* Name of chief of party should be inserted here. The officer who actually visited the station should sign his name at the end of the recovery note.

C O P Y

September 24, 1929

Division of Hydrography and Topography:

Division of Charts:

Tide reducers are approved in
1 volumes of sounding records for

HYDROGRAPHIC SHEET NO. 4918

Locality: Tangier Shoal Lump, Chesapeake Bay, Va.

Chief of Party: Jack Senior in 1929

Plane of reference is mean low water, reading
2.0 ft. on tide staff at Pt. Lookout, Md.
Allowance made for time.

For reduction of soundings, condition of records satisfactory
except as checked below:

1. Locality and sublocality of survey omitted.
2. Month and day of month omitted
3. Time meridian not given at beginning of day's work.
4. Time (whether A. M. or P. M.) not given at beginning of day's work.
5. Soundings (whether in feet or fathoms) not clearly shown in record.
6. Leadline correction entered in wrong column.
7. Field reductions entered in "Office" column.
8. Location of tide gauge not given at beginning of each day's work.
9. Leadline corrections not clearly stated.
10. Kind of sounding tube used not stated.
11. Sounding tube No. entered in column of "Soundings instead of "Remarks".
12. Legibility of record could be improved.
13. Remarks.

Paul C. Whitney

Chief, Division of Tides and Currents.

Section of Field Records ✓

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September 24, 1929.

Division of Hydrography and Topography:

Division of Charts:

Tide Reducers are approved in:

1 volume of sounding records for

HYDROGRAPHIC SHEET 4918

Locality: Tangier Shoal Lump, Chesapeake Bay, Va.

Chief of Party: Jack Senior, in 1929

Plane of reference is mean low water, reading

2.0 ft. on tide staff at Pt. Lookout, Md.

~~XXXXXXXXXXXX~~

Allowance made for time.

Condition of records satisfactory except as checked below:

1. Locality and sublocality of survey omitted.
2. Month and day of month omitted.
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12. Legibility of record could be improved.
13. Remarks.

Chief, Division of Tides and Currents.

Section of Field Records.

Report on Sheet H4918
Chief of Party Jack Senior
Protracted by J. R. Rubottom
Verified and Diked by J. Walker

Surveyed in 1929
Surveyed by Jackson Senior
Soundings plotted by
W. J. Chovan.

The sounding records were complete and were neatly kept.

The protracting was very accurate, all the positions checked by the office verifiers were about 40 meters SW of the position associated by the field plotters. On a 40000 scale this error is unimportant and is no doubt due to shrinkage.

The soundings were carefully plotted according to time.

The sheet was clean and the work was as legible as could be expected in a congested area.

The drafting conformed to General Instructions for field work.

The cuts to locate a wreck west of Holland Island on page 48, 49 & 51 were plotted by Mr. Chovan and checked

by Mr. Senior on an aluminum plate
which was destroyed after the lat and long.
of the wreck had been secured. — see note p. 51.
Mr. Chovan was in the office at the time the
sheet (H 4918) was verified and he certifies
that the wreck was accurately located and
carefully plotted and that no further verification
was necessary. The position of the wreck
was plotted on H 3379 in pencil by the
undersigned.

Respectfully submitted

J. F. Walker

1/29

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

AND REFER TO No. 11-DRM

WASHINGTON

November 18, 1929.

SECTION OF FIELD RECORDS

Report on Hydrographic Sheet No. 4918

Tangier Lump, Chesapeake Bay, Virginia

Surveyed in 1929

Instructions dated July 3, 1929 (NATOMA)

Chief of Party, Jack Senior.

Surveyed by J. S.

Protracted by I. R. Rubottom.

Soundings plotted by W. J. Chovan.

Verified and inked by J. T. Walker.

1. The purpose of this survey was to examine the area in the vicinity of Tangier Lump where the Steamships CREFELD and ^{Willenko} ~~WILLKONO~~ grounded (Chart Division letters Nos. 52-1929 and 202-1929, respectively).

(a) The grounding of the CREFELD.

The investigation shows a least depth of 23 feet near the position that was assumed to be where the CREFELD grounded where the 20 foot sounding was charted. On account of the approximate character of the information sent in by the CREFELD as to location of the grounding (see sketch attached to letter 52) and since it is unknown how accurate the soundings that were taken at the time are, it is recommended that the 20 foot sounding be removed from the charts.

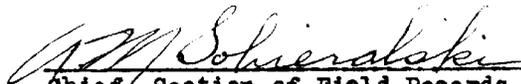
(b) The grounding of the ^{Willenko} ~~WILLKONO~~

The bearings given by the Master of the vessel place the grounding very close to the 23 foot soundings found on the present survey. The least depth found by the Master was 22 feet. Since there is only a difference of one foot between the reported depth and the depth obtained by a carefully executed survey, preference should be given to the survey and it is therefore recommended that the 22 foot sounding be removed from the charts. It should be noted that the charted

22 lies about 450 meters to the northward of the position as given by the bearings (Letter 202-1929). This evidently came about by the fact that the letter states that the chart shows 28 feet on the position obtained at the grounding. The 22 was therefore placed on the charted 28 as a precautionary measure.

2. The work conforms to the specific instructions. It would have been desirable to have had a few more soundings in the vicinity of the 27 foot soundings to the eastward of the Tangier Lump Bell Buoy. The top of the ridge seems to be located here and the least depth may not have been obtained.
3. The wreck located by this party west of Holland Island, Chesapeake Bay, has been plotted on H. 3379 with an appropriate note. The information regarding this wreck has already been reported to Charts (see Chart Letter 473-1929) and a proper notation made on the standards.
4. Reviewed by A. L. Shalowitz, November, 1929.

Approved:


Chief, Section of Field Records (Charts)


Chief, Section of Field Work (H. & T.)

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

REG. NO. 4918

The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. 1

REGISTER NO. 4918

State VIRGINIA

General locality Chesapeake Bay

Locality Tangier Lump

Scale 1:40,000 Date of survey July & August, 1929

Vessel Motor Vessel NATOMA

Chief of Party Jack Senior, H & G Engr.

Surveyed by " " " "

Protracted by Ira R. Rubottom, D.O.

Soundings penciled by W.J. Chovan, Jr. H & G Engr.

Soundings in ~~fathoms~~ feet

Plane of reference Mean Low Water

Subdivision of wire dragged areas by

Inked by

Verified by

Instructions dated July 3, 1929

Remarks:

Field Records Section (Charts)

HYDROGRAPHIC SHEET No. 4918

The following statistics will be submitted with the
cartographer's report on the sheet:

Number of positions on sheet . . 301
Number of positions checked . . 99
Number of positions revised . . . 1
Number of soundings recorded . 1104
Number of soundings revised . . . 8
Number of signals erroneously
plotted or transferred 0

Date: Nov. 1, 1929
Cartographer: J. Walker