5714

Form 504
Ed. June, 1928

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R.S.Patton, Director

State: Virginia

DESCRIPTIVE REPORT

~~Topographic~~
Hydrographic } Sheet No. 21

LOCALITY

Eastern shore - Pope Island
Coast Guard Station to
Chincoteague Inlet

19 34

CHIEF OF PARTY

Ray L.Schoppe & H. Odessey

U. S. GOVERNMENT PRINTING OFFICE: 1928

5714

Form 537
Ed. Dec., 1930

REG. NO.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

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. 21

REGISTER NO.

State VIRGINIA

General locality Eastern Shore

Locality Pope Island Coast Guard Station to Chincoteague Inlet.

Scale 1-20,000 Date of survey June 21 to Sept.13 19 3~~4~~

Vessel Ship GILBERT -- Launch of Ship LYDONIA

Chief of Party R. L. Schoppe & H. Odessey

Surveyed by H. Odessey & C. A. George

Protracted by A. P. Crisfield

Soundings penciled by W. F. Deane

Soundings in ~~fathoms~~ feet

Plane of reference M.L.W.

Subdivision of wire dragged areas by

Inked by

Verified by A. Stiles

Instructions dated April 27, 19 33

Remarks:

U. S. GOVERNMENT PRINTING OFFICE. 1932

DESCRIPTIVE REPORT

to accompany

HYDROGRAPHIC SHEET NUMBER 21

VIRGINIA COAST | CHINCOTEAGUE SHOALS

INSTRUCTIONS:

The work on this sheet was done in accordance with the Director's Instructions to the commanding officers of the OCEANOGRAPHER, LYDONIA and GILBERT dated April 27, 1933, covering projects H.T. 142, 143, and 144.

LIMITS:

This sheet comprises the inshore hydrography of the south end of Assateague Island. It extends from Pope Island Coast Guard Station to Fishing Point, and includes the hydrography in the vicinity of Turner Lump.

It joins sheet H-5347 on the north, sheet H-5358 and sheet 41 on the east, sheet nos. 11 and 22 on the west and sheet 41 on the south.

SURVEY METHODS:

Usual procedure as described in the Hydrographic Manual was employed. All soundings were taken with the hand-lead.

The majority of the work was done by the LYDONIA'S 24 foot motor launch. One days work each was done by the GILBERT and the OCEANOGRAPHER launch.

Control was furnished by topographic signals located by plane-table survey between triangulation stations.

DISCREPANCIES:

In general crossings were considered satisfactory, agreeing in most cases within one or two feet.

It must be noted, however, that a great deal of this work was done in very rough weather, which made it difficult to obtain accurate soundings.

Special attention is called to the following:

5

At latitude 37°-58'.5 and longitude 75°-18'.5, a crossing of 5 feet between position 100e and 170-171b. It is noted that the interval between 170-171b was very long, affording poor control, and that a slightly altered spacing will bring the soundings into agreement. ar.

Also at latitude 37°-58'.6 and longitude 75°-16'.5, a crossing of 5 feet between positions 32-33f and 41-42a. Heavy swells were noted in the sounding record on both "a" and "f" days.

On position 37p, latitude 37°-55'.1 and longitude 75°-18'.3, a 22 foot foot spot was found while developing a 24 foot spot. Also on positions 62 & 64p, shoaler soundings were found. "p" day was very rough and shortly after these soundings were taken hydrography was discontinued for the day. It was evident that a further investigation was desirable, but up until the time that the sheet was transferred to the party on the GILBERT for completion, either the weather was unfavorable for development or work was being done in a different locality.

DANGERS:

There is a shoal area beginning at latitude 37°-58'.0 and longitude 75°-17.0, and extending for nearly 3 miles in approximately an east-northeasterly direction. The highest spots of the shoal are as follows:

At latitude 37°-58'.0 and longitude 75°-17'.0, a depth of 11 feet; at latitude 37°-58'.2 and longitude 75°-16'.1, a depth of 10 feet; at latitude 37°-58'.7 and longitude 75°-15'.2, a depth of 16 feet; and at latitude 37°-59'.4, and longitude 75°-14'.2, a depth of 19 feet.

At latitude 37°-55'.3 and longitude 75°-16'.9, there is a shoal with a least depth of 18 feet.

At latitude 37°-55'.1 and longitude 75°-18'.3, a depth of 22 feet was found. In this same vicinity, at points 0.1 mile southeast and 0.2 mile south, depths of 24 feet were noted.

At latitude 37°-54'.5 and longitude 75°-18'.6, there is a shoal with a least depth of 21 feet.

There is a shoal with a least depth of 19 feet at latitude 37°-53'.3 and longitude 75°-18'.9.

The area east of Fishing Point, between latitudes 37°-53'.0 and 37°-51'.0, is covered w ith shoals of varying depth and strangers should proceed with caution when in that vicinity.

The least depths found on Turner Lump were as follows: 12 feet at latitude 37°-50'.3 and longitude 75°-21'.7; 12 feet at latitude 37°-50'.1 and longitude 75°-21'.4; 9 feet at latitude 37°-50'.1 and longitude 75°20'.9; and, 11 feet at latitude 37°-50'.4 and longitude 75°-19'.9.

A least depth of 19 feet, latitude 37°-51'.3 and longitude 75°-18'.6, was found on the shoal extending north east from Turner Lump.

At latitude 37°-52!1 and longitude 75°-23!4, there is a 6 foot spot, lying about 150 meters south of the line between Assateague Anchorage Outer Bell Buoy"3", and Chincoteague Inlet Bar Buoy. It should be avoided in entering Assateague Anchorage.

CHANNELS:

The channel into Assateague Anchorage passes closel westward of Fishing Point Light. In entering the Anchorage, it is noted that steering a course from the Outer Bell Buoy to Chincoteague Inlet Bar Buoy will pass very close to the edge of the shoals to the westward. Some 300 meters north of this course and heading mid-way between the Entrance Buoy and Fishing Point Light, a least depth of 10 feet can be maintained.

There is a clear channel between Chincoteague Shoals and Turner Lump and a least depth of 19 feet to Assateague Anchorage Outer Bell Buoy.

ANCHORAGES:

Chincoteague Inlet, south westward of Fishing Point, affords sure protection from northerly and northeasterly swells.

COMPARISON WITH PREVIOUS SURVEYS:

In comparing the present survey with Chart 1220 and ~~1221~~, considerable change is noted. It is evident that the shoals in this vicinity are shifting southward. A change of depth on these shoals has also occurred. In some cases the present sheet shows less depth than the old survey, but in others the opposite is true.

Fishing Point continues to build up to the north westward, and the channel into Assateague Anchorage passes closel westward of it. The shoal area between this channel and Gunboat Point is radically changed.

SHORELINE: See Shoreline Investigation by F. G. Erskine page 5

The shoreline, shown by a solid line, was taken from photostats of Air-Photo Compilation Sheets T5200 and T5201; that shown by a ~~dotted~~ line was taken from photostats of Topographic Sheets 4797 and 4798, executed during the 1933 field season.

The highwater line, as measured in May, 1934, by the Graphic Control Party, was 65 meters from ⊙ Zip, which agrees with the 1933 topography.

Signal "Run" was at least 50 meters from the shoreline, therefore it is recommended that the shoreline in this area be taken from actual topography rather than air-photos.

For the area north of ⊙ Run the triangulation station "Assateague Boathouse on beach, east gable, 1902" was compared with the 1933 topographic location, ⊙ Off, and from this comparison it was determined that the shoreline on the sheet in this area was about 22 meters east of its actual position.

This deduction is partially checked by the fact that ⊙ Spot-1934, was a wreck quite a distance above the low water line. Although the state of the tide was not noted, the truck was driven right by this signal during the trips up and down the beach therefore it is estimated that this signal is within ten meters of the high water line. The adjustment of the 1933 topography by 22 meters would place the shoreline close to this signal. It is recommended that this adjusted topographic shoreline be used in this area.

From comparisons it is thought that the shoreline appearing on the airphotos along the open beaches; is, in many cases the storm water line rather than the actual high water line. This theory can be checked when the airphotos of Hog and Cobb Islands are complete as shoreline in this area was run in during this season. See Topographic Sheet A - LYDONIA.

To be disposed of when all Topographic surveys have been received.
8/9/35
L.S.S.

(Paragraph regarding Shoreline by R.A.Earle, Lieut.(j.g.))

Respectfully submitted:

Clarence A. George.
Clarence A. George,
Lieut. (j.g.) C. & G. S.

Approved and forwarded:

H.A. Seran.
H.A.Seran, Commander C&GS
Commanding Ship OCEANOGRAPHER.

Approved:

Ray L. Schoppe
Ray L. Schoppe,
Lieut-Commander C&GS,
Commanding Steamer LYDONIA.

Shoreline Investigation

(See descriptive report, H 5714, pages 3 and 4; also reviews, T 5200 and T 5201.)

A complete restudy of the shoreline on H 5714 has been made using the photographs, the notes in the hydrographic descriptive report and the various topographic surveys. While the shoreline as shown on the air photo compilations T 5200 and T 5201 may be slightly inside the high water line, the field inspection is complete and carefully executed and the shoreline is accepted as the condition in the early part of 1934.

Frank G. Erskine

Aug 17, 1935

S T A T I S T I C S

LYDONIA Launch

Day	Date	Soundings	Positions	Mileage
a	June 21, 1934	655	94	20.3
b	June 22, 1934	934	171	34.0
c	June 26, 1934	14	7	0.7
d	June 28, 1934	856	145	30.8
e	June 29, 1934	847	165	29.2
f	June 30, 1934	635	147	26.1
g	July 1, 1934	713	183	34.2
h	July 2, 1934	635	186	32.3
j	July 12, 1934	565	137	26.5
k	July 13, 1934	784	110	24.6
l	July 14, 1934	849	166	30.5
m	July 15, 1934	503	113	18.1
n	July 16, 1934	619	150	22.4
p	July 27, 1934	250	65	10.0
q	Aug. 9, 1934	81	23	4.4
r	Aug. 15, 1934	825	141	27.6
s	Aug. 16, 1934	415	106	13.5
t	Aug. 22, 1934	610	119	22.8
u	Aug. 23, 1934	395	86	13.2
v	Aug. 29, 1934	338	55	7.2
	Totals	11523	2369	428.4

GILBERT

Day	Date	Soundings	Positions	Mileage
A	Sept. 11, 1934	264	37	7.2
B	Sept.12, 1934	297	45	7.8
	Totals	561	82	15.0

OCEANOGRAPHER Launch

Day	Date	Soundings	Positions	Mileage
a	Sept. 13, 1934	430	50	10.6

	Soundings	Positions	Mileage
Totals for sheet	12514	2501	454.0

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. 5714

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

Number of positions on sheet	2501
Number of positions checked	230
Number of positions revised	23
Number of soundings recorded	12514
Number of soundings revised	235
Number of signals erroneously plotted or transferred	0

Date:

Verification by A Stiles Time: 145 hr

Review by ~~[illegible]~~ R.J. Christman Time: 26 hr. 4 "

Verification Report on H-5714 (1934)

(1) Generally the records conform to instructions —

The depth curves were completely drawn —

The smooth sheet was checked with the boat sheet — all positions showing possibility of error were checked. No serious errors were found. altho' a number of positions and soundings were changed — to conform to records.

The reviewers attention is directed to 43 S day and 45 V day where the positions are identical yet showing a difference from 16 feet to 8 feet

The shoaler sounding in this case being accepted

At 47 M day the record states a vertical striped buoy — whereas in the index a horizontal stripe is called for

The buoy was drawn as a "buoy of any kind" as indicated on page 141 of instruction manual.

The air compilation chart was compared with the area below signal "Fat" and found to be correct

The air compilation to the north of this station is not yet complete and the High and low water line affected by this chart has not been inked —

To be inked when all Topographic surveys have been received. 8/5/35. L.S.S.

Satisfactory junction was made with H 5358 — (1933) H 5347 — (1933) — H 5357 — (1933)

Junctions were not made with H 5702 — (1934) H 5703 — 1934 and H 5716 — (1934) the sheets at this time not being available

Respectfully submitted

A Stiles.

GEOGRAPHIC NAMES

Date. April 12, 1935 VIRGINIA

Survey No. H5714

Chart No. 1220-2

Diagram No. 1220-2

Approved by the Division of Geographic Names, Department of Interior. *

Referred to the Division of Geographic Names, Department of Interior. R

Under investigation. Q

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	--------------	Pope Island C.G. ✓			
	--------------	Assateague Island ✓			
	--------------	Chincoteague Inlet ✓			
	--------	Turner Lump ✓			
	-----------	Ship Shoal ✓			

APPROVED NAMES

APPROVED NAMES UNDERLINED IN RED

3/14/3

(M-136)

LGC

Form 712
DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
Ed. Feb. 1935

TIDE NOTE FOR HYDROGRAPHIC SHEET

June 6, 1935

Division of Hydrography and Topography:

Division of Charts: Attention Mr. E. P. Ellis

Tide Reducers are approved in
9 volumes of sounding records for

HYDROGRAPHIC SHEET 5714

Locality Pope Island Coast Guard Station to Chincoteague Inlet, Coast of Maryland and Virginia

Chief of Party: R. L. Schoppe and Herman Odessey in 1934
Plane of reference is mean low water, reading
4.6 ft. on tide staff at Assateague Anchorage
8.8 ft. below B.M. 15

Height of mean high water above plane of reference is 3.7 feet

Condition of records satisfactory except as noted below:

Paul C. Whitney

Chief, Division of Tides and Currents.

U. S. GOVERNMENT PRINTING OFFICE

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 5714 (1934) FIELD NO. 21

Pope Island Coast Guard Station to Chincoteague Inlet, Virginia
Surveyed in 1934
Instructions dated April 27, 1933 (OCEANOGRAPHER)

Hand Lead Soundings. 3 Point fixes on shore signals.

Chief of Party - R. L. Schoppe; H. Odessey.
Surveyed by - H. Odessey; C. A. George.
Protracted by - A. P. Crisfield.
Soundings penciled by - W. F. Deane.
Verified and inked by - A. Stiles.

1. Condition of Records.

The records are neat and legible and conform to the requirements of the Hydrographic Manual.

The shoreline north of latitude 37° 59.0', is not available. It will be inked when the air photo compilation survey for that area is received.

The Descriptive Report is clear and comprehensive and satisfactorily covers all matters of importance.

2. Compliance with Instructions for the Project.

This is a well executed survey and it complies with the instructions for the project.

3. Sounding Line Crossings.

The sounding line crossings are adequate and satisfactory.

4. Depth Curves.

The usual depth curves may be satisfactorily drawn within the limits of the survey.

5. Junctions with Contemporary Surveys.

The junction with H-5703 (1934) in Chincoteague Inlet is satisfactory.

The junctions with H-5347 (1933), H-5347 (1934 additional work); H-5357 (1933) and H-5358 (1933) on the north and east are satisfactory.

The junctions with H-5702 (1934) on the east and south and H-5716 (1934) in Chincoteague Inlet will be considered in the reviews of those surveys.

6. Comparison with Prior Surveys.

H 287 (1851)	H 3173 (1910)
H 298 (1851)	H 3308 (1911)
H 1487 (1881)	H 3314 (1911)
H 2615 (1902)	H 3774 (1915)

A comparison between the above surveys and the present survey reveals numerous changes in depths and locations of shoals as well as radical changes in shoreline. Because of the time elapsed between these surveys and the present survey and the changeable nature of the bottom, it is unnecessary to consider in detail from a standpoint of information to be carried forward the various changes noted. The present survey, within its limits, satisfactorily covers the area and should supersede all of the above surveys for charting purposes.

7. Comparison with Chart No. 1220.

a. Hydrography.

Within the area covered the chart is based on surveys discussed in paragraph 6 of this Review and the U. S. Army Engineers survey (blue print No. 21178 (1926)). The information on blue print 21178 (1926) should not be used for future charting for the same reasons stated in paragraph 6 of this Review.

b. Aids to Navigation.

Bell buoy No. "3" in latitude 37° 51.94', longitude 75° 23.15' as located by the present survey is about 300 meters south of its charted position.

The channel buoy in latitude 37° 51.0', longitude 76° 20.03' is located about 150 meters west of its charted position. The present locations of the above buoys still adequately marks the features intended.

The channel buoy in latitude 37° 52.6', longitude 75° 23.47', and the light on the end of Fishing Point are located approximately 200 meters west by south of their charted positions. The change in the position of the buoy and light is evidently due to the point building out to the westward.

8. Field Plotting.

The field plotting is satisfactory.

9. Additional Field Work recommended.

This survey is quite complete, however, the 6 foot sounding in latitude 37° 52.1', longitude 75° 23.4' and the 22 foot soundings in latitude 37° 55.1', longitude 75° 18.3' should be further investigated when opportunity affords.

10. Superseding Old Surveys.

Within the area covered the present survey supersedes the following for charting purposes:

H 287	(1851)	in part
H 298	(1851)	" "
H 1487	(1881)	" "
H 2615	(1902)	" "
H 3173	(1910)	" "
H 3308	(1911)	" "
H 3314	(1911)	" "
H 3774	(1915)	" "

11. Reviewed by - Leo S. Straw, August 6, 1935
R. J. Christman, August 7, 1935.

Inspected by - R. L. Johnston.

Examined and approved:

K.T. Adams
K. T. Adams,
Asst. Chief, Division of Charts.

Chief, Division of Charts.

F. S. Borden
Chief, Section of Field Work.

G T Rude
Chief, Division of H. & T.

Applied to drawing of Chart 1220 - May 29 1936 - J.F.W.
" " " " " 1109 June 4, 1936 - J.F.W.

T4992
Rowel
Amadiyun 13 H 1902 (OM)