

5895

U. S. COAST & GEODETIC SURVEY
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NOV 16 1935

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Form 504
Ed. June, 1928

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

State: Virginia

DESCRIPTIVE REPORT

~~Topographic~~ } Sheet No. 1.
Hydrographic }

LOCALITY

North Landing River
~~Inland waterway~~

~~Upper North Landing River~~
North Landing to Pungo Ferry

193 5

CHIEF OF PARTY

Raymond P. Eymann

5895

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

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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.

5845

Field No. 1.

dia 1227
REGISTER NO. 45895

State Virginia

General locality North Landing River¹⁷
~~Inland waterway~~

Locality ~~Upper North Landing River~~ to Pungo Ferry²⁷

Scale 1-10,000 Date of survey February, 1935

Vessel Motor sailer, skiff. (M.V. Natoma)

Chief of Party Raymond P. Eyma

Surveyed by E. L. Jones

Protracted by Roger Pinckney, Jr.

Soundings penciled by Roger Pinckney, Jr.

Soundings in ~~fathoms~~ feet

Plane of reference M.L.W.

Subdivision of wire dragged areas by - - -

Inked by George F. Jordan

Verified by George F. Jordan

Instructions dated Aug. 31., 1934

Remarks: _____

Descriptive Report to accompany
Hydrographic Sheet "1"

Instructions

The work on this sheet was done in accordance with instructions dated Aug. 31, 1934 for Project HF-189, M.V. Natoma.

Scale and Limits

This sheet is on a scale of 1-10,000, being the first sheet of this project at the eastern end of the Chesapeake and Albemarle Canal, and extends from North Landing to Pungo Ferry thru the inland waterway as it follows the North Landing River. It joins with sheet #2 on the south.

Survey Methods

Standard Coast Survey methods were used; obtaining soundings with a hand lead line from a small boat and positions controlled by sextant fixes on signals located by topography.

Lines near the banks were run as nearly as possible at an uniform distance off the bank and curved with the shoreline.

Discrepancies

Several apparent discrepancies were noted on the boat sheet by the Hydrographer in water depths, but it was found on smooth plotting that these differences were all near the edges of dredged cuts and a very slight displacement of either sounding would cause agreement or lack of same.

Dangers

Thruout most of this sheet stumps, snags, and old piling are to be found near the banks, and most of the small creeks leading off the main channel are very foul.

The Hydrographer has indicated a number of stumps, snags, and piling on the boat sheet.

** These are shown on the smooth sheet, as well.*

Channels

The main channel is a dredged cut from 90 to 125 ft. wide with a controlling depth of 11 ft. found at several places. The channel is well marked by a day mark and lighted beacons located on the east side of the channel.

No attempt was made to thoroly develop the channel as it is maintained by the U.S. Engineers who make periodic surveys on a much larger scale.

West Neck Creek has a controlling depth of about 5 ft. (near the mouth) for a distance of about $1\frac{1}{2}$ miles to the bridge by keeping in mid stream - numerous fish stakes, stumps, and snags are to be found near the banks.

** 4 ft near*

① Ned

The last two ox-bows to the southward in Lat. 36-38 $\frac{1}{4}$ and 36-37 $\frac{1}{4}$, which make up the old river bed are reasonably clear with 8 to 12 ft. of water thru them. The other bends in the river which have been cut off by the improved channel are shallow and foul with wrecked barges and stumps.

Hydrographic Sheet #1

Anchorage

There are no real anchorages on the sheet, however small craft can obtain good shelter clear of the main channel in the two ox-bows mentioned above.

There is a small dock with 8 ft. of water alongside at North Landing and another with 7 ft. at Pungo Ferry.

General Description

The land thru which this river and canal runs is low and swampy and densely wooded to the banks with numerous old snags and stumps extending out into the stream; the main channel, however, is clear, fairly straight, and well marked.

Numerous notes were made directly on the boat sheet by the Hydrographer recording stumps and foul areas and should be consulted.

Comparison with previous surveys

A copy of sheet #1579b of C. & G. S. work in 1884 was compared with this survey but little can be said of such comparison. The early survey contained only one sounding line thru the river and that before it had been improved by dredging. There is noted, however, that with most of the sharp bends cut off the old channels around these bends have shoaled up considerably.

There are forwarded herewith several sheets of U.S. Engineer's surveys of this area at different periods. There are 8 sheets of a close survey (of the dredged channel only) made in 1924 which gave depths slightly less than the present survey. There are also included 3 sheets of the U.S. Engineer's condition survey of ^{March} 1934 which seems to be in fairly good agreement with the present work. *

* Chart letter
475 (1934)
gives
controlling
depth of
Mar. 1934.

Geographic Names

The Engineer's sheets above referred to give a number of names, Cow Creek, Pokety Creek, etc. that do not appear on the chart but which seem to be fairly well established locally.

Statistics

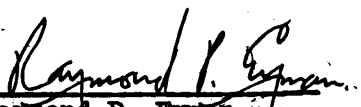
A table of statistics accompanies this report.

Tide Data

During the period of sounding there was maintained a portable auto. tide gage at North Landing and a second at Pungo Ferry. The north half of the sheet was referred to the former and the south half to the latter.

Hydrographer : Ensign E. L. Jones,

Respectfully submitted,


Raymond P. Eymann,
Chief of Party.

Statistics for Hydrographic Sheet #1

<u>Date</u>	<u>Day</u>	<u>Vol.</u>	<u>Boat</u>	<u>Miles</u>	<u>Soundings</u>	<u>Positions</u>
2-5-35	a	1	M.S.	11.4	433	116
2-6-35	b	1	"	2.8	125	30
2-7-35	c	1	"	8.8	381	94
2-8-35	d	1	"	16.7	707	156
2-12-35	e	2	skf.	5.3	300	102
2-13-35	f	2	M.S.	7.1	401	117
2-15-35	g	2	"	4.6	215	60
Total	7	2		56.7	2562	675

Remarks

Decisions

	Remarks	Decisions
1		
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GEOGRAPHIC NAMES

Survey No. H- 5895

Name on Survey											
	A	B	C	D	E	F	G	H	K		
<u>North Landing River</u> ✓											1
<u>North Landing</u> ✓											2
<u>West Neck Creek</u> ✓											3
<u>Pungo Ferry</u> ✓											4
											5
<i>Names approved Dec. 12 1925.</i>										6	
<i>O. Egner</i>										7	
											8
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											27

HYDROGRAPHIC SURVEY NO. 5895

Smooth Sheet 1

Boat Sheet 1

Sounding Records 2 Vols. _____

Descriptive Report yes

Title Sheet yes

List of Signals yes

Landmarks for Charts (Form 567) yes

Statistics yes

Approved by Chief of Party yes

Recoverable Station Cards (Form 524) No

Special Chart for Lighthouse Service No
(Circular Nov. 30, 1933)

Remarks _____

VERIFIERS REPORT ON H5895 (1935)

1. Survey H5896 (1934-'35) joins this survey on the south, and has not been verified. No other survey makes a junction. ✓
2. Control is obtained from T-surveys 6292 a & b (1935). Air photos of this section have not been compiled, and are still in the field. ✓
3. The field records conform to the requirements of General Instructions. ✓
4. The depth curves are well confined in the channel, and the 12 ft curve is complete. ✓
5. No additional plotting or changes were made. ✓
6. Remarks-
 - a. The bottom characteristics were omitted in plotting. ✓
 - b. The exact position of T-stations were not accentuated by a black dot; a red dot was shown at a few locations. ✓
 - c. Careful selection of soundings had been made; both soundings and connecting lines were well executed. ✓

Respectfully submitted,

George F. Jordan
George F. Jordan

Feb 19, 1936

Mrs Jones (Air Photo Comp. Sect.) states there will be no photo compilation for this area covering H, 5895.

B

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. **5895.**

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

Number of positions on sheet	.675.
Number of positions checked	...13..
Number of positions revised	...9..
Number of soundings recorded	.2552.
Number of soundings revised	...25.
Number of signals erroneously plotted or transferred0.

Date: **Feb. 19, 1936**

Verification by **George F. Jordan**

Review by **G. Riegari**

Time: **27½ hrs.**

Time: **12 hrs.**

TIDE NOTE FOR HYDROGRAPHIC SHEET

January 31, 1936

Division of Hydrography and Topography:

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

Tide Reducers are approved in
2 volumes of sounding records for


HYDROGRAPHIC SHEET 5895

Locality North Landing to Pungo Ferry, North Landing River, Va.

Chief of Party: R. P. Eyman in 1935
Plane of reference is mean low water reading
2.1 ft. on tide staff at North Landing
2.2 ft. below B.M. 1
2.8 ft. on tide staff at Pungo Ferry
1.8 ft. below B.M. 1

There is practically no periodic tide and the plane of reference
was taken half a foot below mean water level.

Condition of records satisfactory except as noted below:


Chief, Division of Tides and Currents.

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. H-5895 (1935) FIELD NO. 1

North Landing to Pungo Ferry, North Landing River, Va.
Surveyed in February 1935
Instructions dated August 31, 1934 (NATOMA)

Hand Lead Soundings.

3 Point fixes on shore signals.

Chief of Party - R. P. Eyman.
Surveyed by - E. L. Jones.
Protracted by - R. Pinckney, Jr.
Soundings penciled by - R. Pinckney, Jr.
Verified and inked by - G. F. Jordan.

1. Condition of Records.

The records are neat and legible and conform to the requirements of the Hydrographic Manual except that the bottom characteristics were omitted on the sheet. This addition was accomplished in the office.

The Descriptive Report satisfactorily covers the essential details and all items of importance.

2. Compliance with Instructions for the Project.

The instructions for the project have been satisfactorily complied with.

3. Shoreline and Signals.

The shoreline and signals originate with T-6362a (1935) and T-6362b (1935).

4. Sounding Line Crossings.

No cross lines were run but the closeness of the parallel lines show general good agreement.

5. Depth Curves.

The depth curves can be satisfactorily drawn.

6. Junctions with Contemporary Surveys.

The junction with H-5896 (1934-35) on the south will be considered in the review of that sheet.

7. Comparison with Prior Surveys.

a. H-1360 (1877).

This survey is on a scale of 1:10,000 and 1:20,000 and makes a small overlap with the present survey at Pungo

Ferry with a single line of soundings. The area has changed in general as a result of the dredged channel. The old river bend, which has been cut off by the dredged channel, has become much shoaler while the few comparative depths in the channel show a deepening since the old survey.

b. H-1579b (1884).

This survey is on a scale of 1:20,000 and covers the length of North Landing River on the present survey from North Landing to Pungo Ferry with a single line of soundings. As a result of the dredging, since the old survey, the river in general shows greater depths, while in the old river bends, which have been cut off by the dredged channel, the river bed has shoaled considerably in most cases.

8. Comparison with Chart No. 1227 (New Print dated Feb. 8, 1935)
No. 3252 (New Print dated June 11, 1935)

a. Hydrography.

There are no soundings charted within the limits of this survey. The charted piles, as well as the wreck opposite Bn. 3 originate with Chart letter No. 391 (1921), while the wreck near Bn. 7 originates with Chart letter No. 62 (1935), which is the result of a Coast Pilot inspection. These dangers have been verified by the present survey, except that the charted submerged piles near Bn. 7 were found by both the present survey and the contemporary topographic party (T-6362b (1935)) to be above water. Since there are no periodic tides in this river, the fact the piles were seen would indicate that they are not submerged. It is possible that the piles were originally observed during a freshet stage of the river and appeared submerged. They should now be charted as piles above water.

b. Controlling Depths.

North Landing River is a maintained waterway. The charted controlling depth of 11 feet originates with Chart letter No. 475 (1934). While the present survey does not completely develop the channel, the depths obtained are in conformity with the charted controlling depths.

c. Aids to Navigation.

The charted aids to navigation are in substantial agreement with the positions as located on the present survey.

9. Field Plotting.

The protracting and the plotting of the soundings were well done.

10. Additional Field Work Recommended.

No additional field work is required.

11. Superseding Old Surveys.

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

H-1360 (1877) in part
H-1597b (1884) " "

12. Reviewed by - G. Risegari, Mar. 6, 1936.

Inspected by - A. L. Shalowitz.

Examined and approved:

C. K. Green, Chief, *C. K. Green*
Section of Field Records.

L. O. Pollett
Chief, Division of Charts.

Fred. L. Peacock
Chief, Section of Field Work.

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

20 Feb 30, 1935

L.S.

Applied to chest 830 Aug 23, 1937 R.L.J.