

6833

Form 504

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Hydrographic
Field No. 4 Office No. H6833

LOCALITY

State VIRGINIA
General locality Norfolk, Virginia
Locality off Naval Operating Base ~~Becks~~

1943

CHIEF OF PARTY

Wilbur R. Porter

LIBRARY & ARCHIVES

DATE AUG 4 - 1943

6833

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

REG. NO. **H6833**

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

REGISTER No. 4
Field No. H6833

State Virginia

General locality Norfolk, Virginia

Locality Off Naval Operating Base Books

Scale 1:2500 Date of survey June & July 1943

Instructions dated March 29, 1943

Vessel Launch FARIS

Chief of party Wilbur R. Porter

Surveyed by Wilbur R. Porter

Soundings taken by fathometer, graphic recorder, hand lead, wire

Protracted by W. W. Feazel and L. L. Lawrence

Soundings penciled by L. L. Lawrence

Soundings in ~~xtbook~~ feet at MLW ~~MLLW~~

REMARKS: This sheet was processed at the Norfolk Processing Office.

116.833

DESCRIPTIVE REPORT

TO ACCOMPANY

Sheet No. 4 (Field)

Project C.S.-305 1943

AUTHORITY:

This survey was executed under Instructions dated March 29, 1943. ✓

SCOPE:

The area in the vicinity of the Naval Operating Base docks from the Virginia Coal Pier north to the northern limits of the Base and westward to the dredged channel. ✓

SURVEY METHODS:

Standard procedure was employed thruout this survey. The hydrography was done on a scale of 1/2500. Control was established by three point fixes with a theodolite and supplemented by an accurate plane table survey. (See report sheet No. 2). All sounding lines were accurately controlled by sextant fixes taken from a point close to the fish. All soundings were made with an 808 depth recorder. ✓

A portable tide gage was operated near Pier No. 2 at the Naval Operating Base. ✓

From two to three bar checks were taken daily. ✓

Constant ship and small boat traffic interferred greatly with the work. Due to the large scale it was necessary in order to control the lines, to run at as slow a speed as possible; the swells set up by passing ships, ferries, and small craft caused great difficulty in running straight lines and maintaining a uniform speed. The necessity of taking fixes a minute to a minute and a quarter apart without an extra angleman left little time for close supervision by the chief of Party. ✓

It was found impossible during the period this work was carried on to make surveys of but one slip. Ships, barges, tugs, and smaller craft were either alongside or in movement at all times. The slip surveyed was not completed for the same reason. After consulting with the Supervisor of the Southeastern District it was decided not to attempt to complete the slips at this time. However, these slips can be surveyed at a more quiet time without additional control by using the latest topographic sheet and a tape to locate signals. ✓

DANGERS:

Lighted buoy No. 7 charted as at edge of the 39 foot dredged channel is 50 meters east of the channel in 32 feet of water. There is 23 feet about 150 meters south and west of the buoy.

✓ 83

22 ft
472DISCREPANCIES AND CROSSINGS:

There were no discrepancies and crossings were mostly good.

COMPARISON:

About a 12 foot general shoaling is indicated north of the Virginia Coal Pier. There has been considerable dredging and building in all areas in vicinity of the Naval Operating Base since the last survey and consequently this survey varies considerably from present charted depths.

✓ 83

25

STATISTICS:

Statute miles of sounding lines	56.5
Number of positions	795
Area in square statute miles	0.5
Continuous profile	

Respectfully,

Wilbur R. Porter
 Wilbur R. Porter,
 In charge Launch FARIS.

WRP/r

A D D E N D U M

SHEET F-4 (Field)

PROJECT CS-305, M.V. FARIS

116833

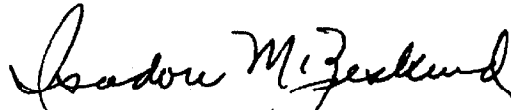
DISCREPANCIES:

Latitude 36°56'44" and Longitude 76°20'12", 8-11 c (Red).

Line omitted because area is adequately covered by other lines.

This line does not agree with the adjacent hydrography. The soundings appear to be about 6 ft. too deep in some instances.

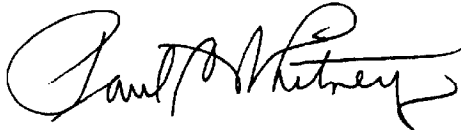
Respectfully submitted,



Isadore M. Zeskind
Associate Cartographic Engineer

Norfolk, Va.
July 31, 1943

Approved and forwarded.



Paul C. Whitney
Supervisor, S. E. District

Surveys Section (Chart Division)

H6833
H6833

HYDROGRAPHIC SURVEY NO.

Records accompanying survey:

Boat sheets 1...; sounding vols. 3....; wire drag vols. 0...;
 bomb vols. ...0...; graphic recorder rolls .5...;
 special reports, etc. none.....

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

Number of positions on sheet	.....	790
Number of positions checked	.....	100
Number of positions revised	.....	6
Number of soundings recorded	.....	6155
Number of soundings revised (refers to depth only)	.....	3
Number of soundings erroneously spaced	.....	51
Number of signals erroneously plotted or transferred	.....	—
Topographic details	Time	..1 hr
Junctions	Time	..1 hr
Verification of soundings from graphic record	Time	..6 hr

Verification by *P. J. Christman*..... Total time 73 hrs Date *Nov. 4, 1943*
 Review by *R. H. Carstens*..... Time 23 1/2. Date *Nov. 9, 1943*

Ho833

Remarks

Decisions

	Remarks	Decisions
1		
2		368762 U.S.G.B
3	Also location of tide staff.	369763
4		"
5		"
6		
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GEOGRAPHIC NAMES
 Survey No. **H6833**

Name on Survey	Source										No.
	A	B	C	D	E	F	G	H	K		
<u>Virginia</u>											1
<u>Norfolk</u>											2
<u>Naval Operating Base</u>											3
<u>Sewall Pt.</u>											4
<u>Hampton Roads</u>											5
											6
											7
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Names underlined in red approved
 by L. Heck on 1/11/42

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
PHOTOSTAT OF

No. H **H5833**
No. T

received Aug. 4, 1943
registered August 5, 1943
verified
reviewed
approved

This is forwarded in order that your attention may be directed to the matters as indicated below. Please initial in column 3 as an acknowledgement that your attention has been thus directed. The complete original records are available if desired. If you cannot give this your immediate attention, please initial, note, and forward to the next section marked, calling for the records at your convenience.

ROUTE		Initial	Attention called to
20			
22			
24			
✓ 25	Pg 2	F8F	
26			
30			
40			
62			
63			
82			
✓ 83	Pg 2	J.B.D.	
88			
90			

RETURN TO

82	R.W.Knox
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J.B.D.

RAC
HRE

TIDE NOTE FOR HYDROGRAPHIC SHEET

August 10, 1943.

~~Division of Hydrography and Topography:~~

✓ Division of Charts: Attention: H. R. EDMONSTON

Plane of reference approved in
3 volumes of sounding records for

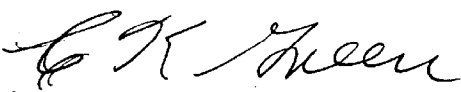
HYDROGRAPHIC SHEET 6833

Locality Naval Operating Base, Norfolk, Va.

Chief of Party: Wilbur R. Porter in 1943
Plane of reference is mean low water reading
3.8 ft. on tide staff at Naval Operating Base
13.4 ft. below B. M. 6

Height of mean high water above plane of reference is 2.5 ft.

Condition of records satisfactory except as noted below:


Chief, Division of Tides and Currents.

DIVISION OF CHARTS

REVIEW SECTION - SURVEYS BRANCH

REVIEW OF HYDROGRAPHIC SURVEY

REGISTRY NO. 6833

Field No. 4

Virginia, Norfolk, Naval Operating Base
Surveyed June - July 1943; Scale 1:2,500
Instructions dated March 29, 1943

Soundings:

808 Fathometer

Control:

Three-point fix on shore signals

Chief of Party - W. R. Porter
Surveyed by - W. R. Porter
Protracted by - W. W. Feazel and L. L. Lawrence
Soundings plotted by - L. L. Lawrence
Verified and inked by - R. J. Christman
Reviewed by - R. H. Carstens
Inspected by - H. R. Edmonston, November 15, 1943

1. Shoreline and Signals

The shoreline and signals originate with T-6914 (1943).

2. Sounding Line Crossings

Satisfactory.

3. Depth Curves

Satisfactory.

4. Junctions with Contemporary Surveys

A satisfactory junction was effected with H-6832 (1943) on the northeast. On the south a holiday 185 meters wide separates the present survey from H-6815 (1943). There are no contemporary surveys to the west or north.

5. Comparison with Prior Surveys

H- 447 (1854)	1:20,000;	H-1188 (1873)	1:20,000
H-2861 (1907)	1:10,000;	H-3923 (1916-17)	1:30,000
H-3982 (1917)	1: 5,000;	H-4084 (1919)	1:10,000
H-4104 (1919)	1: 5,000		

Dredging operations and new construction have altered depths by varying amounts since these prior surveys were accomplished. Original depths of 20-26 feet in 1854 have been increased in places to as much as 44 feet on the present survey. Since 1919 spoil dumped in the vicinity of Lat. $36^{\circ}56.7'$, Long. $76^{\circ}20.2'$ has decreased depths from a prior 34 feet to the present 21 feet. Because of the changes in the bottom the present survey should supersede these prior surveys within the common area.

6. Comparison with Chart 400 (Latest print date 6-2-43)

a. Hydrography

The charted hydrography within the limits of the present survey originates with the previously discussed surveys which need no further consideration and with blueprints 32872 (1938), 18964 (1924) and 17467 (1920). Since dredging and changes in the bottom have occurred subsequent to the dates of these blueprints the present survey should supersede them as the source of soundings within the common area. The 15- and 16-ft. soundings to the north of the pier in Lat. $36^{\circ}56.5'$ are hand corrections from the present survey.

b. Controlling Depths

The charted value of the controlling depth in the main ship channel is in agreement with the present survey value; the charted value of the dredged depth off Piers 2 - 7, originating with Chart Letter 610 (1942), differs by as much as 10 feet with the present survey value.

c. Aids to Navigation

The present survey positions of aids to navigation are in satisfactory agreement with the charted positions and adequately mark the features intended except that no survey positions were given for buoys S-2 in Lat. $36^{\circ}56.7'$, Long. $76^{\circ}20.1'$ and S-4 in Lat. $36^{\circ}57.3'$, Long. $76^{\circ}19.7'$. The survey position of buoy 7 in Lat. $36^{\circ}56.7'$, Long. $76^{\circ}20.2'$ is 80 meters northeast of the charted position and no longer satisfactorily marks the edge of the 39-ft. channel. The spar buoys in the vicinity of Lat. $36^{\circ}57.3'$, Long. $76^{\circ}20.1'$ are probably temporary buoys used in dredging.

7. Condition of Survey

Satisfactory.

8. Compliance with Instructions for the Project

Satisfactory, except that as mentioned in the Descriptive Report the survey of the slips was not completed on the present survey.

9. Additional Field Work Recommended


At a convenient time it would be desirable to complete the survey of the slips and to accomplish hydrography in the holiday between the present survey and H-6815 (1943) on the south.

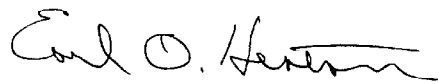
10. Superseded Surveys


H- 447 (1854)	in part
H-1188 (1873)	" "
H-2861 (1907)	" "
H-3923 (1916-17)	" "
H-3982 (1917)	" "
H-4084 (1919)	" "
H-4104 (1919)	" "

Examined and approved:


Chief, Surveys Branch


Chief, Division of Charts


Chief, Section of Hydrography


Chief, Division of
Coastal Surveys

Applied to Chart 400 Dec. 24-27 1943 H.F. Stegman
" " " 1222 March 15 1944 H.F. Stegman