

7083

Diag'd. on diag. ch. No. 78-2

Form 504

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey HYDROGRAPHIC

Field No. WAHI 1146 Office No. H-7083

LOCALITY

State Virginia

General locality James River

Locality Turkey I. to Hatcher I.

194 6

CHIEF OF PARTY

G.L. Anderson

LIBRARY & ARCHIVES

DATE June 5, 1946

B-1870-1 (1)

7083

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO. H7083

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.

REGISTER No. H- 7083

Field No. WA HI- 1146

State Virginia

General locality James River

Locality Turkey I. to Hatcher I
~~Bermuda Hundred to Western Entrance Dutch Gap Cutoff~~

Scale 1:10000 Date of survey 26 February, to April, 1946

Instructions dated 11, Oct., 1940; 17 Nov., 1942; 1 Oct., 19 Sept, 1945; 30 Jan 1946

Vessel Ships HILGARD AND WAINWRIGHT

Chief of party G.L. Anderson

Surveyed by Robert C. Darling, George E. Russell, Jr.

Soundings taken by ~~fathometer~~, graphic recorder, hand lead, ~~xxx~~ Pole

Protracted by WW Feazel

Soundings penciled by W.W. Feazel

Soundings in ~~fathoms~~ feet at MLW ~~MLW~~

REMARKS: This sheet was processed in the Hydrographic Section of the S.E. District Headquarters, at Norfolk, Va.

DESCRIPTIVE REPORT

to accompany

HYDROGRAPHIC SURVEY NUMBER H-7083 (Field No. WAHI- 1146)

Project No. CS- 255

James River, Virginia

SHIPS HILGARD & WAINWRIGHT

George L. Anderson, Chief of Party.

Surveyed by: George E. Russell jr. & Robert C. Darling, 26 Feb. to 14 April
1946

- A. PROJECT.- Project CS- 255; original instruction dated 11 October 1940(GILBERT); Amended instructions dated 17 November 1942 (GILBERT); Amended instructions dated 1 October 1945(GILBERT); and letters dated 19 September 1945(FARIS); and 30 January 1946(SED).
- B. SURVEY LIMITS AND DATES.- This survey covers the James River, Virginia from Bermuda Hundred northward to the western end of Aiken-Swamp Dutch Gap Cut-off, including Turkey Island Bend, Jones Neck Bend, Dutch Gap Bend and the old James River Channel south of Farrar Island. No recent hydrographic survey joins this sheet. Field work was begun on 26 February and was completed on 14 April 1946.
- C. VESSELS AND EQUIPMENT.- One hydrographic party was used on this survey using either USC&GS Launch 101 or U S Army Launch No. M- 374, and model 808A portable fathometer No. 63 or model 808-J No. 100-S. When one launch or fathometer was under repairs, the other equipment was used. The second launch was used for building and locating signals when available. Continuous day letters were used for this survey(red letters); the sounding records indicate when the launch of fathometer was changed. Shoal soundings along the edge of the channel and in the creeks were made with a 25-ft. skiff using a sounding pole or leadline. This secondary hydrographic party used a continuous series of day letters(blue). The survey parties based at the Ships HILGARD & WAINWRIGHT located at Hopewell, Meadowville, and Farrar Island.
- D. TIDE AND CURRENT STATIONS.- Standard tide stations were in operation at Hopewell and at Richmond during the period of this survey. Portable tide gages were operated as follows: HAXALL-Turkey Island Bend from 21 Feb. to 26 Mar.; Meadowville from 9 Mar. to 13 April; Curles Neck from 29 March to 7 April. Staff readings were made during daylight hours at Farrar Island from 9 to 13 Apr. The values used for MLW on staff are as follows: Haxall 2.4 ft.; Meadowville 1.5; Curles Neck 0.8 ft.; and Farrar Island 0.1 ft. The Haxall gage was used for the reduction of soundings from the southern limit of the work to James River Light No. 137, including Turkey Island Bend. The Meadowville gage was used for the area from James River Light No. 137 westward to the vicinity of James River Light No. 150, including Jones Neck Bend. Farrar Island tides were used for the area westward of James River Light No. 150 to the limit of the survey. No Current observations were made.
- F. CONTROL STATIONS.- The control used on this sheet is triangulation established in 1942-43, air photo selected stations and stations located by this party using graphic control. The stations located by this party to supplement existing control were located by careful sextant triangulation and the positions determined graphically on Graphic Control Sheets A and B (1946) which is covered in a separate descriptive report. In order to differentiate between recovered and new stations, the old stations are inked in red and the new stations in blue.

H. SOUNDINGS.- Launch soundings were made using portable fathometer No. 63 (type 808A) and No. 100-S (type 808-J). Bar checks were taken at the beginning, at noon and at the end of each full day of sounding except when special conditions made it impossible. Speed counts to ascertain the fathometer speed of 123 revolutions in 66 seconds, on the fathom scale, were taken several times a day and recorded in the sounding record. At each new page of the sounding record the middle reed was checked to see that it was vibrating correctly and the fact was recorded.

Inshore lines, creeks and shoals were sounded with a 25-ft. skiff using sounding pole or handlead.

I. CONTROL OF HYDROGRAPHY.- The sounding lines were controlled by sextant angle fixes to shore objects. In a few cases it was necessary to use distances and bearings to signals. Sounding lines in narrow creeks were located by topographic inspection.

J. ADEQUACY OF SURVEY.- The present survey is complete and it should supersede previous surveys for charting. It does not join any recent hydrographic surveys.

K. CROSSLINES.- A system of zigzag crosslines was run to supplement regular channel lines crossing one another in the narrow channels.

N. DANGERS AND SHOALS.- There are no dangers in the channels. Old jetties and piers extending into the sides of the channels were located and are shown on the Graphic Control Sheet A & B.
7-7021(1946)

O. COAST PILOT INFORMATION.- A separate report on this subject is attached (copy).

P. AIDS TO NAVIGATION.- A separate report on this subject is attached (copy).

Q. LANDMARKS FOR CHARTS.- A separate report on this subject is attached (copy).

R. GEOGRAPHIC NAMES.- A separate report on this subject is attached (copy). 814

U. MISCELLANEOUS.- The main river channel is maintained by dredging. Chart No. 531 shows 23 feet in Turkey Island Cutoff in 1942. The boat sheet indicates no less depth was found.
25' in 1946

There are no ranges in this area.

Turkey Island Creek, at the northwest extremity of Turkey Island Bend, has approximately 5 feet of water for a distance of 0.2 mile from the entrance, and 2 feet for another 0.2 mile, the entrance, however is blocked by a shoal and local knowledge is necessary. 3 ft in entrance

Curl's Creek, west of Turkey Island, has 8 feet of water for about 0.5 mile. The entrance is shoal and local knowledge is required for entering. 2 ft in entrance

The swamp drain on the western side of Jones Neck Bend has 2 feet at the entrance.

WOODSON ROCK on the western side of Jones Neck bares 2 feet at MLW.

The Old James River Channel along the eastern shore of Farrar Island has a depth of 13 feet for 0.7 mile and thence 10 feet into a gravel pit. The channel beyond the entrance to the gravel pit has about 5 feet controlling depth but is unmarked and local knowledge is necessary. Only small boats can pass under the fixed bridge on the western side of Farrar Island. The bridge measurements are given under Coast Pilot Information. The gravel pit in Farrar Island has 7 to 10 feet at MLW with several sunken barges (on which hydro signals were located). This pit was abandoned in 1946, however the Southern Materials Corp. planned to re-open this pit soon.

The gravel pit on the north side of Aiken Swamp- Dutch Gap Cutoff has

a controlling depth of about ⁸ feet and is active at present.

V. PROCESSING.- Tide reducers and bar-check corrections have been entered in the volumes and checked. The fathograms have been scanned for boat-sheet depths. Original tidal records have been sent to the Washington Office. Curves and tabulations of daily tides and bar-check corrections accompany the sounding records.

W. Tabulation of Data.- The following records are being furnished the Norfolk Office:

Boat sheet No. H-7083, Field No. WAHI 1146, in 4 sections.

12 Sounding Volumes, Sheet H-7083.

21 Fathograms, Sheet H- 7083.

1 Package of Bar Check Curves, Tide Curves and tabulations, sheet H- 7083.

1 Graphis Control Sheet, A & B.

Respectfully Submitted

George E. Russell Jr.
George E. Russell, Jr.
Lieut. (jg) USC&GS.

TIDAL NOTE

HYDROGRAPHIC SHEET NO. H- 7083

Tide stations used on this sheet are as follows:

Name	Lat. & Long.	Value of MLW on staff	Area used
HAXALL	37° 22.38 77 14.68	2.4 feet	S. limit of sheet to James R .Lt. No.137
Meadowville	37 22.70 77 19.47	1.5	James R. Lt. No. 137 to James River Lt. No. 150
Curles Neck	37 23.82 77 17.71	0.8	not used
Farrar Island	37 22.51 77 21.59	0.1	James R. Lt. No. 150 to West end of sheet

STATISTICS

SHEET REG. NO. H-7083, FIELD NO. WAHI 1146

Vol. no. Boat used Date Day Letter No. Pos. Pole, HL Sndgs Stat. Mi. sndg line

Fathometer Sounding (Main Party)

1	L - 101	Feb. 26	a	59	----	8.7
	L - 101	Feb. 27	b	138	----	21.8
	L - 101	Mar. 7	c	86	----	11.4
2	L - 101	Mar. 9	d	30	7	2.0
	L - 101	Mar. 10	e	40	----	5.2
	L - 101	Mar. 11	f	94	33	12.9
2&3	L - 101	Mar. 12	g	115	----	11.5
3	M - 374	Mar. 13	h	152	----	19.1
	M - 374	Mar. 14	j	105	----	13.9
4	M - 374	Mar. 22	k	53	----	5.0
	L - 101	Mar. 25	l	123	----	15.2
4&5	L - 101	Mar. 26	m	121	----	16.7
5	L - 101	Mar. 27	n	127	----	16.8
	L - 101	Mar. 28	p	113	----	11.0
6	L - 101	Apr. 4	q	50	----	4.5
	L - 101	Apr. 5	r	66	----	8.6
	L - 101	Apr. 7	s	94	----	12.1
6&7	L - 101	Apr. 9	t	126	----	13.1
7	L - 101	Apr. 11	u	119	----	13.0
	L - 101	Apr. 12	v	37	----	3.9
	L - 101	Apr. 13	w	66	27	4.8
	L - 101	Apr. 14	x	2	2	131.4

Pole and H. L. Sounding (Secondary Party)

8	M - 374	Mar. 12	a	79	59	----
9	Skiff	Mar. 22	b	60	245	4.5
	Skiff	Mar. 23	c	91	412	9.1
	Skiff	Mar. 25	d	89	344	6.6
	Skiff	Mar. 26	e	83	318	5.9
10	Skiff	Apr. 4	f	44	140	2.6
	Skiff	Apr. 6	g	51	230	3.7
	Skiff	Apr. 10	h	121	431	8.05
	Skiff	Apr. 11	j	109	531	20.1
12	Skiff	Apr. 13	k	131	572	11.4

TOTALS

2774

3321

303.15

858

19.16

71.9

LIST of SIGNALS SHEET H-7083

<u>NAME</u>	<u>LOCATION</u>
"A"	Graphic Control Sheet "A" T-7021 a
ABE	Graphic Control Sheet "A"
ACE	Compilation, Registry No. 12056
ADD	Compilation, Registry No. 12056
AGO	Graphic Control Sheet "B" T-7021 b
AIM	Graphic Control Sheet "B"
AMY	" " " "A"
ANT	" " " "B"
APT	" " " "B"
ARM	" " " "A"
ART	" " " "B"
ASK	Compilation, Registry No. 12056 <i>Compilation 12056 COMPRISES T-8087 T-8088, T-8089, T-8090, T-8095 & T-8096 of 1944</i>
AXE	Graphic Control Sheet "A"
AZO	" " " "B"
"B"	Spotted from Compilation Registry No. 12056
BAT	Compilation Registry No. 12056
BCN#1	TURKEY ID. CUT. LT. #1, 38,42
BCN#2	Turkey Id. CUT LT. #2, 38,42
BCN#3	TURKEY ID. CUT LT. #3, 42
BCN#4	TURKEY ID. CUT LT. #4, 42
BERM	BERM, 1942
BIB	Compilation, Registry No. 12056
BOA	DITTO
BOB	Graphic Control Sheet "B"
BON	" " " "A"
BRADY	BRADY, 1943
BREM	BREM, 1942
BUS	Compilation Registry No. 12056
BUT	Graphic Control Sheet "A"
"C"	Spotted from Compilation Registry No. 12056
CAB	Graphic Control Sheet "B"
CAR	Compilation Registry No. 12056
CAT	DITTO
CHIM	CHIMNEY, WHITE HOUSE, RED ROOF, 1942
CONC	Comp., Reg. No. 12056
COO	Graphic Control Sheet "A"
COP	Comp., Reg. No. 12056
COW	Graphic Control Sheet "B"
CRY	" " " "A"
CUE	" " " "B"
CUR	" " " "B"
CUT	Comp., Reg. No. 12056

NAMELOCATION

"D" Spotted from Compilation,
Registry No. 12056
DEB Graphic Control Sheet "A"
DIF " " " "B"
DIM Compilation, Registry No.
12056
DIX Graphic Control Sheet "B"
DOC " " " "B"
DOG " " " "A"
DON " " " "B"
DUD " " " "B"
DUTCH DUTCH GAP LIGHT, 1943

"E" Spotted from Compilation
Registry No. 12056
EAST LT. TOP N. E. RADIO TOWER, 1942 -
EAT Graphic Control Sheet "B" *North East*
EEL " " " "A" *SOUTHEAST RADIO*
EGG Comp. Reg. No. 12056 *TOWER 1941 (Edgeworth, WRYA,*
EGO Graphic Control Sheet "A" *E. Rad. Tower, 1941)*
ELF Comp. Reg. No. 12056
END Graphic Control Sheet "B"
EON Comp. Reg. No. 12056
EST Graphic Control Sheet "B"

"F" Spotted from Comp., Reg. No. 12056
FAR Graphic Control Sheet "B"
FARM BRADY FARM ELEVATED WHITE
WATER TANK, 1943
FAT Comp. Reg. No. 12056
FER Ditto
FEW Ditto
FIN Graphic Control Sheet "B"
FIT " " " "B"
FIX Comp. Reg. No. 12056
FLY Graphic Control Sheet "B"
FOE " " " "B"
FOX Comp. Reg. No. 12056
FOR Ditto
FRO Graphic Control Sheet "B"

<u>NAME</u>	<u>LOCATION</u>
"G"	Spotted from Comp. Reg. No. 12056
GAL	Comp. , Reg. No. 12056
GEM	Ditto
GET	Ditto
GIG	Graphic Control Sheet "B"
GIN	" " " "A"
GOB	" " " "A"
GREEN	CHIMNEY, RED BRICK HOUSE, GREEN ROOF, 1942
GUM	Graphic Control Sheet "B"
GUS	" " " "B"
GUY	Comp., Reg. No. 12056
HAG	Comp., Reg. No. 12056
HAXALL	HAXALL, 1942
HER	Graphic Control Sheet "B"
HEX	" " " "A"
HID	Comp., Reg. No. 12056
HIS	Ditto
HOD	Graphic Control Sheet "B"
HOE	" " " "A"
HOP	Comp., Reg. No. 12056
HOPE	HOPEWELL YELLOW HOUSE, N. E. CHIMNEY, 1942
HOW	Comp., Reg. No. 12056
HUB	Graphic Control Sheet "B"
HUG	Comp., Reg. No. 12056
HUND	BERMUDA HUNDRED LIGHT, 1938, 1942
HUT	Graphic Control Sheet "A"
ICE	Comp., Reg. No. 12056
ION	Ditto
IRK	Graphic Control Sheet "A"
IVY	" " " "A"
JAMES	JAMES RIVER LIGHT #127, 1942
JAP	Comp., Reg. No. 12056
JAY	Graphic Control Sheet "B"
JEK	J.E.K.,(USE), 1943
JIB	Graphic Control Sheet "A"
JOB	" " " "B"
JOE	Comp., Reg. No. 12056
JONES	JONES NECK CUT LIGHT, #3, 1942
JOY	Graphic Control Sheet "B"
JAR	" " " "B"
KED	Graphic Control Sheet "A"
KEN	" " " "B"
KEY	" " " "B"
KIM	" " " "B"

NAMELOCATION

LAM	Graphic Control Sheet "B"
LAX	" " " "B"
LAY	" " " "B"
LET	" " " "B"
LIP	Comp., Reg. No. 12056
LIZ	Graphic Control Sheet "B"
LOP	Comp., Reg. No. 12056
MAG	Comp., Reg. No. 12056
MAW	Graphic Control Sheet "B"
MAX	Comp., Reg. No. 12056
MEG	Graphic Control Sheet "A"
MET	" " " "B"
MOO	" " " "B"
MOP	Comp., Reg. No. 12056
MUG	Spotted from Comp., Reg. No. 12056
MUM	Graphic Control Sheet "B"
NAT	Comp., Reg. No. 12056
NECK	JONES NECK CUT LIGHT #4, 1942
NEO	Graphic Control Sheet "B"
NIP	" " " "A"
NIT	" " " "A"
NIX	" " " "B"
NON	" " " "B"
NOW	" " " "B"
NUB	Spotted from Comp., Reg. No. 12056
NUT	Graphic Control Sheet "B"
NUX	Comp., Reg. No. 12056
OAK	Graphic Control Sheet "A"
OBI	" " " "B"
OIL	Comp., Reg. No. 12056
OLD	Graphic Control Sheet "B"
ORA	" " " "A"
ORB	" " " "B"
OWL	" " " "B"
PAD	Graphic Control Sheet "B"
PAL	" " " "B"
PAW	" " " "B"
PEG	" " " "B"
PER	" " " "A"
PEP	" " " "B"
PET	" " " "B"
PIE	Comp., Reg. No. 12056
PIN	Graphic Control Sheet "A"
PIT	Comp., Reg. No. 12056
PIX	Graphic Control Sheet "B"
PLY	Comp., Reg. No. 12056
POT	Ditto
PRO	Ditto
PUP	Ditto
PUT	Graphic Control Sheet "B"

<u>NAME</u>	<u>LOCATION</u>
RAG	Graphic Control Sheet "B"
REB	" " " " "A"
REV	" " " " "A"
RINA	VARINA WATER TANK, 1942
RIP	Graphic Control Sheet "B"
RIO	Comp., Reg. No. 12056
RIVER	JAMES RIVER LIGHT, #129, 1942
ROT	Comp., Reg. No. 12056
RUB	Graphic Control Sheet "B"
RUE	" " " " "B"
SAD	Graphic Control Sheet "B"
SAG	" " " " "B"
SAL	" " " " "B"
SAM	Comp., Reg. No. 12056
SET	DITTO
SHE	Graphic Control Sheet "B"
SIC	" " " " "B"
SIP	Comp., Reg. No. 12056
SIR	DITTO
SIS	DITTO
SKI	Graphic Control Sheet "A"
SKI	Comp., Reg. No. 12056
SLIP	DITTO
SOW	Graphic Control Sheet "A"
STACK	VIRGINIA ELECTRIC POWER CO. SMALL BLACK STACK, 1942
STY	Graphic Control Sheet "B"
SUB	" " " " "B"
SUE	" " " " "A"
SOX	" " " " "A"
TAN	Comp., Reg. No. 12056
TOM	Graphic Control Sheet "B"
TUB	Comp., Reg. No. 12056
TURK	TURKEY ISLAND SILO, 1942
USE	Graphic Control Sheet "B"
VAN	Graphic Control Sheet "B"
VEX	Comp., Reg. No. 12056
VIM	Graphic Control Sheet "A"

NAME

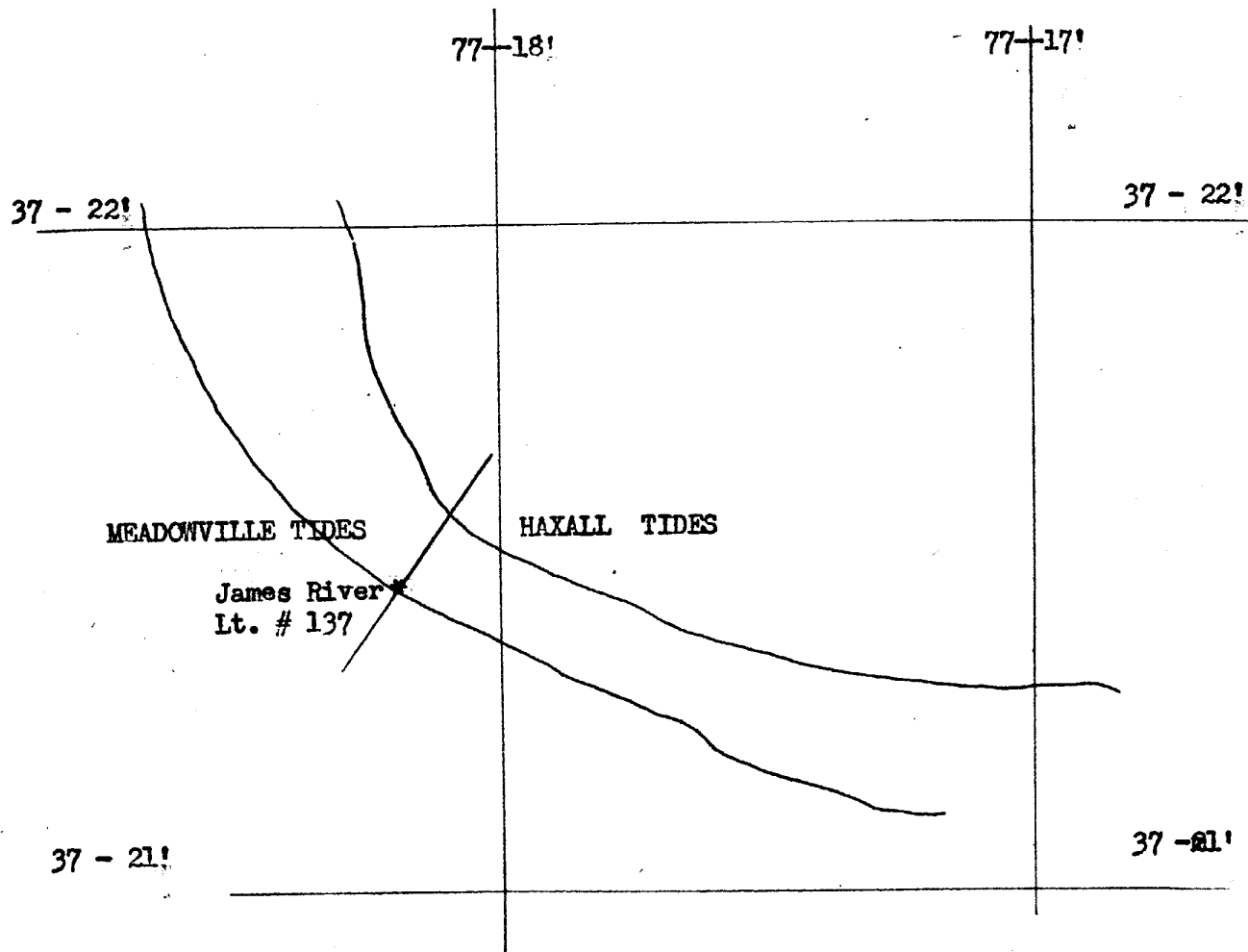
LOCATION

WAD Graphic Control Sheet "B"
WAS " " " "B"
WAG Comp., Reg. No. 12056
WAN Graphic Control Sheet "B"
WAR Comp., Reg. No. 12056
WATER WATER TANK WITH RED TOP, 1942
WAX Graphic Control Sheet "B"
WEN " " " "B"
WEST LIGHT TOP S. W. RADIO TOWER, 1942
WHITE WHITE HOUSE, N. E. CHIMNEY, 1942
WHY Comp., Reg. No. 12056
WIG DITTO
WITH SILO WITH RED TOP, 1942
WOOD WOOD, 1943
WOO Graphic Control Sheet "A"

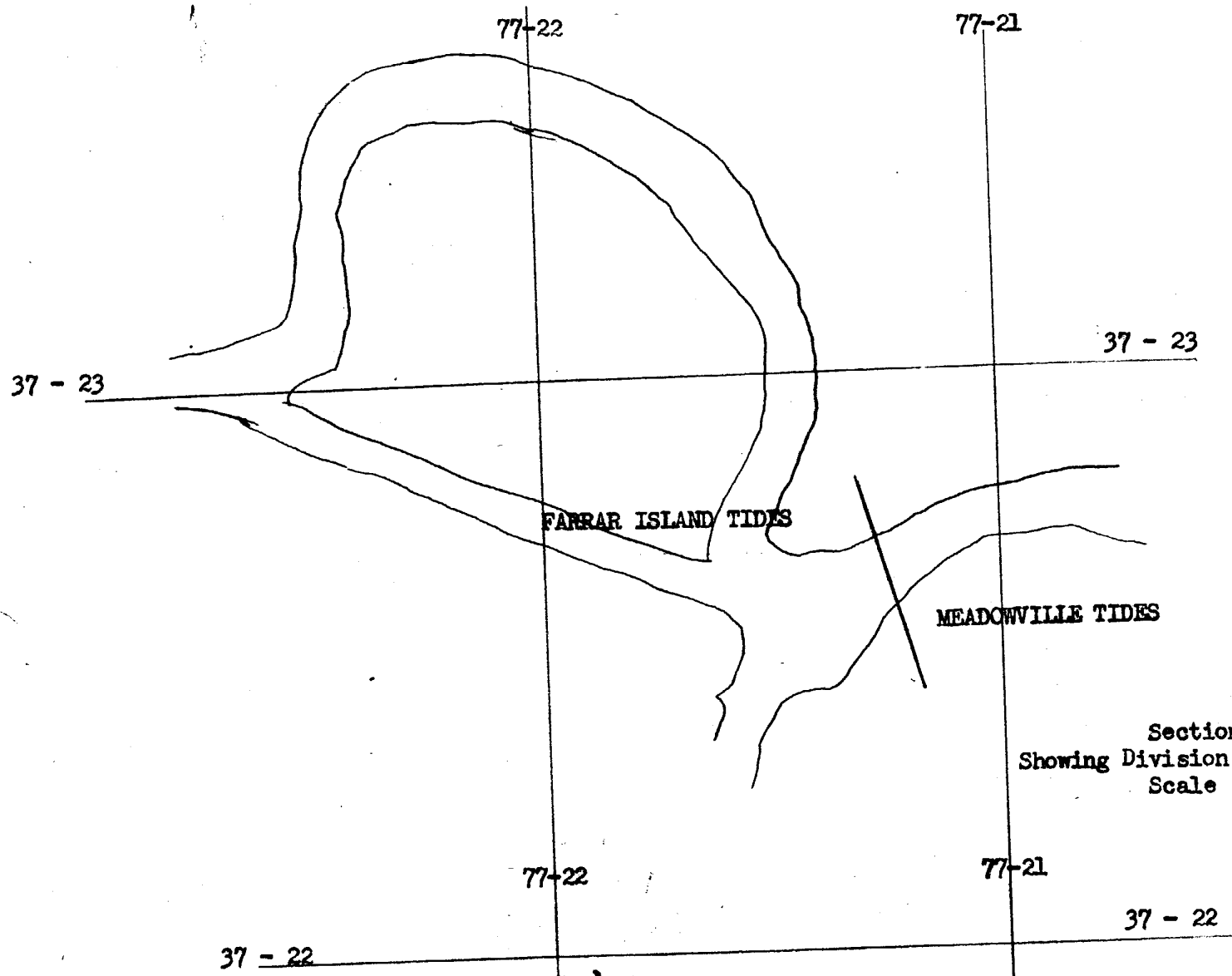
XX

YAM Graphic Control Sheet "B"
~~YAK~~ Comp., Reg. No. 12056
YEA DITTO
YET DITTO
ZAG Graphic Control Sheet "B"
ZIG " " " "B"
ZOO Comp., Reg. No. 12056

(Light Top SOUTHWEST RADIO TOWER, 1942 (Edgeworth, WRVA W. Rad. Tower 1941))



Section of Chart No. 531
Showing Division of Tide Stations Used
Scale 1:20000



Section of Chart # 531
Showing Division of Tide Stations Used
Scale 1:20000

Approval Sheet

Hydrographic Survey Sheet No. H-7083

The sheets and records accompanying the above hydrographic sheet have been examined by me and are approved. The sheets and records were under daily supervision and they were inspected daily during the progress of the survey. The survey is considered to be complete and adequate.

The smooth sheet is being plotted in the Norfolk Processing office and there will be no opportunity to review the smooth sheet.

George L. Anderson

George L. Anderson,
Lt. Comdr. USC&GS.,
Chief of Party.

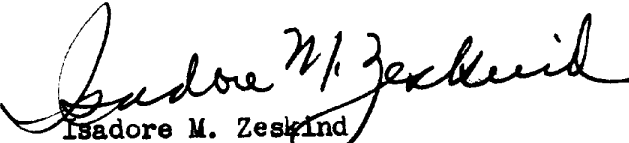
A D D E N D U M

to accompany

HYDROGRAPHIC SURVEY H-7083 (Field No. WaHi 1146)


This survey was processed in the Hydrographic Section of the
Southeastern District Headquarters, Norfolk, Virginia.

Respectfully submitted


Isadore M. Zeskind
Cartographic Engineer

Norfolk, Va.
May 31, 1946

Approved & Forwarded


George L. Anderson
Supervisor S. E. District

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

TO BE CHARTED }
TO BE ~~CHARTED~~ } STRIKE OUT ONE

Boston, Massachusetts 6 May, 19346

I recommend that the following objects which have (~~been~~) been inspected from seaward to determine their value as landmarks, be charted on (~~the~~) the charts indicated.

The positions given have been checked after listing.

G. L. Anderson

G. L. Anderson, Lieut. Comdr. Chief of Party.

GENERAL LOCALITY James River, Virginia	POSITION					METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
	LATITUDE		LONGITUDE		DATUM						
	° ' "	D. M. METERS	° ' "	D. P. METERS							
✓ CUPOLA wharf house (HUG)	37	22	1289	77	19	662	NA 1927 Air Pho.	1943		X	531 ✓
✓ SILO concrete (CONC)	37	23	401	77	18	1141	" "	1943		X	" ✓
✓ STACK tall, brick (WAS)	37	22	1765	77	22	1330	" Traverses	1946		X	" ✓
✓ CHIMNEY (NE GABLE) wht. house (PIE)	37	23	440	77	22	599	" Air. Pho.	1943		X	" ✓
✓ HOUSE (W GABLE) wht. (TAN)	37	21	1699.7	77	21	977.8	" "	"		X	" ✓
✓ BARN (NORTH GABLE) red (MAG)	37	21	137	77	17	48	" "	"		X	" ✓
✓ HOUSE (SOUTH GABLE) wht., (GEN)	37	22	1155	77	16	727	" "	"		X	" ✓
✓ HOUSE (N GABLE) unpainted (BIB)	37	21	387	77	16	587	" "	"		X	" ✓
✓ HOUSE (S GABLE) wht., red roof (PIE)	37	20	542	77	16	572	" "	"		X	" ✓
<i>Same as L. 275 (1946)</i>											

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

TO BE CHARTED
~~TO BE CHARTED~~ } STRIKE OUT ONE
~~TO BE DELETED~~ }

LANDMARKS FOR CHARTS
FIXED AIDS TO NAVIGATION

Boston, Mass. 8 May, 19346

I recommend that the following objects which have (~~been~~) been inspected from seaward to determine their value as landmarks, be charted on (~~the~~) the charts indicated.

The positions given have been checked after listing.

G. L. Anderson

G. L. Anderson, Lieut. Comdr. Chief of Party.

Same as L. 275 (1946)

GENERAL LOCALITY	POSITION					METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED	
	LATITUDE		LONGITUDE		DATUM							
	°	'	D. M. METERS	°								'	D. P. METERS
✓ JAMES RIVER LIGHT 127 (MUND)	37	20	821.5	77	16	356.3	HAL927	Trian.	1938		X	531
✓ JAMES RIVER LIGHT 129 (BEACON 1)	37	20	1460.7	77	16	286.5	"	"	"		X	"
✓ JAMES RIVER LIGHT 130 (BEACON 2)	37	20	1623.9	77	16	179.7	"	"	"		X	"
✓ JAMES RIVER LIGHT 132 (BEACON 4)	37	21	326.5	77	16	796.4	"	"	1942		X	"
✓ JAMES RIVER LIGHT 133 (BEACON 3)	37	21	241.4	77	16	1028.7	"	"	1938		X	"
✓ JAMES RIVER LIGHT 135 (JAMES)	37	21	277.1	77	17	505.0	"	"	1942		X	"
✓ JAMES RIVER LIGHT 137 (RIVER)	37	21	846.2	77	18	289.9	"	"	"		X	"
✓ JAMES RIVER LIGHT 139 (RUB)	37	21	1640 ³⁵	77	18	900	"	Hydre.	1946		X	"
✓ JAMES RIVER LIGHT 141 (JAY)	37	22	429	77	18	1001	"	"	"		X	"
✓ JAMES RIVER LIGHT 143 (DIM)	37	22	677.3	77	18	1033.2	"	Air Pho.	1943		X	"
✓ JAMES RIVER LIGHT 144 (ACE)	37	22	818.9	77	18	956.2	"	"	"		X	"
✓ JAMES RIVER LIGHT 145 (JONES)	37	22	1312.7 ^{10.7}	77	19	508.5	"	Trian.	"		X	"
✓ JAMES RIVER LIGHT 146 (NECK)	37	22	1452.9 ⁴⁷	77	19	238.4	"	"	"		X	"

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

~~LANDMARKS FOR CHARTS~~
FIXED AIDS TO NAVIGATION (Continued)
Boston, Mass.

8 May, 1946

I recommend that the following objects which have (~~been~~) been inspected from seaward to determine their value as landmarks, be charted on (~~existing charts~~) the charts indicated.
The positions given have been checked after listing.

G. L. Anderson
G. L. Anderson, Lieut. Comdr. Chief of Party.

Same as L. 275 (1946)

GENERAL LOCALITY	POSITION					METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED	
	NAME AND DESCRIPTION	LATITUDE		LONGITUDE								DATUM
		° ' "	D. M. METERS	° ' "	D. P. METERS							
✓	JAMES RIVER LIGHT 150 (DUTCH)	37 22	1494.5 ✓	77 20	1323.8 ✓	NA 1927	Tran.	1943	X		531	
✓	JAMES RIVER LIGHT 152 (PAT)	37 22	1292.4 ✓	77 21	1075.8 ✓	"	Air Pho.	"	X		"	
✓	JAMES RIVER LIGHT 153 (OAL)	37 22	1760 ✓	87 22	1037 ✓	"	"	"	X		"	
✓	JAMES RIVER LIGHT 154 (NON)	37 22	1760 ✓	77 22	736 ✓	"	Hydro.	1946	X		"	
✓	JAMES RIVER LIGHT 155 (PAR)	37 23	275 ✓	77 23	198 ✓	"	"	"	X		"	

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

**REPORT ON
GEOGRAPHIC NAMES
JAMES RIVER, VA. PROJECT CS -255
G.L.Anderson Chief of Party**

- (1) W.F.Balch 451 Prince Henry Avenue Hopewell, Va.
- (2) Virginia Ferguson Curles Neck Farm Richmond, Va.
- (3) Lawrence Becker Route #5 Richmond, Va.

All names shown on Chart 531 from Lat. 37 - 20 at Bermuda Hundred to Lat. 37 - 24 at Kingsland Beach have undisputed local usage except the following.

Curles Swamp Creek is called Curles Neck Creek as verified by 1&3

The following names in local usage as obtained from 1,2,3 above are recommended for charting.

Hogans Wharf	Lat. 37 - 21.75	Long. 77 - 14.3
Hardens Wharf	37 - 22.35	77 - 14.55
Tilmons Wharf	37 - 23.8 ⁰²	77 - 17.72
Curles Neck Mansion Wharf	37 - 23.4	77 - 17.3
Richmond Yacht Basin	37 - 23.5	77 - 21.9

Respectfully Submitted

Robert C. Darling
Robert C. Darling
Lt. (Jg)

Approved by George L. Anderson
Lt. Comdr.
Ships HILGAARD and WAINWRIGHT

COAST PILOT REPORT
JAMES RIVER, VA. PROJECT 08895
G. L. ANDERSON CHIEF OF PARTY

AERIAL CABLES

The Chesterfield Station of the Virginia Electric and Power Company will erect in the immediate future, two 260 foot steel towers for a high tension power line crossing of the James River North of Aiken Swamp-Dutch Gap Cutoff.

AIDS TO NAVIGATION

All aids to navigation in this area are maintained by the Coast Guard. The light list shows all the characteristics of these aids. A separate report will cover this subject.

ANCHORAGES

The North and West sections of Turkey Island Bend and Jones Neck Bend afford excellent anchorages as the current here is diminished by the cutoffs and winds from any direction have little effect on producing chop. In the Easterly sections of these bends, a N'y and S'y wind will produce considerable chop, not enough to endanger large craft, but unsuitable for small craft.

BOTTOM

The general bottom characteristics is soft mud in the River bends of Turkey Island, Jones Neck, and Dutch Gap. The cutoffs bottom characteristics is hard sand.

BRIDGES

A steel truss bridge with wooden approaches on both sides, supported by wooden piles, spans the west end of Aiken Swamp-Dutch Gap bend of the James River. This bridge is fixed with a 26.7 foot MIN clearance. The horizontal clearance is 40.9 feet. The bridge is 13 feet wide, 451 feet long from BWL to BWL. The true azimuth of this bridge is $91^{\circ}-20'$. 89°

A fixed wooden bridge spans the creek running South of Farrar Island. This bridge has a vertical clearance of 10.5 feet MIN and a horizontal clearance between piles. Bridge is 10.9 feet wide and has an azimuth of $101^{\circ}-30'$. $88^{\circ}30'$

BUNKERING

Diesel oil and gasoline can be obtained at the Richmond Yacht Basin, Aiken Swamp-Dutch Gap Bend of the James River. Fuel has to be brought from Richmond and supplies are obtained for small craft only.

20 of 13.3 ft. between the 3rd and 4th supporting piles from the west footing - widest hor. clearance.

BUSH STAKES

Bush stakes are used by the local fishermen to mark the channels and entrances to small creeks for their craft.

CANALS

Jones Neck has a series of small canals used exclusively for irrigation purposes. Water is supplied from a pump house on the East shore of Jones Neck. There is no access to these canals from the main River.

CHANGE OF SHORELINE OR DEPTHS

Gravel pit operations are being carried out in the area bounded by Aiken Swamp-Dutch Gap Cutoff and The Aiken Swamp-Dutch Gap Bend of the James River. In the immediate future, the gravel pit at Farrar Island will be in operation. In the three Bends of Turkey Island, Jones Neck, and Dutch Gap of the James River, this survey shows considerable shoaling throughout.

CHANNEL

The controlling depths in the Cutoffs of Aiken Swamp-Dutch Gap, Jones Neck and Turkey Island are 25 feet. The Channels of the three bends run close to the shore where the River bank is steep with a height of approximately 40 feet. Stakes along the channel, inserted by local fishermen assist in showing where shoals project off from the shore.

DANGERS INSHORE

Woodson Rock in the Western section of Jones Neck bend of the James River lat. 37-23.05 Long. 77-18.95 bares two feet at MW. Several sunken barges are located at the entrance and inside the gravel pit at Farrar Island. These barges were located by the hydrographic party.

FERRIES

There is a privately owned ferry made of a 15x30 foot float, towed by a small launch basing at the old Meadowville Wharf. This ferry operates between a slip just West of Meadowville Wharf to the Southwest corner of Jones Neck lat. 37-22.85, Long. 77-19.08. This ferry is used to haul farm trucks and equipment between the Meadowville farm and Jones Neck. Ferry is owned by S. T. Morgan and operated only at High Water.

There is a privately owned ferry operating across Turkey Island Cutoff. This ferry has a capacity for one automobile and is powered by an automobile engine, being drawn across the cutoff by a two way cable, the ends of which are fixed at each bank. Ships should proceed with caution when the ferry is underway as this cable comes to the surface while the ferry is in operation.

The ferry operating between Bermuda Hundred Light and Upper Shirley Lat. 37-20.86, Long. 77-15.57 is no longer in operation.

FISH TRAPS

Several fish traps are located on the East and Northwest shore of Turkey Island. These traps are operated in the Spring when the Shad are running.

GEOGRAPHIC NAMES

Covered by a separate report.

JETTIES

The jetties in this area show at all the stages of the tide except at High Water. However at High Water, a pile on the outer end of each jetty is in sight.

LANDMARKS

Covered by a separate report.

MARINE RAILWAYS

A marine railway is located at the Richmond Yacht basin at the Northern section of the Aiken Swamp-Dutch Gap bend of the James River. It has a capacity for a 45 foot vessel with a 4 foot draft and a displacement of 50 to 60 tons. Plans are for the enlargement of this railway. There is no machine shop on the property. Parts are ordered from Richmond.

PROJECTS

Gravel pit operations were started at Aiken Swamp-Dutch Gap Cutoff on September 1941. Depths therein are subject to change as the pit is still in operation. Gravel is dredged from the pit twenty four hours a day.

The abandoned gravel pit at Farrar Island will be in operation in the very near future.

RADIO TOWERS

There are two radio towers located in the Northwest section of Jones Neck bend of the James River that are operated by WRVA Richmond, Va. These towers were located by the triangulation party in 1942-43.

RIVERS

Controlling depths of the main channels will have to be reviewed after the smooth sheet has been plotted as the tides for the boat sheet were not scaled directly from the graphs in a few cases.

Fourmile creek at the North end of Jones Neck is navigable for $\frac{1}{4}$ mile by a 5 foot draft vessel. Local information should be obtained, however, before entering. A sunken craft about 200 feet up from the entrance on the West side shows at ~~MIN.~~^{MIN.} This creek is used entirely by local fishermen.

Turkey Island Creek is navigable for $\frac{3}{4}$ mile by a 3 foot draft vessel. Local information should be obtained before entering. This creek is also used entirely by local fishermen.

Curles Swamp Creek is navigable for about 1 mile by a $\frac{1}{2}$ foot draft vessel. Local information should be obtained before entering. The entrance depth controls the draft of the vessel able to navigate this creek. There is no habitation in this locality. This Creek is used in the Fall as there were several duck blinds noted.

Creek around Farrar Island (old James River bed) can be navigated by a 10 foot draft vessel up and into the gravel pit. However, about $\frac{1}{2}$ mile beyond this point, a shoal crosses the channel, showing a depth of 3 feet which is the controlling depth for navigation beyond this point. A vessel with a draft of 3-5 feet will be able to continue up to the fishing house beyond the bridge at high water—depending on bridge vertical clearance.

WHARFS

Richmond Yacht Club— Located at the North end of the Dutch Gap bend of the James River has a wharf 3.5 x 40 feet and several pilings where new wharfs will be constructed. Along the wharf, there is a depth of 0 feet at the inshore end sloping to 6 feet at MIN. at the outer end. Along the face of the pilings West

of the wharf, there is a controlling depth of 9 feet at MIN. At the set of most Westerly pilings, there is a depth of 3 feet inshore to 9 feet at the outer end at MIN. Pilings along the South section have a depth of 6 feet MIN on each side. These later mentioned pilings are used to tie up small craft when freshets occur in the Spring, as logs and wreckage sweep along the Northerly shore.

Meadowville Wharf- Only the piling remains at this wharf. Condition of the piling is poor and not suitable for laying alongside except in the case of an emergency. Depths along the outer face of the pilings is 14 feet MIN.

Filmans Wharf- This wharf is not shown on the chart. It is located at Lat. 37-23.9 Long 77-17.7, northeast section of Jones Neck Bend. The foundation of the wharf is in good condition, but the wharf deck is missing in numerous places. The wharf was used for the Curles Neck Farm. Its use has been discontinued for the past 10 years. Depths along the face are 17.5 feet at MIN. The face of the wharf is approximately 80 feet long.

Curles Neck Mansion Wharf- This wharf is located in the East section of Jones Neck bend. The wharf burned around 1920, leaving only the piling. Depths along the face of the piling are 18 feet MIN. However, this place is not suitable for laying alongside as the piling is almost covered at MIN. Use could be made in an emergency.

Hardens Wharf- Shown as Hazall on Chart 531- is located at the Northeast section of the Turkey Island bend of the James River. Controlling depth along the face of the wharf is (approximately 150 feet.) Wharf is still in good condition. *10 ft. at MLW. Face of Wharf is*

Picketts Wharf- Located at the Northwestern section of the Turkey Island bend of the James River. This wharf is now in ruins. The piling remains along the face and can be used for coming alongside under favorable conditions. Depth along the face is 18.5 feet at MIN.

Respectfully submitted,

Robert C. Darling
Lieut. (jg) C&GS

Approved and Forwarded

G. L. Anderson
G. L. Anderson
Lieut. Comdr. C&GS

GEOGRAPHIC NAMES

Survey No. **H-7089**

Name on Survey	Source of Name												
	A	B	C	D	E	F	G	H	K				
<u>Virginia</u>											USCB	1	
<u>James River</u>											"	2	
<u>Turkey Island</u>											"	3	
<u>Hatcher Island</u>												4	
<u>Bermuda Hundred</u>												5	
<u>Upper Shirley</u>												6	
<u>Turkey I. Cutoff</u>												7	
<u>Haxall</u>											(location of one tide staff)	"	8
<u>Turkey I. Creek</u>												9	
<u>Turkey I. Bend</u>												10	
<u>Picketts Wharf</u>												11	
<u>Pt. Bremo</u>												12	
<u>Presque Isle</u>											"	13	
<u>Curles Neck Creek</u>												14	
<u>Curles Neck</u>											"	15	
<u>Jones Neck Cutoff</u>												16	
<u>Jones Neck</u>												17	
<u>Tilmans Wharf</u>												18	
<u>Fourmile Creek</u>											"	19	
<u>Woodson Rock</u>											(slanting type)	20	
<u>Meadowville</u>											(location of one tide staff)	21	
<u>Varina</u>												22	
<u>Dutch Gap</u>												23	
<u>Farrar Island</u>											(location of one tide staff)	24	
<u>Aiked Swamp - Dutch Gap Cutoff</u>												25	
												26	
												27	

Names underlined by me approved
by L. Heck on 9/10/47

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. ... **H7083**

Records accompanying survey:

Boat sheets ..4.V.; sounding vols. ...12; wire drag vols.;
 bomb vols.; graphic recorder rolls ..²¹;
 special reports, etc. Tide & Bar Check Data ^{with 7 mus.} in Desc. Rept.
 11 H. & T. Recoverable Sta. cards

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

Number of positions on sheet		2774	
Number of positions checked		118	
Number of positions revised		3	
Number of soundings revised (refers to depth only)		22	
Number of soundings erroneously spaced		8	
Number of signals erroneously plotted or transferred		—	
Topographic details	Time	32	
Junctions	Time	—	
Verification of soundings from graphic record	Time	16	
Verification by <i>J. F. Jordan</i> (partial)		31	
Verification by <i>A. R. STIRNI</i>	Total time	144	Date Nov. 30, 1946
		175	Aug 28, 1947
Reviewed by <i>R. H. Casstus</i>	Time	37	Date Sept. 14, 1947

747m

TIDE NOTE FOR HYDROGRAPHIC SHEET

June 18, 1946

~~Division of Hydrography and Topography:~~

Division of Charts: H. W. MURRAY

Plane of reference approved in
12 volumes of sounding records for

HYDROGRAPHIC SHEET 7083

Locality Bermuda Hundred to Western Entrance Dutch Gap Cutoff, ^{James River,} Virginia.

- Chief of Party: G. L. Anderson in 1946
- Plane of reference is mean low water, reading
 - 2.4 ft. on tide staff at Haxall Landing
 - 7.4 ft. below B. M. 1
 - 1.5 ft. on tide staff at Meadowville
 - 8.5 ft. below B. M. 1
 - 0.0 ft. on tide staff at Farrar Island
 - 7.9 ft. below B. M. 1

Height of mean high water above plane of reference is 2.9 feet.

Condition of records satisfactory except as noted below:

E. C. McKay
Section
Chief, ~~Division of Tides and Currents.~~

DIVISION OF CHARTS

REVIEW SECTION - NAUTICAL CHART BRANCH

REVIEW OF HYDROGRAPHIC SURVEY

REGISTRY NO. H-7083

FIELD NO. Wa-Hi 1146

Virginia, James River, Turkey I. to Hatcher I.
Surveyed in February--April 1946 Scale 1:10,000
Project No. CS-255

Soundings:

Sounding Pole
Handlead
808 Fathometer

Control:

Sextant fixes on shore signals
Estimated positions from shoreline

Chief of Party - G. L. Anderson
Surveyed by - G. E. Russell, Jr., and R. C. Darling
Protracted by - W. W. Feazel
Soundings plotted by - W. W. Feazel
Verified and inked by - G. F. Jordan and A. R. Stirni
Reviewed by - R. H. Carstens, September 10, 1946
Inspected by - R. H. Carstens

1. Shoreline and Signals

The shoreline and signals originate with air-photographic surveys T-8087, T-8088, T-8089, T-8090, T-8095 and T-8096 of 1941-43; and with graphic control survey T-7021 (1946).

Revisions to the shoreline in red are from the boat sheet of the present survey.

2. Sounding Line Crossings

Depths at crossings are in very good agreement.

3. Depth Curves and Bottom Configuration

The usual depth curves were adequately delineated.

The bottom is generally smooth. Depths in the main channel are maintained by dredging and range from 24 to 46 feet. In the three bends of the river opposite the dredged cutoffs, depths range from 7 to 47 feet.

4. Junctions with Contemporary Surveys

Adjoining surveys of the present project have not been registered at this date.

5. Comparison with Prior Surveys

H-343 (1853)	1:5000	H-1466 (1880)	1:10,000
H-391 (1859)	1:5000	H-3226 (1911)	1:10,000
H-392 (1859)	1:5000	H-3227 (1911)	1:10,000
H-393 (1859)	1:5000		
H-394 (1859)	1:5000		

The area of the present survey is covered both by the combined surveys of 1859, and the survey of 1880. The surveys of 1911 are reconnaissance surveys showing general depths in the present area. The survey of 1853 covers the area south of Farrar I.

Depths have changed greatly because of dredging in some areas and sedimentation in other areas. The Turkey Island Cutoff, the Jones Neck Cutoff, and the Aiken Swamp-Dutch Gap Cutoff have been dredged subsequent to these prior surveys. The main channel has been dredged from prior depths of 12 to 24 feet to present depths of 25 to 28 feet. In the bends of the river at Turkey Island, Jones Neck and Hatcher I., prior depths have decreased as much as 30 feet in places and in the bend south of Farrar I. prior depths of 7 to 81 feet have decreased to present depths of 0 to 17 feet. North of Farrar I. a section of the river about a mile in length has filled with silt and has become part of the swampland in that area.

Woodson Rock (charted) in Lat. $37^{\circ}23.03'$, Long. $77^{\circ}18.94'$ is shown on H-3227 as a high water rock. On the present survey the rock is shown as baring 2 feet at MLW. The present symbol and position (35 meters southwest of the prior position) supersedes the prior high water rock.

The sunken wreck (charted) in Lat. $37^{\circ}22.44'$, Long. $77^{\circ}16.15'$ from H-3226 was not specifically investigated on the present survey and is not considered disproved. The sunken wreck has been carried forward to the present survey. *Covered in addl work*

With this addition the present survey supersedes these prior surveys within the common area.

6. Comparison with Chart 531 (Latest print date April 7, 1947)A. Hydrography

The charted hydrography originates with the previously discussed surveys and with various surveys of the U. S. Engineers, Bps. 17983 (1922), 28452 (1935), 34063 (1940), 35013-24 (1940), and 40697-700 (1945). Changes of 4 to 5 ft. in depth have occurred since the earliest of the U. S. Engineers surveys were made. The present survey should supersede these blueprints within the common area.

The wreck charted in Lat. $37^{\circ}22.55'$, Long. $77^{\circ}16.48'$ from T-8089 (1941-43) was declared to be nonexistent by the hydrographer. However, a wreck was found about 75 meters southwest of the charted wreck.

B. Aids to Navigation

The present survey positions of the following aids to navigation differ from the charted positions by 35 to 165 meters:

	<u>Charted Position</u>
Lt. 139	Lat. $37^{\circ}21.81'$, Long. $77^{\circ}18.58'$
Lt. 141	Lat. $37^{\circ}22.22'$, Long. $77^{\circ}18.68'$
Lt. 154	Lat. $37^{\circ}22.96'$, Long. $77^{\circ}22.53'$
Buoy 151	Lat. $37^{\circ}22.59'$, Long. $77^{\circ}21.51'$

The present survey position of buoy 151 fails to adequately mark the ship channel and the 19-ft. shoal which is at the edge of the channel.

According to Chart Letter 468 (1946) the U. S. Engineer Office at Norfolk, Va., has notified the U. S. Coast Guard of this inadequacy.

Other aids to navigation are in substantial agreement with the charted positions and adequately mark the features intended except that channels have cut through the prior shoals marked by the buoys charted in Lat. $37^{\circ}20.6'$, Long. $77^{\circ}16.08'$, and Lat. $37^{\circ}22.34'$, Long. $77^{\circ}18.61'$. Junction buoys about 100 meters north of the charted positions would more adequately mark the channels.

C. Controlling Depths

Present depths are in adequate agreement with the controlling depths charted in the ship channel from the present survey before verification and review. The dredged channel in the vicinity of Lat. $37^{\circ}23.7'$, Long. $77^{\circ}18.7'$ with a controlling depth of 17 ft. in 1935 is no longer maintained. Present depths in this channel are 9 to 16 ft.

7. Condition of Survey

The field plotting was accurate.

The sounding records and Descriptive Report are complete and comprehensive.

The field work adequately conforms to the requirements of the Hydrographic Manual.

8. Compliance with the Project Instructions


The present survey adequately complies with the Project Instructions.

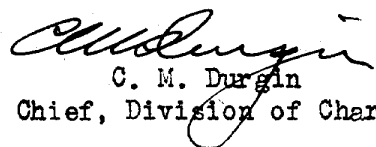
9. Additional Field Work Recommended

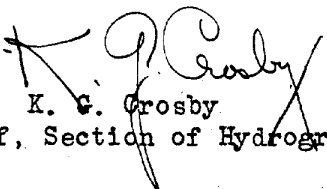
This is an excellent basic survey and no additional work is recommended.

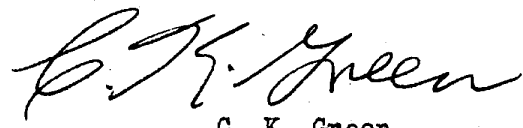
The sunken wreck discussed in paragraph 5 is not of sufficient importance to warrant special investigation.

Examined and approved:


I. E. Rittenburg
Chief, Nautical Chart Branch


C. M. Durgin
Chief, Division of Charts


K. G. Crosby
Chief, Section of Hydrography


C. K. Green
Chief, Division of Coastal Surveys

7083

Additional work

Diag. ON Diag. Ch No. 78-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey WRECK INVESTIGATION

Field No. C.S. - 255 Office No. H-7083 Ad. Wk.
1949

LOCALITY

State VIRGINIA

General locality JAMES RIVER

Locality TURKEY ISLAND BEND

1949

CHIEF OF PARTY

ECTOR B. LATHAM

LIBRARY & ARCHIVES

DATE MAY 4 1949

B-1870-1 (1)

7083

Additional work

MAY 4 1949

Form 537
(Ed. June 1948)

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.

REGISTER No. 7083

Field No. WRECK INVESTIGATION

State VIRGINIA

General locality JAMES RIVER

Locality TORREY ISLAND BEND

Scale 1:10,000 Date of survey April 18, 1949

Instructions dated 21 Feb. 1949

Vessel COWIE

Chief of party MOTOR B. LATHAM

Surveyed by W.F. DEAN

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

Fathograms scaled by NONE

Fathograms checked by NONE

Protracted by

Soundings penciled by

Soundings in fathoms feet at MLW ~~MLW~~

REMARKS:

REG. NO. - H-7083 Ad. WK. 1949

DESCRIPTIVE REPORT ADDENDA

HYDROGRAPHIC SHEET H-7083

SHIP COWIE

ECTOR B. LATHAM, CHIEF OF PARTY

APRIL 1949

- A. PROJECT,
 CS-255
 Instructions dated 12 March 1948
 Director's Letter, dated 21 February 1949, addressed to
 Commanding Officer, Ship COWIE
- B. LIMITS AND DATES
 Vicinity of wreck, Lat. 37° 22.4', Long. 77° 16.2', Hydrographic
 Sheet No. H-7083.
 Work done on 18 April 1949.
- C. VESSELS AND EQUIPMENT
 Hydrographic ARK, soundings by hand lead and pole.
- D. TIDE AND CURRENT STATIONS
 Soundings referred to standard gage at Hopewell, Va.
- E. CONTROL STATIONS
 Signals established in 1946 were recovered and positions
 transferred from Sheet H-7083. It is contemplated that this work
 will be plotted on subject sheet. Signals were given same names
 as on original sheet.
- I. CONTROL OF HYDROGRAPHY
 Standard method of 3 point fixes on shore objects.
- N. Wreck was found to be completely silted over; no part of the
 wreck projects above the mud. Subject wreck is not charted but
 is shown on 1911 survey. Inasmuch as the wreck is not presently
 charted recommendation is made that the wreck be not shown on the
 chart.
 During the period of the survey it was discovered that James
 River Light No. 132 had been damaged and report was made through
 the Supervisor, Southeastern District.

Z. TABULATION OF DATA:

Day	No. sdgs.	No. pos.	Stat. mi.	Total miles run
4/18/49	7	7	0	16

CONDITION OF RECORDS

Due to limited extent and unavailability at present of Hopewell
 tide record tide reducers have not been entered.

*Tide reducers
 entered at
 Washington*

Respectfully submitted,

William F. Deane
 William F. Deane
 Lt. Comdr., USC&GS

APPROVED AND FORWARDED:

Ector B. Latham
 Ector B. Latham
 Comdr., USC&GS, Chief of Party

GEOGRAPHIC NAMES

Survey No. H-7083 Ad. Wk. 1949

Name on Survey	Source											
	A	B	C	D	E	F	G	H	K			
<u>Virginia</u>											US&B	1
<u>James River</u>												2
<u>Turkey Island Bend</u>												3
												4
												5
												6
												7
												8
												9
												10
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												24
												25
												26
												27

Names underlined
in red are approved
5-10-49. L. Healy

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. H-7083 Ad. Wk. 1949

Records accompanying survey:

Boat sheets ¹.....; sounding vols. ¹.....; wire drag vols.;
 bomb vols.; graphic recorder rolls;
 special reports, etc.

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

Number of positions on sheet	.....	7
Number of positions checked	.....	0
Number of positions revised	.....	0
Number of soundings revised (refers to depth only)	.....	0
Number of soundings erroneously spaced	.....	0
Number of signals erroneously plotted or transferred	.....	0
Topographic details	Time	.....
Junctions	Time	.....
Verification of soundings from graphic record (<i>Handlead</i>)	Time	.....

Verification by *J. J. Eskend* Total time ¹..... Date *July 18, 1949*
 Reviewed by *J. J. Eskend* Time ²..... Date *July 18, 1949*

TIDE NOTE FOR HYDROGRAPHIC SHEET

May 20, 1949

~~Division of Hydrography and Topography:~~

Division of Charts: R. H. Carstens

Plane of reference approved in
1 volume of sounding records for

HYDROGRAPHIC SHEET 7083 (Add. Wk.)

Locality Turkey Island Bend, James River, Virginia

Chief of Party: E. B. Latham in 1949
Plane of reference is mean low water, reading
2.0 ft. on tide staff at at Hopewell (City Point)
7.6 ft. below B. M. 1 (1941)

Height of mean high water above plane of reference is 2.6 feet.

NOTE: Reducers have been entered in red, a time allowance of + 020
minutes was used at working grounds. ✓

Condition of records satisfactory except as noted below:

E. C. McKay
Section
Chief, Division of Tides and Currents.

DIVISION OF CHARTS

REVIEW SECTION - NAUTICAL CHART BRANCH

REVIEW OF HYDROGRAPHIC SURVEY

REGISTRY NO. H-7083 Add. Wk.

FIELD NO. -----

Virginia, James River, Turkey Island Bend
Surveyed in April 1949 Scale 1:10,000
Project No. CS-255

Soundings:

Control:

Handlead

Sextant fixes on shore signals

Chief of Party - E. B. Latham
Surveyed by - W. F. Deane
Protracted by - I. M. Zeskind
Soundings plotted by - I. M. Zeskind
Verified and inked by - I. M. Zeskind
Reviewed by - I. M. Zeskind, July 18, 1949
Inspected by - R. H. Carstens

1. Instructions

The additional work was accomplished in compliance with the Director's Instructions dated 21 February, 1949.

2. Scope and Review

The additional work consists of the investigation of the wreck in lat. 37° 22.44', long. 77° 16.15', which was transferred to the present survey from H-3226 (1911). Inasmuch as the wreck was found to be entirely covered by silt the wreck symbol has been erased from H-7083.

3. Additional Work Recommended

Survey H-7083 is now considered basic, and no additional work is recommended.

NAUTICAL CHARTS BRANCH

SURVEY NO. H-7083

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
7/31/46	531	R.S. MacEwen	Before After Verification and Review
			Should be carefully re-examined after review ^{11/20/46}
5/26/50	531	J.A. MacGunn	Before <u>After</u> Verification and Review
			Before After Verification and Review
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			Before After Verification and Review

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

NAUTICAL CHARTS BRANCH

SURVEY NO. H-7083 Ad. Wk. 1949

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
5/26/50	531	JA McGinn	Before After Verification and Review
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			Before After Verification and Review

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.