

9504

ORIGINAL

Diag. Pht. 1221-2

9504

Form 504 U. S. DEPARTMENT OF COMMERCE COAST AND GEODETIC SURVEY DESCRIPTIVE REPORT	
Type of Survey	Hydrographic
Field No.	AL 20-1-62
Office No.	H-9504
LOCALITY	
State	VIRGINIA
General locality	Chincoteague, Va.
Locality	Wallops Island to Metomkin Inlet Wachapreague Inlet
1962	
CHIEF OF PARTY E. Hugh Proffitt	
Dale E. Westbrook, LCDR., C&GS	
LIBRARY & ARCHIVES	
DATE	7/11/77

USCOMM-DC 5087

1221-2
1221-2
1221-2

DESCRIPTIVE REPORT
TO ACCOMPANY HYDROGRAPHIC SURVEY

H - _____

FIELD NO. AL 20-1-62

1:20,000

1962

STORM DAMAGE PARTY ALPHA

Dale E. Westbrook, LCDR, C&GS

OFFICER-IN-CHARGE

*Cat. 1 No further processing
planned*

Mr. Cartens

Applied to std 10/11/77

[Signature]

A. PROJECT

The field work on this survey was done in accordance with INSTRUCTIONS, PROJECT OPR-431, CHINCOTEAGUE INLET TO CAPE CHARLES, VA., dated 31 May 1962.

B. AREA SURVEYED

The area surveyed was located on Virginia's eastern shore, just south of Chincoteague, Va. This is a low-lying area with many bays, marshes, inlets, channels, and sloughs.

The offshore area has a relatively smooth sandy bottom. There is generally a ground swell and breakers on the exposed coast which prevented delineating the zero depth curve alongshore.

The locality of the survey lies roughly between the north end of Wallops Island, Va. and Wachapreague Inlet, Va.

The survey instructions called for sounding all inshore areas, and offshore through the 30 foot depth curve. Field work was begun on 1 June 1962 and was discontinued on 15 November 1962.

Two separate boat sheets covered the area. Sheet AL 20-1-62 covered the northern half, and Sheet AL 20-1-62 INSET covered the southern half. Sheet AL 20-1-62 was completed during the season, and Sheet AL 20-1-62 INSET was started but not finished.

This survey joins offshore with prior surveys H-5702, 1:40,000, 1934 and H-5715, 1:40,000, 1934. The survey joins with contemporary survey CO 20-1-62 on the north.

C. SOUNDING VESSEL

In general, Launch 1201 (30 ft.) was used to obtain soundings in the offshore areas. A 25 foot wooden sounding skiff was utilized in the inshore bays, channels, and creeks.

Launch 1201 was given the color BLUE for its day letters, and the 25 ft. skiff used RED.

D. SOUNDING EQUIPMENT

Type 808 fathometers were used exclusively aboard both the launch and skiff. Because of their poor condition, the fathometers were interchanged quite frequently between the skiff and the launch. The fathometer Nos. were:

57-35 SPX

150 SPX

160 SPX

In shallow waters (0'-5') where the fathometer would not give soundings, a standard sounding pole was used when sounding in the skiff.

Echo corrections were obtained by averaging bar checks, taken at least once a day, over a period of time. Separate correction curves were drawn whenever there was a fathometer change, a different sounding vessel was used, or when the bar checks for a particular day could not be averaged but were known to be reliable.

Bar checks were taken at 5 foot intervals to 30 feet and deeper if possible. All fathometer soundings were on "A" scale, which made it unnecessary to obtain phase corrections.

At the beginning of the survey, there was a great deal of trouble experienced with the fathometers. Due to the lack of training in fathometer repair, the crew found it difficult to keep them operating. A Chief Electronics Technician was then assigned to the party and he managed to keep the apparatus in working order. However, these 808 fathometers have seen their better days, and should be soon retired from service in favor of a newer, more reliable type. Despite their spotty and erratic look, particularly at the beginning of the project, the fathograms provided satisfactory results when the appropriate corrections were applied.

E. SMOOTH SHEET

It is planned to turn this survey over to the Norfolk Processing Office on 30 November 1962. The smooth sheet has not yet been initiated.

F. CONTROL

Horizontal control was exclusively by sextant fix on hydrographic signals. All signals, except for those over triangulation stations, were located by a Photogrammetric Sub-Party in charge of Mr. William M. Reynolds. The control provided was more than adequate for accurate fixes in all portions of the area. In a few cases, it was necessary to use the shoreline to reference the sounding vessel's position, but only in close to shore where a fix could not easily be obtained, or in narrow unimportant sloughs.

A list of Photogrammetric Manuscripts used for transfer of signals follows:

RS - 775	T-11674
T-11662	T-11675
T-11666	T-11676
T-11667	T-11677
T-11671	T-11678
T-11673	

G. SHORELINE

Shoreline details were transferred to the boat sheet from 1:20,000 scale Blue Line prints which were reduced from the 1:10,000 scale of the manuscripts. The manuscript numbers have been listed under F. above.

The high-water line was not revised by the hydrographer. The Photo Party was engaged in revising the HWL where necessary.

NOTE: Shoreline should not be applied to the smooth sheet until Blue Lines are obtained which reflect the corrections made by the Photo Party.

Where possible, the low-water shoreline was defined by soundings. In some areas, the approximate LWL was defined by walking it using sextant fixes for location. In the offshore areas, it was virtually impossible to obtain the LWL due to the almost constant surf breaking inshore of the 6 foot curve, and the danger of having no protective skeg on the launch when in the breakers. The inlet entrances were more dangerous because of the tidal currents as well as breakers.

H. CROSSLINES

Crosslines were run to the extent of 8-10 percent of the regular system of sounding lines.

There were some discrepancies of 1 to 2 feet at crossings on the Boat Sheet. These discrepancies can be justified by the fact that in many instances the predicted tides used for boat sheet soundings did not reflect the true heights of the tide.

I. JUNCTIONS

J. COMPARISON WITH PRIOR SURVEYS

K. COMPARISON WITH THE CHART

L. ADEQUACY OF THE SURVEY

The survey on Boat Sheet AL 20-1-62 is complete and adequate to supercede prior

surveys for charting.

Boat Sheet AL 20-1-62 INSET was begun but was not completed and will require further work.

M. AIDS TO NAVIGATION

There were no additions or deletions to Landmarks for Charts in the survey area.

Most floating aids to navigation in this area are moved quite often in position, and many are not shown on the chart, due to the changeable nature of the channels. Even though the Coast Guard has difficulty maintaining the aids in their proper position as the changes in the channels occur, the aids adequately serve the purpose for which they were intended.

There were no bridges or overhead cable areas found that are not shown on the chart. Submarine cable areas are as shown on the chart.

N. STATISTICS

<u>LAUNCH 1201</u>		<u>SKIFF</u>	
<u>No. Pos.</u>	<u>Ml. Hydro</u>	<u>No. Pos.</u>	<u>Ml. Hydro</u>
1906	366.6	2617	317.4

There were SEVEN portable tide gages and TWO tide staffs established during the survey.

O. MISCELLANEOUS

There were no items of unusual interest in the project area.

P. RECOMMENDATIONS

The survey is complete and adequate for charting purposes. The Boat Sheet AL 20-1-62 INSET is not complete. It is recommended, however, that Boat Sheet AL 20-1-62 be considered a separate sheet for smooth plotting purposes.

It is also recommended that further hydrography in this area be done by a survey ship especially offshore, because of its inaccessibility. The inshore areas could be done by a shore party such as this one. This plan of attack would cut down substantially on distances to and from the working grounds, and the necessity of traversing the tricky, shifting inlets on a day-after-day basis.

Q. REFERENCES TO REPORTS

The following reports have been submitted to the Washington Office:

1. Geographic Names Report- 9 Nov. 1962
2. Coast Pilot Report - 30 November 1962
3. Season's Report - 30 November 1962

The Fathometer Correction Report is incomplete.

TIDE NOTE

Time Meridian used: 75° W

<u>STATION</u>	<u>LAT.</u>	<u>LONG.</u>	<u>MLW on staff</u>
Assateague Cove	37°51.90'	75°22.10'	-3.5
Wishart Point	37°52.90'	75°29.51'	-2.4
Wallops I.	37°50.17'	75°29.32'	-3.1
Gargathy Neck	37°46.55'	75°33.70'	-2.5
Folly Creek	37°41.76'	75°38.08'	UNDETERMINED
Metomkin Inlet	37°40.32'	75°35.70'	UNDETERMINED

A letter has been sent requesting MLW on staffs at Metomkin Inlet and Folly Creek.

Another letter has been sent requesting that the working area be broken down into zones for the application of tide reducers to soundings. This letter also requests hourly heights from the Washington Office for the following gages and dates:

<u>Assateague Cove</u>	<u>Gargathy Neck</u>
13 Sept. 0900-1500	10 Oct. 1000-1600
11 Sept. 0900-1500	8 Oct. 0800-1300
12 Sept. 0900-1500	

Hourly heights have been furnished by the Washington Office for Assateague Cove, 9 and 10 June, 1962.

GEOGRAPHIC NAME LIST

The smooth sheet has not been initiated.

ABSTRACT OF CORRECTIONS TO ECHO
SOUNDINGS

Echo corrections for this survey are
incomplete at the present time.

LIST OF SIGNALS

14

"	Chy -	37-53'	385	192.5	75-27	111	55.5	
"	Hydro #2	37-52	(798)	(399)	75-28		(408)	(204)
"	Light #5	37-53	135	67.5	75-27		(294)	(147)
T-11667	Hydro #3	37-51	(606) 1242	(303)	75-29		368.0	184.0
T-11666	H-6 #5	37-49	27	13.5	75-30		272	136
						0		
						0		

			Topographic Station						
T-11617	TBM Louching Rd Tower		37° 50'	187	93.5	75-29	272	136	
T-11617	White ball stop Stetson House		37° 49'	(121)	(60.5)	75-29	444	242	
"	Car for one 9-5 Hill black poles		37° 48'	(525)	(262.5)	75-29	(442)	(321)	
"	Fill Gully small Cabin creek Toop		37° 45'	756	378	75-30	41	20.5	
"	Job No. 12		37° 49'	450	225	75-30	07	3.5	
T-11617	FIX Tall wh. A		37° 47'	(402)	(201)	75-31	430	219	
O									
T-11612	Hydro - #1		37° 54'	(573)	(286.5)	75-27	(147)	(73.5)	
"	2 1/2 Gall.		37° 54'	920	460	75-28	(60.5)	(302.5)	

Pg. No.	Station Name	Lat	Long	Mag	Cont	Mag			
724	WILLIS (N.E.C.)	37-54	524.0	37-54	75-22	226.7	75-22	133.3	
724	ROOT (W.F.C.)	37-54	1430	37-54	71.5	75-28	211.2	75-28	105.6
724	WARROWS OR	37-53	1077.9	37-53	(586.0)	75-26	1263.1	75-26	631.6
724	WALKER (W.F.C.)	37-53	1679.8	37-52	538.0	75-29	789.5	75-29	394.8
62243	WISHNET	37-52	1679.8	37-52	(851)	75-29	789.5	75-29	(338.5)
725	TARROE (W.F.C.)	37-52	926.7	37-52	839.9	75-29	1090.9	75-29	545.2
705	WALLOP'S BEACH COAST GUARD (NEW TOWER)	37-52	1064.8	37-52	(461.6)	75-26	944.8	75-26	(187.9)
798	WALLOP'S ISLAND N.A.C.H. WATER TANK	37-50	992.4	37-50	(392.6)	75-26	944.8	75-26	(210.9)
111	BARNES	37-49	1499.3	37-49	532.4	75-26	944.8	75-26	472.4
718	BLOXAIS HOUSE SOUTH CHIMNEY	37-49	1178.1	37-49	(429.9)	75-28	1195.6	75-28	(135.8)
718	NORTHAM, FARM HOUSE SOUTH CHIMNEY	37-48	556.2	37-48	496.2	75-28	1195.6	75-28	597.8
718	BLOXAIS HOUSE SOUTH CHIMNEY	37-49	1178.1	37-49	(175.3)	75-31	537.8	75-31	(454.9)
718	NORTHAM, FARM HOUSE SOUTH CHIMNEY	37-48	556.2	37-48	749.7	75-31	537.8	75-31	278.9
718	NORTHAM, FARM HOUSE SOUTH CHIMNEY	37-48	556.2	37-48	(335.9)	75-31	1254.8	75-31	(106.4)
718	NORTHAM, FARM HOUSE SOUTH CHIMNEY	37-48	556.2	37-48	589.1	75-32	1020.4	75-32	627.4
718	NORTHAM, FARM HOUSE SOUTH CHIMNEY	37-48	556.2	37-48	(146.9)	75-32	1020.4	75-32	(223.9)
718	NORTHAM, FARM HOUSE SOUTH CHIMNEY	37-48	556.2	37-48	278.1	75-32	1020.4	75-32	510.2

UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

Memorandum

In reply refer to:
631/ms

TO : Mr. Hugh L. Proffitt
Chief, Launch Party ALPHA 220

DATE: June 20, 1962

FROM : Chief, Photogrammetry Division

SUBJECT: Photo-hydro Support Data, Project 431 - Chincoteague
Inlet to Cape Charles, Virginia

A portion of your recent telephone conversation with Captain Mast was relayed to the Photogrammetry Division for further reply.

A sketch of our mapping project PH-5907 is enclosed. Photo-hydro support data is currently being furnished from that project to our photogrammetrist, Mr. Reynolds for location of signals. It was our intent, and we assume that Mr. Reynolds achieved the goal of meeting your signal location requirements by June 1, and will continue to solve your location requirements throughout the entire season.

All photogrammetric data for locating signals from Chincoteague Inlet south to Wachapreague Inlet (refer to sketch) for Maps T-11662, T-11666, T-11667, T-11670, T-11671, T-11673, T-11674, T-11675, T-11677, T-11678, T-11679, T-11680 and T-11681 were forwarded directly from Tampa District Office to Mr. Reynolds for locating the signals.

The Reproduction Division is making 1:20,000 scale blue line tracing reductions of those same maps. They will be forwarded to you within a week for transfer of shore line to your boat sheets. Instruction OPR 431 indicates that photo-hydro support data would be furnished by June 1, but it was our intent for the blue line tracings to follow two or three weeks later because of the additional handling required between the Tampa and Washington Offices.

The shore line that will be furnished on the tracings next week will be field edited by our photogrammetrist. Where applicable, new tracings will be furnished for transfer of shore line to the smooth sheets.

If you have any further questions regarding the photogrammetric data or photo-hydro support schedule, you are encouraged to telephone Mr. Cravat, Area Code 202, WO 7-2972, collect. He will be very glad to assist you in any way he can.

L. J. Woodcock
for J. E. Waugh

cc: Reynolds, 6313

VALUES FOR MLW ON TIDE STAFFS - CHINCOTEAGUE, VA.

ASSATEAGUE COVE	-3.5'
CHINCOTEAGUE CHAN.	-2.5'
Wishart Point	-2.4'
FRANKLIN CITY	-3.5'
Ferry Slip, Wallops I	-3.1'
Gargathy Neck	-2.5'

RECOVERY NOTE, BENCH MARK

R

Designation _____ State _____ County _____
Nearest town _____
Distance and direction from nearest town _____
Character of mark _____ Stamping _____
Established by _____
Present condition _____
Detailed report _____

Chief of Party _____
Recovered by _____

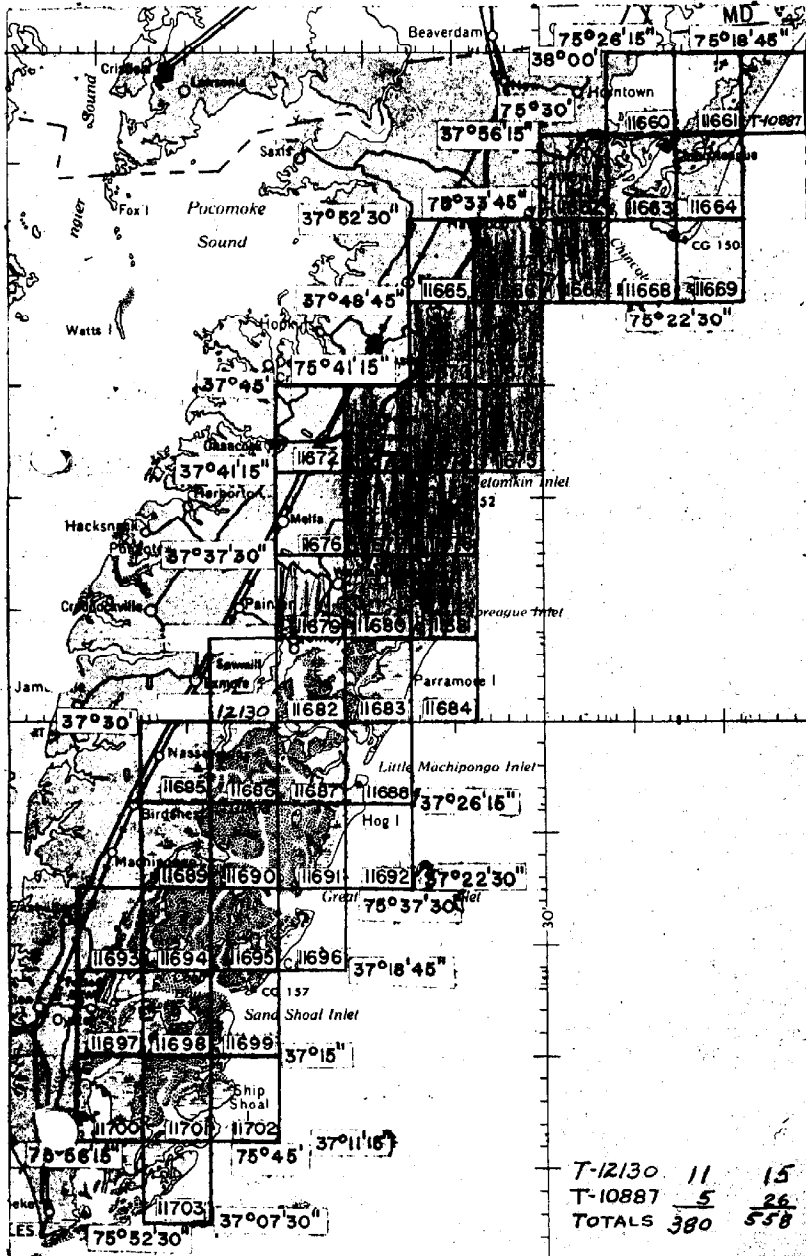
Date _____
Checked by _____

PH-5907

CAPE CHARLES TO ASSATEAGUE, VA

Planimetric Mapping Scale 1:10,000

OFFICIAL MILEAGE
FOR COST ACCOUNTS



Sheet No.	Area Sq. Mi.	Lin. Mi. Shoreline
11660	6	10
11661	6	15
11662	13	19
11663	7	23
11664	8	16
11665	17	0
11666	16	8
11667	7	8
11668	1	1
11669	1	4
11670	16	1
11671	8	15
11672	17	0
11673	16	5
11674	8	16
11675	1	4
11676	16	0
11677	13	10
11678	8	16
11679	16	8
11680	11	32
11681	4	10
11682	8	15
11683	11	15
11684	2	3
11685	16	4
11686	4	15
11687	6	20
11688	6	15
11689	13	11
11690	4	11
11691	4	16
11692	2	3
11693	11	11
11694	6	16
11695	4	19
11696	4	9
11697	11	20
11698	6	16
11699	4	13
11700	8	16
11701	8	14
11702	4	11
11703	6	23
T-12130	11	15
T-10887	5	26
TOTALS	380	558

3-22-62

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NAME USED IN
 HYDROGRAPHIC
 SURVEY

ORIGIN OF
 STATION

STATION

	NAME USED IN HYDROGRAPHIC SURVEY	ORIGIN OF STATION	STATION
1	AIR	RS-775	
2	AMY	T-11674	
3	ANN	T-11671	
4	APE	T-11666	
5	APT	T-11671	
6	ARM	T-11678	
7	ART	RS-775	
8	ATE	T-11671	
9	BAL	T-11667	
10	BALL	T-11671	BALL 1961
11	BAR	T-11671	
12	BIRD	T-11674	BIRD 1909-59
13	BOG	T-11671	
14	BOX	T-11674	
15	BUS	T-11667	
16	CAB	T-11673	
17	CAM	T-11677	WALLOPS ISLAND CAMERA STATION No. 10 1961
18	CAN	T-11671	
19	CAP	T-11666	
20	CED	T-11678	
21	CHIM	T-11671	NORTHAM FARM HO. SO. CHIMNEY 1909-42
22	COD	T-11671	
23	COP	T-11674	
24	CRY	T-11674	
25	CUR	T-11671	
26	CUT	RS-775	
27	DAY	T-11662	
28	DEB	T-11674	
29	DENNIS	T-11671	DENNIS 1909-58
30	DIC	T-11662	
31	DIP	T-11678	
32	DOC	T-11671	
33	DOG	T-11671	
34	DON	T-11662	
35	DUC	T-11666	
36	DUD	T-11674	

NAME USED IN
 HYDROGRAPHIC
 SURVEY

ORIGIN OF
 STATION

Δ STATION

	NAME USED IN HYDROGRAPHIC SURVEY	ORIGIN OF STATION	Δ STATION
70	JAM	T-11666	
71	JAR	T-11674	
72	JAW	T-11673	
73	JIG	T-11671	
74	JOE	T-11678	
75	JOY	T-11674	JOYNES 2 R.M. 3 1933
76	JUG	T-11671	
77	KIT	T-11671	
78	KED	T-11671	
79	KID	T-11674	
80	KEY	T-11673	
81	KIM	T-11678	
82	LAB	T-11666	
83	LEG	T-11673	
84	LIP	T-11678	
85	LIZ	T-11675	
86	LOT	T-11671	
87	MAN	T-11666	
88	MAX	T-11675	
89	MET	T-11678	METOMKIN INLET C.G. LOOKOUT TOWER No 152 1939
90	MOO	T-11673	
91	MOP	T-11671	
92	MUD	T-11673	
93	MUM	T-11678	
94	NED	T-11675	
95	NEW	T-11662	WALLOPS BEACH C.G. (NEW TOWER) 1937-42
96	NIP	T-11671	
97	NIX	T-11678	
98	NOD	T-11667	
99	NUT	T-11673	
100	OAK	T-11675	
101	OBI	T-11673	
102	OFF	T-11671	
103	ORE	T-11671	

NAME USED IN
 HYDROGRAPHIC
 SURVEY

ORIGIN OF
 STATION

A STATION

104	PAD	T-11666							
105	PEN	T-11671							
106	PIN	T-11673							
107	PIT	T-11671							
108	POL	T-11667							
109	PRO	T-11675							
110	RAD	T-11666							
111	RAG	T-11673							
112	RIM	T-11675							
113	ROK	T-11662							
114	ROOT	T-11662	ROOT (V.F.C.)	1933-42					
115	SAL	T-11671							
116	SAX	T-11671							
117	SKI	RS-775							
118	SNO	T-11662							
119	SOP	T-11673							
120	STU	T-11671							
121	SUE	RS-775							
122	TEL	T-11678							
123	TIN	T-11674							
124	TIP	T-11667							
125	TOP	T-11671							
126	TOW	T-11667							
127	TOY	T-11673							
128	USE	T-11673							
129	VAN	T-11673							
130	VOW	T-11671							
131	WALL	T-11667	WALLOPS I., NACA.	WATER TANK,	1949-51				
132	WAR	T-11673							
133	WIG	T-11678							
134	WIN	T-11666							
135	YAK	RS-775							

APPROVAL SHEET

This survey is complete and adequate for charting purposes. The work on the boat sheet and the field record processing completed at the present time (30 November 1962) are hereby approved.

As stated before, the Boat Sheet AL 20-1-62 INSET is incomplete and requires further hydrography.

I personally inspected the sounding records and found them to be complete and satisfactory.

The field work was closely supervised, and a nightly inspection of the records was made.

Approved and forwarded:



Dale E. Westbrook
LCDR., C&GS
Officer-in-Charge
Storm Damage Party ALPHA

9504

<p>Form 504 U. S. DEPARTMENT OF COMMERCE COAST AND GEODETIC SURVEY</p> <p>DESCRIPTIVE REPORT</p>
<p>Type of Survey <u>HYDROGRAPHIC</u> <u>CHANNEL INVESTIGATION</u> Field No. Office No.</p>
<p>LOCALITY</p> <p>State <u>VIRGINIA</u> General locality <u>CHINCOTEAGUE, BAY, VA.</u> Locality <u>KILLICK CHANNEL</u></p>
<p><u>19.62</u> CHIEF OF PARTY <u>HUGH L. PROFFITT</u></p>
<p>LIBRARY & ARCHIVES</p> <p>DATE</p>

CGMM-DC 61300

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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.

Field No. **Channel Investigation**

State **VIRGINIA**

General locality **CHINCOTEAGUE BAY**

Locality **KILLICK CHANNEL**

Scale **1:20,000** Date of survey **2-6 August 1962**

Instructions dated **8 July 1962**

Vessel **SHORE PARTY ALPHA - 25' SKIFF**

Chief of party **Hugh L. Proffitt**

Surveyed by **Joseph D. D'Onofrio**

Soundings taken by ~~fathometer~~, graphic recorder, ~~hypocatheter~~ **POLE**

Fathograms scaled by **Personnel - Alpha**

Fathograms checked by " "

Protracted by **Joseph D. D'Onofrio**

Soundings penciled by **Hugh L. Proffitt**

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

REMARKS:

.....
.....
.....
.....
.....

37

NOTES TO ACCOMPANY
NOTES TO ACCOMPANY KILLICK CHANNEL INVESTIGATION

PROJECT OPR-431 CHINCOTEAGUE BAY, VA

SHORE PARTY ALPHA

2 - 6 AUGUST 1962

PROJECT

This hydrographic investigation of Killick Channel, Chincoteague Bay, Va., was done in compliance with the letter of Chief, Operations Division dated July 8, 1962, 211/pt.

All sounding was done with a 25' skiff using an 808 fathometer and a sounding pole. Bar checks showed all velocity corrections to be 0'.

CONTROL

Existing control stations, including fixed aids to navigation, were transferred to the boat sheet from air-photo compilations T-11660 and T-11661. Mr. W.M. Reynolds, of the Division of Photogrammetry, checked the positions of all fixed aids used to control the survey. All were in agreement with locations shown on the air-photo compilations.

TIDE NOTE

A portable tide gage was established at Franklin City, Va. and was operated during the period of the survey. Actual tide reducers were entered in the sounding volumes with-out time or range corrections.

SOUNDINGS

All soundings were plotted on the boat sheet using actual tides and applicable velocity corrections, which in this case was 0'. Soundings are in good agreement at crossings.

CHART COMPARISON

Due to the small scale of chart 1220 a detailed comparison with this survey is impracticable. There has been some erosion on the West side of the large shoal area in the vicinity of day-beacon 14. The two isolated shoal areas between Long Point and day-beacon 14, which are charted at 2 and 3 feet, apparently no longer exist. A shoal sounding of $4\frac{1}{2}$ feet was obtained at the charted 2 foot spot. This survey shows a controlling depth of 4 feet in Killick Channel.

Nautical miles sounding lines - 37.8

Hugh L. Proffitt
Chief, Shore Party Alpha

Memorandum

TO :

DATE:

FROM :

SUBJECT:

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NOTES TO ACCOMPANY
NOTES TO ACCOMPANY KILLICK CHANNEL INVESTIGATION

PROJECT OPR-431 CHINCOTEAGUE BAY, VA

SHORE PARTY ALPHA

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All sounding was done with a 25' skiff using an 808 fathometer and a sounding pole. Bar checks showed all velocity corrections to be 0'.

CONTROL

Existing control stations, including fixed aids to navigation, were transferred to the boat sheet from air-photo compilations T-11660 and T-11661. Mr. W.M. Reynolds, of the Division of Photogrammetry, checked the positions of all fixed aids used to control the survey. All were in agreement with locations shown on the air-photo compilations.

TIDE NOTE

A portable tide gage was established at Franklin City, Va. and was operated during the period of the survey. Actual tide reducers were entered in the sounding volumes with-out time or range corrections.

SOUNDINGS

All soundings were plotted on the boat sheet using actual tides and applicable velocity corrections, which in this case was 0'. Soundings are in good agreement at crossings.

CHART COMPARISON

Due to the small scale of chart 1220 a detailed comparison with this survey is impracticable. There has been some erosion on the West side of the large shoal area in the vicinity of day-beacon 14. The two isolated shoal areas between Long Point and day-beacon 14, which are charted at 2 and 3 feet, apparently no longer exist. A shoal sounding of 4½ feet was obtained at the charted 2 foot spot. This survey shows a controlling depth of 4 feet in Killick Channel.

Nautical miles sounding lines - 37.8

Hugh L. Proffitt
Chief, Shore Party Alpha

Party's Copy.

431

Project OPR-431
Chincoteague Inlet to Cape Charles, Va.

GEOGRAPHIC NAMES REPORT
1962 SEASON

Dale E. Westbrook, LCDR., O&GS
CinC, Storm Damage Party ALPHA

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INSTRUCTIONS

This geographic names investigation was done under the authority of INSTRUCTIONS - PROJECT OPR-431, CHINCOTEAGUE INLET TO CAPE CHARLES, VIRGINIA, dated 31 May 1962.

AREA COVERED

The area covered by this report includes all named water features in the area worked during the 1962 field season. Roughly, this area runs from the northern limit of Chart 1221 at Chincoteague, Va., south to Latitude 37° 40' near Metomkin Inlet.

PERSONS INTERVIEWED

Five men from Chincoteague, Va. were independently interviewed concerning the names. Not one of those men has been in the area less than 50 years, and not one has had less than 30 years on the water.

All five men can be easily classified as expert authorities on water names in the area. The opinions of each man can be given equal weight when considering their merit.

Interview information on the five men is as follows:

No. 1

NAME: Earl Birch
ADDRESS: Ridge Road, Chincoteague, Va.
AGE: 68
OCCUPATION: Waterman - 60 yrs.
IN AREA: 68 yrs.
OWN BOAT? Yes

No. 2

NAME: Will Nat Steelman
ADDRESS: 115 Mumford St., Chincoteague, Va.
AGE: 53
OCCUPATION: Oyster Inspector - 34 yrs.
IN AREA: 53 yrs.
OWN BOAT? Yes

No. 3

NAME: Joseph D. Taylor
ADDRESS: Chincoteague, Va.
AGE: 67
OCCUPATION: Waterman - 57 yrs.
IN AREA: 67 yrs.
OWN BOAT? Yes

No 4.

NAME: Samuel Taylor
ADDRESS: 578 S. Main St., Chincoteague, Va.
AGE: 60
OCCUPATION: Waterman - 45 yrs.
IN AREA: 60 yrs.
OWN BOAT? Yes

No. 5

NAME: Floyd W. Birch
ADDRESS: 562 S. Main St., Chincoteague, Va.
AGE: 56
OCCUPATION: Waterman - 43 yrs.
IN AREA: 56 yrs.
OWN BOAT? Yes

NOTE: All further references to these
men will be by their number.

LIST OF CORRECT NAMES

The following names were agreed upon by
all five men as being correct in every respect.

- | | |
|------------------------|-------------------------|
| 1. Blackfish Bank | 6. Chincoteague Inlet |
| 2. Chincoteague Shoals | 7. Assateague Channel |
| 3. Ship Shoal | 8. Chincoteague Channel |
| 4. Turners Lump | 9. Black Narrows |
| 5. Porpoise Banks | 10. Queen Sound |

- | | |
|-------------------------|--------------------|
| 11. Semoneaston Bay | 23. Kegotank Bay |
| 12. Coogle Creek | 24. Gargathy Inlet |
| 13. Kendall Narrows | 25. Gargathy Creek |
| 14. Watts Bay | 26. Whites Creek |
| 15. Root Narrows | 27. Gargathy Bay |
| 16. Powells Bay | 28. Wire Passage |
| 17. Ballast Narrows | 29. Metomkin Bay |
| 18. Taylors Narrows | 30. Parker Creek |
| 19. Island Hole Narrows | 31. Folly Creek |
| 20. Bogues Bay | 32. Metomkin Inlet |
| 21. Hog Creek | 33. Longboat Creek |
| 22. Assawaman Inlet | 34. Cedar I. Bay |

DISCUSSION OF NAMES DISAGREED UPON

Following is a discussion of the names disagreed upon, and recommendations for their disposition:

NAME: ASSATEAGUE COVE

Men #1,2, & 5 agreed that this name was correct. No. 3 stated that he knew the place as Tom's Cove. No. 4 that he knew it to be Assateague Anchorage.

RECOMMENDATIONS:

Since a majority of the men agreed that Assateague Cove was correct, it is recommended that the name be retained as charted.

NAME: SHELL BAY

Man #1 agreed that the name was correct. Men #2,3,4, & 5 all claimed it should be changed to SHELLY BAY, since they all referred to it by that name. The term is used to denote more than one shell, or a mass of shells.

RECOMMENDATIONS:

In light of the agreement between four of the men independently interviewed, it is hereby recommended that the name SHELL BAY be changed on the chart to SHELLY BAY to conform to local usage.

NAME: CAT CREEK

Men #2,3, & 5 agreed on the correctness of this name. Men #1 & 4 claimed the name was changed to CAT RIVER when the Army Engineers dredged it out for the waterway.

RECOMMENDATIONS:

Since most of the men agreed as to the correctness of this name, and since the term river, applied to a small body of water such as this, is misleading, it is recommended that the name CAT CREEK be retained as charted.

(NOTE: If the Army Engineers do change names of creeks to rivers after they dredge them, perhaps this one should be made to conform.)

NAME: OYSTER BAY

This is one name which all five men agreed was incorrect. Each of them claimed that once this bay was composed of two separate bays, the one on the ^{SOUTH} north called OLD WOMANS BAY, and the one on the ^{NORTH} south called ARBUCKLE BAY. They also claimed that the two bays are still called OLD WOMANS BAY and ARBUCKLE BAY and are not known by the name OYSTER BAY.

RECOMMENDATIONS:

It is therefore recommended that the separate names be used on the chart (i.e. OLD WOMANS BAY on the ^{SOUTH} north, and ARBUCKLE BAY on the ^{NORTH} south) and that the name OYSTER BAY be deleted.

NAME: ASSAWAMAN CREEK

Only one man (No. 2) disagreed with this name. He calls it BARNES CREEK.

RECOMMENDATIONS:

Since the majority of the men say the name as charted is correct, it is recommended that the name ASSAWAMAN CREEK be retained.

NAME: NORTHAM NARROWS

Only one man (No. 1) disagreed on this name. He stated that he knew it by the name HOG NECK NARROWS.

RECOMMENDATIONS:

In view of the fact that the other men are in agreement on this name, it is recommended that NORTHAM NARROWS be retained as shown on the chart.

NAME: CROSS CREEK

Only one man agreed as to the accuracy of this name. He is No. 3. The other men, #1,2,4, & 5, stated that this creek was known as LITTLE FOLLY CREEK.

RECOMMENDATIONS:

Since the majority call it LITTLE FOLLY CREEK, I would have a tendency to recommend that name. However, I understand that a good geographic name has a distinctive name unlike that of any other feature in the area. Therefore, I believe the name LITTLE FOLLY CREEK is apt to be confused with FOLLY CREEK nearby, and the name CROSS CREEK, being a logical one, should be retained as charted.

SUMMARY

There were 41 water names listed for comment. All men acknowledged 34 of those names to be correct in all respects.

On only 7 names were there various differences of opinion that were voiced against the charted name.

On only one name was there total agreement among the men that the name was different from the one charted.

This result is perhaps a tribute to the accuracy of our charts, and previous interest of our Bureau in Geographic Names accuracy.

Respectfully submitted,

Dale E. Westbrook
LCDR., USN
CinC, Storm Damage Party ALPHA

GEOGRAPHIC NAMES

Name on Survey

A ON CHART NO.
B ON PREVIOUS SURVEY NO.
C ON U.S. QUADRANGLE MAPS
D FROM LOCAL INFORMATION
E ON LOCAL MAPS
F P.O. GUIDE OR MAP
G RAND McNALLY ATLAS
H U.S. LIGHT LIST
I

- 1
- 2
- 3
- 4
- 5
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HYDROGRAPHIC SURVEY STATISTICS
HYDROGRAPHIC SURVEY NO. 9504

RECORDS ACCOMPANYING SURVEY: To be completed when survey is registered.

RECORD DESCRIPTION		AMOUNT	RECORD DESCRIPTION		AMOUNT	
SMOOTH SHEET		0	BOAT SHEETS (2 parts, clothback)		1	
DESCRIPTIVE REPORT		1	OVERLAYS		0	
DESCRIPTION	DEPTH RECORDS	HORIZ. CONT. RECORDS	PRINTOUTS	TAPE ROLLS	PUNCHED CARDS	ABSTRACTS/ SOURCE DOCUMENTS
ENVELOPES	2 bundles					
CAHIERS						
VOLUMES	19					
BOXES						1

T-SHEET PRINTS (*List*)

SPECIAL REPORTS (*List*)

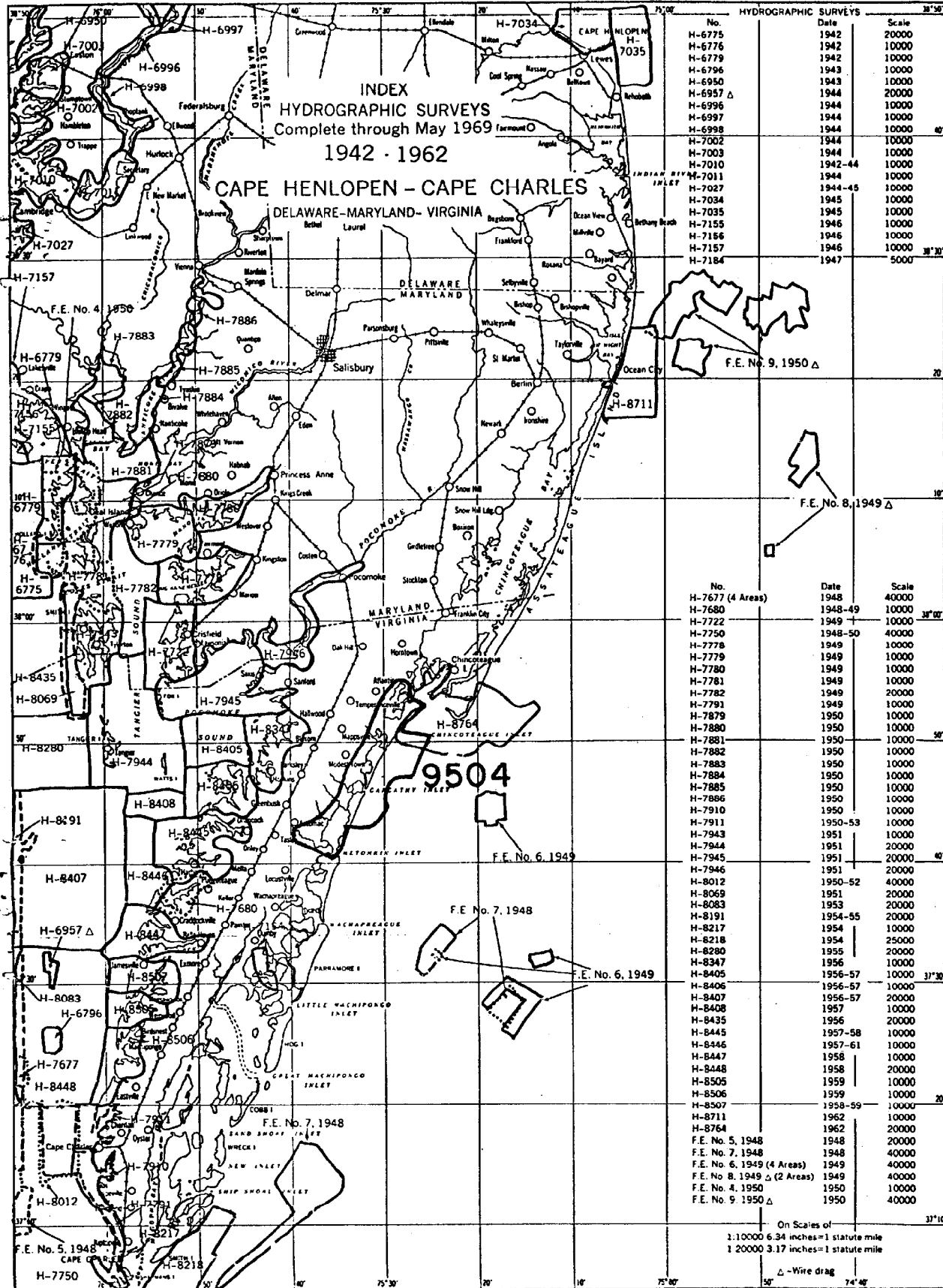
OFFICE PROCESSING ACTIVITIES

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

PROCESSING ACTIVITY	AMOUNTS			
	PRE-VERIFICATION	VERIFICATION	REVIEW	TOTALS
POSITIONS ON SHEET				
POSITIONS CHECKED				
POSITIONS REVISED				
DEPTH SOUNDINGS REVISED				
DEPTH SOUNDINGS ERRONEOUSLY SPACED				
SIGNALS ERRONEOUSLY PLOTTED OR TRANSFERRED				
	TIME (MANHOURS)			
TOPOGRAPHIC DETAILS				
JUNCTIONS				
VERIFICATION OF SOUNDINGS FROM GRAPHIC RECORDS				
SPECIAL ADJUSTMENTS				
ALL OTHER WORK				
TOTALS				
PRE-VERIFICATION BY	BEGINNING DATE		ENDING DATE	
VERIFICATION BY	BEGINNING DATE		ENDING DATE	
REVIEW BY	BEGINNING DATE		ENDING DATE	

DEPARTMENT OF COMMERCE
 Environmental Science Services Administration
 U.S. Coast and Geodetic Survey
 Washington, D.C.

Hydrographic Index No. 69 C



HYDROGRAPHIC SURVEYS		
No.	Date	Scale
H-6775	1942	20000
H-6776	1942	10000
H-6779	1942	10000
H-6796	1943	10000
H-6950	1943	10000
H-6957 Δ	1944	20000
H-6996	1944	10000
H-6997	1944	10000
H-6998	1944	10000
H-7002	1944	10000
H-7003	1944	10000
H-7010	1942-44	10000
H-7011	1944	10000
H-7027	1944-45	10000
H-7034	1945	10000
H-7035	1945	10000
H-7155	1946	10000
H-7156	1946	10000
H-7157	1946	10000
H-7184	1947	5000

H-7677 (4 Areas)	1948	40000
H-7680	1948-49	10000
H-7722	1949	10000
H-7750	1948-50	40000
H-7778	1949	10000
H-7779	1949	10000
H-7780	1949	10000
H-7781	1949	10000
H-7782	1949	20000
H-7791	1949	10000
H-7879	1950	10000
H-7880	1950	10000
H-7881	1950	10000
H-7882	1950	10000
H-7883	1950	10000
H-7884	1950	10000
H-7885	1950	10000
H-7886	1950	10000
H-7910	1950	10000
H-7911	1950-53	10000
H-7943	1951	10000
H-7944	1951	20000
H-7945	1951	20000
H-7946	1951	20000
H-8012	1950-52	40000
H-8069	1951	20000
H-8083	1953	20000
H-8191	1954-55	20000
H-8217	1954	10000
H-8218	1954	25000
H-8280	1955	20000
H-8347	1956	10000
H-8405	1956-57	10000
H-8406	1956-57	10000
H-8407	1956-57	20000
H-8408	1957	10000
H-8435	1956	20000
H-8445	1957-58	10000
H-8446	1957-61	10000
H-8447	1958	10000
H-8448	1958	20000
H-8505	1959	10000
H-8506	1959	10000
H-8507	1958-59	10000
H-8711	1962	10000
H-8764	1962	20000
F.E. No. 5, 1948	1948	20000
F.E. No. 7, 1948	1948	40000
F.E. No. 6, 1949 (4 Areas)	1949	40000
F.E. No. 8, 1949 Δ (2 Areas)	1949	40000
F.E. No. 4, 1950	1950	10000
F.E. No. 9, 1950 Δ	1950	40000

On Scales of
 1:10000 6.34 inches=1 statute mile
 1:20000 3.17 inches=1 statute mile
 Δ -Wire diag

