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1907-8

Department of Commerce and Labor
COAST AND GEODETIC SURVEY

O. H. Tittmann
Superintendent.

State: *Va.*

C. & G. SURVEY,
LIBRARY AND ARCHIVES.

NOV 5 1908

Acc. No.

DESCRIPTIVE REPORT.

Topographic Sheet No. *2869*

LOCALITY:

*Chesapeake bay, West
Shore, Rappahannock
and Piankateank Entrances*

1907-8

CHIEF OF PARTY:

Stehman Forney

2869

For descriptions of topographic stations on this
sheet see Acc. No. 62728 863 G & A 1908-9 F

Department of Commerce and Labor

Descriptive Report

To Accompany

Topographic Sheet M, 2

Scale 1/20,000

Re-survey of Chesapeake Bay

AND

Tributaries Virginia

From

White's Creek To Windmill Point

Including

Piankatank River

From its mouth to Horse Point

And

The Rappahannock River

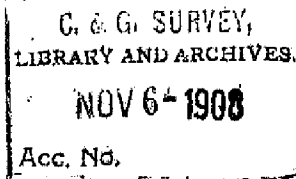
From its Mouth to Whitestone Wharf

May-June-July, 1907-December 1907, April & July 1908

Surveyed by the party of

William Henry

Assistant, C, and G, Survey.



(a) GENERAL APPEARANCE OF THE BAY SHORE Line.

The general appearance of the shore line is low and sandy skirted with pine and oak timber/ With open spaces here and there that are under cultivation.

(e) REFUGE. "Fishing Bay" North shore of Piankatank River, is a good shelter and safe anchorage, for vessels drawing 16 feet, in all winds.

Hill's Bay, is a good shelter and safe anchorage, for vessels drawing 16 feet, in S, E, and S, W, winds,

In Milford Haven and Stutt's Creek good shelter will be found for boats drawing 8 feet, in all winds.

Rappahannock River, Near Westland and Whitestone Wharves, North shore of river, good shelter and safe anchorage for vessels drawing 16 feet, in N, W, and N, E, winds,

Off North End Wharf. And well out in the river, Fair shelter and good anchorage for vessels drawing 16 feet, in S, E, and S, W weather. During heavy S, E, gales there is a heavy swell sets in off this wharf. Inside of the breakwater, at North End Wharf, and the one above the mouth of Sturgeon Creek/ South shore of river, There is good shelter for small boats, from all winds.

(k) WRECKS. 450 metres off Cherry Point Beach, Entrance to Piankatank River, there is a wreck located on the sheet, Two masted schooner beached in 1906 in a leaking condition, 350 metres off Cricket Hill beach North entrance to Milford Haven, there is a wreck located on the sheet, Sloop loaded with oyster shells beached in a leaky condition in 1906.

(o) LANDING PLACES. Landings can be made at most points on the Bay

shore, shown on this sheet, At almost any season of the year.

(g) ICE. During the months of December, January and February. Chesapeake Bay, the rivers and creeks are frozen over during short periods each month, interfering with Steamboat navigation for three or four days at a time, and very rarely longer than one week, When the ice breaks up with a North East gale, which is generally the case, It piles the ice up on the Western shore of the Bay and the South shore of the rivers and creeks.

(t) PORTS. COMMERCIAL IMPORTANCE. Fitchet's Wharf, at the head of steamboat navigation on STUTT'S creek, is an important shipping point, Large shipments of fish crabs oysters and garden truck, in season, are made from there, fresh water, without cost, can be obtained from a good driven well about thirty yards from the wharf.

CALLIS, WHARF. Is a fine shipping point, In Milford Haven on Guynn's Island, Large quantities of fish- crabs- oysters- and garden truck in season, are sent from here, Fresh water can be obtained from a wharf well without charge.

CRICKET HILL WHARF, At Western entrance to Milford Haven. is a shipping point of some importance, Gasoline for motor boats can be purchased here, Fresh water from a good well near the wharf can be obtained, without charge.

Jackson's Creek Wharf, at mouth of Jackson's Creek, North shore of Piankatank River, is a prominent shipping point, water can be obtained from a well near the wharf, without charge.

RUARK'S, JACKSON'S and GRENELL'S WHARVES, are all fine shipping points, Fresh water can be obtained from a good well near the wharves.

WAREHOUSE WHARF. in Warehouse Cove, South shore of the Pianka tank River, is a prominent shipping point, Fresh water can be obtained from a well near the wharf, without cost.

- (u) CHANGE OF BAY AND RIVER LINE, Along the Bay shore of Guynn's Island, The shore line has washed away from 60, to 80 metres, (according to the statements of the oldest inhabitants) since the last survey was made, On our old charts, Guynn's Island extends from Cherry Point to White's creek, About fifteen years ago during a heavy gale from the S, E, a passage was cut through the island, at what is now called "the Hole in the Wall", or "Klondike", Passage, There now exists a narrow channel from Chesapeake Bay in to Milford Haven, with 3 feet of water on ordinary tides, This channel changes in direction and depth during S, E, gales, as well as the shore line on each side of the passage, THE SHORE LINE, at Cherry Point N, E, end of Guynn's Island has made out since the last survey was made, While at Stingray and Windmill Points mouth of the Rappahannock River, the shore has washed away, The station 1849&50, at Windmill Point is entirely destroyed and the point where it then stood is now in the water 140 metres from the shore line, The shore line of Mosquito Creek and Island and Windmill Point Creek, Has entirely changed since the last survey was made.

The channel at the Western entrance to Milford Haven has been dredged by the U, S, Engineers, They also built a stone Jetty at the North side of the entrance July 1908,

- (w) SURVEY METHODS, The work on sheet M2 represents the re-survey of the shore line of Chesapeake Bay from White's Creek to Windmill Point Va, Piankatank River from its mouth to Horse Point,

Rappahannock River, from its mouth to Whitestone Wharf, also the interior work, contouring-roads-creeks and other topographic detail, as far back from the water, ^{to} the high land overlooking Chesapeake Bay-Piankatank River-and Rappahannock River, and taking in the main and branch roads leading towards the county seats of Mathews- Middlesex and Lancaster Counties Mathew's Court House-Saluda Court House and Lancaster Court House respectively, including the vilages of Amburg Sandy Bottom, and Whitestone, The highest elevation on this sheet is 55 feet above mean high water, The red contour are shown for every 20 feet difference of level, the heights are expressed in feet, and give the elevations above mean high water, The roads were run by plane table traverse lines, brought up from triangulation stations, and checked at every possible point, Contours and other details were carried along with the traverse lines, Heights were brought up from mean high water on the Bay and River shores, by vertical angles taken with the verticle arc on the alidad, Contours and other details within the the forest limits (where the timber was too dense to use the plane table) was put in with a sketching table, Starting from plane table stations on the road traverse lines, which was checked with the regular plane table work, This work: work was generally done on days that were too damp or stormy to expose the P,T, sheet to the elements, the sketches were transferred to the original sheet immediately after they were made.

- (x) PLANE TABLE TRIANGULATION, In the absence of a regular system of triangulation, A plane table triangulation ^{was} carried up the P Piankatank and Rappahannock Rivers, Milford Haven and Stutt's Creek,

based on the triangulation stations, Gwynn's-Cherry Point Beacon- Stingray Point Light House, and Windmill Point Light House, Well detremined plane table stations on the shores of the Bay, Rivers and creeks were developed by this method, all of the ^{signals} at these stations were described, stations marked, and the descriptions sent to the office September 19th /08 The topographic detail on this sheet, black and red, was put on before the field work was completed, "Chin Chin", water proof liquid pearl ink, and Higgins American liquid India water proof ink, and "Higgins" liquid water proof Carmine ink, were used, I call attention to the above facts, to demonstrate that topographic sheets can be inked with these inks. and with care the inked sheets can be inked used in the field without injury to the work.

Stehman Forney.

Assistant C., & G., Survey.

Chief of Party.

List of Topographical Signals, scaled from Topo-
graphical Sheet (M 2). Scale 1/20,000. Pianka-
tank and Rappahannock Rivers, Gwynn: Island,
and Milford Haven, Virginia.

C. & G. SURVEY,
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SEP 22 1908
ACC. No.

Pop. 2869

Name	Latitude		In Metres	Longitude		In Metres
	o	'		o	'	
Horse	37	32	139.5	76	23	921
Pond	37	31	1222	76	23	714
Chy.Oyster Ho	37	32	237	76	23	143
Creek	37	32	588	76	22	995.5
Roane	37	31	1019	76	22	956
N. Chy. New Ho.	37	31	556	76	22	884
W. End of Warehouse Whf.	37	31	846	76	22	226
Black Spa By.	37	31	1768	76	22	612
Eland	37	32	85	76	21	1102
Bluff	37	31	704	76	21	1276
Iron	37	31	536	76	21	907
S. E. Chy. Ho.	37	32	484	76	20	1126
Chy. Oyster Ho	37	32	286	76	20	740
Ruarks Whf.	37	32	1002	76	20	634
Burton	37	30	377	76	20	67
Stove	37	31	721.6	76	19	1387.8
Bar (Asst. Vinall)	37	32	1422	76	18	1180
Sting (Asst. Vinall)	37	33	1086	76	17	1145

Name	Latitude			Longitude		
	o	'	In Metres	o	'	In Metres
Chy.Oyster Ho.	37	31	976	76	19	706
Black Spa By.	37	30	1614	76	19	700
Red Spa By.(2)	37	30	1564	76	18	1382
Black Can By.	37	31	1476	76	18	531
Wreck	37	31	534	76	17	1386
Cherry	37	30	1744	76	18	147
# Con(Beacon)	37	31	504	76	18	930
#Max	37	29	1010	76	18	1125
# Less	37	29	1130	76	18	323
#No	37	29	680	76	18	1180
#Mar	37	29	432	76	18	34
# Cal	37	29	388	76	17	307
#Hot	37	29	266	76	16	1338
# Chim	37	29	245	76	16	643
#Rub	37	28	900	76	16	1130
Black Spa By.	37	29	726	76	19	36
Barrell on Pole	37	29	686	76	18	1442
Wreck	37	29	534	76	19	116
#Tree	37	27	1635	76	15	868
3a	37	28	1572	76	16	205
5a	37	28	886	76	16	120
Hawk'sNest	37	27	1752	76	16	1150
# Hog	37	30	975	76	16	1301

(#) Assistant Vinall.