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Department of Commerce and Labor
COAST AND GEODETIC SURVEY

Superintendent.

State: *Virginia*

DESCRIPTIVE REPORT.

Top. Sheet No. *3094*

LOCALITY:

*Eastern shore of Virginia
Peninsula, "Assawoman"
Inlet to "Moonkin" Inlet*

190

CHIEF OF PARTY:

Stehman Forney

Original,

Descriptive Report

To Accompany,

Topographic Sheet, #3094

Revision of Coast Shore Line,
Eastern Shore of Virginia Peninsula,

From

"Assawaman" Inlet to "Meomkin" Inlet,

And Hydrographic Examination,

Of

Metomkin Inlet,

1910

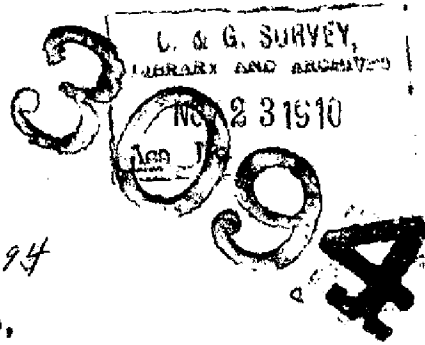
Scale, 1/20,000

Surveyed by The Party Of,

Stetman Hoop

Assistant, C. & G, Survey,

Chief, Of, Party.



(a) General Appearance Of Coast Line.

The general appearance of the shore line from "Assawaman" Inlet to "Metomkin Inlet, is low with sand dunes back of it ranging from ten to fifteen feet above ordinary high water, and salt marsh with here and there scrub pine and cedar bushes.

On the Southern and Western shore of "Metomkin Island is located a good wharf and the buildings of the Metomkin U. S. Life Saving Station,

(c) Change of Coast Shore Line. Between Assawaman and Metomkin Inlets since 1852-55,

At Assawaman Δ station, The shore line on the sea coast has eroded 100 Metres,

The North channel (Assawoman Inlet) has entirely closed up,

The shore on the Southern end of Wallop Island, has made out 630 Metres in to Assawaman Inlet.

The coast shore line of the whole of Assawaman ^{Island} ~~INXXXX~~ has eroded on an average of 150 Metres.

Southern end of Assawoman Island has made out in to Gargathy Inlet 450 Metres.

Northern end of Metomkin Island has eroded 110 Meters.

Sea side of Northern end of Metomkin Island has eroded 200 Metres

Central part of Metomkin Island on the sea shore has eroded 275 Met

Southern part of Metomkin Island on sea side has eroded 140 Metres/

South end of Metomkin Island has eroded 240 Metres.

Northern end of Cedar Island has eroded 250 Metres,

N, E, Point of Cedar Island has made out in to Metomkin Inlet 175 Met,

Extreme Northern point of Cedar Island on sea shore eroded 100 Metres,

Central part of Cedar Island on sea shore has eroded 400 Metres,

(w) Survey Methods.

The projection and Δ points on this sheet were carefully traced from Original topographic sheets Nos 464-492, surveyed in 1852-55 respectively, and carefully transferred to my field sheet. The shore line was run by plane table traverse lines, starting from Δ stations along the coast and checking on interior Δ signals. The work shown in blue represents the shore line surveyed in 1852-55 and that in black represents the survey of 1910. The new shore line was extended inside of the inlets until it joined with the survey of 1852 and - 55.

Hydrographic Examinations.

There was no hydrographic examinations made of Assawoman and Gargathy Inlets, because at low tides there is very little or no water on these bars, with heavy breakers across the entrances, and the channels change frequently during N, E, and S, E, gales. While I was working the shore line in the vicinity of these inlets, there was a constant heavy swell and break on these bars, and I did not attempt to take any soundings.

Hydrographic examination of Metomkin Inlet.

Changes in depths since the last corrections were made on Coast Chart No 129, "Chincoteague to Hog Island", Virginia,

Where the shoal with 3 feet of water at mean low water, shown on chart No 129 ^{was} located, there is now an island. Chart No 129 shows 7 feet on the bar and my examination also shows 7 feet.

Soundings,

The soundings were made in a 16 foot Yawl boat propelled by a 6 horse power Gray motor, (that was constantly balking) with observer - leadsman - engineer - and one man. The boat positions were determined by sextant angles from the boat on well determined signals on shore.

The plane of reference was derived from the mean of 4 low waters

(3)

observed on a plane staff gauge graduated to tenths of feet , at Metomkin Life Saver Station wharf, on the West shore of Metomkin Island, The tide gauge was read during the sounding period.

The soundings are expressed in feet, and show the depths at mean low water.

The inlets shown on this sheet are of very little commercial value, as only boats of light draft 3 to 4 feet pass in and out of them.

Stephanus Horsey
Comd. C. of Survey
Chief of Party

FORM 167.

Department of Commerce and Labor

COAST AND GEODETIC SURVEY

Washington, 190

Respectfully $\left\{ \begin{array}{l} \text{returned} \\ \text{referred} \end{array} \right\}$ to
11-683 $\left\{ \begin{array}{l} \text{forwarded} \end{array} \right\}$

R. M. Brown,
Librarian.

to file as directed by Mr.
Flower.

TIDAL DIVISION

Library and Archives

Drawing Sec. Tidal Div. U. S. S.

Form 65.—Field Letter.

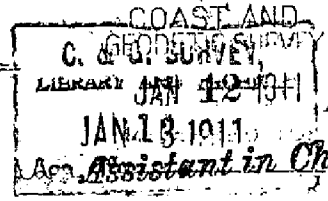
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Superintendent.

Department of Commerce and Labor

11-644

COAST AND GEODETIC SURVEY



Inspector of Hyd'y & Tng

On board Homebid-Comrad

Cyster Anchorage Va

January 12, 1910

Mr. O. H. Litzmann

Superintendent, C. G. Survey

Washington D. C.

1/14/11
Should be placed with the Description Report of Pop. sheets Nos. 3094 & 3095

Sir,

In compliance with your letter of the 9th inst. I have this day forwarded to you under separate cover, by registered mail, one package containing the following records of my mission work on the Eastern Shore of the Virginia Peninsula.

- ✓ One "orig" vol. Observation of Tides at Matumbin & Cyster Islands
- ✓ " " " Soundings, Matumbin and Wachapreague Inlets,

As there was no room in the sounding boat I did not use a rough or beat sheet, but plotted the positions and soundings on the revision of shore line sheets sent to the office in November 1910.

The lines and soundings as developed by the data sent in to day, were executed

under difficulties and with a poor sounding outfit for the work in hand. The boat used was a 14 foot Yawl with a 6 horse power Gray Motor that was absolutely unreliable, was constantly backing and trucking down, giving us trouble.

She was so small that all hands were cramped and uncomfortable. The leadman was severely hand copped while casting the lead, and all in all it was not a suitable boat for which to do outside soundings.

The results submitted are not of any value a perfect Hydrographic Examination, but it turns in as a Hydrographic Reconnaissance of the Inlets in question.

With a proper outfit, a good launch, with a reliable gasoline motor, such as can be found here, I would like to make Hydrographic examinations of Nachapuegne, "Hot Machi" "Frings" and Sand Spout Inlets.

Last May while in consultation with the Hydrographic Inspector, and Mr Putnam in charge of the Seaming and Engraving Division, about this work, Mr Putnam said all he wanted was a few soundings off the inlets and along the beaches to replace the

(3)

old soundings after the new Iron Line
was adjusted to the Charts.

The three inlets "Nachopragni" "Great-
Machipingo" and Sand Stral are the largest-
and only ones of consequence between Strina-
teague and Cape Charles.

Respectfully

William Horney

Assistant. C. R. Survey