# DESCRIPITIVE REPORT

**Type of Survey**
SHORELINE  

**Job No.**  PH-5207  
**Map No.**  T-11699  
**Classification No.**  II & III  
**Edition No.**  (Ref. to page 4)  

## LOCALITY

**State**  VIRGINIA  
**General Locality**  NORTHAMPTON COUNTY  
**Locality**  NARROW ISLAND  

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**1959 TO 1962**

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## REGISTRY IN ARCHIVES

**DATE**  JUL 1975
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<th>Completion Date</th>
<th>Remarks</th>
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<td>Superseded</td>
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<tr>
<td>Revised from April 1962 photos</td>
<td>July 1962</td>
<td>Superseded</td>
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<tr>
<td>Final review</td>
<td>Dec. 1973</td>
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SUMMARY TO ACCOMPANY

DESCRIPTIVE REPORT T-11699

This 1:10,000 scale shoreline manuscript is one of 43 maps that comprise Project PH-5907, Cape Charles to Assateague, Virginia. The project diagram indicates the location of this map in the project.

When received for final review, no descriptive report was included with the map. The only records available were in the lower margin of the manuscript. Therefore, much of the data that is ordinarily included in a descriptive report is missing from the descriptive report for T-11699.

Field inspection prior to compilation was done in April and May, 1960.

Compilation was done graphically from 9-lens photographs taken in October 1959. Control was based on a radial plot using the 9-lens photographs. Shoreline on the west side of Cobb Island and Wreck Island was revised from ratio prints of photographs taken in April, 1962, after the March 1962 hurricane. The Atlantic Ocean shoreline was mapped without field inspection, as the hurricane voided field inspection of this shoreline that was done in April and May 1960.

No field edit of this map was done.

Final review was done at the Atlantic Marine Center in December, 1973.

The compilation manuscript was a vinylite sheet 3 minutes 45 seconds in latitude by 3 minutes 45 seconds in longitude.

A cronaflex copy of the final reviewed manuscript and a negative were forwarded for record and registry.
Field Inspection Report

PH-5907

Eastern Shore of Virginia

2. Areal Field Inspection

This report covers the southern seven maps in Northampton County, sheets 11697 thru 11703.

Most of the area is salt marsh which covers at high water. There are many deep channels through the marshes, but most of these channels are choked at the ocean or where they enter large bays. The ocean beach is lined with various sized sand dunes.

The photography was satisfactory.
A shack under construction on Black Rock Channel, at Goodwin Island, should be investigated by the field edit party.

The hydro party should investigate a charted wreck on Wreck Island. See section 8 of this report for details.

3. Horizontal Control

Stations not recovered, which were control requirements:

Magothy Bay, Channel Light No. 6
Smith
Smith 2
Smith Hydrographic
Smith's Island North 2
Mink
Mink 2
Ship Shoal 3
Wreck 3
Sand Shoal Inlet, the Spit Beacon
Sand Shoal Inlet, Running Channel Black Beacon
Cobb 3

None of these stations could be found. Many stations bordering the ocean were lost due to erosion. The shacks were destroyed by fire or hurricanes.

All the stations on the sheets that had not been previously reported as lost were reported on Form 526 at this time.

Reported As Lost On Form 526:

Magothy Bay Channel Light No 6, 1954
Smith Hydrographic, 1929
New Inlet, East Gable, East Shack, 1934
House on Flats, Center, 1934
Wreck No 3, 1933
Spit Light, Sand Shoal Channel Red Beacon, 1933
Sand Shoal Channel, Black Beacon (Fl W) Running Channel, 1933
Shack On Piles, Northeast Gable, 1934

All C&GS control in the area was searched for.

4. Vertical Control

The recovery of tidal Bench Marks was required for the Project.

Bench Marks recovered:
BM 1 (U.S.S.E.) (Oyster)
BM Morgan 2 (Oyster)
BM R-66 (Oyster)
BM 2, 1934 (Cobb Island Coast Guard)

Bench Marks reported lost:
BM 1, 1943 (Cobb Island C.G.)
BM 3, 1934 (Cobb Island C.G.)

5. Contours and Drainage

No contours were required.

Drainage is in the form of small streams and ditches. Drainage was delineated and swampy areas outlined. All drainage was examined under the stereoscope and little difficulty should be encountered in picking it out.

6. Woodland Cover

Tree areas and orchards were identified and labeled on the photos. Most of the woodland cover consists of slash pine and various hard woods, often intermixed.

7. Shoreline and Alongshore Features

Most of the area is salt marsh which is covered at high water. Fast ground is indicated by the presence of trees, sand dunes, or clumps of small bushes which show as a light gray grainy texture on the photos (see notes on photos). The MHWL has been delineated on the
photos.

The apparent MHWL is usually found at the edge of the marsh grass. The marsh grass shows as a darker gray even texture on the photos, as compared with the mud banks, which show lighter gray with a wrinkled texture. The apparent MHWL has been delineated where it is not self evident. The apparent MHWL along the west side of Mockhorn Island on sheet 11700 was extremely hard to delineate due to poor contrast on the photos. It was noted on the 9 lens photos by walking the shoreline.

The outer chain of islands is covered with sand dunes, which wash and drift back over the marsh. In some areas the sand has washed back and exposed the old marsh on the ocean side. The dunes are covered with sparse tough grass, and small bushes.

The outer islands are changing rapidly. A comparison with 1942 maps shows that Wreck Island has had about \( \frac{3}{4} \) mile of its southern end eroded away while the northern end has built up. Build up has also taken place on Smith Island; and Bungalow Inlet has shifted northeastward.

Signs marking shore ends of submarine cables have been identified and labeled.

All other features have been noted on the photos.
8. Offshore Features

The low water line has been delineated on the photos where possible. Much of the area is very flat, and the low water line does not show very well.

Many oyster shell piles are scattered throughout the shallow bays, and alongside the channels. They present a definite hazard to small boats attempting to cross them. The piles show as small white areas on the photos, and have been labeled.

No trace of the wreck charted at lat. 37°17.0' long. 75°47.5' could be found. This is right near the beach so it could have been washed away or buried. The hydro party should investigate this item.

9. Landmarks and Aids

Landmarks and aids for nautical and aeronautical charts were investigated and reported on Form 567.
The black and white prints of the color photography were field edited and labeled. Fixed aids which did not show up on the photos were located by ground survey methods from photo points and triangulation stations.

10. Boundaries, Monuments, and Lines

There are no boundaries, monuments or lines to be mapped in the area.
11. Other Control

All previously marked Topographic stations that could be of value to hydrography were searched for and reported on form 524.

The following were recovered:

**SUN 1942**    **CUT 1942**

The following were reported lost or destroyed:

BAT 1942
EIT 1942
BUN 1942
Cobb Island Coast Guard Sta Tidal Br 1 (1942)
FOX 1942
INK 1942
KIT 1942
LAP (1942)
LOT 1942
NAP 1942
POT 1942
PUN 1942
REC 1942

The following monumented topographic stations were established:

**BM R 86 (1960)**
**COBS BM 2, 1934 (1960)**

To meet the minimum spacing requirements of a recoverable station every 2 miles, stations should have been established at about lat. 37°15.8', long. 75°47.9' (Wreck Island) and Lat. 37°15.8', Long. 75°51.6' (New Marsh).

Due to lack of time a Topographic station was not established in these areas. It is not felt necessary to revisit the area to establish these
stations, since many stations (such as Cobb Island Coast Guard Station, Cape Charles Lighthouse) are clearly visible from up to 10 miles.

Photo points 001, 003 thru 009 were used to locate topographic stations and fixed aids.

12. Other Interior Features

Roads used only for access to fields have been labeled "FS", for Farm Service.

There were no bridges or cable clearances required in the area.

All other features were noted on the photos.

13. Geographic Names

Local inquiry disclosed no discrepancies of geographic names in the area.

14. Special Reports and Supplemental Data

Coast Pilot Report - The following changes should be made in "U.S.C.P. 3-Atlantic Coast- Sandy Hook to Cape Henry-Sixth (1953) Edition".
A newly dredged channel, with a controlling depth of 3 feet in April 1959, leads from Chesapeake Bay across the southeasterly tip of Cape Charles into deep water in Magothy Bay. The entrance to this inlet from the Chesapeake Bay is now choked with sand. Surf breaks over the entrance in rough weather along a north-south line through Light "34". Magothy is a village on the west side.

Page 215 - lines 4-5-6 should be deleted

A power cable over .................... clearance of 19 feet.

A Coast Pilot Report was also submitted under separate cover 7 June 1960. — G. F. Wirth

Respectfully Submitted
7 June 1960

George F. Wirth, Chief of Party
21. AREA COVERED

This radial plot covers the total area of surveys Nos. T-11700 through T-11703 and the central and southern portions of surveys Nos. T-11697 through T-11699. These are planimetric surveys along the Atlantic Coast from Cape Charles northward to Sand Shoal Inlet, and extending westward to just west of Magothy Bay.

22. METHOD-RADIAL PLOT

Map Manuscripts:
Vinylite sheets with polyconic projections in black and Virginia State Grid, South Zone in red were furnished by the Washington Office.

The positions of all horizontal control stations and substitute points were plotted on the manuscripts with the Coordinatograph.

A sketch showing the layout of the surveys, distribution of control, and photograph centers is attached to this report.

Photographs:
Thirty (30) nine-lens photographs taken in October 1959 at a scale of 1:10,000 were used in the plot, numbered as follows:
- 60402 through 60410
- 60545 through 60560
- 60586 through 60590

Templets:
Vinylite templets were made for each templet using the master templet to correct for chamber displacement.

Closure and Adjustment to Control:
The manuscripts for the plot were joined together by matching common grid lines.

The plot was laid directly on the map manuscripts.

The templets for 60555 and 60556 were laid first since they contained the most control. The rest of the flight, 60554 through 60560, was then laid followed by the flight 60586 through 60590. The other two flights were then laid and with very few minor adjustments to the templets a satisfactory plot was constructed. While laying the templets for 60405, 60406, and 60407 it was noted that one control station, SHIP SHOAL ISLAND WHITE PYRAMID No. 8 1959, which had not been identified by the field party could be office identified. This point was pricked and the station held in the
plot. CHERITON WEBSTER CANNING CO. STACK 1939 and CHERITON WEBSTER CANNING CO. TANK 1939 were also identified in this office and held in the plot. Only one identified control station, SAND SHOAL INLET MIKES SAND BEACON 1933, was not held in the plot.

Transfer of Points:
The positions of all passpoints, photograph centers and radially plotted positions of control were pricked on the top templets and drilled through the templets and map manuscripts.

23. ADEQUACY OF CONTROL

The density and distribution of control was adequate. The field identification of control was good.

One identified control station could not be held in the plot.

SAND SHOAL INLET MIKES SAND BEACON 1933 - The radially plotted position falls approximately 7.8 mm SE of its grid position. This beacon has been identified on nine-lens photograph No. 60544 as SAND SHOAL INLET BLACK BEACON 1934. However, on single lens photograph 59-W-9804 the same image has been identified as an Aid to Navigation, SAND SHOAL INLET MIKES SAND LIGHT. There is no coordinate or geographic position available to this office for SAND SHOAL INLET BLACK BEACON 1934, and also there is no description for SAND SHOAL INLET MIKES SAND BEACON 1933. However, on page 20 of cahier 376 the description for SAND SHOAL INLET BLACK BEACON 1933 recovered 1954 states, "This beacon carried away in storm of August 1933 and since rebuilt. It was relocated by this party in 1954". Since no other beacon appears on the photographs, it is believed that MIKES SAND BEACON 1933 no longer exists and that the radially plotted position is the position of SAND SHOAL INLET BLACK BEACON 1934.

MAGOONY CHANNEL DAYBEACON NO. 3 1934, had been plotted on the margin of survey T-11700. This station should be considered lost as the only Aid in this vicinity is Ship Shoal Channel to Fisherman's Inlet Light 20 as identified by the field party and also as shown on chart 1222.

The radially plotted positions of two (2) shacks that were identified as landmarks fell so close to the positions of 1959 control that the radially plotted position of the landmarks have not been shown. They are as follows:

SHACK (East Gable) Lt. 21 (25) - Approximately 0.1 mm east of OLD HOUSE CREEK HOUSE NO. 1 1959,

SHACK (NW Gable) - too close to measure to RED DRUM DRAIN SHACK NO. 3 1959

24. SUPPLEMENTAL DATA

None used.
25. PHOTOGRAPHY

Adequate.

Respectfully submitted
27 February 1961

[Signature]
H. R. Rudolph
Carte. (Photo.)
COMPILATION REPORT
T-11697 - T-11698 - T-11699

PHOTOGRAMMETRIC PLOT REPORT

See Descriptive Report for T-11703.

31. DELINEATION

These manuscripts were compiled by the graphic method. They were compiled north to latitude 37°17'30" by the Baltimore office and were completed by the Tampa office. 1962 single-lens photographs were used to revise the shoreline. Revision was done without benefit of field inspection.

32. CONTROL

Identification, density and placement of the horizontal control was satisfactory. Refer to Photogrammetric Plot Report.

33. SUPPLEMENTAL DATA

None.

34. CONTOURS AND DRAINAGE

Contours inapplicable.

Drainage is all perennial due to the low marsh land.

35. SHORELINE AND ALONGSHORE DETAILS

The shoreline inspection was adequate. Low-water line was delineated where clearly visible on the photographs and from field inspection.

36. OFFSHORE DETAILS

Refer to item 8 of the field inspection report.

37. LANDMARKS AND AIDS

Landmarks and aids have been listed on form 567. Transmittals of these forms were made March 27, 1961 by the Baltimore District Office and February 2 and 5, 1962 by Tampa District Office.
38. CONTROL FOR FUTURE SURVEYS

Six forms 524 are being submitted for stations not recovered by the field party. Two are submitted with T-11697, one with T-11698 and 3 with T-11699.

Three topographic stations have been established and are listed under item 49. Forms 524 for two are submitted, one with T-11697, the other with T-11699. The third station is a house gable and no form 524 was submitted.

39. JUNCTIONS

Junctions have been made as follows:

T-11697 junctioned with T-11693 to north, T-11698 to east and T-11700 to south. Manuscript T-11245 in Project PH-119 to west not available for junction.

T-11698 junctioned with T-11694 to north, T-11699 to east, T-11701 to south and T-11697 to west.

T-11699 junctioned with T-11695 to north, open waters to east, T-11702 to south and T-11698 to west.

40. HORIZONTAL AND VERTICAL ACCURACY

No comment.

41 THROUGH 43

Inapplicable.

46. COMPARISON WITH EXISTING MAPS

Comparison has been made with U.S.G.S. CHERITON quadrangle, scale 1:24,000, dated 1955, and U.S.G.S. COBB ISLAND quadrangle, scale 1:24,000, dated 1942.
47. **COMPARISON WITH NAUTICAL CHARTS**

Comparison has been made with nautical chart 1222, scale 1:80,000, 19th edition, dated December 1961.

**ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY**

None.

**ITEMS TO BE CARRIED FORWARD**

None.

John C. Richter (in part)
Cartographer (Photo)

Completed by:

William H. Shearouse
Cartographer (Photo)

APPROVED AND FORWARDED - 4 OCT 1963

[Signature]
V. Ralph Sobieralski
Tampa District Officer
June 22, 1972

GEOGRAPHIC NAMES
FINAL NAMES SHEET
PH-5907 (Virginia)
T-11699

Atlantic Ocean
Cobb Bay
Cobb Island
Little Cobb Island
Loon Channel
Northeast Channel
Sand Shoal Inlet
Shell Creek
South Bay
Wreck Island

Approved:  
A. J. Wraight
A. Joseph Wraight
Chief Geographer

Prepared by:  
Frank W. Pickett
Cartographic Technician
I recommend that the following objects which have (above) been inspected from seaward to determine their value as landmarks be charted on (above) the charts indicated.

The positions given have been checked after listing by

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<th>STATE</th>
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<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
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<th>LONGITUDE°</th>
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<td>SAND SHOAL INLET</td>
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<td>#LIGHT 2</td>
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<td>03 11 75 49 16 72</td>
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<td>#LIGHT 5</td>
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<td>&quot;</td>
<td>37 17</td>
<td>1150 75 51 563</td>
<td>#</td>
<td>&quot;</td>
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* Note: The non-floating aids on T-11699 were submitted by the Baltimore Office but when the photogrammetric plot was extended north a small shift in position was made for this light.

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and non-floating aids to navigation, if determined, shall be reported on this form. Revisions shall show both the old and new positions. 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.
I recommend that the following objects which have (been) inspected from seaward to determine their value as landmarks be charted on (the charts indicated).

The positions given have been checked after listing by

[Signature]
R. Dossett

[Signature]
V. W. Sobieralski
Chief of Party

**STATE**

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<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
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<td>75 50</td>
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<td>1960</td>
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<td>1960</td>
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* Date of field inspection

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This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and non-floating aids to navigation, if redetermined, shall be reported on this form. Revisions shall show both the old and new positions. 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.

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* TABULATE SECONDS AND METERS
## Non-floating Aids or Landmarks for Charts

**U.S. Department of Commerce**
**Coast and Geodetic Survey**

**Tampa District Office**
**January 29, 1962**

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

The positions given have been checked after listing by [signature]

**R. Dossett**
**Chief of Party**

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<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Elkins Marsh</td>
<td>North corner small house on piles</td>
</tr>
<tr>
<td>House</td>
<td>Shack</td>
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<td>S.E. Cable</td>
<td>Shack</td>
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<tr>
<td>Chimney</td>
<td>h= 12 (12)</td>
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* Note: Charted as STACK on Chart 1222

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and non-floating aids to navigation, if redetermined, shall be reported on this form. Revisions shall show both the old and new positions. 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.
61. GENERAL STATEMENT

See Summary on page 6 of this Descriptive Report.

An ozalid comparison print, showing differences noted in Par. 62, is bound with the original of this report.

Map sources used in Par. 62 and 63 were compared with each other. No differences were found to exist between the two maps.

T-11699 supersedes previous topographic surveys for nautical chart construction purposes.

62. COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS

A comparison was made with Survey T-8178, 1:20,000 scale, dated 1942. Significant differences were shown in blue on the comparison print.

63. COMPARISON WITH MAPS OF OTHER AGENCIES

A comparison was made with USGS Quadrangle COEB ISLAND, VA., 1:24,000 scale, dated 1972. Differences noted were the same as noted on T-8178 and were shown on the comparison print with the same blue line.

64. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS

No contemporary hydrographic surveys were available for comparison.

65. COMPARISON WITH NAUTICAL CHARTS

A comparison was made with Chart 1222, 1:80,000 scale, 36th edition, dated June 30, 1973. No significant differences were noted except a charted wreck at Lat. 37°18.5', Long. 75°45.5' which was not visible on photographs of the area.

66. ADEQUACY OF RESULTS AND FUTURE SURVEYS

This map complies with project instructions and meets the requirements for the National Standards of Map Accuracy.
Approved for forwarding:

Jeffrey G. Carlen, CDR, NOAA
Chief, Coastal Mapping Division, AMC

Approved:

Alfred C. Holmes, RADM, NOAA
Director, Atlantic Marine Center

Approved:

[Signatures]
Chief, Photogrammetric Branch  Chief, Coastal Mapping Division
COMPARISON PRINT

Blue = T-8178 & USGS
Red = Chart 1222

T-11699
1:10,000

L’2,785,000 FT

OBB BAY

shells
mud

Ma

LITTLE COBB ISLAND

SAND SHOAL
INLET LT 960

60546