**Form 565**

**U. S. COAST AND GEODETIC SURVEY**

**DEPARTMENT OF COMMERCE**

**DESCRIPTIVE REPORT**

<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>Topographical</th>
</tr>
</thead>
<tbody>
<tr>
<td>Field No.</td>
<td>Office No.</td>
</tr>
<tr>
<td></td>
<td>2715</td>
</tr>
</tbody>
</table>

**LOCALITY**

<table>
<thead>
<tr>
<th>State</th>
<th>Virginia</th>
</tr>
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<tbody>
<tr>
<td>General locality</td>
<td>Mattjach Bay</td>
</tr>
<tr>
<td>Locality</td>
<td>vicinity</td>
</tr>
</tbody>
</table>

**1906**

**CHIEF OF PARTY**

W. Bower & E. Latham

**LIBRARY & ARCHIVES**

DATE
Department of Commerce and Labor
COAST AND GEODETIC SURVEY

O. H. Zettman
Superintendent.

State: Virginia

DESCRIPTIVE REPORT.

Topographic Sheet No. 2715

LOCALITY:
Mobjack Bay & Vicinity
Wax River to Milford
Haven

1906

CHIEF OF PARTY:
Asst. E. B. Latham
Asst. Wm. Brown
Washington, D.C.
May 18, 1906

Description Report
Original Topographic Sheet
No. 2715

This sheet extends from Milford
Haven, just south of the Prince-
 Edward River to the Ware River
on Mobjack Bay, Va. It takes
in all the shore and inland
topography except a small area
near New Att. Comfort which
is shown on original sheet no.
2716.

Sheet 2716 joins 2715 on the
south, and 2745 joins it in
the west.

See my report to the
work done in Mobjack Bay
and vicinity for general charac-
ter of work performed and methods.
employed. Also see the progress report for the chart covered by Capt. Latham.

The shore of the Chesapeake Bay and the main shore of Mobjack Bay is new work. But the absecon of the marsh and estuaries are revisions of the old survey. This revision consisted of renewing the main and prominent points and filling in the old chart line on them. This method proved satisfactory as the changes were not great. The shore of the Chesapeake River from New Point Comfort and Milford Haven had changed considerably. Most of the marsh line was taken from the old sheets.

The work was controlled by triangulation of Mobjack Bay by Capt. Latham, and supplemental plane table triangulation of the
The interior topography was controlled by section starting from known points on shore. Checks were obtained whenever practicable. All side roads and filling in between main roads was done by surveying little with compass. The main roads were run by the ordinary form and back sight traverse.

All the interior topography is entirely new, except the main lines which were checked and changed whenever necessary. No attempt was made to locate the limit between the woods, which are present in all the woods to a greater or less extent.

The area of what is wooded to a great extent. This area mostly pine. There is little number of large size left by the sawmills.
The land near the shores is quite thickly settled. There are some very fine establishments on the
main.

The land on the flat is all low, and in no case was it necessary to put in the 20 foot contours.

The roads are of earth and are poorly drained. They are fair in summer but heavy during the
winter.

Driving to the low ground the farms are drained by numerous ditches which makes it difficult to drive
across country off the roads.

The bridges in area of sheet are all small and are kept in good condition.

There are four cleanership wharves on East River and two on North River at which a cleaner from
Norfolk louches.

The industries are agriculture, fishing, and oysterling, with the shipping
of the produce of the land and water.

Mathews Court House, the county seat of the County, is the only village. It has a bank. Its inhabitants number several hundred.

The names shown are from the best authorities available on the field.

"Pullin Cr.", a branch of the East River is most locally known as and called "Pudding Creek".

"Pepper Point", between East River and New Point Comfort is now known as Dutchman's Point.

My authorities for the change of the name of the creek are reliable. Those for change of name of the point are not very reliable.

A number of topographic stations were marked by a three cotta pipe 2 ft. long, and 6 inches in diameter, with top projecting about five inches above ground. These are rooted on tracing with names. At a number of other loco-
graphic points, the flag poles
were left standing and are
marked "flag" on the tracing;
Many of these could be used
by a hydrographic party if
that work should be taken
up within a year or two.

The topography on chart was
executed by Aces E. H. Latham,
Aces F. D. Braungart, Aces R. S.
Palton, and Aces M. Bose.

The ruling was done by Aces
F. D. Braungart, Aces R. S. Palton,
Temporary Aces Repenherzen and
Aces M. Bose.

A tracing with names ac-
companies this sheet.

William Bose
Aces Chief of Party
<table>
<thead>
<tr>
<th>Object</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Elevation</th>
<th>Remarks</th>
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<tbody>
<tr>
<td>G. C. Pipe</td>
<td>37 24 1215</td>
<td>76 14 1322</td>
<td></td>
<td></td>
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<tr>
<td>G. C. Pipe</td>
<td>37 24 103</td>
<td>76 14 1129</td>
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<td>Δ Sta. Wolf Trap on sandy shore</td>
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<td>76 14 1346</td>
<td></td>
<td>On sandy shore</td>
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<tr>
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<td>76 15 72</td>
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<td>76 15 729</td>
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<td>Near Δ Sta. Rum</td>
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<td>76 15 1137</td>
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<td>G. C. Pipe</td>
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<td>2 ft from H.W.L. Project 8&quot; near buoy</td>
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<td>G. C. Pipe</td>
<td>37 24 1039</td>
<td>76 24 1434</td>
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<td>2 ft from H.W.L. Project 8&quot; on Pt. opposite bury</td>
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<td>G. C. Pipe</td>
<td>37 23 92</td>
<td>76 24 1100</td>
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