Form 504
U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Topographic

Field No. Office No. 2716

LOCALITY
State Virginia
General locality Mobjack Bay
Locality & Vicinity

1906
CHIEF OF PARTY
Wm. Bowne

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DATE
Department of Commerce and Labor
COAST AND GEODETIC SURVEY

A. H. Pittman
Superintendent.

State: Virginia

DESCRIPTIVE REPORT.
Topographic Sheet No. 2716

LOCALITY:
Mobjack Bay and Vicinity
Mare's River to
York River

1906

CHIEF OF PARTY:
Ass't U.S. Daniel +
Ass't McCauley
Department of Commerce and Labor  
COAST AND GEODETIC SURVEY  

Washington, D.C.  
May 22, 1906

Descriptive Report—  
Original Topographic Sheet  
No. 2716

This sheet extends from near River to and including the lower portion of the north shore of the York River, and the interior topography from the shores of Mobjack Bay to the middle edge of the sheet. Sheet 2745 joins this sheet on the west. Sheet 2716 also latitude in a small section near New Point Comfort.

See my Seasonal Report of work on Mobjack Bay and vicinity dated May 18, 1906, for the general character of area surveyed and some of the methods employed. Also see accompanying field reports for the area surveyed by Asst. Lathan.
<table>
<thead>
<tr>
<th>Object</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Elev. in feet</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>F. C. Pipe</td>
<td>37° 15' 16.02'</td>
<td>76° 24' 560</td>
<td></td>
<td>On top near S. end.</td>
</tr>
<tr>
<td>F. C. Pipe</td>
<td>37° 16' 48.67'</td>
<td>76° 21' 1230</td>
<td></td>
<td>On Island</td>
</tr>
<tr>
<td>F. C. Pipe</td>
<td>37° 16' 66.7</td>
<td>76° 21' 760</td>
<td></td>
<td>Pt. of entrance to Pepple</td>
</tr>
<tr>
<td>F. C. Pipe</td>
<td>37° 20' 11.32'</td>
<td>76° 19' 363</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F. C. Pipe</td>
<td>37° 22' 1545'</td>
<td>76° 27' .89</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F. C. Pipe</td>
<td>37° 22' 139'</td>
<td>76° 24' 1187</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F. C. Pipe</td>
<td>37° 22' 790'</td>
<td>76° 25' 496</td>
<td></td>
<td>On Wind River Point</td>
</tr>
<tr>
<td>F. C. Pipe</td>
<td>37° 21' 1780'</td>
<td>76° 26' 1011</td>
<td></td>
<td>On Moun. Hockley Wh.</td>
</tr>
<tr>
<td>F. C. Pipe</td>
<td>37° 23' 405'</td>
<td>76° 27' 1018</td>
<td></td>
<td>Pt. near Wh.</td>
</tr>
<tr>
<td>F. C. Pipe</td>
<td>37° 23' 1284'</td>
<td>76° 27' 995</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F. C. Pipe</td>
<td>37° 21' 1824'</td>
<td>76° 28' 58</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F. C. Pipe</td>
<td>37° 20' 13.17'</td>
<td>76° 24' 1170</td>
<td></td>
<td>Flag &amp; Pipe</td>
</tr>
<tr>
<td>F. C. Pipe</td>
<td>37° 19' 1615'</td>
<td>76° 24' 523</td>
<td></td>
<td>On Scene Cedar Pt.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>In Marsh.</td>
</tr>
</tbody>
</table>
The shore of the Chesapeake Bay and the main shore of Mobjack Bay and the shore of York River is now made. Both the shores of the rivers and creeks are reminders of the old survey. This revision consists of surveying the main and prominent points and filling the old shore line on them. This method proved satisfactory as the changes were not great. Most of the inland line was taken from the old charts.

The work was controlled by triangulation of Mobjack Bay by Rev. Calhoun, and supplemented by plane table triangulation of the tributaries by me, and a regular triangulation of the York River by me.

The interior topography was controlled by traverse starting from known points on shore. Checks
Mr. Atwood thenon practical
All side roads and filling
in between main roads was
done by orienting the hack
with the compass. The main
roads were run by the ordinary
form and back right

All the interior topography is
entirely new, except the "marsh
limes", which were checked,
and changed where necessary.
No attempt was made to total
the extent of mud flats which
are present along the shores
in all the rivers to a greater
or lesser extent.

The area of the chart is divided
into a great extent. There are mostly
pine trees and little number of
larger size left by the sawmills.
The land near the shores is
generally thickly settled. There are
some fine houses on the
rivers.

The land on this chart is all
low and in no case was it necessary to put in the 30 foot culverts.

The roads are of earth and are poorly drained. They are fair in summers and heavy in winters.

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

The bridges within one of which are all small and are kept in good condition. There are three steamships which serve on Lake Pleasant, one on the Seven River and one at the north entrance to Monday Creek at which a steamer can be taken to Norwich.

The industries are agricultural, fishing and oysterling, with the shipping of the products of the land and lake.
There are no towns or villages within limits of the Sheet. The names shown on sheet are from the best authorities available on the field.

"The Marshes Light" (see chart 398) is locally known as "The Point Light.

"Ellen's Island" (see chart 398) is the old name, and is familiar to the old inhabitants; but this name is corrupted to "Ellen's Island." I would advocate the retention of the old name.

A number of topographic stations were marked by a terra-cotta pipe, 2 feet long, and 4 inches in diameter, with top projecting about five inches above ground. These are noted on charts with names. At a number of other topographic points, the flag poles were left standing and are marked "flag" on the charts; many of these could be recovered and used by
a hydrographic party if that
work should be taken up within
a year or two.

The topography on the sheet
was executed by Assr E. B. Lathem,
Assr F. D. Stranget, Aid R. S. Patton,
and Assr McBoarie.

The ruling was done by Assr
F. D. Stranget, Aid R. S. Patton,
Temporary Aid pepphenagen
and Assr McBoarie.

A tracing with names accompany the sheet.

William Boarie
Assr, Chief of Party.