

CANAL Kempsville Canal, Virginia		(FOR ACS USE)	
STATUS CONSTRUCTION BEGUN		DATES OF CONSTRUCTION & CLOSURE c. intermittent 1353-1372	
LOCATION (ENDPOINTS OF CANAL) 36°49'N76°11'W to 36°51'N76°03'W E. Branch of Elizabeth River to Lynnhaven Bay at Thalia Cr.		LENGTH CANAL <u>4</u> SLACKWATER _____ TOTAL <u>4</u>	
LIFT LOCKS	NBR. <u>2?</u>	DIMENSIONS LOCK CHAMBER _____ OVERALL _____	AQUEDUCTS NBR. <u>0</u> SECTION SIZE _____
TUNNELS <u>0</u>			
DESCRIPTION: (Type of navigation, features of note (include USGS coordinates where useful); e.g., feeders (navigable & otherwise), locks other than above, type of locks, use of unusual material or methods of construction, present owner, present use & condition, etc.)			
<p>This was also known as the Kempsville and Lynnhaven Canal, and the Princess Anne and Kempsville Canal. It would have formed a connection between Lynnhaven Bay, near Virginia Beach, and the Norfolk area, by way of Kempsville. Actual spade work was begun by the Kempsville Canal Company in 1353 and continued sporadically until perhaps 1372, with an interruption of several years during the Civil War. Nothing is known about the number and location of the locks, but they were no doubt to be of wood; two locks with a summit level between them would probably have sufficed. The canal was divided into four one-mile sections. The first two, at the Kempsville end, were completed, the third almost completed, and the fourth never begun. The works can still be traced on the ground and show up on the Kempsville 7' topo map. The first section, involving cuts through meanderings of the East Branch of the Elizabeth River, was used at least into the 1390's by boats and a steamer going to Kempsville*</p>			
NAMES & ADDRESSES OF GROUPS CONCERNED WITH CANAL'S PRESERVATION/RESTORATION:			
REPORTER'S NAME & ADDRESS: W. S. Trout, III, 1922 Cinco Robles Drive, Duarte, California 91010			DATE 29 July 1973
HISTORICAL SUMMARY: (Original aims of company, date of incorporation, prominent engineers, cause of closure, significant alterations to structure or route, height of traffic date, transfers of ownership, etc.)			
<p>* and is probably still used today by small craft. But the rest of the line is in a rapidly suburbanizing area so must be studied soon before it disappears. There is a slim chance that a lock site can be located. Some part of the cut should be saved as a reminder of this enterprise.</p>			
BIOGRAPHICAL SUMMARY: (Published works relating to Canal)			
Trout, W.S., III, The Kempsville Canal, unpubl. ms., 1969, 3pp., map, in JRAK Canal Library, Reynolds Metals Company, Richmond, Virginia 23213.			
UNPUBLISHED RECORDS, LOCATION OF PHOTOS, DRAWINGS & IMPORTANT PERIODICAL REFERENCES			
Annual Reports of the Kempsville Canal Company to the Virginia Board of Public Works, Virginia State Library, Richmond, Virginia 23219.			
NATIONAL REGISTER & HAER (HISTORIC AMERICAN ENGINEERING RECORD) STATUS:			
R E T U R N T O : CANAL INDEX COMMITTEE, c/o P.H. STOTT, HAINES ROAD, MOUNT KISCO, NEW YORK 10549			

USE ADDITIONAL SHEETS AS NECESSARY.
TO MAKE AN INDEX CARD SUITABLE FOR FILING, CUT ALONG THE HEAVY LINES AND FOLD BACK ALONG THE DOTTED LINE.