

# FE35

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GUIDELINES AS DESCRIBED IN SECTION  
3.3(h), EXECUTIVE ORDER 12356.**

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NOAA FORM 76-35A

U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE

## DESCRIPTIVE REPORT

Type of Survey ..... Field Examination

Field No. ....

Registry No. .... FE-35

### LOCALITY

State ..... Massachusetts

General Locality ... Pollock Rip Channel

Sublocality .....

.....

1942

CHIEF OF PARTY  
J. Bowie Jr.

### LIBRARY & ARCHIVES

DATE ..... 1942

# F00035

# FE35

☆U.S. GOV. PRINTING OFFICE: 1985-568-084

NOTE: A new system for registering Field Examinations (FE's) was established in 1980. All FE's are now consecutively numbered as shown hereon. The date shown in the new format is the actual date of survey. This material was previously registered as: FE No.5 1942

# F00035

Field By

FEN 0.5

(1942)

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Form 501  
Rev. April 1935

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Topographic }  
Hydrographic } Sheet No. 2242

U.S. COAST & GEODETIC SURVEY

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3.3(a), EXECUTIVE ORDER 12356.

State Massachusetts

LOCALITY

Pollock Rip Channel

193.42

CHIEF OF PARTY

John Bowie, Jr.

50  
0.5  
CENTRAL

POST-OFFICE ADDRESS: 1001 Monticello Ave.,  
Norfolk, Va.

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

November 10, 1942

CONFIDENTIAL:

To: The Director,  
U. S. Coast & Geodetic Survey,  
Washington, D. C.

From: The Commanding Officer,  
U.S.C. & G.S. MV GILBERT

Subject: Investigations, Pollock Rip Channel and vicinity,  
Field Sheet No. 2242

AUTHORITY:

This survey was authorized by the Director in letter dated Aug. 1, 1942, reference 22/MEK, 1995 GI 4.

PURPOSE OF WORK:

The purpose of the investigations was to make a rough survey of the area of Pollock Rip Channel bounded by the channel buoys to determine the controlling depth and to make a comparison with the charted depths to see if any changes had occurred since the previous survey. This survey was requested by the Commander, Buzzards Bay Section, U.S.N., by direction of the Chief of Staff.

Investigations were also made in Great Round Shoal Channel, 5 miles NE of Great Point, Nantucket Island to check three 30 foot spots on chart 1209; and at 34 foot depth between buoys C3 and (FlW) "4" about 13 miles E of Great Point.

CONTROL:

With the exception of one station located by topography, sufficient natural objects existed for signals. Sextant fixes on these stations were used to control the hydrography.

SURVEY METHODS:

The Launch FARIS was used for this survey. Soundings were made by means of Portable Depth Recorder No. 71 using conventional methods. A portion of the officers and crews of the MV GILBERT and Launch FARIS were selected for this assignment. Standard survey methods were followed.

All the hydrography was completed in one day.

The hydrography in Pollock Rip Channel was done on a boat sheet, scale 1:20,000. That in Great Round Shoal Channel was plotted direct on Chart 1209.

RESULTS:

This survey checked the charted depths for all practicable purposes and the Commander, Buzzards Bay Section, was so advised.

The fathogram of Pollock Rip Channel disclosed the bottom to be very irregular. The characteristics are quite similar to that encountered on Succunneset Shoal and the ridges are believed to be of hard sand formations, probably shifting with the storms.

Positions of the buoys, the lightship, and the wreck in Pollock Rip Channel were determined by the survey. The lightship and most of the buoys plotted a little south of their charted positions. Most of this shift obviously was due to a strong southerly set in the current which was very noticeable while the survey was in progress. *Shift is as much as 350 m. in case of N 10*

No record of the investigations around buoys (FlW) "4" and C3 could be made as the signals on shore were beyond the limits of visibility. Also buoy (FlW) "4" was found to be out of position so fixes on the buoys in the vicinity were of no value. Buoy (FlW) "4" was almost on line with buoys C5 and C3 and about 1/3 the distance from C5. The Naval authorities at Woods Hole were notified promptly of this condition.

Tracings of the results were furnished to the Commander, Buzzards Bay Section, accompanied by a brief report. Copies are attached hereto.

LIST OF SIGNALS USED:

The signals used for hydrographic control are as follows:

CHATHAM SOUTH L.H. (South Tower. The Northerly L.H. has been dismantled).  
GAB East Gable of lookout shack. Located by topography.  
MONOMOY Pt. L. H. 1875  
C. G. CUPOLA (on Monomoy Pt.)  
GREAT Pt. L. H. (On W. end of Nantucket Id.)  
SANKATY HEAD (On E. end of Nantucket Id.)

TIDAL DATA:

Predicted tides were used for the reduction soundings.

It was intended to send a party ashore to establish a tide staff but unfavorable landing conditions were encountered. The difference in accuracy that would be obtained by a tide staff was considered negligible for all practicable purposes and a delay in hydrography for this purpose was considered unwarranted.

STATISTICS:

"a" day, Sept. 23, 1942

76 Statute miles of sounding

Soundings, continuous profile plus

39 Soundings Hand Lead

130 Positions

4.0 Square Statute miles

Respectfully submitted,

*John Bowie, Jr.*

John Bowie, Jr.  
Commanding Officer,  
U.S.C. & G.S. MV GILBERT

Woods Hole, Mass.

Sept. 30, 1942

CONFIDENTIAL

To: The Commander,  
Buzzards Bay Section, U.S.N.,  
Woods Hole, Mass.

From: The Commanding Officer,  
U.S.C. & G.S. MV GILBERT

Subject: Pollock Rip Channel

Attached hereto is a tracing illustrating the results of the survey of Pollock Rip Channel.

The profile of the bottom of the channel shows the formation to be very irregular. It is advised future passage of vessels be governed by the depths as shown on present Coast and Geodetic Survey Charts.

This tracing is to be considered as advance field data subject to review and verification by the Washington office.

John Bowie, Jr.,  
Commanding Officer,  
MV GILBERT

## REVIEW OF FIELD EXAMINATION 5, 1942

The boat sheet used for the field examination of Pollock Rip Channel contained soundings recorded only at 30-second intervals. The verifier scaled numerous intermediate soundings showing the proper delineation of the bottom and added these to the sheet. *(boat sheet)*

The charted soundings (chart 250, latest print date 8-12-42) originating largely with blueprints 35688-89 of the U. S. Engineers are in many cases from 3 to 9 feet shoaler than depths from the field examination. However, because of the comparatively small scale of the field examination and the extremely rough bottom these shoaler soundings cannot be considered disproved and should be retained on the chart.

The investigation of other miscellaneous soundings mentioned on page 1 of the Descriptive Report showed substantial agreement with the charted values.

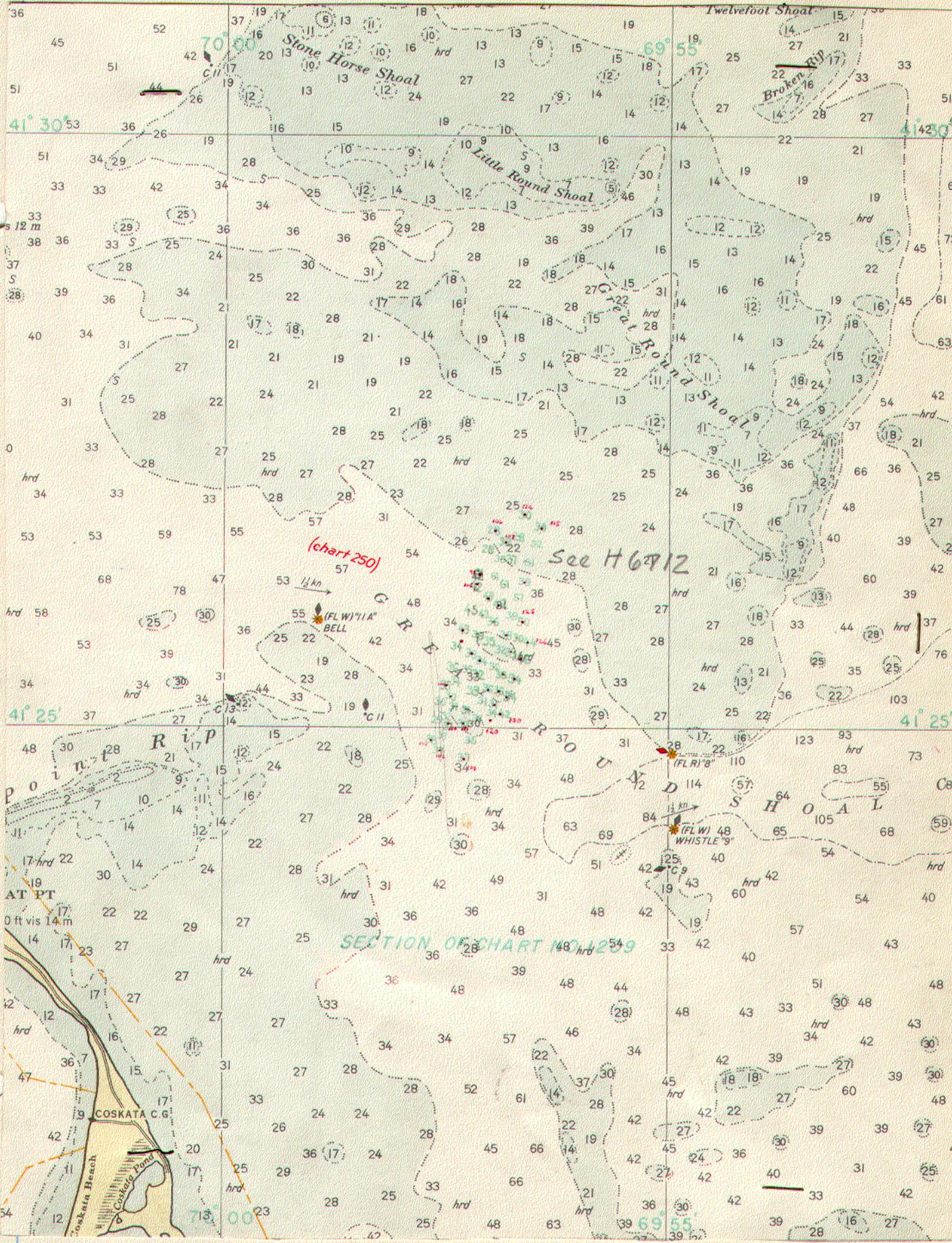
Submitted by

*R. H. Carstens*

R. H. Carstens

*Approved:*  
*Robert W. Knox*

Robert W. Knox  
Chief, Surveys Section





EAST GABLE  
LOOKOUT STA.

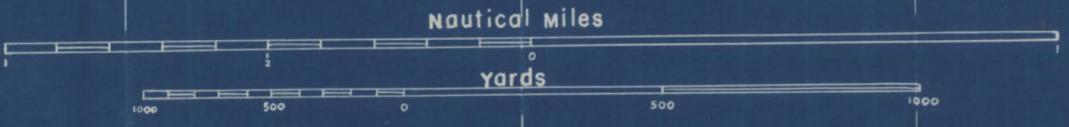
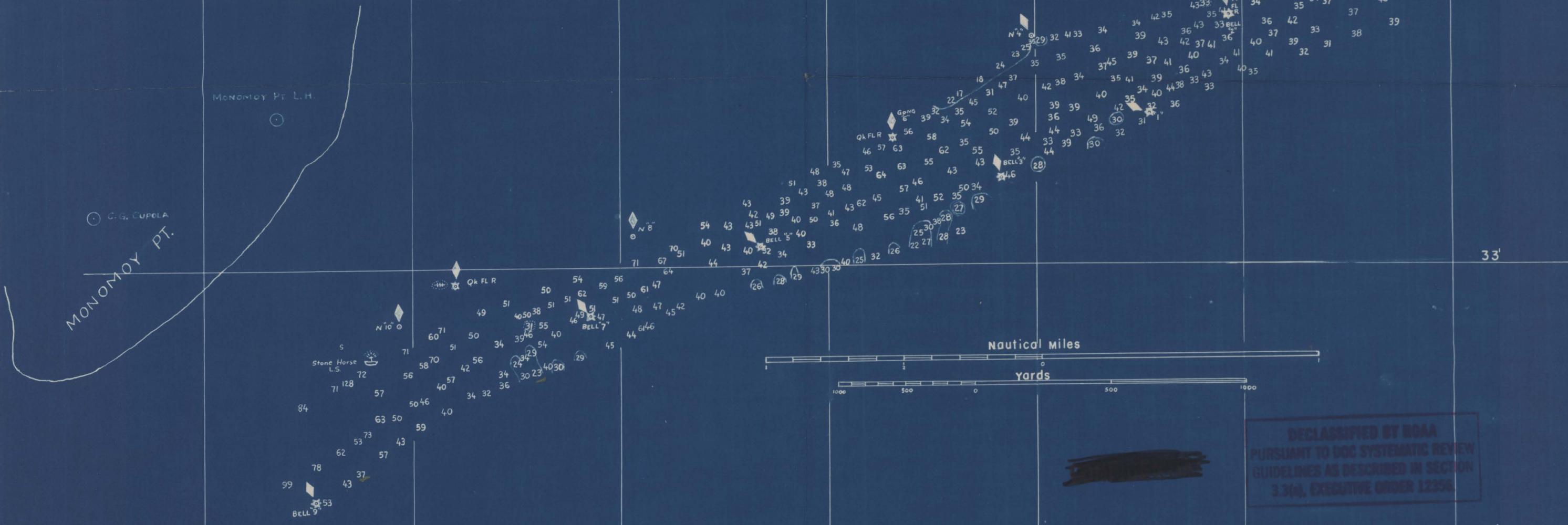
41° 35'

U.S. COAST & GEODETIC SURVEY  
M.V. GILBERT — JOHN BOWIE, JR. COMMANDING  
INVESTIGATION OF POLLOCK RIP CHANNEL  
SEPTEMBER — 1942  
Soundings in FEET at MEAN LOW WATER

MONOMOY Pt. L.H.

C. G. CUPOLA

MONOMOY PT.



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70° 00'

59'

58'

57'

56'

69° 55'

54'

32'

33'

34'

41° 35'