

# FE55

## WIRE DRAG

FE55  
WIRE DRAG

NOAA FORM 76-35A	
U.S. DEPARTMENT OF COMMERCE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION NATIONAL OCEAN SURVEY	
DESCRIPTIVE REPORT (HYDROGRAPHIC)	
Type of Survey .....	Wire Drag .....
Field No. ....	.....
Office No. ....	FE-055WD .....
LOCALITY	
State .....	Maine .....
General Locality .....	Penobscot Bay .....
Locality .....	Three Fathom Ledge and Rockland Trail Course .....
19 45	
CHIEF OF PARTY G.L. Anderson & I.E. Rittenburg .....	
LIBRARY & ARCHIVES	
DATE .....	1945 .....

☆ U.S. GOV. PRINTING OFFICE: 1976-669-441

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.6 & 7 WD 1945

FENo.6 & 7

WIRE DRAG  
1945

FE-55 WD

FENo.6 & 7  
1945  
WIRE DRAG

Form 504

U. S. COAST AND GEODETIC SURVEY  
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

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Type of Survey Wire Drag

Field No. \_\_\_\_\_ Office No. F.E. 6 & 7

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LOCALITY

State Maine

General locality Penobscot Bay

Locality Three Fathom Ledge, and Rockland

Trial Course

1945

CHIEF OF PARTY

G. L. Anderson, I. E. Rittenburg

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LIBRARY & ARCHIVES

DATE \_\_\_\_\_

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

REG. NO. F. E. No. 6 & 7, 1945

The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

REGISTER No. F. E. No. 6 & 7, 1945 W. D.

Field No. \_\_\_\_\_

State Maine

General locality Penobscot Bay

Locality Three Fathom Ledge, and Rockland Trial Course

Scale 1:40,000 Date of survey Aug. 6 & 7, 1945

Instructions dated July 20, 1945

Vessel HILGARD & WAINWRIGHT

Chief of party G. L. Anderson, I. E. Rittenburg

Surveyed by \_\_\_\_\_

Soundings taken by fathometer, graphic recorder, hand lead, wire \_\_\_\_\_

Protracted by \_\_\_\_\_

Soundings penciled by \_\_\_\_\_

Soundings in ~~XXXXXX~~ feet at MLW ~~XXXXXX~~

REMARKS: Plotted on sections of charts attached to this report

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY  
NORTHEASTERN DISTRICT HEADQUARTERS  
TENTH FLOOR, CUSTOM HOUSE  
BOSTON, 9, MASS.

IN YOUR REPLY REFER TO  
FILE  
AND DATE OF THIS LETTER

August 17, 1945

File sdg. Records  
with H-6922

*This D. R.  
applies to  
H-6922 W.D. add wk  
6830 W.D. 1945  
+ FE. No. 6 and 7 (1945)*

To: The Director  
U.S. Coast and Geodetic Survey  
Washington 25, D.C.

From: C.O. HILGARD & WAINWRIGHT

Subject: Report on Wire Drag Investigations, Maine.

Reference: Your letter dated 20 July, 1945 same subject,  
number 22/MEK - 1975 Bo 4 and addressed to the  
Supervisor, N.E. District, Boston 9, Mass.

In accordance with instructions contained in the second paragraph of above reference, work was discontinued in the Boston area and these vessels proceeded to Maine on 30 July, 1945 and arrived in Portland Maine that evening. The loan of a tender was secured from the Army and the Commanding Officer of the LYDONIA was contacted for information and control data.

On 1 August these vessels sailed from Portland and wire dragged in the vicinity of Toms Rock in accordance with paragraphs 4 and 5 of above reference and then proceeded Eastward. On 6 August the investigation of Three Fathom Ledge was made in accordance with paragraph 2. Compliance with paragraph 3, Rockland Trial Course, was made on 7 and 8 August while the drag work in Casco Bay, East of Bailey Id in compliance with paragraph 6 was done on 9 August.

The records for the entire project are contained in one wire drag volume and are lettered as follows,

"A" day, 1 Aug., vicinity of Toms Rock, Me sheet number W. D. 6671, furnished by office. *plotted on H-6830(1943)W.D.*

"B" day, 6 Aug., Three Fathom Ledge, work done on chart 225.

"C" day, 7 Aug., "D" day 8 Aug., Rockland Trial Course, work done on chart 310.

"E" day, 9 Aug., Casco Bay E of Bailey Id, sheet number W.D. 6922, furnished by office. *H-6922(1945)W.D. Add. WK.*

For that work done on the charts, the signals and signal names are shown thereon. For that work done on the sheets furnished by the office signals and names were used as shown thereon. A list of signals used is attached to the wire drag volumes.

The final results for "A" day and "E" day cannot be given at this time since the actual tides from the Portland gage are not available. Preliminary results using predicted tides are as follows:

*Applies to FE No. 6  
only, See Reviewer's  
Memo.*

2- Report on Wire Drag Investigations, Maine - Cont.

"A" day vicinity of Toms Rock, sheet 6671, paragraphs 4 & 5 of original letter- the 38 ft sounding par. 4, was covered by  $34\frac{1}{2}$  feet and an actual fathometer sdg. of,  $38\frac{1}{2}$  ft. was obtained (fathogram attached). This disproves the 26 ft sdg. in question and proves the 38 ft. sounding. Paragraph 5 - the 55 ft. sdg. was cleared by 51 ft and the  $43$  foot sdg. was cleared by 39 feet. "E" day, Casco Bay, par. 6 of reference, sheet number 6922, the 16 ft sdg., the  $14$  ft. sdg., and the  $34$  foot sdg were all disproved having been covered with drags of 21 feet, 18 ft and 37 feet respectively.

"B" day, paragraph 2, Three Fathom Ledge. Final results. An actual fathometer sdg. reduced to  $17\frac{1}{2}$  ft and M L W was obtained (fathogram attached). The drag hung at  $17\frac{1}{2}$  and 17 feet but cleared at 16 feet.

This work is shown on chart # 225. On the guide launch line - the northwesterly line - whenever Matinicus Rock L. H. was behind Seal Island, a very poor fix was all that could be obtained. In most cases another angle was observed simultaneously hoping that by means of this angle the locii of points would assist in the final position of the fix. Sufficient fixes using Matinicus Id. L. H. were had to prove conclusively that Three Fathom Ledge was covered.

Final results for "C" day, and "D" day, paragraph 3, Rockland Trial Course. This work is done on chart number 310. Natural charted objects such as Tanks, lights, targets and beacons were used throughout. All but Monroe Id. Light have been located by triangulation. The buoys on the trial course were removed by the U.S. Coast Guard so that no splits remain from this cause. A least depth of 49 feet was carried over the entire area dragged.

The portable automatic tide gage operated by the Ship LYDONIA at Matinicus Harbor, was used to obtain tide reducers for the work on Three Fathom Ledge and the Rockland Trial Course. The LYDONIA also operates a standard automatic gage at Rockland so that if desired, these tides can be used when received. The tide gage in operation nearest the work in Casco Bay and in the vicinity of Toms Rock is at Portland Maine. The records are not available at present. Rather than wait for these data, the record is being forwarded to your office where the tide reducers for A and E days can be entered and the effective depths diagrams can be drawn. The records are complete except for these entries on A and E days.

The results of the wire drag on Three Fathom Ledge using predicted tides was discussed with the Operations Officer, U.S. Navy, Portland.

*George L. Anderson*  
George L Anderson

I. E. Rittenburg

*I. E. Rittenburg*

Applies to  
F.E. 6+7  
See  
Reviewer's  
Memo.

# TIDES: HOURLY HEIGHTS

*Matinicus Harbor, Maine*

Station: ~~Wiscasset Id., Me. (See Matinicus Id. L.H.)~~

Year: *1945*

Observer: *Ship Lydonia*

Lat. \_\_\_\_\_

Long. \_\_\_\_\_

Time Meridian: *60 W.* Height datum is *M.L.W.* which is *2.8* ft. below B. M. *On Staff*

U. S. GOVERNMENT PRINTING OFFICE 11-792

Month and Day	mo.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	Horizontal Sum
Day of Series	<i>Aug</i>	<i>6</i>	<i>7</i>	<i>8</i>								
Hour	Feet		Feet		Feet		Feet		Feet		Feet	Feet
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8	.		.		.		.		.		.	.
9	<i>11.2</i>	<i>8.4</i>	<i>10.1</i>	<i>7.3</i>	<i>8.4</i>	<i>5.6</i>	.		.		.	.
10	<i>12.0</i>	<i>9.2</i>	<i>11.8</i>	<i>9.0</i>	<i>10.7</i>	<i>7.9</i>	.		.		.	.
11	<i>11.8</i>	<i>9.0</i>	<i>12.5</i>	<i>9.7</i>	<i>11.1</i>	<i>8.3</i>	.		.		.	.
Noon	<i>10.4</i>	<i>7.6</i>	<i>12.2</i>	<i>9.4</i>	<i>12.5</i>	<i>9.7</i>	.		.		.	.
13	<i>8.2</i>	<i>5.4</i>	<i>11.0</i>	<i>8.2</i>	<i>11.8</i>	<i>9.0</i>	.		.		.	.
14	<i>5.8</i>	<i>3.0</i>	<i>8.6</i>	<i>5.8</i>	<i>10.0</i>	<i>7.2</i>	.		.		.	.
15	<i>4.0</i>	<i>1.2</i>	<i>6.0</i>	<i>3.2</i>	<i>7.4</i>	<i>4.6</i>	.		.		.	.
16	<i>3.3</i>	<i>0.5</i>	.	.	.	.	.		.		.	.
17	<i>3.7</i>	<i>0.9</i>	.	.	.	.	.		.		.	.
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Sum for \_\_\_\_\_ = \_\_\_\_\_ Divisor=(28d) 672; (29d) 696; (30d) 720; (31d) 744. Mean for month=\_\_\_\_\_

# TIDES: HOURLY HEIGHTS

Station: \_\_\_\_\_ Year: \_\_\_\_\_  
 Observer: \_\_\_\_\_ Lat. \_\_\_\_\_ Long. \_\_\_\_\_  
 Time Meridian: \_\_\_\_\_ Height datum is \_\_\_\_\_ which is \_\_\_\_\_ ft. below B. M. \_\_\_\_\_

U. S. GOVERNMENT PRINTING OFFICE 11-792

Month and Day	mo.		d.		Horizontal Sum								
	Day of Series												
Hour	Feet		Feet		Feet		Feet		Feet		Feet		Feet
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22	.		.		.		.		.		.		.
23	.		.		.		.		.		.		.
Sum	.		.		.		.		.		.		.

Sum for \_\_\_\_\_ = Divisor=(28d) 672; (29d) 696; (30d) 720; (31d) 744. Mean for month=

Tabulated by \_\_\_\_\_ Date \_\_\_\_\_ Summed by \_\_\_\_\_ Date \_\_\_\_\_

# GEOGRAPHIC NAMES **WIRE DRAG**

Survey No. F. E. No. 6 & 7  
1945

Name on Survey	Source										
	A	B	C	D	E	F	G	H	K		
											1
											2
											3
											4
											5
											6
											7
											8
											9
											10
											11
											12
											13
											14
											15
											16
											17
											18
											19
											20
											21
											22
											23
											24
											25
											26
											27

Surveys Section (Chart Division)

HYDROGRAPHIC SURVEY NO. ....

F.E. No. 6&7-1945

Records accompanying survey:

Charts 225 & 310

Boat sheets ....; sounding vols. ....; wire drag vols. 2...; (Filed under H-6922)

bomb vols. ....; graphic recorder rolls .2..;

special reports, etc. .Tidal Data.....

.....

The following statistics will be submitted with the cartographer's report on the sheet:

Number of positions on sheet .....

Number of positions checked .....

Number of positions revised .....

Number of soundings recorded .....

Number of soundings revised (refers to depth only) .....

Number of soundings erroneously spaced .....

Number of signals erroneously plotted or transferred .....

Topographic details Time .....

Junctions Time .....

Verification of soundings from graphic record Time .....

Verification by G.F. Jordan..... Total time .29.. Date Oct. 15, 1945

Review by G.F. Jordan..... Time ..2.. Date Oct. 15, 1945

Vicinity of Toms Rock -

Time.

A-day - Aug. 1, 1945 - 12:00 to 16:00

Three Fathoms Shoal -

B-day - Aug. 6, 1945 - 11:00 to <sup>17</sup>~~16~~:00

Rockland Trial Course -

C-day - Aug. 7, 1945 09:00 to 15:00

D- " " 8, " 09:00 to 11:00

Vicinity of Baileys Island -

E-day - Aug. 9, 1945 11:00 to 15:00

MLW 28  
Metinicus

NAUTICAL CHART BRANCH

REVIEW SECTION

Special wire drag surveys F.E. No. 6 (1945) and F.E. No. 7 (1945) comply satisfactorily with the instructions of July 20, 1945.

The work is plotted on sections of charts Nos. 225 and 310 attached to this report.

F.E. No. 6. The 17 ft. sounding on Three Fathom Ledge supersedes the 16 ft. sounding applied as a hand correction on chart 225. The 16 was from advance information on the present survey and was based on predicted tides. A depth of 21 ft. was previously charted as the least depth.

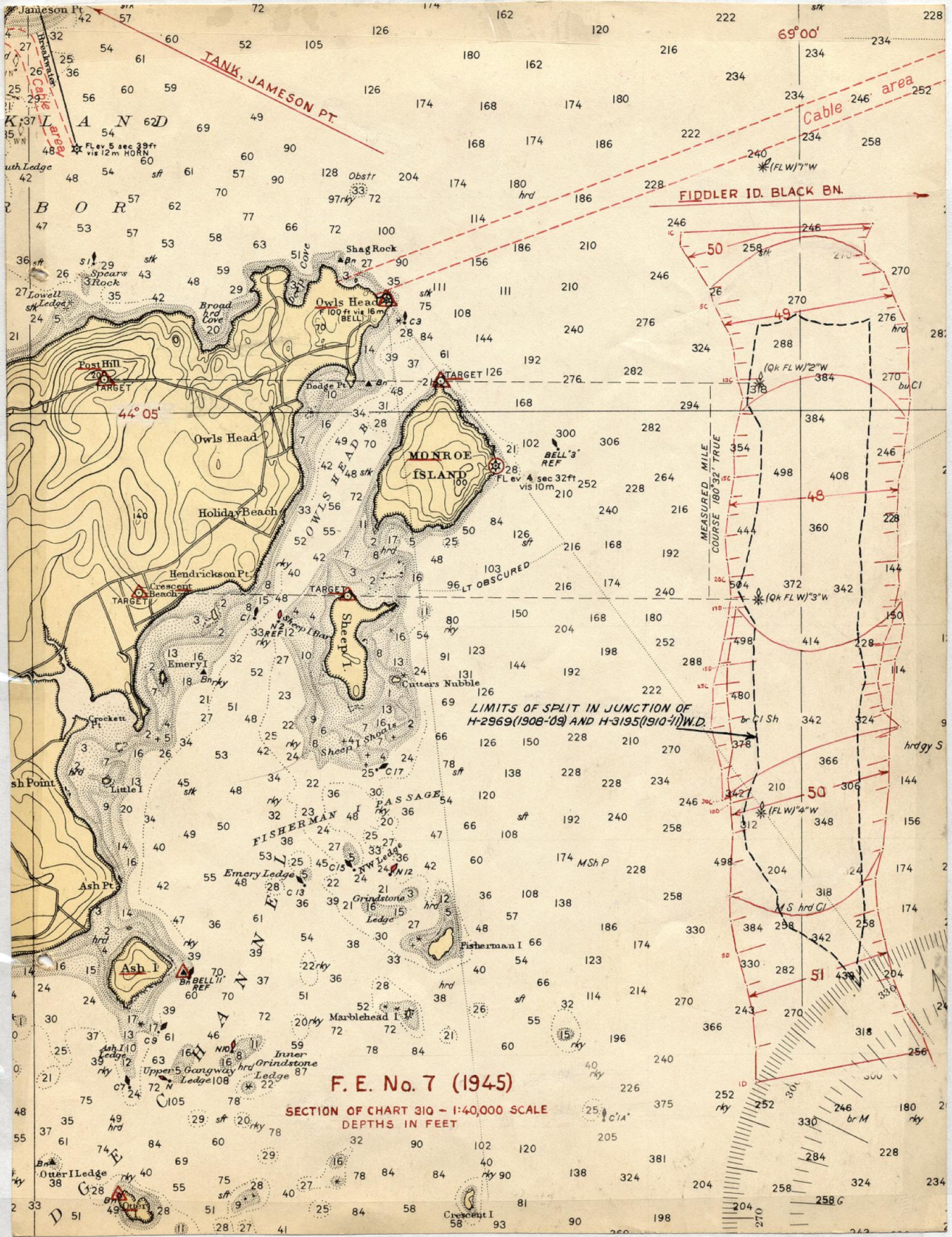
F.E. No. 7. No obstruction or groundings were obtained in dragging the trial course on chart 310 and surveying the split existing between H-2969 (1908-09) W.D. and H-3195 (1910-11)W.D. As noted in the Descriptive Report " the buoys on the trial course were removed by the U. S. Coast Guard so that no splits remain from this cause."

Reviewed, Oct. 12, 1945

George F. Jordan

Inspected by: H. W. Murray





**F. E. No. 7 (1945)**

**SECTION OF CHART 310 - 1:40,000 SCALE  
DEPTHS IN FEET**

LIMITS OF SPLIT IN JUNCTION OF  
H-2969 (1908-09) AND H-3195 (1910-11) W.D.

MEASURED MILE  
COURSE 180 32' TRUE

44° 05'

69° 00'

TANK, JAMESON PT.

Cable area

FIDDLER ID. BLACK BN.

MONROE ISLAND

FISHERMAN I

Ash I

F. E. No. 7 (1945)

SECTION OF CHART 310 - 1:40,000 SCALE  
DEPTHS IN FEET

LIMITS OF SPLIT IN JUNCTION OF  
H-2969 (1908-09) AND H-3195 (1910-11) W.D.

MEASURED MILE  
COURSE 180 32' TRUE

44° 05'

69° 00'

TANK, JAMESON PT.

Cable area

FIDDLER ID. BLACK BN.

MONROE ISLAND

FISHERMAN I

Ash I

F. E. No. 7 (1945)

SECTION OF CHART 310 - 1:40,000 SCALE  
DEPTHS IN FEET

LIMITS OF SPLIT IN JUNCTION OF  
H-2969 (1908-09) AND H-3195 (1910-11) W.D.

MEASURED MILE  
COURSE 180 32' TRUE

44° 05'

69° 00'

TANK, JAMESON PT.

Cable area

FIDDLER ID. BLACK BN.

MONROE ISLAND

FISHERMAN I

Ash I

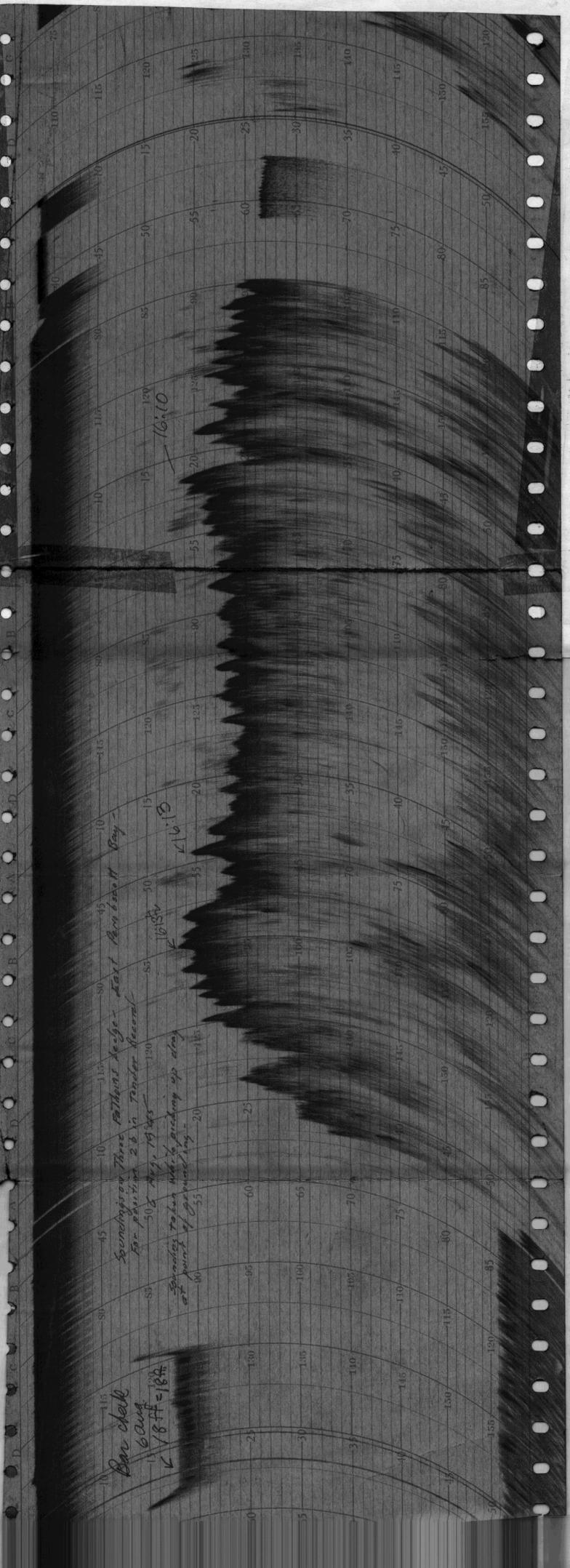
CHART 150 SUBMARINE SIGNAL CO.

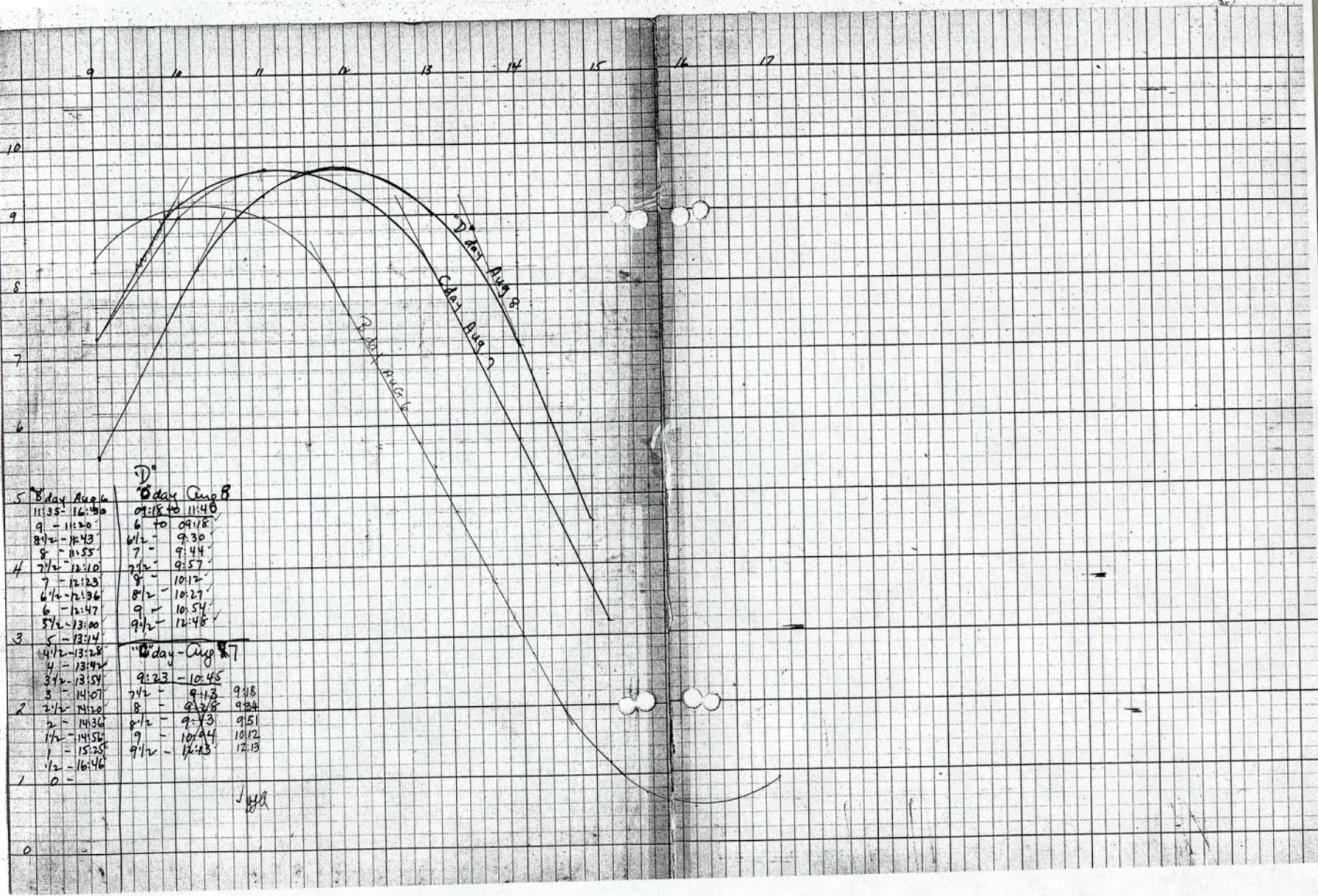
Bar chart  
6 Aug  
1800-1800

Scrambling Three Pathway Acetylene  
for position 28 in tender vessel  
30 Aug 1945  
Scrambling to be with 1/2 way up day  
at point of jamming by 20

Start from 1000 ft  
16:10

16:10





"D" Day Aug 6		"D" Day Aug 7	
5	11:35 - 16:50	6	09:18 to 11:40
4	9 - 11:20	5	09:18
3	8 1/2 - 11:43	4	9:30
2	8 - 11:55	3	9:44
1	7 1/2 - 12:10	2	9:57
	7 - 12:23	1	10:12
	6 1/2 - 12:36		10:27
	6 - 12:47		10:54
	5 1/2 - 13:00		12:45
	5 - 13:14		
	4 1/2 - 13:28		
	4 - 13:42		
	3 1/2 - 13:54		
	3 - 14:07		
	2 1/2 - 14:20		
	2 - 14:36		
	1 1/2 - 14:56		
	1 - 15:25		
	1/2 - 16:46		
	0 -		

J. H. H.

