

FE 89

Diagram No. 1204-2

NOAA FORM 76-35A

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

DESCRIPTIVE REPORT (HYDROGRAPHIC)

Type of Survey .. Field Examination

Field No.

Office No..... FE-89

LOCALITY

State Maine

General Locality .. Kennebec River

Locality Vicinity of Doubling Point

..... Light

19 50

CHIEF OF PARTY
..... W.F. Malnate

LIBRARY & ARCHIVES

DATE November 20, 1950

☆ 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 format is the actual date of survey. This material was previously registered as;

FE No.7 1950

68
FE

FENo.7 1950

FE-89

*Return to
Boulder*

Diag. Cht. No. 1204-2

Form 504

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey FIELD EXAMINATION

Field No. _____ Office No. F.E.No.7, 1950

LOCALITY

State Maine

General locality Kennebec River

Locality Vicinity of Deubling Point Light

194 50

CHIEF OF PARTY

W.F. Malnate

LIBRARY & ARCHIVES

DATE November 20, 1950

B-1870-1 (1)

642.88

FENo.7
1950

FE 7(50)

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
Ship GILBERT

75
22
83
23
COAST & GEODETIC SURVEY
11:11 AM OCT 30 1950
please acknowledge
dep

POST-OFFICE ADDRESS: 418 Post Office Building, Norfolk 10, Va.
TELEGRAPH ADDRESS:
EXPRESS ADDRESS:

26 October 1950

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

Subject: Investigation of Reported Shoal, Kennebec River, Me.

In accordance with your letter 22/MEK, S-1-GI of 10 October 1950, the Ship GILBERT stopped at the Kennebec River enroute to Norfolk, Virginia, and completed the required investigation in the vicinity of Doubling Point Light.

The investigation was conducted on a scale of 1:10,000, using a reproduction of planimetric map T-5974 for a boat sheet. The soundings were taken from the Ship GILBERT using model 808-J fathometer No. 122-S.

The following triangulation stations were used for control:

- GRANITE, USE, 1940.
- DOUBLING PT. LT., USE, 1903.
- REACH, USE, 1939.

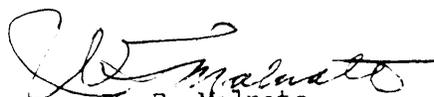
One temporary hydrographic signal was established and named "NEW". It was located on the boat sheet by one sextant cut, and by a sextant fix on natural objects at the station site.

Due to tidal currents in the river, it was impossible to obtain a bar check except at slack water. One bar check to a depth of 30 feet was obtained, the ship being in relatively shallow water at the time of slack water. The results of this bar check were used to correct all soundings on the "A" scale. Corrections were not determined for soundings on "B" scale, and these soundings are omitted on the boat sheet since the investigation was primarily to determine the existence and extent of a 17 ft. shoal.

^{True}
~~Predicted~~ tides were used for correcting soundings. Both tide and echo corrections were entered and applied in units of 0.2 ft.

The investigation establishes the existence of the reported 17 ft. shoal. It has been published in NOTICE to MARINERS No.42, October 21, 1950, paragraph (6100).

Records pertaining to this investigation are being forwarded under separate cover. ✓


W. F. Malnate
Commander, USC&GS
Comdg. Ship GILBERT

RHC

TIDE NOTE FOR HYDROGRAPHIC SHEET

~~Division of Hydrography and Topography~~

12 December 1950

Division of Charts: R. H. Carstens

Plane of reference approved in
1 volumes of sounding records for

HYDROGRAPHIC SHEET FE No. 7 1950

Locality Kennebec River, Maine

Chief of Party: W. F. Malnate in 1950
Plane of reference is mean low water, reading
3.6 ft. on tide staff at Portland
19.0 ft. below B. M. 31 (1910)

NOTE: These tide reducers were verified by means of observations at Portland, Maine with the following allowances for time and range at the working grounds.

<u>Time of Tide</u>	<u>Height of High Water</u>
+1 hr. 10 min.	-2.5 ft.

Height of mean high water above plane of reference is 6.4 feet.

Condition of records satisfactory except as noted below:

E. C. McKay
Section
Chief, ~~Division of Tides and Currents.~~

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. F.E.No.7, 1950

Records accompanying survey:

Boat sheets ¹.....; sounding vols. ¹.....; wire drag vols.;
 bomb vols.; graphic recorder rolls ¹.....; envel.
 special reports, etc. ¹ sheet Velocity Corrections.....
 ¹ sheet Graft for Tide Reducers.....

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

Number of positions on sheet	.....	46
Number of positions checked	.....	10
Number of positions revised	.....	0
Number of soundings revised (refers to depth only)	.....	0
Number of soundings erroneously spaced	.....	0
Number of signals erroneously plotted or transferred	.....	0
Topographic details	Time	18 HRS
Junctions	Time	0
Verification of soundings from graphic record	Time	18 HRS

Verification by A.M. WARREN..... Total time 36 HRS Date JUNE 15, 1951

Reviewed by [Signature]..... Time 7 Date June 29, 1951

REVIEW OF FIELD EXAMINATION 7, 1950

The purpose of this field examination was to confirm or disprove the existence of a reported 17 ft. shoal in the Kennebec River in the vicinity of lat. 43° 53' 05", long. 69° 48' 36".

The field examination confirmed the existence of a shoal with a least depth of 17 ft. at the above location.

A comparison of H-6800 (1942) with this field examination reveals adequate agreement in depths within the common area considering the irregularity of the bottom.

Two critical soundings on the reported shoal together with several supplementary soundings elsewhere have been carried forward to H-6800 (1942).

Critical information of the field examination has been applied to Chart 230, dated 9-18-50, through hand corrections. The charted information is adequate.

The field examination is plotted on the accompanying section of air-photographic survey T-5974 of 1941-42.

The Descriptive Report adequately covers all matters pertaining to this examination.

7-17-51

I. M. Zeskind

Inspected by: R. H. Carstens

49

LEDGE, 1903

CEDAR USE 1940

F.E.-7, 1950

69° 48

127

SPIRE BAPTIST CHURCH 1942(d)

FELDSPAF. USE, 1940

HILL, 1903

GRANITE USE, 1940

(2)

ARROWSEAG WM. WETMORES HO. CHY. 1855

MARINE WAYS CRIBBING

New

OAK USE, 1939

43953

Hospital Pt

BOATHOUSE AND RY.

DOUBLING PT. LT. USE, 1903

Doubling Pt

BELL, FOG SIGNAL, 1942 BELL SUB USE

Fiddler

REACH USE, 1939

Crow Pt

BEND USE, 1939

MUD AND

Creek

Rea

K E N N E B

Handwritten notes and numbers in the center of the map, including:

- Vertical numbers: 32, 31, 30, 29, 28, 27, 26, 25, 24, 23, 22, 21, 20, 19, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1
- Horizontal numbers: 25, 24, 23, 22, 21, 20, 19, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1
- Other numbers: 34, 33, 32, 31, 30, 29, 28, 27, 26, 25, 24, 23, 22, 21, 20, 19, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1

