

667a

H00667

Diag. Cht. No. 1206-1

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

DRAFTSMAN REPORT

Type of Survey HYDROGRAPHIC

Field No. .... Office No. H-667-a

LOCALITY

State MAINE

General locality MAINE COAST

Locality SHOALS OFF BOON ISLAND

1914 / 1903

CHIEF OF PARTY

R. B. Derickson

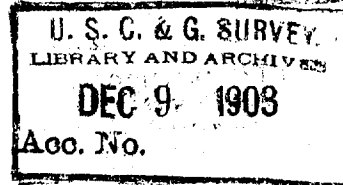
LIBRARY & ARCHIVES

DATE JANUARY 23, 1914

B-1870-1 (1)

667a

667



DEPARTMENT OF COMMERCE AND LABOR.

Coast and Geodetic Survey,

O. H. Tittmann, Superintendent

Vicinity of Boon Island

New Hampshire.

P.A. Welker, Assistant, Chief of Party

Steamer BACHE

November 9th., 1903.

Scale: 1:80,000.

Positions and Soundings plotted by Wm. Sanger.

Sheet 667

Vic of Boon Id Me =

The records for this work are not very clear. Two positions were located by angle - Cape Keddick Lt. Boon Id ~~to~~ Buoy - these positions are 10 & 11½ miles from Cape Keddick - while the inner ~~lines~~ ends of the two main lines are only 5 & 6 miles from Cape Keddick. Why more positions were not determined by angle does not appear. As these lines cannot be determined with any degree of certainty, the lines as laid down on field sheet were accepted as being the best the party could do with their own records - The inner and outer ends of these lines were

Transferred to the original sheet  
no 667- and the soundings  
plotted between the ~~two~~  
points by turn = the two lines  
running S.E. & N.W. were  
shifted a little to the S.W. &  
to agree better with soundings  
on the other two lines =

F.C. Down

667

Vicinity of Boon Island,

New Hampshire.

U. S. C. & G. SURVEY  
LIBRARY AND ARCHIVES  
DEC 9 1903  
Acc. No.

STATISTICS.

Date, 1903	Let.	Vol.	Miles	Angles	Sd'g's.	Boat used
Nov. 9th.	A	1	25.00	5	120	Steamer BACHE

Department of Commerce and Labor

COAST AND GEODETIC SURVEY

Washington

Unification of Hyd. Sheet 667 a

The compass bearing of true run should be entered in "Remarks and Course" column, and the boat's heading by compass should be entered in the "Boat's head by Compass" column - A matter of some importance, as instanced in the records for this sheet where there is one entry that the boat was held off her course  $5\frac{1}{2}$  pts in order to make good -

Lead line correction at end of D day was not applied - There is no record at beginning of B day or end of C day that clock, sextants and lead lines were compared -

The penciled record is too faint. Drag was set at 28 ft. when reduction for tide amounted to 10.2 ft., on one

occasion - drag was used two of the six days during which work was done -

It is recommended that two leads be more generally used in search for rocks and ledges on the New England coast and similar localities - The depth is usually such that soundings cannot be taken oftener than one per minute when a single lead is used - which is not sufficiently frequent for such work -

A more frequent use of the drag is desirable - especially at or near low water - The tide reduction being so great at times ( $1\frac{1}{2}$  to 2 fms) that the results are worth little - For this and other reasons it should be set at the greatest possible depth consistent with safe operation -

In the development of dangers of the form of boulders, ledges etc. the method that gives the best results is probably that of progressive elimination. The rectangular, radiating or other system of lines is used to define the area of indications - whether the indications are shoals, deeps, characteristic change of bottom or other - after which the examination is confined to the limited areas of such indications;

the lead being supplemented at all times by the drag set at maximum permissible depth, advantage being taken of lower stages of tide whenever possible -

The soundings must be plotted in the field as the work progresses in order to obtain satisfactory results - without the field plotting as a guide the survey is rarely conclusive -

J. Watkins

12-6-05