

1245 a+b

Diag. Ckt. No. 1202

Form 504	
DEPARTMENT OF COMMERCE	
U. S. COAST AND GEODETIC SURVEY	
....., Director	
State: Maine	
DESCRIPTIVE REPORT	
Topographic Hydrographic	Sheet No. 1245 a+b
LOCALITY	
Mt. Desert Narrows	
Eastern and Western Bays	
Bartlett Narrows	
1874, 1903	
CHIEF OF PARTY	
J.W. Donn, J.B. Boutelle	

GOVERNMENT PRINTING OFFICE

1245 a+b

Hyd Sheet 1245

DEPT. OF COMMERCE AND LABOR
U. S. Coast and Geodetic Survey
O. H. Tittmann, Supt.

U. S. C. & G. SURVEY
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OCT 16 1903
Acc. No.

MAINE

Frenchman's Bay, Eastern Bay

vicinity of

U. S. Naval Station

EXAMINATION

of

Reported 4-1/2 fathom Spot

(Notice to Mariners No. 296, March, 1903)

By the Party in charge

of

J. B. Boutelle, Assist. C. & G. S.

Steamer BACHE

Begun August 25th, 1903

Ended Sept. 7th, 1903

Observers: J. A. McGregor, W. O.; J. W. Yates Jr., D. O. 2cl.;
and Wm. Sanger, C. C.

Recorder: Edward Treffz, Writer, 2nd. Class.

Leadsman: M. W. Harris, B.M. 2cl. & A.M. Andersen, Q.M. 2cl.

Coxwain: K. S. Hansen, Q.M. 3cl. & J.M. Toulson Cox. of P.L.

Tide Observer: W.B. Caldwell, Sea. at U.S. Naval Station.

*28 ft sounding on #12452 was not
charted on 292 until the edition, a
section of which is attached. No
edition was found in file which shows
the 28 ft. sounding. I believe the
omission was discovered, resulting
in the note to mariners. Thus,
only one 4 1/2 fm sounding exists,
an apparently erroneous one on the survey
G.F.H. 4/7/104*

Eastern Bay

U. S. Naval Station

__STATISTICS__

Date, 1903	Let.	Vol.	Pos.	Angles	Sdg's	Miles	Vessel
Aug. 25		1	107	214	337	7.3	Launch No. 31
Sept. 7		1	56	112	222	2.5	Steam Launch
Total---		1	163	326	559	9.8	

Item 14 ✓



NOTICE TO MARINERS, No. 296.

Published monthly by United States Coast and Geodetic Survey, Treasury Department.

March, 1903.

Coasts of the United States, Adjacent Territories, and Islands under the Jurisdiction of the United States.

All bearings are magnetic, all distances in nautical miles, and all depths at low water.

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X

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The following are the important corrections made during the month of March, 1903, on the charts published by this office:

NEW BRUNSWICK.

1. Bay of Fundy—Whitehead Island—Gull Cove Light Established.—A light, established by the Government of Canada at Gull Cove, on the east shore of Whitehead Island, off the east coast of Grand Manan Island, Bay of Fundy, was put in operation on December 30, 1902, as a guide for fishing boats.

The light is *fixed white*, shown from a lantern with a pressed-glass lens, hoisted on a mast. It is elevated 90 feet above high-water mark, and should be visible 6 miles from all points of approach by water.

The mast is 35 feet high, and stands about 600 feet back from the shore in the bottom of the cove, near Mr. Lewis Frankland's house.

Approximate geographical position on U. S. Coast and Geodetic Survey charts: Latitude, $44^{\circ} 37' 55''$ N.; longitude, $66^{\circ} 41' 56''$ W.

To enter the cove, the light should be brought to bear west, when it should be run for till anchorage in 5 fathoms is reached.

(*Canadian N. to M. No. 18 of 1903.—Charts affected: 101 and 6.*)

MAINE.

2. Frenchmans Bay—Eastern Bay—Reported Rock.—A rock, the existence of which is as yet unverified, and over which there is

a least depth of $4\frac{1}{2}$ fathoms, is reported as lying in about the middle of Eastern Bay on the bearings:

Hadleys Point.....	WSW., distant $\frac{1}{4}$ mile.
Old Point.....	WNW. $\frac{1}{4}$ W., distant $\frac{1}{2}$ mile.
Googins Ledge, center.....	SE. by E. $\frac{1}{2}$ E.

(Charts affected: 292, 306, 307, and 103.)

3. Off Isle au Haut—Roaring Bull Ledge—Whistling Buoy Established.—On March 16, 1903, a whistling buoy, painted red and marked with the letters "R. B.," was moored in 186 feet of water $\frac{1}{4}$ mile south from Roaring Bull Ledge, south side of Isle au Haut, on the bearings:

Saddleback Ledge lighthouse.....	NW. $\frac{1}{2}$ W.
Roaring Bull Ledge spindle.....	N.
Eastern Ear, east extreme.....	NE. $\frac{1}{2}$ E.

(L. H. B., March 27, 1903.—Charts affected: 104, 6, and 1000; U. S. Coast Pilot, Atlantic Coast, Parts I-II, 1891, pp. 23, 86.)

4. Channel Between Deer Island Thorofare and Merchants Row—Buoys Established.—On March 13, 1903, the following buoys were established to mark a channel between Deer Island Thorofare and Merchants Row:

Two Bush Island Point buoy, a black spar, No. 0, moored in 21 feet of water, 80 feet E. $\frac{1}{2}$ S. from a rock which shows at half tide, on the bearings:

Crotch Island Ledge beacon.....	S. 89° W.
Green Island, right tangent.....	S. 22° E.
Sand Island, left tangent.....	S. 27° W.

Crotch Island Passage buoy, a red spar, No. 2, moored in 21 feet of water on the east side of channel, on the bearings:

Round Island, left tangent.....	N. 64° E.
Green Island, right tangent.....	S. 60° E.
Sand Island, left tangent.....	S. 24° W.

Rock Island buoy, a red spar, No. 4, moored in 27 feet of water on the east side of channel, on the bearings:

Green Island, left tangent.....	N. 54° E.
St. Helena Island, left tangent.....	S. 57° E.
Georges Head Island, right tangent.....	S. 4° W.

(L. H. B., March 24, 1903.—Charts affected: 309 and 104.)

5. West Penobscot Bay—Mouse Island—Buoy Established.—On March 14, 1903, *Mouse Island Ledge buoy*, a black spar, without number, was established in 36 feet of water about 90 yards north-eastward of Mouse Island Ledge which shows at half tide. The buoy is on the bearings:

Shag Rock beacon.....	SW. $\frac{1}{2}$ W.
Northeast Point spindle.....	WNW. $\frac{1}{2}$ W.
Jobs Island, left tangent.....	N. by W.

This buoy is located about 450 yards NNE. $\frac{1}{2}$ E. from the north end of Mouse Island.

(L. H. B., March 24, 1903.—Charts affected: 310 and 104; U. S. Coast Pilot, Atlantic Coast, Parts I-II, 1891, p. 96.)

6. Off Matinicus Rock—Whistling Buoy Established.—On March 16, 1903, a whistling buoy, painted red and marked with the letters "M. R.," was moored in 252 feet of water 2 miles S. $\frac{1}{4}$ W. from Matinicus Rock lighthouse, on the bearings:

Ragged Island, southwest point.....	N. by W. $\frac{1}{4}$ W.
Matinicus Rock lighthouse.....	N. $\frac{1}{4}$ E.
Wooden Ball Island, west point.....	NNE. $\frac{1}{4}$ E.

(*L. H. B.*, March 27, 1903.—*Charts affected: 6 and 1000; U. S. Coast Pilot, Atlantic Coast, Parts I-II, 1891, pp. 22, 24, 25.*)

7. Portland Harbor Approach—Cape Elizabeth Light-vessel and Fog Signal Established.—On March 7, 1903, Cape Elizabeth light-vessel No. 74 was established in about 150 feet of water to the southward and eastward of West Cod Ledge and the entrance to Portland Harbor, and about 5 $\frac{1}{4}$ miles southeastward from Cape Elizabeth light station, on the bearings:

Halfway Rock lighthouse.....	NNE. $\frac{1}{4}$ E., distant 8 $\frac{1}{4}$ miles.
Wood Island lighthouse.....	W. $\frac{1}{4}$ S.
Cape Elizabeth east lighthouse.....	NW. $\frac{1}{4}$ W., distant 5 $\frac{1}{4}$ miles.
Portland Head lighthouse.....	NNW. $\frac{1}{4}$ W.

Approximate geographical position: Latitude, 43° 31' 30" N.; longitude, 70° 05' 38" W.

The vessel shows two lens-lantern lights, each from three lens lanterns encircling the mast, *fixed white* on the mainmast, about 45 feet above sea level, and *fixed red* from the foremast, about 33 feet above the same level. The lights should be seen in clear weather 12 and 11 miles, respectively, the observer's eye 15 feet above sea level.

The vessel is a flush-deck steam light-vessel, has two masts schooner-rigged, with a red circular wire daymark at each masthead. The hull is red, with "Cape Elizabeth" in white on each side and "74" in white on each bow and each quarter. The masts are white, with a black smoke-stack between them and the fog signal between the stack and the mainmast. The boats are red and the lamp houses white.

During thick or foggy weather a 12-inch steam chime whistle sounds blasts of 3 seconds' duration separated by silent intervals of 27 seconds.

(*L. H. B. N. to M. No. 12, and L. H. B.*, March 24, 1903.—*Charts affected: 106, 107, 6, and 1000; U. S. Coast Pilot, Atlantic Coast, Parts I-II, 1891, pp. 112, 157.*)

8. Portland Harbor—Buoy Established.—On March 2, 1903, *Dredged Channel buoy*, a black spar, without number, was established in 30 feet of water to mark the western edge of the dredged channel to Portland, on the bearings:

Fort Gorges, right tangent.....	N. 60° E.
Spring Point Ledge lighthouse.....	S. 12° E.
Portland Breakwater.....	S. 84° W.

(*L. H. B.*, March 20, 1903.—*Charts affected: 325, 315, 106, and 107; U. S. Coast Pilot, Atlantic Coast, Parts I-II, 1891, p. 158.*)

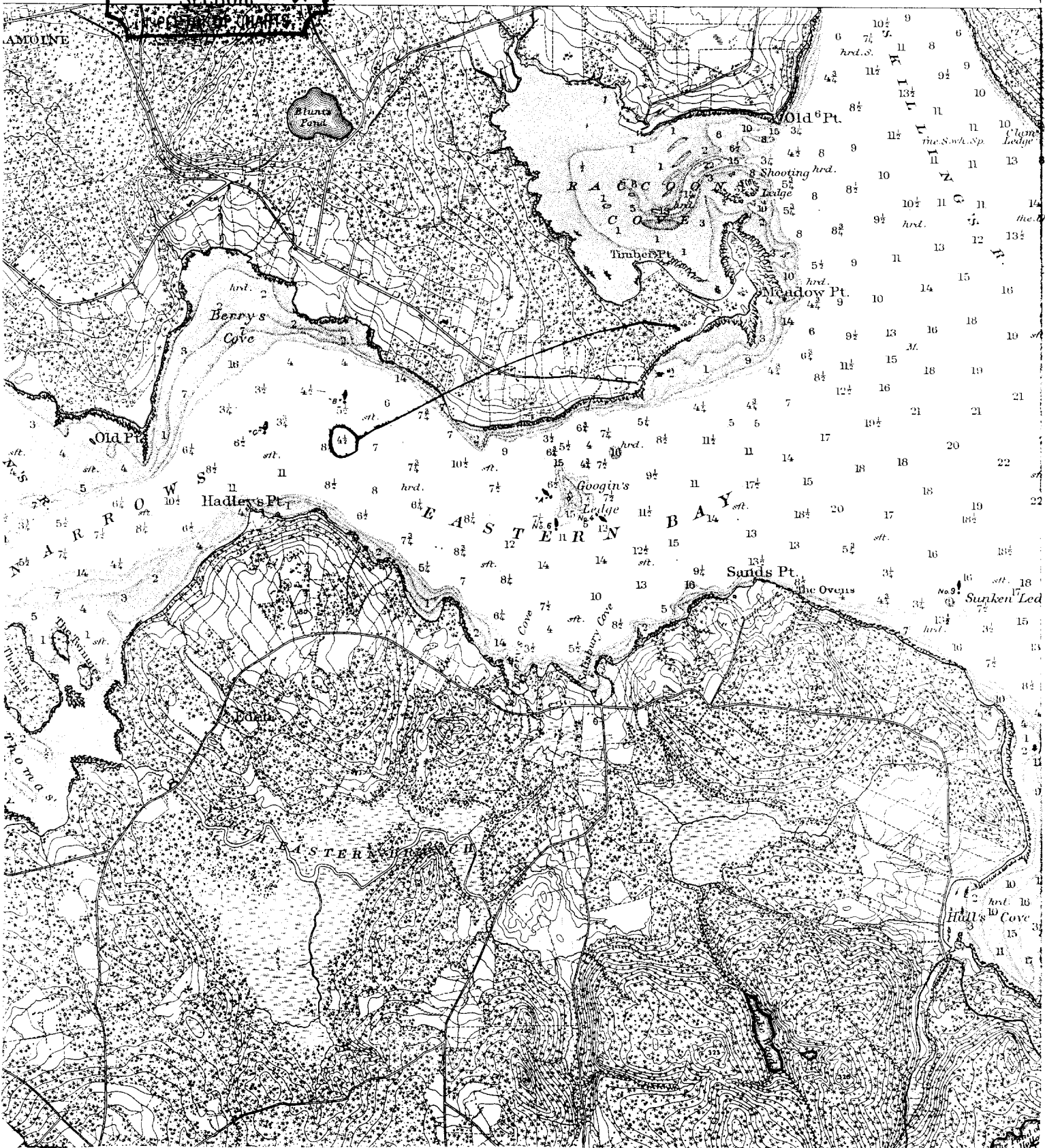
U. S. Coast and Geodetic Survey

Hydrographic

PLATE No. 2551

JUL 1893

Section





1245bis

Treasury Department,
U. S. COAST AND GEODETIC SURVEY.

C. H. Tittmann
Superintendent.

State: *Me.*

DESCRIPTIVE REPORT.

Hydrographic Sheet No. 1245 bis

LOCALITY:

*Frenchman's Bay, Eastern
Bay, Vicinity of U. S.
Naval Station, Examina-
tion of _____*

1903

CHIEF OF PARTY:

B. Pontelle

DESCRIPTIVE REPORT.

Hydrographic Sheet No.

Frenchman's Bay, Eastern Bay, Maine,

vicinity of

U. S. Naval Station

U. S. S. Bache, Sept., 1903.

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Upon arriving at Eastern Bay I was informed by the Commandant of the Naval Station that an examination of this 4-1/2 fathom spot had been made by the officers of the U. S. S. Dolphin and no trace of it could be found. A tide gauge was established at the Naval Station and connected with two B. M's at that place and a close system of sounding lines run over and around the reported spot. A sounding of 37.3 ft. was found near it and another of 32.7 south of it on Aug. 25th. but a very thorough examination of these spots on Sept. 7th. failed to repeat them and I consider them an error of the leadsman or recorder.

42 ft. was the least water found on this spot.

Respectfully submitted

J. D. Swilley

Assistant, C. & G. Survey,

Commanding.

H 1245

Sheet 1245 Truchman Bay Vic of U.S. Naval Sta.

This examination shows the ground well, the least water found in vicinity of the 28 ft. spot, shown by former survey, is. 37 ft., but 13 & 14 a day, immediately over the 28 ft. spot 42 ft. was found. No drag was used in the search for this reported rock.

While many lines were run without recording, and the ground seems well covered by the lines that were recorded and plotted, it is not a settled fact that the rock does not exist in the locality reported, in fact under the condition of a strong current, it would be next to impossible to get a sounding on a single rock in that depth of water.

The method used in this search as well as others, as shown by the remarks "Drifting over shallow spot with no indications" seems to be a doubtful method, because the current would have a tendency to sweep both boat and lead from and not on a sunken rock.

F. C. Somers

Verification of Hyd. 1245 Lis -

The results of this examination are inconclusive. At the end of first day's work it is noted "Bottom all soft and sticky", while at positions 34 and 41 of same day, rocky bottom is recorded. Position 41 is very nearly over the spot examined.

In the immediate vicinity of spot a sounding about one fathom shallower than the general depth was found.

The locality should have been swept as it is well known that the pinnacle rocks of the Maine Coast are of such form as to render the lead worse than useless in their determination, in many instances.

So far as the existence of the 4 1/2 fathom spot is concerned this examination gives little information and that little seems to confirm the original survey, and does not indicate at all that the rock should be erased from the charts.

J. D. D.

3-12-04

The original evidence for the 28 foot spot is weak. An examination was made by the Navy Dept. in July, 1903 and the existence of the reported danger conclusively disproved (see letter 488 of 1903 of my files) Buillets gun 37 feet over the reported point. The Navy dragged Buillets did not. Under the circumstances, I recommend that the charts be corrected for Buillets work (which will give 6 fathoms lead water near the reported point) pending a further drag of the spot, which should be made when there is a remnant of Frenchman's Bay, which I understand is contemplated in the near future.

G. Bradford
Surgeon - Insp. of Charts
Mar. 14. 1904

The 4 1/2 fathom spot
should be erased by Buillets