

1366

2197

2146a

404a

Diag. Cht. Nos. 1202, 1207-1 & 6450-1

Form 504

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

2197A
2197B

Type of Survey HYDROGRAPHIC
H-1366, H-2197x
Field No. Office No. H-2146a, H-404a

LOCALITY

State MAINE AND MASSACHUSETTS
General locality CASCO PASSAGE AND PORTLAND
Locality HARBOR, ME., SALEM AND BOSTON
HARBORS, MASSACHUSETTS

19A/06

CHIEF OF PARTY

LIBRARY & ARCHIVES

DATE FEBRUARY 27, 1907.

B-1870-1 (1)

1366 2197
2146a 404a

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1366
2197

1366.2197 X

U.S. COAST AND GEODETIC SURVEY,
MAINE AND MASSACHUSETTS ARCHIVES,
FEB 27 1907
Acc. No.

404 2146

404
2146

1207-1

1366.2146
404
2197

64504

Cheasury Department,
U. S. COAST AND GEODETIC SURVEY,
O. H. Tittmann,
Superintendent,
State, Maine & Mass.

DESCRIPTIVE REPORT 1366
2197
404
Hydrographic Sheet No. 2197
2146

LOCALITY:
Casco Passage, and Portland
Harbor, Me., and Salem and Boston
Harbors, Mass.

1906

CHIEF OF PARTY
P. A. Welker, Assistant

Massachusetts

404^a

83
SHA
404^a
1906

Diag. Cht. No 6450-1

Department of Commerce and Labor COAST AND GEODETIC SURVEY <i>O. S. G. S. M. M.</i> Superintendent.	U. S. C. & G. SURVEY. LIBRARY AND ARCHIVES FEB 27 1907 Ass. No.
State <i>Mass</i>	
DESCRIPTIVE REPORT	
<i>1101</i> Street No. <i>1101</i>	
LOCALITY <i>1101</i> <i>1101</i>	
1906	
CHIEF OF PARTY: <i>P. M. Miller</i>	

404^a

1917
Department of Commerce and Labor

Library and Archives

To file with the descriptive
report of hyd. sheet 404^a

Nov 18/07

E. J. S.

Department of Commerce and Labor

COAST AND GEODETIC SURVEY

Washington, Nov. 15, 1907

Respectfully $\left\{ \begin{array}{l} \text{returned} \\ \text{referred} \\ \text{forwarded} \end{array} \right\}$ to
11-683

Drawing Section

I think the
report on plotting of
hydrographic sheet, hereto
attached, should go to
the Library for file.

R.P.

Hyd Sheet No 704^a

The ground within the limits of this examination is well covered. On nearly all of the lines a drag was used which was set at various depths from 24 to 36 feet below the surface of the water.

Attention is called to the 22 ft sounding on the line between L 19 + 20 b (blue). This sounding, which was plotted by the field party as 45 feet, should have been brought to the attention of the Chief of Party and a note inserted by him, in the records, stating why it was not plotted as recorded.

N. L. Simmons

May 11, 1907.

By direction of Insp. Charles doubtful sounding between 19 & 20 b (blue) made 45 ft (8th of introduced) when checked -

J. W.

6-3-07

Sheet 1366

York Narrows Me-
amination of reported Reef.

Drag was used in search
of Shoal water than found.
The ground currents be well
covered - MARK good

F.C.S.

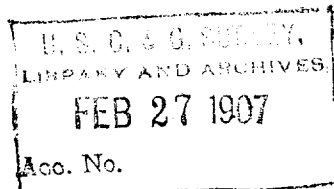
(Edition of 1902—1,000,000.)

No. 18. TREASURY DEPARTMENT

POST-OFFICE ADDRESS Coast and Geodetic Survey Steamer Bache, Fajardo, P.R.

TELEGRAPH ADDRESS:

EXPRESS OFFICE:



Department of Commerce and Labor

COAST AND GEODETIC SURVEY Str. Bache

Port Real, P.R. Feb. 12th., 1907,

Mr. O.H. Tittmann,

Superintendent, Coast and Geodetic Survey,

Washington, D.C.

S I R:-

In obedience to Instructions and Memoranda for Descriptive Reports, 1887, I have the honor to submit the following report on Hydrographic Sheets Nos. 2782x, 404a, 2197x and 2146a.

2. The work consists of special examinations in the following localities:

Casco Passage, and Portland Harbor Me., and Salem and Boston Harbors, Mass.

The pipe drag was used, in the localities represented upon the sheets, in searching for reported shoals and rocks.

No further descriptive report is considered necessary.

Very respectfully,

P.A. Walker

Assist. C. & G. Survey
Commanding.

83
SHA
1366 bis
1903

1366 bis

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

O. H. Tittmann

Superintendent.

State: *Me.*

DESCRIPTIVE REPORT.

Hydrographic Sheet No. 1366 bis.

LOCALITY:

*York Narrows, Examination
of Reported Rock vicinity
of North end of Buckle
Island*

1903

CHIEF OF PARTY:

J. B. Boutelle

U. S. C. & G. SURVEY,
LIBRARY AND ARCHIVES

OCT 17 1903

Acc. No.

DESCRIPTIVE REPORT

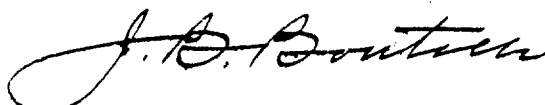
YORK NARROWS

MAINE.

U. S. C. & G. SURVEY
LIBRARY AND ARCHIVES
OCT 17 1903
Acc. No.

Examination of 9 ft. spot said to be south of red and black horizontal striped buoy.

A close system of lines run N E., East, South and West of this buoy failed to show any indication of a shoal or rock with the exception of 3 small rocks on the north shore of Buckle Island about 40 metres beyond low water mark with about 4-1/2 feet of water over them at low tide. An improvised drag set at 21 feet (tide reduction 2 to 9 ft.) was run over the area east and south east of the buoy. Inquiry of the lobster fishermen showed that they know of no obstruction in this passage. While sounding, on Sept. 14th, 2 str. and 2 schooners passed south of the buoy and on Sept. 15th. 2 fishing steamers drawing about 11 feet passed at full speed through this channel about midway between the buoy and the shore of Buckle Island. Mr. Joyce of Mackerel Cove states that no rocks are known in this passage other than those N E. and N W. of the buoy (Hawley's Ledge) which are plainly shown on the chart and that it has been a matter of much speculation among the fishermen as to why the buoy was placed where it is. The present position of the buoy is about 80 metres west of its position as shown on original hydrographic sheet #1366. The 3 bearings given on buoy report attached do not intersect. The bearing from Egg Rock Beacon passes near the 10 ft. spot at west end of Hawley's Ledge. Several vessels have struck on this spot.



Assistant, U.S.C. & G. Survey,

Com'd'g U.S.S. BACHE.

1366bis

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

DEPARTMENT OF COMMERCE AND LABOR

U.S.Coast and Geodetic Survey

O. H. Tittmann, Supt.

MAINE

York Narrows

Examination of reported rock

vicinity of north end of

Buckle Island

by the party in charge of

J. B. Boutelle

Assistant, C. & G. Survey

STEAMER BACHE

Begun Sept. 14, 1903

Ended Sept. 15, 1903

Observers; Wm. Sanger, Capts Clerk; E. C. Sasnett, Aid;

E. V. Miller, Jr. C.C. & J.W. Yates, D.O.

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

Leadsman; A. M. Andersen, Qr. Mr. 2nd. Class

Coxswain; J. M. Toulson, Coxswain of the Pouer Launch

Tide Observer; W. B. Caldwell, Seaman

York Narrows,
 Vicinity
 of
 Buckle Island
 Maine

STATISTICS

Date, 1903	Let.	Vol.	Pos.	Angles	Sdgs.	Miles	Vessel
Sept. 14th.	<i>a</i>	1	82	164	367	3.5	Steam Launch
" 15. "	<i>b</i>	1	45	48	247	2.5	" "
Total-----	2	1	127	212	614	6.0	

Item 1
✓

BUOY REPORT.

RETURN showing the position of Light-vessels, Buoys, Day-beacon Spindles, etc., as changed in the first Light-House District, June 8, 1896.

Locality (Sea, River, or Harbor) York Narrows, Maine:

Number of chart (largest available scale) on which plotted 308

Name of aid Yard Rock

Description of aid (nun, can, spar, spindle, etc.) 2d class Nun

Color or stripes Red and black horizontal stripes

Number, if a buoy ---. Depth at mean low water, 18 feet.

Numbers of charts affected 308 and 103

Sexant angles Board's letter May 20, 1896

Buoy list 1895, page 41.

Tangent W. end Black Island N.E. by N.

Tangent N. E. end Bucke^zs Island S. by E. 1/2 E. about 375 yds.

Egg Rock Tripod W.N.W. 1/2 W., 1 3/8 miles.

Remarks: Changed from a spar to a 2d class nun; on north side of three small rocks, covering about 50 feet square and having 9 feet at low water in the shoalest parts. Channel on either side.

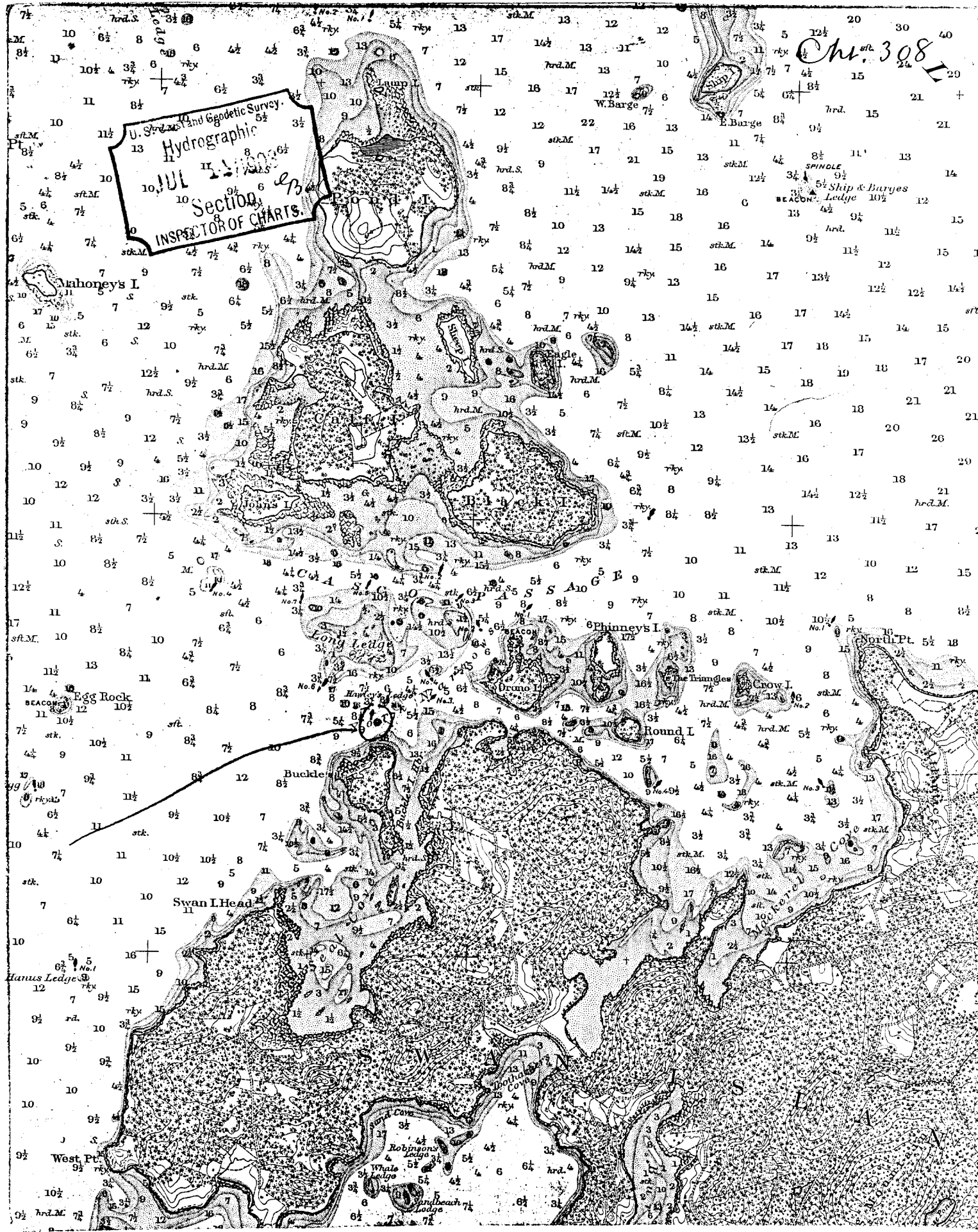
G. E. Wingate,

Inspector 1st Light-House District.

308
45
- 11
56 3/4
17
39 36
23 24
17
18 06

U.S. Coast and Geodetic Survey
Hydrographic Section
INSPECTOR OF CHARTS

Chart 308



LATITUDES AND LONGITUDES

OF OBJECTS USED AS HYDROGRAPHIC SIGNALS IN EGGEBOGGIN REACH, *Maine*

SIGNALS	LATITUDES	SECS. IN METERS	LONGITUDES	SECS. IN METERS	REMARKS
West	44° 17'	1038	68° 49'	558	{ Cross in ledge { Western Island.
Hog	44 17	92	68 48	651	{ West Gable Barn { Hog Island.
Berry	44 19	479	68 45	700	{ Cross in ledge { Thrumboap I.
Spin	44 18	1179	68 44	755	{ Pumpkin I. { Spindle .
North	44 19	428	68 43	625	{ Cross in rock { E. Shore Reach
Mast	44 19	63	68 42	1151	{ Flag pole { E. Shore Reach
South	44 18	1829	68 42	1115	{ Cross in rock { E. Shore Reach
Gable	44 18	128	68 43	1260	{ N. Gable Yellow { House, Deer I.
Ice	44 18	991	68 41	1083	{ Flagpole on { Icehouse.
Red	44 17	1730	68 42	740	{ Cross in rock { W. Shore Reach
Gold	44 18	142	68 41	839	{ Tall red stack { E. Shore Reach
Stave	44 17	504	68 41	179	{ Cross in rock { Stave I.
House	44 16	1488	68 40	339	{ S. Gable house { N. Deer Isle.
Land	44 17	1499	68 40	623	{ Flagpole Gable { E. Shore Reach
Sedge	44 17	590	68 37	309	{ Sedgewick { Church Spire
Beac	44 15	180	68 36	212	{ Torrey I. { Beacon .
Brown	44 14	962	68 36	655	{ S. Gable house { N. Deer Isle.
School	44 14	165	68 31	1292	{ Naskeag Pt. { School house , <i>spire</i>

*These positions are scaled from hydrographic sheets,
Scale 1/20,000. Some of the points were located by plane-
table, and others from sextant angles*

R. L. F.

U. S. C. & G. SURVEY,
LIBRARY AND ARCHIVES,
DEC 19 1905

LATITUDES AND LONGITUDES

OF OBJECTS USED AS HYDROGRAPHIC SIGNALS IN JERICHO & BLUE HILL BAYS

SIGNALS	LATITUDES	SECS. IN METERS	LONGITUDES	SECS. IN METERS	REMARKS
Long	44 10	1457	68 32	1173	{ Long Ledge { Beacon.
Cone	44 13	9	68 30	892	{ Umbrella shaped tree { Mahoney's Island.
Egg	44 11	202	68 30	773	{ Egg Rock { Beacon.
Hal	44 08	106	68 31	764	{ Halibut Rocks { Beacon.
Barge	44 13	1007	68 25	1213	{ Ship & Barges { Beacon.

*These positions are scaled from hydrographic sheets,
scale 1/20,000 - Some of the points were located by
plane-table, and others from sextant angles.*

R. L. F.



Forwarded

R. L. Fair

Assist. C. & G. Survey, Comd'g

DEC 19 1905

Acc. No.

LATITUDES AND LONGITUDES

OF OBJECTS USED AS HYDROGRAPHIC SIGNALS IN EGGE MOGIN REACH, *Maine*

SIGNALS	LATITUDES	SECS. IN METERS	LONGITUDES	SECS. IN METERS	REMARKS
West	44° 17'	1038	68° 49'	558	{ Cross in ledge : Western Island.
Log	44 17	92	68 48	651	{ West Gable Barn : Hog Island.
Berry	44 19	479	68 45	700	{ Cross in ledge : Thrumboap I.
Spin	44 18	1179	68 44	755	{ Pumpkin I. : Spindle .
North	44 19	428	68 43	625	{ Cross in rock : E. Shore Reach
Mast	44 19	63	68 42	1151	{ Flag pole : E. Shore Reach
South	44 18	1829	68 42	1115	{ Cross in rock : E. Shore Reach
Gable	44 18	128	68 43	1260	{ N. Gable Yellow : House, Deer I.
Ice	44 18	991	68 41	1083	{ Flagpole on : Icehouse.
Red	44 17	1730	68 42	740	{ Cross in rock : W. Shore Reach
Gold	44 18	142	68 41	839	{ Tall red stack : E. Shore Reach
Stave	44 17	504	68 41	179	{ Cross in rock : Stave I.
House	44 16	1488	68 40	329	{ S. Gable house : N. Deer Isle.
Land	44 17	1499	68 40	623	{ Flagpole Gable : E. Shore Reach
Sedge	44 17	590	68 37	309	{ Sedgewick : Church Spire
Beac	44 15	180	68 36	212	{ Torrey I. : Beacon .
Brown	44 14	962	68 36	655	{ S. Gable house : E. Deer Isle.
School	44 14	165	68 31	1292	{ Naskeag Pt. : School house .

*These positions are scaled from hydrographic sheets,
scale 1/20,000. Some of the points were located by plane-
table, and others from distant angles*

R. L. F.

LATITUDES AND LONGITUDES

U. S. C. & G. SURVEY,
LIBRARY AND ARCHIVES,

DEC 19 1905

Acc. No.

OF OBJECTS USED AS HYDROGRAPHIC SIGNALS IN JERICHO & BLUE HILL BAYS

Name

SIGNALS	LATITUDES	SECS. IN METERS	LONGITUDES	SECS. IN METERS	REMARKS
Long	44 10	1457	68 32	1178	Long Ledge Beacon.
Co	44 13	9	68 30	892	Umbrella shaped tree Mahoney's Island.
Egg	44 11	202	68 30	773	Egg Rock Beacon.
Hal	44 08	106	68 31	764	Halibut Rocks Beacon.
Barge	44 13	1007	68 25	1213	Ship & Barges Beacon.

These positions were scaled from hydrographic sheets, scale 1/20,000. Some of the points were located by plane table, and others from sextant angles.
R. L. Faris



Forwarded

R. L. Faris

Assist. C. & G. Survey, Comd'g

DESCRIPTION OF HYDROGRAPHIC SIGNALS

LIBRARY AND ARCHIVES

DEC 19 1905

Acc. No.

DESCRIBED IN SURVEY OF EGCEMOGGIN REACH, JERICHO AND BLUE HILL BAYS, *Maine*

- Eagle. Eagle Island Light House. △
- Butt. White flag in tree on North end of Butter Island.
- Tip. Black flag on the highest point of conical shaped island, most northerly of Barred Islands between Great Spruce Head I. and Butter I.
- Spruce. Triangulation signal on highest point of Great Spruce Head I.
- Beach. 18 ft. Hydrographic signal on NE end of Beach Island.
(Centered over wooden peg.)
- West. 18 ft. Hyd. signal on rocky ledge on NW head of Western I.
(Marked by cross on highest point of ledge.)
- Barn. West gable of Carver's barn on Hog Island.
- Bush. 16 ft. Hydrographic signal on Two Bush Island. Position marked by wooden peg.
- Spec. Triangulation signal on Spectacle Island. △
- Berry. 28 ft. Hydrographic signal on ledge on north end of Thrumcap Island. Marked by cross in rock.
- Pump. Pumpkin Island Light House. △
- Spin. Spindle near Pumpkin Island Light House.
- North. 18 ft. Hydrographic signal on eastern shore of Eggemoggin Reach, opposite Pumpkin I. L. H., and to westward of group of five cottages. Marked by cross in rock near high water line.
- Mast. Flagpole on east shore of Eggemoggin Reach, on small wharf near the easternmost of two cottages.
- South. 18 ft. Hydrographic signal on east shore of Eggemoggin Reach, about 150 ft. to the westward of signal "Mast". Marked by cross in rock near high water line.
- Gable. The east gable of a yellow house facing Eggemoggin Reach from Little Deer Island.
- Deer. Triangulation signal on highest point of Little Deer Island. 4
- Red. 18 ft. Hydrographic signal on point near the middle of northern shore of Little Deer Island. Marked by cross in rock.

Ice. Flagstaff on small gable on west face of Ice house on east shore of Eggemoggin Reach. *Ice house is property of "Maine Lake Ice Co."*

Gold. Red stack on east shore of Eggemoggin Reach, over old gold mine.

Tree White flag on whitewashed tree on outer tangent of Bayard's Point. *N. Side of Reach opp. Stave Island.*

Stave. 14 ft. Hyd. signal on highest point of Stave Island. Marked by cross in rock. *South side of Eggemoggin Reach.*

Tink. 14 ft. Hyd. signal on side of hill back of Steamboat landing at North Deer Isle, in open field. Marked by wooden peg.

House. South gable of small house on North Deer Isle steamboat wharf.

Land. Flagpole gable on Sargentville steamboat wharf.

Gray. 14 ft. Hyd. signal on edge of bluff on east shore of Eggemoggin Reach, South of Sargentville. Marked by wooden peg near fence coming down to shore.

Sedge. Spire of Sedgewick Church. *{ on hillside, east side of Benjamin River, about one mile south of Redgwick*

Bridge. 14 ft. Hyd. signal on tip of Bridge's Point, east shore of Eggemoggin Reach. Marked by wooden peg.

High. A very prominent high tree on Deer Isle, back of west shore of Eggemoggin Reach. directly across Reach from Bridge's Point.

Cheap. 12 ft. Hyd. signal on east shore of Reach on extremity of point on which signal "High" is situated.

Beac. Torrey's Castle Beacon.

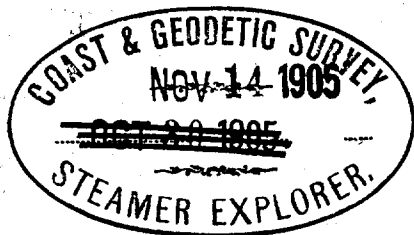
Brown. South gable of small house on end of wharf, opposite beacon on west shore of Reach. *On Deer Isle, opposite Torrey's Castle Beacon*

Torrey. Triangulation signal on highest point of Torrey's Island. Δ

Brook. White spire of prominent church in Brooklin. Δ

Bab. 14 ft. Hyd signal on Southwest corner of Babson's Island. Marked by stake in ground.

- Con. 16 ft. Hyd. signal on eastern extremity of Conary's Island.
Marked by wooden stake.
- Lunch 14 ft. Hyd. signal on east end of White's Island.
- Head. 16 ft. Hyd. signal about 50 ft. South of highest point on
Dill's Head, Hog's Island.
- School. Schoolhouse spire at Naskeag Point.
- Cone. Umbrella shaped tree on eastern extremity of Mahoney's Island.
- Blue. Blue Hill Bay Light House. Δ
- Barge. Ship & Barge's Ledge Beacon, *Blue Hill Bay*
- Pond. 18 ft. Hyd. signal on Pond Island on spot occupied by Str.
Bache in 1903, *on*
- Shift. Same signal removed to the highest point of Pond Island.
- Rob. Flagpole on southern part of Calf Island.
- Long. Long Ledge Beacon, *Jericho Bay.*
- Egg. Egg Rock Beacon, *Jericho Bay*
- Hal. Halibut Rocks Beacon, *Jericho Bay.*
- Hat. 18 ft. Hyd. signal on highest point on Hat Island, *E. Side of Jericho Bay.*
- Three. 18 ft. Hyd. signal on highest point on Three Bush Island.
- Burnt. Burnt Coat Harbor Light House. Δ
- Spruce. Triangulation signal on highest point of Spruce Island. Δ



Forwarded

R. L. Fair
Assist. C. & G. Survey, Comd'g

2146^a

Diag. Cht. No. 1207-1

SHA
2146a
1906

Department of Commerce and Labor
COAST AND GEODETIC SURVEY

O. A. Tramm
Superintendent

State: *Maine Mass*

J. S. C. & G. SURVEY,
LIBRARY AND ARCHIVES,
FEB 27 1907
Acc. No.

DESCRIPTIVE REPORT.

Hydc Sheet No. *2146^a*

LOCALITY:

See
Repts 1366
See 40404A

1906

CHIEF OF PARTY:

P. A. Walker

2146a

Sheet 2146^a

The work on this sheet is well done and shows 15.7 feet as least water, 60 metres N.E. and 17.3 feet 95 metres S.W. from the 19 feet spot shown on 2146.

The plane of reference was determined from the Engineers Bench, by the field party whether the plane is correct or not cannot be determined by Tide Division as not sufficient data is given.

Febry 19 1907

J. C. Dorn,

DEPARTMENT OF COMMERCE AND LABOR
COAST AND GEODETIC SURVEY
O. H. TITTMANN, SUPERINTENDENT

NANTASKET ROADS, MASSACHUSETTS
HOSPITAL SHOAL

BEGUN NOV. 5th.

ENDED NOV. 6th.

1906

STEAMER "BACHE"

P. A. WELKER, ASSISTANT, CHIEF OF PARTY

SCALE: 1:10,000

SOUNDINGS AND POSITIONS

PLOTTED BY

R. F. LUCE, AID.

Verified and plotted by F. C. Dorn

NOTE: The drag was used
on the entire work.

STATISTICS. SHEET "E".

DATE	LETTER	VOL.	ANGLES	SOUNDINGS	MILES	BOAT
1906						
Nov. 5	a	1	90	212	6.3	LAUNCH #31
" 6	b	1	66	157	4.6	"
Total-----	2	1	156	369	10.9	"
Nov. 5	a	1	144	320	7.6	LAUNCH #32
" 6	b	1	74	136	3.0	"
Total-----	2	1	218	456	10.6	"

RECAPITULATION

LAUNCH #31	2	1	156	369	10.9
LAUNCH #32	2	1	218	456	10.6
GRAND TOTAL	4	2	374	825	21.5

2197
2197a

Diag. Cht. No. 1207-1

Form 504

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey *Hydrographic*
Field No. Office No. *2197*

LOCALITY

State *Mass.*
General locality *Salem Harbor*
Locality

1894
194

CHIEF OF PARTY

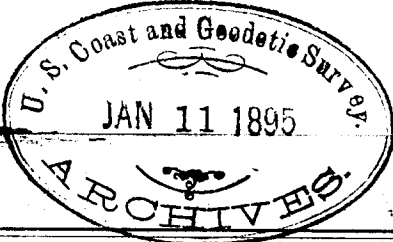
H. F. Tow

LIBRARY & ARCHIVES

DATE

2197a

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SHA
2197
1894



2197 X
on bottom

2197

U. S. COAST AND GEODETIC SURVEY.

General W. W. Huffield, Superintendent.

State: *Massachusetts*,

DESCRIPTIVE REPORT.

Hydrographic Sheet No. *2197*.

LOCALITY:
Salem Harbor

18*94*

CHIEF OF PARTY:
Lieutenant W. F. Low, U. S. Navy

Write me at: Navy Yard, Boston, Mass.

Telegraph me at:

My Express Office is:

U. S. Coast and Geodetic Survey

Schooner "Eagle"
Boston, Mass.

January 5 1895

3-517

Lieutenant Commander,

Jeff T. Moser, U. S. Navy.,
Hydrographic Inspector,
Coast Survey Office,
Washington, D. C.

Sir:-

I respectfully submit the following descriptive report to accompany H. L. No 3 Gale Harbor.

The marked changes that have been established by the resurvey are as follows. The existence of a 10 foot spot 350 metres N $\frac{3}{4}$ E of Gale's Ledge. This has already been reported. There is also evidence of a shoal to the N^d and eastward of this spot but so close to the limit of the sheet that it could not be properly developed. This can be developed on the adjoining sheet to the E^d.

The existence of a 19 foot spot about 200 metres off the Kettle bottom spindle. The existence of a 24 foot spot 650 metres E. N. E. from Juniper Point.

A number of small rocks on the shoals have also been found which are not charted.

We have not been able to find John's rock given on the chart as lying about 400 metres S.E. of Allen's Head. Several searches have been made, in two of which we were assisted by local pilots, but they were unsuccessful.

The dry spot marked Eagle Bar 100 metres from Buoy No. 6. does not exist.

Salem Harbor freezes over in an average winter but the ice is seldom so thick that the tugs cannot break a passage to the outer wharves.

The prevailing winds in summer are S.W. In the winter N.W. The heaviest gales are from the Eastward. Perfectly safe anchorage in all weathers.

There are no life saving stations within limit of sheet. The Seamen are sent to the Chelsea Marine Hospital.

The latest Harbor Regulations are enclosed.

Fresh water in summer is delivered by water boat.

In winter it has to be procured from alongside wharf.

Supplies and ship chandler stores can be obtained.

Coal is put on board from alongside wharves.

Supply unlimited.

No repair shops for vessels or machinery.
Vessels in need of repairs go to Boston.

No cautionary signals shown. No time ball.
No branch hydrographic office. No station
for reporting vessels. No special signals.

There is one small marine railway, very bad
and in poor repair, only used for taking up small
boats.

The Custom House is corner of Derby and Orange
Streets. There is no special landing and no special
regulations.

There are two tug boats in Salem, to be found at
wharves.

Salem Harbor is chiefly used as a harbor of refuge
for coasters.

Pilots are not necessary and have no employment.

The largest vessels that enter Salem are the
Schooners and barges in the coal carrying trade.

These usually anchor outside and are towed to
the wharves, and other vessels can come and go
without the assistance of pilots.

The channels are clearly marked, and the inner harbor is easy of access.

Respectfully submitted,

H. St. Low

Lieutenant U. S. Navy, Commanding.

Quarantine Regulations

BOARD OF HEALTH,

CITY OF SALEM, MASS.



MEMBERS OF THE BOARD OF HEALTH.

JOHN P. PEABODY, Chairman.

J. H. BATCHELDER, CHAS. F. POUSLAND,

GEORGE A. COLLINS, DANIEL J. O'BRIEN,

JAMES DALRYMPLE, Health Officer and Agt.

SALEM:

PRINTED BY ORDER OF THE BOARD OF HEALTH.

1885.

In Board of Health, }
CITY OF SALEM, APRIL 27, 1885. }

ORDERED, that the following be and the same are hereby adopted as quarantine regulations :—

1. From the 27th day of April, 1885, to the first day of January, 1886, all vessels arriving in this harbor from any foreign port, or from any port south of Virginia, and also vessels arriving from any place in the United States where they may have touched on their way from any foreign port or place above named, shall come to and stop at the quarantine ground in said harbor.

2. The health officer, who is hereby made the agent of the board of health, shall visit all vessels that may arrive at the quarantine ground as soon as practicable after knowledge of such arrival has been by any means obtained by him, and shall make such examination as to the sanitary condition of said vessel, its cargo, officers, seamen, passengers, or other persons who may be on board, and such inquiry as to the port from which said vessel sailed as may be necessary. He may be assisted in such examination by any member or members of the board of health.

3. No vessel arriving in said harbor from the ports aforesaid shall leave the quarantine ground until the examination provided by said regulation 2 shall have been fully completed, nor without a written permit from the board of health or its said agent.

4. In case the board of health shall be of opinion that any vessel arriving in said harbor, or the cargo thereof is foul or infected so as to endanger the public health, such vessel shall at once be removed to the quarantine ground and be thoroughly

purified in such manner as said board or its said agent shall direct, at the expense of the owners, consignees or persons in possession of said vessel, and shall not leave said quarantine ground until it shall have received a written permit as provided by said regulation 3.

5. While a vessel remains at the quarantine ground its cargo shall not be handled nor shall anything whatsoever be removed from such vessel; nor shall any person or persons go on board or leave the same without the permission of the board of health, or its said agent. Every vessel while at the quarantine ground shall constantly keep hoisted a yellow flag, not less than three feet in length and two feet in width.

6. For any permit granted under said regulation 3 or 4, the said health officer shall have the right to demand and receive from each vessel, her masters or owners, the fee established by the board of health.

By order of the Board of Health,

JOHN P. PEABODY, *Chairman.*

N. B. The quarantine ground established for the port of Salem is that portion of Salem Harbor included within the following boundaries:—beginning at Eagle Island, so called, and running northwesterly to Coney Island; thence from said Coney Island in a more northerly direction to the Great Haste; thence from said Great Haste easterly to Bowditch's Ledge and from said Ledge southwesterly to said Eagle Island.

[*Extract from the Public Statutes.*]

The board of health in each seaport town may from time to time establish the quarantine to be performed by vessels arriving within its harbor, and make such quarantine regulations as it judges necessary for the health and safety of the inhabitants.

Whoever violates any such regulation after notice thereof has been given in the manner before provided in this chapter shall forfeit not less than five nor more than five hundred dollars.

5-3

Table of Reference

Statistics.

Date 1894.	Letter	Number of -				Vessel
		Tol	Angles	Soundings	Miles.	
August 8	a	1	166	878	14.75	Steam Launch No 22
10	b	1	218	1250	22.40	Steam Launch No 22
11	c	1-2	136	586	12.25	Steam Launch No 22
14	d	2	152	889	14.25	Steam Launch No 22
16	e	2	242	1224	23.00	Steam Launch No 22
17	f	3	110	598	10.00	Steam Launch No 22
21	g	3	68	429	6.50	Steam Launch No 22
22	h	3	208	1070	17.75	Steam Launch No 22
24	i	3	77	17	00.00	Steam Launch No 22
27	k	4	24	163	2.00	Steam Launch No 22
29	l	4	191	1283	17.50	Steam Launch No 22
30	m	4	72	561	6.25	Steam Launch No 22
31	n	4-5	73	624	7.10	Steam Launch No 22
September 1	p	5	78	840	9.10	Steam Launch No 22
5	q	5	58	512	5.60	Steam Launch No 22
6	r	5	66	449	6.40	Steam Launch No 22
10	s	5	20	134	2.00	Steam Launch No 22
11	t	6	80	450	7.40	Steam Launch No 22
12	u	6	62	320	6.00	Steam Launch No 22
	19	6	2101	12287	190.25	

Statistics.

Date 1894	Letter	Number of -			Vessel	
		Tol	Angles	Soundings		Miles.
	19	6	2101	12287	190.25	Steam Launch No 22
September 13	w	6	46	249	3.60	Steam Launch No 22
14	u	6	48	400	4.40	Steam Launch No 22
18	y	6	46	376	4.25	Steam Launch No 22
19	z	6	4	32	0.30	Steam Launch No 22
24	a'	6-7	260	771	8.00	Steam Launch No 22
25	b'	7	96	423	5.00	Steam Launch No 22
26	c'	7	24	153	1.50	Steam Launch No 22
October 27	d'	7	63	419	7.20	Steam Launch No 22
29	e'	7-8	99	646	7.25	Steam Launch No 22
November 8	f'	8	16	8	0.00	Steam Launch No 22
12	g'	8	30	15	0.00	Steam Launch No 22
13	h'	8	62	349	4.50	Steam Launch No 22
15	k'	8	60	198	5.00	Steam Launch No 22
22	l'	8	96	390	4.40	Steam Launch No 22
23	m	8	54	149	1.30	Steam Launch No 22
24	n'	8	84	409	5.50	Steam Launch No 22
	<u>35</u>	8	3189	17264	252.45	

Statistics.

Date 1894.	Letter	Number of -				Vessel
		Vol	Angles	Soundings	Miles	
August 14	a	1	122	813	7.00	Steam Launch No 23
16	b	1-2	198	1815	19.30	Steam Launch No 23
17	c	2	132	1219	10.10	Steam Launch No 23
18	d	2	74	639	7.80	Steam Launch No 23
21	e	3	42	423	3.80	Steam Launch No 23
22	f	3	122	500	9.60	Steam Launch No 23
23	g	3	82	452	6.50	Steam Launch No 23
24	h	3	64	347	3.30	Steam Launch No 23
25	i	3	48	384	3.20	Steam Launch No 23
27	k	4	106	885	8.25	Steam Launch No 23
28	l	4	76	588	6.10	Steam Launch No 23
29	m	4-5	192	1450	15.50	Steam Launch No 23
30	n	5	102	676	6.25	Steam Launch No 23
31	o	5	4	1	0.00	Steam Launch No 23
September 1	p	5	172	726	11.30	Steam Launch No 23
4	q	5-6	108	629	6.70	Steam Launch No 23
5	r	6	92	357	5.75	Steam Launch No 23
6	s	6	140	545	9.20	Steam Launch No 23
7	t	6	114	628	5.75	Steam Launch No 23
	19	6	1490	13077	145.40	

Statistics.

Date 1894	Letter	Number of -				Vessel
		Tot	Angles	Soundings	Miles	
	19	6	1990	13077	145.40	Steam Launch No 23
September 8	u	7	76	243	4.25	Steam Launch No 23
10	w	7	50	246	3.25	Steam Launch No 23
11	x	7	90	496	5.10	Steam Launch No 23
12	y	7	154	594	10.50	Steam Launch No 23
13	z	7-8	90	281	3.45	Steam Launch No 23
14	a'	8	144	661	7.25	Steam Launch No 23
15	b'	8	106	567	7.80	Steam Launch No 23
19	c'	8	138	655	6.80	Steam Launch No 23
21	d'	9	180	756	11.10	Steam Launch No 23
22	e'	9	92	409	5.25	Steam Launch No 23
24	f'	9	26	164	2.30	Steam Launch No 23
25	g'	9	126	443	7.10	Steam Launch No 23
26	h'	10	84	462	4.50	Steam Launch No 23
27	i'	10	156	649	7.10	Steam Launch No 23
29	k'	10	106	530	6.50	Steam Launch No 23
October 29	l'	11	32	112	2.40	Steam Launch No 23
1	m'	11	3	18	0.25	Steam Launch No 23
2	n'	11	60	191	4.75	Steam Launch No 23
	Σ	11	3703	20554	245.05	

Statistics.

Date 1894.	Letter	Number of - Vol	Angles	Sounding	Miles.	Vessel
	37	11	3703	20554	245.05	Steam Launch No 23
November 12	40	11	40	214	3.60	Steam Launch No 23
13	41	11	2	1	0.00	Steam Launch No 23
20	42	11	38	208	4.00	Steam Launch No 23
22	43	11	50	161	3.00	Steam Launch No 23
24	44	11	12	52	0.50	Steam Launch No 23
December 4	45	11	12	64	1.00	Steam Launch No 23
	43	11	3857	21254	257.15	

Statistics.

Date 1894.	Letter	Number of -			Tessel	
		Vol	Angles	Soundings		Miles
September 12	a	1	92	35	00.00	Cutter
19	b	1	4	18	0.15	Cutter
21	c	1	140	459	3.40	Cutter
22	d	1	168	805	3.00	Cutter
26	e	1-2	60	471	4.50	Cutter
27	f	2	82	326	2.75	Cutter
29	g	2	170	531	2.50	Cutter
October 1	h	2	42	271	2.60	Cutter
5	i	2	66	637	5.50	Cutter
3	k	3	88	649	6.00	Cutter
6	l	3	58	521	6.00	Cutter
8	m	3	88	685	5.10	Cutter
25	n	3-4	44	540	4.75	Cutter
27	o	4	98	827	7.75	Cutter
November 1	p	4	42	254	2.20	Cutter
2	q	4	66	489	4.50	Cutter
5	r	4	8	4	0.00	Cutter
15	s	4	48	386	2.50	Cutter
17	t	5	78	144	1.25	Cutter
	19	5	1442	8052	64.45	

Statistics.

Date 1894	Letter	Number of -			Tessel	
		Vol	Angles	Soundings		Miles
	19	5	1442	8052	64.45	Cutter
November 19	μ	5	42	157	1.40	Cutter
20	ν	5	38	78	1.50	Cutter
21	ξ	5	4	2	0.00	Cutter
22	γ	5	16	56	0.60	Cutter
23	z	5	42	241	2.00	Cutter
24	α'	5	44	380	2.50	Cutter
December 1	β'	5	16	80	0.75	Cutter
3	ο'	5	22	234	2.30	Cutter
4	α'	5	26	55	0.70	Cutter
6	ε'	5	2	1	0.00	Cutter
	29	5	1694	9336	76.20	

Statistics.

Date 1894.	Letter	Number of -				Vessel
		Tol	Angles	Soundings	Miles	
October 27	a	1	4	265	1.50	Dinghy
November 30	b	1	108	413	4.20	Dinghy
December 4	c	1	6	3	0.00	Dinghy
5	d	1	29	46	0.50	Dinghy
7	e	1	46	174	2.00	Dinghy
8	f	1	28	131	1.30	Dinghy
	6	1	221	1032	9.50	

APR 23 1910

Acc No.

Verification of Hyp. 2197 ^a
~~as shown on the accompanying~~

The reported position of rocks off
Bakers Id. was thoroughly examined
being well covered by sounding
and drag lines -

The non-existence of this danger
seems to be established beyond
question -

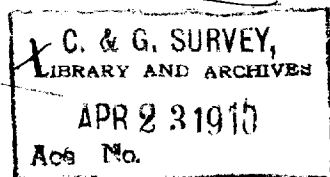
The work appears to be satisfactory
in every particular -

J. A. Williams

12-18-08

Report on verification of sheet 2197^x (made a boat sheet) and combining same with 2197^a & parts of 2197

~~Sheets 2197- 2197^a + 2197~~



All the work on these sheets represents one survey and two examinations of a portion north from Baker Island. A sub-sketch was made on sheet 2797^a scale 1-5000, combining the survey of 1897 and the two examinations of 1905 & 1906. The ground seems to be covered sufficiently in vicinity of the spots as located from information at hand.

Three spots are marked on sub-sketch.

One 400 ft (121.9 meters) (one 450 (137.2 meters) north from Powell's Rock Buoy from information furnished by Naumkeag Towing Co. and the third from information or sketch from the Navy Department. Letters 3 + 173 Mr Bradfords file.

The sweep lines which run in the immediate vicinity of these spots, with the effective depth of sweep or the recorded depth of sweep less the tide reduction for the time, is shown in the following table.

STATISTICS. SHEET "D"

H. 2197a

DATE	LETTER	VOL.	ANGLES	SOUNDINGS	MILES	BOAT
1906						
Nov. 3	a	1	100	156	5.1	LAUNCH #31
" 3	a	1	96	142	2.9	LAUNCH #32
Grand Total---	2	2	196	298	8.0	

R3
VHF
2197b
1909

2197^b

Diag. Cht. No. 1207-1

Department of Commerce and Labor
COAST AND GEODETIC SURVEY

O. H. Tittmann
Superintendent.

State: *Mass*

DESCRIPTIVE REPORT.

Hydrographic Sheet No. *2197^b*

LOCALITY:

*Approach to Salem,
Examination northeast
of Haste Rock.*

10,000
1909

CHIEF OF PARTY:

W. C. Hodgkins

2197b

DESCRIPTIVE REPORT

to accompany Hydrographic Sheet No.

Examination of reported shoal spot
in approach to Salem and Beverly, Massachusetts.

Scale 1:10000

Surveyed in November, 1909.

by the party on the Steamer BACHE commanded by
Assistant W. C. Hodgkins.

COAST AND
GEODETIC SURVEY

DEC 16 1909

REFERRED TO:

Assistant-in-Charge.

RECEIVED
BY ASSISTANT IN CHARGE
AND REFERRED TO
DEC 16 1909

This examination was made in consequence of a report that the

tug boat PLYMOUTH had struck a rock about 500 feet to the northeast-
ward of Haste Rock Buoy No. 7. Careful examination of the suspected
area with the sounding lead and pipe sweep failed to detect the danger,
which if it exists, must I think, be an isolated boulder which could
probably be found only by the use of a wire drag.

Tidal observations were made at the station on a coal wharf in
Salem Harbor established by Lieutenant Peck and this staff was connected
by spirit levels with a number of bench marks.

Permanent bench marks were also established near Lieutenant Peck's
station at Marblehead.

It was intended to put one more day of drag work on this area, but
long continued adverse weather conditions seemed to make it imperative
to close work in this region and to proceed to Pollock Rip Slue, where
an examination was urgently called for.

Respectfully submitted,

W. C. Hodgkins

Assistant, Coast & Geodetic Survey,
Commanding.

To the Superintendent,

Coast and Geodetic Survey,

December 14, 1909.

Washington, D. C.

Hyd Sheet No 2197^b

Mar. 22, 1910

This area is very carefully developed. The soundings agree very well with the former survey. The records were well kept and the crossings are good.

H. L. Simons

Verified by R. L. Johnston
Oct. 25, 1910

V.E.C.
Mar. 15, 1910.

HYDROGRAPHIC SHEET NO. 2197b.

W. E. D. W.
AB
4/7/10

Examination of Shoals Reported in Salem Approach,
Massachusetts, by Asst. W. C. Hodgkins in 1909.

TIDES.

	Salem ft.
Mean low water, or plane of reference on staff	1.0
Lowest tide observed " "	-1.1
Highest " " " "	12.3
Mean range of tide	9.0

Coast and Geodetic Survey
MAR 15 1910
TIDAL DIVISION

STATISTICS SHEET "J". H. 21976

Date. 1909.	Letter.	Vol.	Angles.	Soundings.	Miles.	Boat.
Nov. 15.	a	1	260	862	10.9	Launch 31.
" 16	b	1	78		2.8	"
" 22	c	2	98	14	4.0	"
TOTAL.	3	2	436	876	17.7	

DEPARTMENT OF COMMERCE AND LABOR.

H. 21976

COAST AND GEODETIC SURVEY,

O. H. TITTMANN, SUPERINTENDENT.

EXAMINATION OF SHOAL REPORTED IN SALEM APPROACH, MASS.

C. & G. S. S. BACHE.

W. C. Hodgkins, Chief of Party.

Begun November 15, 1909.

Ended November 22, 1909.

Scale 1:10000.

Positions plotted by Wm. Sanger.

Soundings " " H.L.S.
Verified by. R.L.J.

2197^x

83
SHA
2197^x
1076

Diag. Cht. No. ?

Department of Commerce and Labor
COAST AND GEODETIC SURVEY

O. Stillman
Superintendent.

State: *Mass*

DESCRIPTIVE REPORT.

Hydc Sheet No. 2197^x

LOCALITY:

*See
Rept for 1366*

1906

CHIEF OF PARTY:

P. Walker

U.S.G. & G.
LIBR
FEB 27 1907
Acc. No.

2197^x

2197*

U. S. C. & G. SURVEY,
LIBRARY AND ARCHIVES
JAN 10 1897
U. S. C. & G. SURVEY,
LIBRARY AND ARCHIVES

*Plotted on H. 2197a
E. H. June 17, 1927*

DEPARTMENT OF COMMERCE AND LABOR
COAST AND GEODETIC SURVEY
O. H. TITTMANN, SUPERINTENDENT

APPROACHES
TO
SALEM HARBOR, MASSACHUSETTS
VICINITY
NORTH OF BAKER'S ISLAND

*Entrance to Salem Harbor
Ground north of Baker Island
Drag work*

NOV. 3rd, 1906

STEAMER "BACHE"
P. A. WELKER, ASSISTANT, CHIEF OF PARTY

SCALE 1:10,000

POSITIONS AND SOUNDINGS

PLOTTED BY

R. W. LUCE, AID

*Plot on larger scale
& combine with*

NOTE: The drag was used on the entire work.

*2197^a
E. H.*