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Diog ch. Nos. 1203-1, 1202

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

D. H. Pittman
Superintendent.

State: *Maine*

DESCRIPTIVE REPORT.

Hydrographic Sheets No. *1400², 1452.*

LOCALITY:

Marshall Id., Jericho Bay; Isle au Haut Bay; - entrances to Penobscot river; - Long id.

(1871-77)
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1902

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Department of Commerce and Labor
COAST AND GEODETIC SURVEY

O. H. Tittmann

Superintendent.

State: *Maine*

DESCRIPTIVE REPORT.

Hyd Sheet No. *1257a*

LOCALITY:

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COAST AND GEODETIC SURVEY

O. H. Tittmann

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State: *Maine*

DESCRIPTIVE REPORT.

Hyd. C Sheet No. *1400b*

LOCALITY:

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COAST AND GEODETIC SURVEY
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Sheet No.

Diag. Cht. 1202

Department of Commerce and Labor
COAST AND GEODETIC SURVEY

O. F. Utzmann
Superintendent.

State: *Maine*

DESCRIPTIVE REPORT.

Adc Sheet No. *1452*

LOCALITY:

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TREASURY DEPARTMENT.

Insp'r of Hyd'y & Top'g.
Superintendent.

U.S. Coast & Geodetic Survey, Str. Hydrographer,

Rockland, Me., August 9th. 1902.

Mr. O. H. Tittmann,

U. S. C. & G. SURVEY.
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Superintendent of the U.S.C. & G. Survey,
Washington, D. C.

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COAST AND GEODETIC SURVEY.

I have the honor to transmit by registered mail, in two separate packages, the original records of rocks and ledges developed, located and searched for since the date of my last report of July 28th. 1902, as follows:

1. Rocky ledge Southward of Marshall Island in entrance to Jericho Bay, pages 1 to 7 sounding book, and on tracing.
2. Rocky ledge in Isle au Haut Bay, pages 11 to 14, sounding book, and on tracing.
3. Rock Northward of Sandy Point, in entrance to Penobscot River, pages 26-33 sounding book, and on tracing.
4. Search for reported 9 ft. spot nearly midway between Flat Id. and Grindel Pt. Light, off Isleboro (Long Id.), Me., pages 37-46 sounding book, and on tracing.

Where it was possible, signals were located on which to angle for positions. In case of the rock Southward of Marshall Id., the reported position is in error and the only danger between the Island and the ledges to the Southward, is the one developed, which has 6.8 feet over it at mean low water, and on which the sea humps and breaks when there is a moderately heavy swell. This rock was located and developed, using tangents which were clearly defined; it is in the fairway for vessels that use the passage to, and from Jericho Bay.

(2)

The rocky ledge in the Isle au Haut Bay, was found, and while developing the ledge a boulder, with but 4.5 feet over it at mean low water, was found at its eastern end. The only reason that this boulder was not previously reported is on account of its small size and that when the water is rough enough to make a break, it breaks over the entire ledge. The ledge was located and developed by well defined tangents on neighboring islands.

The rock northward of Sandy Point, in Penobscot River, was found using a drag; considerable delay was occasioned by the strong current which prevented work, except at or near slack, and as the current does not coincide with the rise and fall of the tide, the opportunity to do the work had to be waited for. Two signals were located in addition to triangulation points obtained at the Office, and the rock was located and developed. The depth over the shoalest part, is 10.4 feet at mean low water. To avoid it in thick weather the Boston and Bangor (Eastern) Steamboat Co. has placed a black spar buoy well outside of it and northward of the black spar buoy off Sandy Point. The present position of both buoys is located by angles. Enquiries were made about the reported rock, showing at low water, and near the southern edge of the shoal making off from Sandy Point; no one had seen such a rock but there are a few rocks close inshore on the shoal. The spot was watched during two low waters but no indications of its existence were observed.

The parts of three days were occupied in the search for the reported 9-ft. spot off the west side of Isleboro between ^rGindel Point Light and Flat Island. Two signals were erected and three located for this work. After a first examination with the ship, the whaleboat was taken and an area of about 1/2 square mile was thoroughly developed over and around the reported spot; this having failed to discover any

(3)

indications of the shoal water, the spot was thoroughly gone over with a gas pipe drag 20 feet long. I am convinced that there is no such spot in or near the reported vicinity and my enquiries at Lincolnville and the Lightkeeper at Cindel Point Light confirm my belief that the report is erroneous..

Two attempts were made to find shoal water near Yard Rock in York Narrows. The drag was used, without finding shoaler water than the chart, until it was impossible to make any headway against the current; the attempt was then given up to await another low water slack. The second attempt 2 days later was a failure on account of strong wind and rough water. To work in York Narrows it would be necessary to keep the vessel on the spot and watch for an opportunity which would only be at low water slack, when about one hour with a drag would be all that could be done before the strong current stopped the work. I did not think it advisable to slight other work by giving the necessary time to York Narrows.

Am sorry to inform you that since and including Aug. 1 st. we have had 6 days of fog and rainy weather, preventing hydrographic and Coast Pilot work.

Since July 28 th. the vessel has been coaled at Rockland, and when not engaged in hydrographic work the party has been collecting Coast Pilot information.

On account of the small scale of the chart from which the tracings were made, I would respectfully suggest that the work be plotted at the Office on a larger scale than is available on board ship; then if the results of the examinations be published in Notices to Mariners, more exact bearings and distances can be given than if taken from the tracings.

Very respectfully

John Ross
U.S. Coast and Geodetic Survey, Comdg.

516 X 1 sounding books,
3 Tracings.