

U. S. COAST AND GEODETIC SURVEY.

*F. M. Thorne*, Superintendent.

State: *Maine.*

DESCRIPTIVE REPORT.

*Hydrographic* Sheets Nos. *1838,*  
*1839, 1840*

LOCALITY:

*Cobcook Bay.*

*1888.*

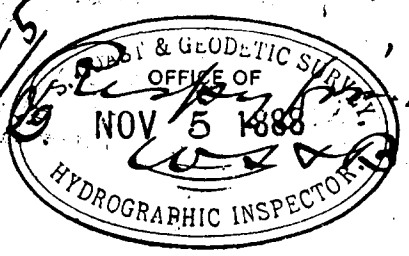
CHIEF OF PARTY:

*Lt. F. H. Crosby, U. S. N.*

*(Report by Lt. J. M. Helm, U. S. N.)*

Give here full address to which reply should be sent:

40425



U. S. Coast and Geodetic Survey,

Thomas G. Loring

Oct. 31 25, 1888

Mr. J. M. Thorne  
Superintendent U. S. C. & G. S.  
Washington D. C.

Sir:

I have the honor to submit the following  
"Report A" of the seasons work of this  
vessel and party in Cobcook Bay Me.

The usual statistics are attached.

Only light draught vessels use these waters but  
deep draught vessels may do so. All the trade  
is carried on by schooners from the medium  
size and draught to the smallest.

Owing to the very numerous rocks and  
ledges and the very strong currents strangers  
should take pilots always.

The channels are practically rock-bound and permanent. Only in coves and eddies is there a chance for mud or sediment of any kind to resist the current.

All the coves when not too full of rocks, and the broad portions of the bay are good anchorages. At other places the currents are too strong. Only a small number of small to moderate sized schooners and two or three large steam launches (for pleasure parties) use these waters. A few schooners, perhaps a dozen are owned at Pembroke and perhaps a dozen more in all the rest of the bay. These are about all that enter Casco Bay (excepting small boats).

When bound to any of the remoter parts of the bay dangers are everywhere and too numerous to mention.

The tidal currents, as a rule, sets fair with the deep water channels but strong eddies are formed by every prominent point, cove, rock, ledge or island so that in the

crooked portions of the channels the currents present a confused lot of swirls. The currents are so strong that where the channel is narrow and turns suddenly the current setting more to one bank than the other, the water is piled up so that the difference is very perceptible to the eye. On projecting points and submerged rocks and ledges there are heavy over-falls dangerous to boats.

These differences of level and over falls are most perceptible at Deubow's Point, Seighton's Point and Rock, Fox Island Two Hour Rock, Race Point and "The Falls" (at Peter's Rock). At Race Point the flood current, following the direction of the east side of Falls Island, sets directly on shore making it a dangerous place for a vessel not handled by an experienced pilot.

At "The Falls" the current following the deep channel forms a letter S around and between Peter's or Falls Rock the estimated velocity being eight to ten knots. Formerly the

current split and run either side of Falls Rock so that a boat would be carried one side or the other, but some years ago the government blasted this rock down nearly to low water mark, since which time the current sets over it as soon as it is submerged by the tide making it a very difficult danger to avoid particularly in the flood tide. This flood current, the one running through "The Falls" striking that which has passed around Falls Island (to  $E^{\circ}$  +  $S^{\circ}$ ) crosses it over toward Cooks Point and Cooks Sedges. These are only a few of the most dangerous features of the currents. At most of our tide gauges the ebb current ran about thirty to forty minutes after low water and the flood about ten minutes after high water.

Pilots have no gauges, they take advantage of or avoid the strong currents. Some gauges picked up by myself are described on a separate sheet and are sketched on the projections.

I have had the local names written on the projections. These names were

obtained from old residents and nearly all  
verified by two or three persons.

J. W. Stetson  
Supt. U. S. N. Ass. C. & G.

S 2 2

Day	Boat	Letter	Boat Sdg.	Tide	Miles	Sounding	Angles	Officers in charge	Observers.
Aug 5	Spite	a	-1	1	8.0	629	97	Ensign R. O. Ritter	Ens. R. O. B., Ens. D. S. Mac
7	"	b	-1	1	8.8	623	136	"	" "
8	"	c	-1	1	11.3	741	215	"	" "
10	"	d	-2	1	8.0	537	120	"	" "
14	"	e	-2	1	9.0	532	136	"	" "
15	"	f	-3	1	6.0	480	131	"	" "
16	"	g	-2	1	5.8	308	114	"	" "
17	"	h	-3	1	7.7	488	112	"	" "
18	"	i	-3	1	7.6	418	124	"	" "
20	"	k	-4	1	16.2	1093	266	"	" "
21	"	l	-4	1	11.3	913	190	"	" "
23	"	m	-5	1	13.8	1120	230	"	" "
24	"	n	-5	1	14.4	1166	178	"	" "
25	"	o	-6	2	7.5	717	86	"	" "
6	Sag.	A	1	1	3.4	96	95	Ens. J. S. Strauss	Ens. J. S. & Phil Andrews
7	"	B	1	1	5.5	119	70	"	" "
14	"	C	1	1	2.8	117	81	"	" "
15	"	D	1	1	4.4	232	116	"	" "
17	"	E	1	1	3.0	186	75	"	" "
18	"	F	1	1	3.3	138	80	"	" "
21	"	G	1	1	4.5	191	106	"	" "
24	"	H	2	1	7.0	410	222	"	" "
25	"	I	2	2	2.3	235	69	"	" "
27	"	J	2	2	3.3	142	58	"	" "
28	"	K	2	2	5.0	274	106	"	" "
Sept 4	"	L	2	2					
Aug 31	4.73.	a	1	1	7	602	41	"	" "
39	"	b	1	1	14	129	20	"	" "
10	"	c	1	1	6.9	842	87	"	" "
11	"	d	1	1	3.7	343	78	"	" "
23	"	e	2	1	8.8	890	162	"	" "
27	"	f	2	2	110	170	23	"	" "



Scale  $\frac{1}{10000}$

Began Aug 27. 1888.  
 Ended Sept 5. 1888.

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No	Boat	Letter	Books		Miles	Sounding	Angles	Officer in charge	Observers
			Sounding	Tide					
Aug 27	Spruce	a	1	2	7.7	640	108	R. O. Bitter	{ R. O. Bitter D. S. Nes
28	"	b	1	2	9.8	943	200	"	"
29	"	c	2	2	19.3	1521	326	"	"
30	"	d	3	2	5.8	444	101	"	"
Sept 3	"	e	3	2	6.5	607	98	"	"
4	"	f	3	2	9.2	702	170	"	"
5	"	g	2	2	5.8	503	141	"	"
Aug 29	Sigsbee	a	1	2	7.4	490	116	Jos. Strauss	{ Jos. Strauss Philip Andrews
30	"	B	1	2	6.0	400	112	"	"
Sept 5	"	C	1	2		42	21	"	"
Aug 29	Whale boat	a	1	2	6.2	675	91	"	"
30	"	b	1	2	5.0	579	74	"	"
30	"	b	1	2	3.3	376	66	R. O. Bitter	{ R. O. Bitter D. S. Nes
31	"	c	2	2	9.0	1290	188	Jos. Strauss	{ Jos. Strauss Philip Andrews
Sept 3	"	d	2	2	7.9	1059	127	"	"
14	"	e	2	2	6.0	785	93	"	"
Aug 29	Whale boat	a	1	2	7.7	777	131	R. O. Bitter	{ R. O. Bitter D. S. Nes.
		b							

Date	Boat	Letter	Book sdg.	Tide	Miles	Dist	Angle	Officer in charge	Observers
July 19	Spirt	a	1		3.3	145	34	Ensign Joseph Straus	Joseph Straus and
21	"	b	1		7.0	328	84	"	Philip Andrews U.S.N.
23	"	c	1		7.5	527	121	Ensign R.O. Bitter U.S.N.	Ensign R.O. Bitter " Philip Andrews
24	"	d	1		11.	593	100	" "	" "
25	"	e	1		8.	542	117	" "	" Bitter D. J. Mes.
26	"	f	2		8.5	543	144	" "	" "
27	"	g	3		6.2	581	118	" "	" "
30	"	h	2		7.2	531	99	" "	" "
31	"	i	3		7.5	410	90	" "	" "
Aug 2	"	k	3		15.	1151	193	" "	" "
3	"	l	2		6.5	555	101	" "	" "
4	"	m	2		6.2	471	106	" "	" "
4	"	n	4		4.	260	93	" "	" "
Sept 7	"	o	4		4.5	66	35	" "	" "
July 17	Sej.	A	1		5.3	164	52	Joseph Straus U.S.N.	Ensign Joseph Straus Ensign P Andrews
18	"	B	1		12.1	392	129	" " "	" "
25	"	C	1		4.	161	87	" " "	" "
26	"	D	2		5.	186	66	" " "	" "
27	"	E	2		5.5	228	100	" " "	" "
20	"	F	1		5.	234	106	" "	" "
Aug 6	"	G	2		4.7	176	131	" "	" "
13	"	H	2		2.0	132	92	" "	" "
14	"	I	2		1.	35	20	" "	" "
Sept 5	"	K	2		.3	83	16	" "	" "
Whole Boats Aug 2	Whole Boats	a	1		4.4	563	36	" "	" "
		a	1		5	827	41	" "	" "

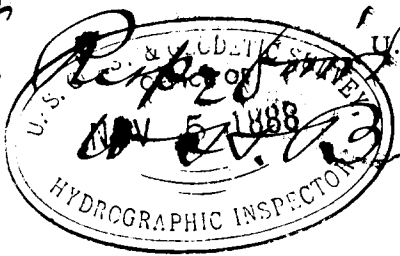
# Recapitulation

Total No. of Miles		497.0
" " Soundings		36845.
" " Angles		8148
" □ Miles		23.3
" Tide Gauges Built		12.
" Days of Hydrographic Work		41.
" " Bad weather		5.
" " Buoy Signals		
" " Work by Steam Launch Sagadahoc		24
" " " " " Sprite		35.
" " " " " Whalboat		15.
" " Miles in " "		83.3
" " " " " Sprite		200.9
" " " " " Sagadahoc		112.8
" " Days " " "		4831.
" " " " " Sprite		21838.
" " " " " Whalboat		9907.
" " Angles " " "		1258.
" " " " " Sprite		4780.
" " " " " Sagadahoc		2105.

24	Sdg Books	(orig.)	19	Fair Journals	(Copies)
3	Angles	"	3	Anchor Books	"
5	Tide	"	5	Tide	"

Give here full address to which reply should be sent:

rec'd  
10/3/85



U. S. Coast and Geodetic Survey,  
Steamer Gedney

Oct 3<sup>rd</sup>, 1885

Mr J. M. Horn  
Superintendent U. S. & G. Survey  
Washington D. C.

Sir:

I have the honor to submit the following  
"Report B." of the work done by this vessel  
and party last season in Cobcook Bay  
Me.

Cobcook Bay is extremely irregular  
in shape, has almost innumerable islands  
and ledges; the shores mostly bold and  
rocky and pretty thickly settled. The scenery  
is remarkably beautiful even for Maine.  
The soundings are extremely irregular  
shoaling and deepening so suddenly that  
the lead is out of service in navigating except  
in the broad clear portions of the Bay.  
The principal object served by it is local  
commerce. Since the decline of the

lumber interests but few if any vessels other than those owned there within the Bay. A few schooners perhaps twenty-five from medium size to small ones are owned in the bay and all engaged in local commerce. A few of them are also in the coastwise trade.

There are no lights ranges or buoys on the Shuts, the only aids being spar buoys.

The limited commerce would hardly seem to demand additional aids. Where buoys would be most needed the current is too strong for their use to be practicable. If Two Hour Rock (east of Falls Island) and Whitney Rock were built up above high water - particularly the former - they would be valuable aids. The flood current sets directly on to Two Hour Rock and half a dozen lives have been lost there by vessels being carried against the rock in calms and capsize by the current. If it were built up above high water it would probably turn the current sufficiently to prevent such disasters, but the traffic would hardly warrant the expense.

Most of the natives are sea faring men and competent pilots and the best way to get one is to anchor and send ashore for one. Pilots have no fixed rates.

Small tow-boats may be found at Eastport.

None of the ports have harbor regulations and wharves are private property -

Coal in limited quantities and supplies may be had at Eastport, where there is also a good water boat. Small repairs may also be done there, but there are no regular establishments for that purpose.

No hospitals are in this vicinity. The collector of Eastport will provide for sick mariners.

There are no docks or railways.

Most of the wharves have no water at low water.

There is a U. S. signal officer and station at Eastport.

There are no steamers nearer than

0 3

14

12/16

0

1/23/89

Eastport - and no railroad in the vicinity

Postoffices are Pembroke, West Pembroke, Dennysville, Whiting, and Lubec all reached by water, but the mail - except for Lubec - is carried by stage.

The only Custom House is at Eastport.

J. W. Sullivan  
Supt. U. S. N. Dist. Ct. of J.