

2425

Diag. Chf. No. 1207-1

Form 504

U. S. COAST AND GEODETIC SURVEY  
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey *Hydrographic*  
Field No. .... Office No. *2425*

LOCALITY

State *Massachusetts*  
General locality *Off Boston*  
Locality *Entrance*  
*"Ultoria" Reef.*

~~194~~

*1899*  
CHIEF OF PARTY

*W. C. Hodgkins*

LIBRARY & ARCHIVES

DATE .....

2425

83  
SHA  
2425  
1899

2425

U. S. COAST AND GEODETIC SURVEY.

*H. S. Pritchett*, Superintendent.

State *Massachusetts*

DESCRIPTIVE REPORT.

*Hydrographic Sheet No. 2425*

LOCALITY

*Off Boston Entrance:*

*"Utopia" Reef.*

1899.

CHIEF OF PARTY:

*W. C. Hodgkins*

U. S. O. & G. SURVEYING  
LIBRARY AND RECORDS  
APR 1 1901  
Acc. No. 52710  
Class

2425

## Descriptive Report

to accompany Hydrographic Sheet No 2425,  
Scale 1:10000, off Boston Entrance, 1899.

---

The locality covered by this survey is part of the ledge which runs out to the eastward, from Point Allerton towards "Thieves Ledge" and which forms the southern wall of the main ship channel into Boston Harbor. There being a pretty fair depth of water over the greater part of this bank and Boston Light Ship being well to the southward of the prolongation of the axis of the channel, pilots had fallen into the habit of cutting across the bank, to the southward of the "Thieves", heading for the Light vessel after passing Point Allerton buoy.

In August, 1899, the large steamer "Ultonia" of the Cunard Line while following this course struck some obstruction and seriously damaged her bottom.

An examination was therefore ordered and was made in September and October.

A drag made from a piece of two inch iron pipe was used in connection with the soundings

to assist in detecting pinnacle rocks or wreckage.  
Soundings were made on 13 days.

Number of volumes of soundings	5
" " angles	1982
" " soundings	4080
" " miles	70.5

The examination resulted in finding a rocky knob with a least depth of  $21\frac{3}{4}$  feet at mean low water.

The mishap to the "Utonia" would seem to show the folly of leaving a well known deep channel to cut across an area of rocky bottom, when it is well known that isolated rocks may long elude a leadman and escape notice until found by the bottom of some vessel.

W. C. Hodgkins  
Chief of Party.