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

**O. H. Tittmann**  
*Superintendent.*

State: **Maine**

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**DESCRIPTIVE REPORT.**

**Hydrographic Sheet No. 2840**

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LOCALITY:

**East Penobscot Bay, and**  
**Eggenoggin Reach, Maine.**

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1906

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CHIEF OF PARTY:

**P. A. Walker, Assistant.**

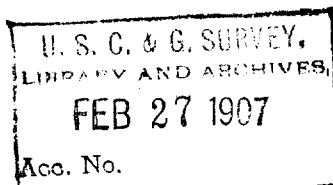
# 2840

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

TELEGRAPH ADDRESS:

EXPRESS OFFICE:

2840



Department of Commerce and Labor

COAST AND GEODETIC SURVEY Str. Bache,

Vieques Island, 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 Sheet, No. 2840:

2. The lines shown upon the sheet were run for special developments in that part of East Penobscot Bay, Maine, north of Eagle Island and Dunham's Point, east of Barred Island and Cape Rosier, including Eggemoggin Reach, to Torrey's Islands. A pipe drag was used, both on the Steamer and launches, sunk to various depths, according to the requirements of the locality where in use, which ranged from a few feet to 42 feet, with a horizontal sweep of 35 feet.

3. The endeavor was to sweep all that portion of the bay and reach, that was not covered by the wire drag party in charge of N. H. Heck, Aid, C. & G. Survey. Whenever an obstruction was hit by the drag, the spot was marked with a buoy and then carefully developed.

4. This portion of East Penobscot Bay, is upon an average about six miles long and six miles wide and is located west of Little Deer and Deer Islands. The shores are generally bold and rocky, with high hills rising in nearly all directions. The water in the open part of the bay is very deep, with few obstructions below the surface. The passages between the islands, as a rule, are broken with many rocky ledges awash at low water, and submerged rocks. Southeast of Btadbury Island and northeast of Great Spruce Island, submerged rocks were found with much less water over them than is shown on the charts. Eggemoggin Reach is situated between Little Deer and Deer Islands and the main land and is approximately 10 miles long and a mile and a half wide. The average depth of the reach is about 8 fathoms. The entrances to the reach are covered with many submerged obstructions and great care should be used in entering and leaving, following closely the buoys as shown on the chart. The reach is often closed by obstructions of ice.

5. The entire region about the shores of the reach and some of the islands of East Penobscot Bay have small towns and settlements, but of no commercial or agricultural importance, with the exception of Walkerville, at which place is located the large plant of the Maine Lake Ice Company, where many schooners during the summer months, are loaded with ice for southern ports.
6. Coal and water cannot be obtained in the immediate vicinity, except in limited quantities, Rockland, Maine, being the nearest place for obtaining them in large quantities. During the working season of 1906 the price of coal delivered on board the Steamer Bache was \$5.00 for a ton of 2240 lbs., and the price of water delivered on board was 20¢ per thousand gallons. There are no machine shops or facilities for repairs to vessels anywhere in this vicinity, the nearest and best place for machine work being Rockland, Me. Provisions can be obtained in abundance at Rockland. The nearest railway connection is Rockland.
7. Bucks Harbor affords a very good anchorage with good holding bottom for a small number of vessels. It is well sheltered from winds from all directions. The post office address is South Brooksville, Me., There are two mails daily to and from this office
8. Sargentville is not a desirable anchorage, being exposed to southerly winds.
9. Haven, at the eastern end of the reach, is also a poor anchorage, being exposed to southerly and westerly winds.
10. Northwest Harbor, Deer Island, is a fair anchorage for shallow draft vessels, and is sheltered from all winds except the northwesterly.
11. Eggemoggin, Little Deer Isle, affords a very poor anchorage affording protection from southerly winds, only.
12. During the months of August and September, while engaged in this region, the weather was generally fair and very favorable for work, there being few storms and these could not be considered very severe. During the month of October there were many fresh to heavy winds, strong enough to make field work impracticable, but otherwise not dangerous. The October winds were usually from the northwest around to the northeast.
13. The currents around the islands in this vicinity are rather strong and great care is necessary in handling sailing vessels in these localities. Fogs are very dense and numerous, and at such times navigation is very dangerous, owing to strong currents, numerous small islands and rocks.
14. A vessel in going ashore upon the coasts of the islands of East Penobscot Bay would not hold together long. In Eggemoggin Reach, however, vessels would probably rest easily until assistance could be obtained.

(3)

15. The nearest Marine Hospital is at Portland, Me.

16. The following is a summary of the work accomplished as represented on the sheet:-

Area dragged in square miles	9.5
Number of statute miles dragged	992.
Number of angles measured	13,753.
Number of soundings	20,392.
Number of tidal stations established	2
Number of signal poles erected	7
Number of geographical positions determined by plane table.	3

Very respectfully,

*P. A. Walker*

Assist. C. & G. Survey  
Commanding.

# Hyp. Sheet 2840 Eggemoggin Reach.

The survey as laid out seems to have been well executed within the limits of each development. Why the soundings were plotted on a 2000 instead of a 1000 scale does not appear. If a 1000 scale had been used, the same as the old sheet, time would have been saved and the result would have been clearer and more satisfactory in every way.

The soundings were verified and when there was any doubt about the location of shoaler soundings the positions were replotted.

Each development is numbered, and a table of the numbers together with the letter and number of each position within the limits, and the shoaler or shoalest sounding found each day. The table is filed with Soundings Vol 1.

As there are two sweep depths for the ship, 22 for Launch No 32 and 23 for Launch No 31, no system of lines would represent the sweep depths, if they represented the effective depths, but as no allowance for tide entered into their

make up it would be impossible to represent the true depth on the scale in question.

If any dependence can be placed in the drag indications of shoals then it seems that a development of the spots so indicated with the Harbor sweep and lead line would be the most desirable way of proceeding.

The different developments were indicated by broken blue line on the old chart, and the shoaler soundings transferred and shown in Yellow ink and the ten fathom curve on both old and new sweep joined.

When the Harbor sweep passed over the spots indicated, by the drag work on sheet 2825 the soundings are shown in red on 2825.

Some shoaler soundings were found and are shown on the old chart as follows.

On Sheet 1260 off Benjamin River entrance several soundings from 15 to 35 fath.

On Sheet 1366 from Lorry Island up to Benjamin River Ent.

On sheet 1261 Vicinity of Spruce Head, and Black Id. - North of Bradbury Id. - East from Hog Island - South from Western

Isd. — East from Buck Id. (11½ ft old 4 fath)  
South from Condors Pt.  
Sheet 1321 Between Bradbury and Pickering  
Isd. between Bradbury & Head Isd. — West  
from Gull Ledge. — Between Thimblecap and Spectacle  
Ledges, the old survey shows ½ ft less water than ~~is~~ <sup>is</sup>  
found on 2840

July 18, 1907

A. C. Down

There are several shoals found by Ast. Beck in  
his examination with the wire drag which have not  
been developed. These spots are indicated on Sheet  
Sheet No 2825

H. L. Simons

Feb. 3, 1908.





2840

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

*Eggemoggin Reach* EAST PENOBSCOT BAY, MAINE  
AND VICINITY

BEGUN AUG. 1st.

ENDED OCT. 16th.

1906

STEAMER "BACHE"

P. A. WELKER, ASSISTANT, CHIEF OF PARTY

SCALE 1:20,000

SOUNDINGS AND POSITIONS PLOTTED

BY

WM. SANGER, CAPTAIN'S CLERK.

NOTE: The drag was used on the entire  
work.

STATISTICS.

SHEET "A"

DATE	LETTER	VOL.	ANGLES	SOUNDINGS	MILES	BOAT
1906						
Aug. 7	A	1	202	249	16.4	STR. "BACHE"
" 8	B	1	124	170	8.6	"
" 9	C	1	174	212	13.0	"
" 10	D	1	198	217	13.8	"
" 13	E	2	242	312	21.0	"
" 14	F	2	234	227	20.2	"
" 15	G	2	244	211	20.1	"
" 16	H	2&3	252	241	19.5	"
" 17	J	3	158	169	13.5	"
Sept. 8	K	3	148	130	11.5	"
" 10	L	3	142	116	11.8	"
" 15	M	3	32	28	2.8	"
" 17	N	3	80	72	8.2	"
" 18	O	3&4	194	168	21.7	"
" 19	P	4	196	165	16.7	"
" 20	Q	4	156	148	15.2	"
" 25	R	5	172	300	22.5	"
" 26	S	5	72	138	8.8	"
" 29	T	5	162	273	16.4	"
Oct. 1	U	5	192	350	26.0	"
" 2	V	5&6	206	317	19.6	"
" 3	W	6	206	352	22.2	"
" 4	X	6	210	303	20.4	"
" 11	Y	6	100	162	12.1	"
Total-----	24	6	4096	5030	382.0	"

STATISTICS. SHEET "A"

DATE	LETTER	VOL.	ANGLES	SOUNDINGS	MILES	BOAT
1906						
Aug. 1	a	1a	320	570	14.0	LAUNCH #31
" 2	b	1a	328	540	17.5	"
" 3	c	1a	144	270	5.8	"
" 7	a	1	122	133	5.0	"
" 8	b	1	100	196	8.7	"
" 9	c	1	126	222	7.8	"
" 10	d	1&2	98	137	4.1	"
" 13	e	2	100	182	6.4	"
" 14	f	2	160	211	9.3	"
" 15	g	2	162	216	8.0	"
" 16	h	3	170	276	9.1	"
" 17	i	3	210	343	7.5	"
" 18	j	3&4	136	231	5.8	"
" 20	k	4	194	298	6.3	"
" 24	l	4	134	223	9.5	"
" 25	m	4	142	254	9.0	"
" 28	n	5	126	187	6.6	"
" 29	o	5	152	234	9.5	"
" 31	p	5	70	107	4.6	"
Sept. 4	q	5	4	4	0.1	"
" 5	r	5	156	212	10.1	"
" 6	s	6	100	197	8.8	"
" 7	t	6	96	145	7.8	"

~~(Data not plotted as no drag was used)~~

STATISTICS.

SHEET "A".

DATE	LETTER	VOL.	ANGLES	SOUNDINGS	MILES	BOAT
Sept. 8	u	6	110	185	9.2	LAUNCH #31
" 10	v	6	114	224	11.8	"
" 11	w	6	126	227	6.2	"
" 12	x	7	70	121	5.1	"
" 13	y	7	58	93	4.1	"
" 15	z	7	56	80	4.6	"
" 17	a'	7	82	60	3.3	"
" 18	b'	7	194	287	7.9	"
" 19	c'	7	76	101	4.6	"
" 20	d'	8	56	99	4.0	"
" 21	e'	8	156	232	10.8	"
" 22	f'	8	80	176	6.2	"
" 24	g'	9	40	87	4.3	"
" 25	h'	9	104	230	13.3	"
" 26	i'	9	30	68	4.0	"
" 28	j'	8	34	51	2.1	"
" 29	k'	9	82	191	11.1	"
Oct. 1	l'	9	86	230	12.4	"
" 2	m'	9	82	214	11.7	"
" 3	n'	9	86	225	13.2	"
" 4	o'	10	90	234	12.4	"
" 11	p'	10	68	152	7.8	"
" 12	q'	10	58	131	7.8	"
" 13	r'	10	80	175	8.4	"
" 16	t'	10	106	221	11.7	"
Total-----	48	10	5474	9482	379.3	"

STATISTICS.

SHEET "A".

DATE	LETTER	VOL.	ANGLES	SOUNCINGS	MILES	BOAT
Aug. 18	a	1	44	60	1.8	LAUNCH #32
" 20	b	1	62	86	2.2	"
" 24	c	1	128	151	7.1	"
" 25	d	1	122	147	6.5	"
" 28	e	1	162	233	9.0	"
" 29	f	1	112	146	6.2	"
" 31	g	1	82	115	4.5	"
Sept. 5	h	2	250	240	8.2	"
" 6	i	2	118	166	7.0	"
" 7	k	2	140	195	8.0	"
" 8	l	2	174	223	8.4	"
" 10	m	2&3	176	220	10.1	"
" 11	n	3	262	444	12.9	"
" 12	o	3	74	110	4.8	"
" 13	p	3	52	85	4.8	"
" 14	q	3	8	10	0.0	"
" 15	r	3	56	63	2.7	"
" 17	s	3	102	113	3.6	"
" 18	t	3	196	205	9.0	"
" 20	u	4	148	193	7.3	"
" 21	v	4	234	159	10.4	"
" 22	w	4	68	113	4.6	"
" 24	x	5	88	108	4.4	"
" 25	y	5	133	248	11.4	"
" 26	z	5	42	77	3.2	"

STATISTICS. SHEET "A".

DATE	LETTER	VOL.	ANGLES	SOUNDINGS	MILES	BOAT
Sept. 28	a'	4	52	64	2.5	LAUNCH #32
" 29	b'	5	130	230	9.4	"
Oct. 1	c'	5	192	309	8.6	"
" 2	d'	5	148	238	10.0	"
" 3	e'	6	172	303	9.7	"
" 4	f'	6	124	235	12.0	"
" 11	g'	6	14	18	0.6	"
" 12	h'	6	68	147	7.7	"
" 15	i'	4	106	152	5.2	"
" 16	k'	6	144	274	6.9	"
Total----	35	6	4183	5880	230.7	"

RECAPITULATION.

STR. BACHE	24	6	4096	5030	382.0
LAUNCH #31	48	10	5474	9482	379.3
LAUNCH #32	35	6	4183	5880	230.7
Grand Total--	107	22	13753	20392	992.0