

2967

Diag. Ch. No. 1202

83  
SHA  
2967  
1908

2967

Department of Commerce and Labor  
COAST AND GEODETIC SURVEY

*O. H. Tittmann*  
Superintendent

State: *Me*

DESCRIPTIVE REPORT.

*Hydrographic* Sheet No. *2967*

LOCALITY:

*Parts of Jericho and Blue Hill Bays - Survey with Wire Drag*

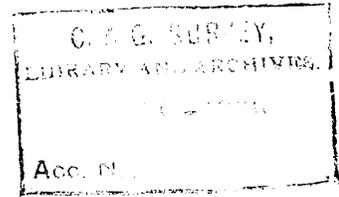
1908

CHIEF OF PARTY:

*N. H. Heck*

C. & G. SURVEY,  
LIBRARY AND ARCHIVES

2967



*Descriptive Report*

*for*

*North End of Jericho Bay.*

C. & G. SURVEY,  
LIBRARY AND ARCHIVES  
DEC 9 - 1908  
Acc. No.

DESCRIPTIVE REPORT

To accompany sheet " B " ~~North-End-of-Jericho-Bay.~~

*Parts of Jericho and Blue Hill Bays*

The work on this sheet was the examination, with wire drag, of Casco Passage and the channel in the northern end of Jericho Bay to the west and north of Pond and Calf Islands.

The intention was to drag to a depth of 36 feet in all places where the chart indicated that or greater depths, and to drag all adjoining areas of a depth from 36 feet up to the 3 fathom curve, remembering in all cases to first examine those areas reported dangerous and giving most suspicion from the characteristic soundings on the chart. In special cases of suspected areas or reported dangers, and in checking the depths of shoals that were previously discovered with the drag, a less depth than 18 feet ~~was~~ was carried.

Especial care and precaution was used in order to direct the work to the best advantage and to eliminate, when possible, all errors, but in the northern part of the sheet between Pond Island and Flye Point the conditions were very foreign to any previously encountered, on account of the extreme tide and eddies, making it very difficult to operate the drag except at slack tide. As a result many splits are remaining in that area on account of lobster pots being placed in that vicinity before the draughting, to determine the precise extent of splits, was completed. The progress of the work in other localities was also hindered by lobster pots. All uncovered areas, however, may be taken up at a later period in connection with other work in this vicinity.

This work shows the necessity of <sup>developing a method of</sup> plotting the end buoys in the guiding launch while the dragging is being executed.

In all cases when dragging to less than 36 feet it was the intention to drag within two feet or less of the bottom. However, there are a few errors caused by the actual tide being more than the predicted, but these instances are a very few and then they rarely exceed 0.3 foot.

All shoals were dragged over after locating them for the purpose of checking previous soundings except in a few cases where the evidence was sufficient to warrant the uselessness of a second examination.

During the whole time of work a great many shoals were found showing the existence of many uncharted rocks and boulders. The most important are as follows:

1 Two shoals, each covered with a depth of 15 feet of water at M.L.W., which have been reported in paragraph 2900 Notice to Mariners 1908.

2 Shoal in Casco passage, 15 feet least depth, which has been reported in paragraph 2899 Notice to Mariners 1908.

3 A rock to north of Egg Rock Beacon with a depth of 16<sup>(probable 15 ft)</sup> feet at M.L.W. This shoal was dragged over afterwards carrying a depth of

16 feet, the drag catching bottom and then pulling off, and it is very likely that it was a smooth rock and the drag slipped at least one foot higher before pulling off. Therefore there is a probable depth of 15 feet.

Egg Rock Beacon 850 meters distant, bearing 201° 30' (S X W <sup>3/4</sup> W).

4 A rock covered with 16 feet of water as least depth and surrounded by 23 feet. This is a very dangerous rock since it is at a critical point between Mahoneys and Smutty Nos<sup>s</sup> Islands where steamers use this as a channel between Eggemoggin Reach and Blue Hill Bay. Red Spar Buoy No. 2 on Mahoneys Island Ledge, 620 meters distant. Bearing 234° 10' (SW <sup>3/4</sup> W.) Magnetic.

5 A rocky shoal with a depth of 17 feet below M.L.W. just south

*The off depth was 15 ft. H.T.S.*

of Mahoney's Island Ledge . This channel is also used by many boats in passing between Blue Hill Bay and Eggemoggin Reach.

Red Spar Buoy No.2 on Mahoney's Island Ledge 380 meters distant ; bearing  $355^{\circ} 15'$  (  $N \frac{1}{2} W$  ) Magnetic.

It is well to notice that the examination of Casco Passage developed the fact that no greater depth than 14 feet at M.L.W. can be carried through that channel safely since the discovery of the 15 foot shoal, (already reported), in the center of the channel and many shoals at either entrance.

All distances mentioned in this report are scaled off from the sheet and all bearings are magnetic.

The abbreviations used in recording the buoy angles are explained in the descriptive report for sheet No. 5, Blue Hill Bay.

There were two types of drag used in the work on this sheet viz., the 300 foot and the 480 foot , and a table of drag depths and corresponding pulls is transmitted *herewith*.

The tide reductions for this sheet are from Mackerel Cove Tide Gauge for the entire work.

The plane of referance corresponds to a reading of 3.4 feet on the staff .

For:

Lowest tide observed

See records at office.

Highest tide observed

The tide staff was not plotted on the sheet because <sup>the sheet</sup> does not extend far enough and it would necessitate ~~plotting~~ a piece on.

Plane Table Positions.

For plane table positions for this sheet see those  
for sheet #5 Blue Hill Bay.

# Table of Drag Depths for 480 ft. Drag.

Pull in pounds.

Drag Depth	110	120	130	140	150	160	170	180	190	200	210	220	Drag depth
47				AD									47
46	BD					AD							46
45		BD					AD						45
44			BD					AD					44
43					BD				AD				43
42	CD					BD					AD		42
41		CD						BD				AD	41
40			CD						BD				40
39	AE				CD						BD		39
38		AE				CD						BD	38
37			AE					CD					37
36					AE					CD			36
35	BE						AE					CD	35
34		BE							AE				34
33				BE							AE		33
32	CE					BE						AE	32
31		CE						BE					31
30			CE								BE		30
29					CE								29
28								CE					28
27		AF										CE	27
26				AF									26
25						AF							25
24	BF											AF	24
23			BF										23
22					BF								22
21									BF				21
20	CF											BF	20
19			CF										19
18								CF					18
17											CF		17
													6

## Length of Uprights

- AD = 57-51 ft.
- BD = 53-47 "
- CD = 49-43 "
- AE = 44-40 "
- BE = 40-36 "
- CE = 36-32 "
- AF = 32-28 "
- BF = 28-24 "
- CF = 24-20 "

# TABLE OF DRAG DEPTHS FOR 300' DRAG

Pull in pounds

Drag Depth	110	120	130	140	150	160	170	180	190	200	210	220	Drag Depth
47													47
46	AD												46
45			AD										45
44				AD									44
43	BD					AD							43
42		BD					AD						42
41				BD				AD					41
40	CD			BD	BD				AD				40
39		CD					BD				AD		39
38			CD					BD				AD	38
37	AE				CD				BD				37
36		AE				CD					BD		36
35				AE				CD				BD	35
34	BE					AE				CD			34
33		BE						AE				CD	33
32				BE						AE			32
31	CE					BE						AE	31
30		CE						BE					30
29			CE								BE		29
28					CE								28
27								CE					27
26			AF									CE	26
25					AF								25
24								AF					24
23		BF										AF	23
22				BF									22
21						BF							21
20	CF									BF			20
19			CF									BF	19
18								CF					18
17											CF		17

## LENGTH OF UPRIGHTS

AD	57-51 Ft.	AE	44-40 Ft.	AF	32-28 Ft.
BD	53-47 "	BE	40-36 "	BF	28-24 Ft.
CD	49-43 "	CE	36-32 "	CF	24-20 Ft.

Kyd Sheet No 2967

Jan 19 '09

There is probably less than 16 ft over the rock, located about 1/2 mile north of Egg Rock Bar, as the drag afterwards touched here when set to an off. depth of 15 ft. A note, on page 41, vol 5, of the <sup>(annals records,</sup> states that the drag jumped about 1 ft, which indicates a depth, on the rock, of 14 ft. Mitchell call attention to this in his descriptive report.

Each sounding and its position has been verified.

<sup>1/2</sup> The records were kept in a satisfactory manner

H. Simons

Charted as 15 ft.

J.S.P.

2967

231

107

Swart  
Sam. Id. Ch. Sp. 11. 08