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3185

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Diag. Ch. No. 1303-B

Department of Commerce and Labor
COAST AND GEODETIC SURVEY

O. H. Tittmann
Superintendent.

State: *Maine*

DESCRIPTIVE REPORT.

Hydrographic Sheet No. 13
³¹⁸⁵

LOCALITY:

*Two Bush Channel
from Old Cilley Ledge
to Seavey's Ledge.*

190

CHIEF OF PARTY:

N. H. Heck

3185

3185

HYDROGRAPHIC SHEET No. ³¹⁸⁵ 15

C. & G. SURVEY,
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Coast of Maine

Two Bush Channel

Between Old Gilley Ledge and Seavey's Ledge

Area examined by Wire Drag Party

Chief of Party--N. H. Heck, Assistant.

Drag 1, Launches--Francis Eaton & Helen Margaret. Geo. Olsen, W.O., in charge.

Drag 2, Launches--Katherine & Sokokis. J.H. Hawley, Aid, in charge.

July 19 to Aug. 12, 1910

Scale, 1/20000

Officers in addition to those named above.

- P. S. Dennell, Aid
- J. A. Smith, Deck Officer
- D. M. Kyle, " "
- L. M. Fisher, " "
- E. E. Reese, " "

Tendermen

- E. Lamb
- M. C. Bird

Recorders

- W. C. Bird
- W. W. Whiting

Index & verified by H.S.

3185

Descriptive Report

to Accompany Sheet ³¹⁸⁵ # 15.

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The dragging on this sheet was done with the intention of finding whether the western approach to Two Bush Channel was free from obstructions. The southern limit was taken as a line approximately joining Roaring Bull Ledge and Old Gilley Ledge as it was believed that the area lying between this and Monhegan Id. is probably free from dangers except as ~~chart~~ charted. All depths given below are in feet at M.L.W., all bearings are magnetic. A 10 fathom shoal, lying about 4 mi. N.E. by E. from Green Point, Monhegan Id., was examined to find whether shoaler water existed at that point. An effective depth of at least 36 ft. M.L.W. was used over this area except where less depth was charted and here the usual practice of dragging within 2 ft. of charted depth was carried out as far as practicable. All the shoals found were dragged over in the same manner. The channel outside of the charted 10 fath. curve was found to be free from obstructions except one, probably a wreck, lying about 1/2 mi. S.S.W. from M. P. whistling buoy and previously reported and published in W.N. to M. with a least depth of 28 ft.

The shoals found, with a few exceptions, lie within the 10 fath. curve. Beginning with the south end of the easterly side of the channel, a shoal with a depth of 27-34 ft. lies approximately 1000 m. N.W. of Roaring Bull. This has already been reported. A pinnacle with 39 ft. was found about 1600 m. N. by E. from Roaring Bull Ledge where the chart shows 11 1/2 fathoms. Hooper's shoal was found to extend directly ^{toward} ~~from~~ Metinic Id. Ledge ^{from} ~~to~~ the 17 ft. shoal charted, with 28 ft. 280 m.

from the 17 ft. spot and 34 ft. 400 m. from the same. A depth of 30 ft. was found 300 m. N. W. of the charted position of Metinic Id. Ledge buoy. A 27 ft. shoal lying 1/2 mile N.N.E. of Metinic Id. Ledge buoy has already been reported. It is 140 m. long in a NE-SW direction with a depth of 27 to 30 ft. No work was done east of a line joining Roaring Bull Ledge and Metinic Id. Ledge but it is reported by lobsterman, and the results of work done indicate, that a large number of shoals, which are dangerous to navigation, exist. All vessels of deep draft should avoid the area.

On the westerly side of the channel beginning with the southerly end, shoals were found as follows.

940 m. ESE from Hay Ledge a 39 ft. shoal was found where the chart shows 11 fathoms.

Barter's Shoal was found to extend 140 m. to the SE with a depth of 29 ft.

The fidge lying about a mile east from Tennant's Harbor Lighthouse with a depth of from 25 ft. to 6 fms. was found to be more extensive than previously ^{(reported.} A depth of 36 ft. was found 1500 m. SE 1/2 E from the lighthouse, a depth of 35 ft. 1540 m. SE 1/2 S from the lighthouse and a depth of 34 ft. 1060 m. ESE from the same place. *in addition to those already reported*

The system used in designating depths on this smooth-sheet is as follows. Depths of 30 ft. and above are inked in red, depths of 20 to 29 ft. inclusive in blue and depths of 10 to 19 1/2 inclusive in brown. The number placed on the line joining the two positions of the ends of the drag is the digit of the number indicated by the coloring;—thus with the color red and the figure 6 the depth is 36 ft. In each case the depth remains the same until the next change when the new figure is inserted. In long drag lines, short lines are drawn at right angles to the direction of progress and towards the opposite guiding launch and the depth is placed at the end of the line. When a continuous line changes in depth, e.g. from 30 to 29, the color is changed where

change in depth takes effect. When the depth is 40 ft. and over, red is used with the figures 10 and above.

3185

STATISTICS

U.S. GEOLOGICAL SURVEY
LIBRARY AND ARCHIVES
OCT 9 1910
Acc. No.

Sheet No. 13

1910 Date	Let- ter	Drag No. 1			Drag No. 2			Soundings	
		Angles	Miles	Length of drag	Angles	Miles	Length of drag	No.	Ang- les
July 19	a				72	1.25	2000	2	4
20	b	30	0.75	2800	343	5.00	2000	1	2
21	c	12	0.50	8400	321	5.00	2000 8400	0	0
23	d	45	3.25	8400	120	4.00	8400	1	2
27	e	186	5.00	2800	462	7.50	2800	2	4
29	f	120	2.25	2000	238	4.50	2800	3	6
Aug. 1	g	210	5.00	2000	196	3.50	2000	2	4
2	h	65	5.00	8400	237	7.50	8400 2800	0	0
3	j				149	4.75	800	0	0
8	k				212	3.50	1000	0	0
10	l	267	6.00	2800				1	2
11	m	36	1.20	2000	142	2.75	2000	8	12
12	n	354	7.00	2000				2	4
Total		1325	35.95		2492	49.25		22	40

Final totals; Angles-3857; Miles-85.20; Squ. Miles-20; Soundings-22.

Tides

Plane of reference. 2.0 ft.

Lowest tide observed. 1.4 ft.

Highest tide observed. 12.0 ft.

Tide gauge on Rawley's wharf at Tennant's Harbor Me. It is about one mile from the entrance to the harbor and in open water. It is at the point marked (X) on the smooth sheet.

V.E.C.
Oct.31,1910.

HYDROGRAPHIC SHEET 3185.

Two Bush Channel from Old Cilley Ledge to Seaveys
Ledge, Maine by Asst. N. H. Heck in 1910.

TIDES.		Tenants Harbor ft.
Mean low water, or plane of reference on staff		2.0
Lowest tide observed	" "	0.5
Highest	" " " "	13.1
Mean range of tide		9.3

Coast and Geodetic Survey
NOV 2 1910
TIDAL DIVISION.

Hyd Sheet 3185

Nov. 9 1910

The work on this sheet has been verified
and found correct.

H. L. Simon

Applied to reconstruction 313 Jan. 1947