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Department of Commerce and Labor
COAST AND GEODETIC SURVEY

.....
Superintendent.

State:

DESCRIPTIVE REPORT.

Hyd. Sheet No. *3377*

LOCALITY:

.....
191
.....

CHIEF OF PARTY:

3377

Hyd. Sheet # 3377

Assistant E. F. Dickens in his letter transmitting Sheet #3377 states that the work on this sheet is not altogether reliable as it was done by inexperienced men: The work is, however, very good with the exception of lines 1st to 2nd day which line is, by reason of apparent error, temporarily rejected by direction of the Chief Draftsman,

The ground surveyed is fairly well covered but the soundings are not sufficiently close to permit of close development.

The crossings are generally good

Lines a day, and soundings, have not been plotted as Mr. Dickens recommends that all be rejected by reason that the party was breaking in a new Leadsman and Coxswain and the work is therefore, more or less unreliable, also the work is repeated on c + d days.

Attention is invited to line 1st to 2nd day and the shoal 2 fathom sounding shown in otherwise deep water, This sounding is questioned in the sounding book but whether by the Field Party or in this office is not known. This would appear to be an error.

Verified;

John D. Torrey

Aug 21, 1912.

This work is unreliable, as it was done under adverse conditions, namely a very rough sea, and by an in-experienced party. A number of soundings are plainly wrong, probably recorder's errors, but as they are generally too deep, it is of no import, except the line from pos 1 to pos 2 b, which was rejected by direction of Chief of S & E Div, until Asst. Dickens could be heard from. The lead-line correction on "c" and "d" values was only applied.

to soundings eight fathoms or deeper. If it had been applied to all soundings, most of the soundings on those days, under eight fathoms, would appear one foot shoaler on the finished sheet.

R. L. Johnston

The line from pos 26 b to 28 b, was also rejected by direction of Chief of D. & E. Div.

R. L. J.

VEO

Aug. 7, 1912.

HYDROGRAPHIC SHEET 3377.

Bristol Channel, Narragansett Bay, Rhode Island,
by Asst. E. F. Dickins in 1912.

TIDES.

	Bristol Ferry ft.
Mean low water, or plane of reference on staff	1.2
Lowest tide observed " "	-0.3
Highest " " " "	6.6
Mean range of tide	4.0

RECEIVED
BY ASSISTANT
AND REFERRED
AUG 7 1912
TIDAL DIV.

Coast and Geodetic Survey
AUG 7 1912
TIDAL DIVISION

3377 Additional

3377 Additional

Form 504

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

....., Director

State: Rhode Island

DESCRIPTIVE REPORT

Topographic }
Hydrographic }

Sheet No. 3377 Additional

LOCALITY

Narraganset Bay

Bristol Ferry

1926

CHIEF OF PARTY

A.J. Hoskinson

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

REG. NO. 3377 Additional

The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. _____

REGISTER NO. 3377 Additional

State Rhode Island

General locality ~~Bristol Harbor~~ Narragansett Bay

Locality Bristol Ferry

Scale 1 - 5000 Date of survey Dec. 13 & 14, 1926

Vessel Launch Rodgers

Chief of Party Albert J Hoskinson

Surveyed by Albert J Hoskinson

Protracted by _____

Soundings penciled by _____

Soundings in ~~fathoms~~ feet

Plane of reference _____

Subdivision of wire dragged areas by _____

Inked by _____

Verified by _____

Instructions dated Nov. 11, 1926

Remarks: The purpose of this survey was to search for a reported 9 foot spot. No indication of the spot was found.

D E S C R I P T I V E R E P O R T

To accompany Hydrographic sheet "A" Bristol Ferry R.I.

PURPOSE

The purpose of this survey was to make a search for a reported 9 foot spot 200 feet off of the red spar buoy east of Bristol Ferry L.H.

CONTROLS and SIGNALS

The location of all signals was taken from a photostat copy of Hydrographic sheet # 3377.

Bristol Ferry L.H. (Bris. in sounding vol.) is an old triangulation signal

Mussel L.H. (Mus. in Sdg. Vol.) is an old triangulation signal.

Hog I. Shoal L.H. (Hog in Sdg. Vol.) is an old triangulation signal.

Tip is the N.W. corner of the dock as shown on the photostat sheet.

Dock is the N.E. corner of the dock as shown on the Photostat sheet.

METHOD

Lines of soundings closely spaced were run over the entire area of the reported shoal. The launch was run very slow just fast enough to hold steerage way. The sounding lead was lifted just far enough from the bottom to get a vertical cast for the next sounding, thus spacing the soundings only a few feet apart. No attempt was made to record every soundings but the depth at intervals of about 10 seconds was recorded.

After the area had been covered by sounding a small marlin sweep about 150 feet in length was constructed and the area very carefully covered several times from four directions with the sweep set at various depths from 12 feet to a depth that just cleared the bottom.

No indication of the reported 9 foot spot was discovered and it is my belief that the spot does not exist in the location reported.

Albert J. Hoskinson
Albert J. Hoskinson

● Verification Report on Hydrographic Sheet No. 3377 (additional)

● The sounding record conforms to the requirements of the General Instructions except that no bottom characteristics are recorded.

The protracting and plotting of soundings were found correct.

February 26, 1927

C. E. Christopherson

AND REFER TO No. 11-DEM

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

WASHINGTON

March 25, 1927.

SECTION OF FIELD RECORDS

Report on Hydrographic Sheet No. 3377 (Additional work)
Vicinity of Bristol Ferry, Narragansett Bay, Rhode Island.

Surveyed in 1926

Instructions not available

Chief of Party, A. J. Hoskinson.

Surveyed by A. J. H.

Protracted and soundings plotted by H. E. MacEwen.

Verified and inked by C. E. Christopherson.

1. The records conform to the requirements of the General Instructions.
2. The plan and extent of the survey satisfy the specific instructions.
3. The sounding line crossings are adequate and the information is sufficient for drawing the usual depth curves.
4. The junctions with the overlapping surveys (made in 1912 and 1913) are adequate.
5. The purpose of this survey was to locate a reported rock (see Chart Division letter 493 of 1926).
6. The reported location of the rock is somewhat indefinite, but the spot is believed to have been covered by the sounding lines. In addition to the sounding Mr. Hoskinson covered a larger area with an improvised drag. No indications of the rock were found, and it is probable that the vessel was on the 11 foot spot southeast of the original position of the buoy.

7. As the rock is evidently a small boulder and in view of the lack of standard equipment it was decided by the Chiefs of the Field Records and Cartographic Sections to retain the buoy and 9 foot sounding as on the present chart.
8. When opportunity offers the area should be dragged with standard equipment.
9. The character and scope of the surveying are excellent.
10. Reviewed by E. P. Ellis, March, 1927.

Approved:

Chief, Section of Field Records (Charts)

Chief, Section of Field Wrok (H. & T.)

February 16, 1927.

Division of Hydrography and Topography:

Division of Charts:

Tide reducers are approved in
volumes of sounding records for

1 add'l. HYDROGRAPHIC SHEET

Locality:

5377

Chief of Party:

Plane of reference ~~at~~ **Woods Hole**

0.1 ft. on tide staff at ~~Woods Hole~~
Bristol Ferry L.H.

Condition of records satisfactory except as checked below:

1. Locality and sublocality of survey omitted.
2. Month and day of month omitted.
3. Time meridian not given at beginning of day's work.
4. Time (whether A.M. or P.M.) not given at beginning of day's work.
5. Soundings (whether in feet or fathoms) not clearly shown in record.
6. Leadline correction entered in wrong column.
7. Field reductions entered in "Office" column.
8. Location of tide gauge not given at beginning of each day's work.
9. Leadline corrections not clearly stated.
10. Kind of sounding tube used not stated.
11. Sounding tube No. entered in column of "Soundings" instead of "Remarks".
12. Legibility of record could be improved.
13. Remarks.

G. W. Rude

Chief, Division of Tides and Currents.

Compared with reconstruction chart 278 2.711. a. 7-21-45