

4898

Diag. Cht. No. 1209-2

Form 504

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

....., Director

State: Mass. \_\_\_\_\_

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DESCRIPTIVE REPORT

~~Topographic~~ <sup>3A & 3B</sup> Sheet No. 4898  
~~Hydrographic~~

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LOCALITY

Marthas Vinyard \_\_\_\_\_  
Edgartown and Oak Bluffs \_\_\_\_\_

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1928

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CHIEF OF PARTY

C.K. Green \_\_\_\_\_

GOVERNMENT PRINTING OFFICE

4898

DESCRIPTIVE REPORT TO ACCOMPANY HYDROGRAPHIC SHEET #3A 4898

Instructions dated - August 1, 1928.

SURVEY METHODS

Launch #66 was used for the entire survey, with the exception of detached soundings obtained on Middle Ground Shoal using the skiff. Standard methods were employed and all soundings obtained using wire centered leadline.

DISCREPANCIES

Time intervals between soundings from positions 89 to 90A and 99 to 101A were found to be incomplete and questionable. A new recorder was tried out during that time, who became confused. These soundings have been rejected and the sounding lines re-run. The soundings on the positions, however, have been retained.

Positions 69 and 70B were questioned and the positions plotted with reference to the end of the dock, rather than use the fixes taken. This discrepancy was found while plotting the smooth sheet.

DANGERS

Middle Ground Shoal is to be avoided when in the Inner Harbor. It is now marked at the northern end by a black and red spar buoy. A least depth of 5 feet was found on the shoal.

A shoal makes out to the westward of the point of Chappaquiddick Island some 200 meters which is marked by a black spar buoy.

CHANNELS

To enter the inner harbor at Edgartown from approximately 60 meters south of red spar buoy No. 6, hold a prominent white flagpole, near the waterfront, on the southern edge of the white square church clock tower and follow this range to the docks. Sixteen feet was the least depth found on this range.

ANCHORAGES

Vessels may anchor south of Middle Ground Shoal in 4 to 5 fathoms of water with sticky bottom.

COMPARISON WITH PREVIOUS SURVEYS

Depths found compare favorably with those shown on sheets H 1829 and H 2090. At the northern and eastern edges of the survey, soundings obtained show an increase in depth of one and two feet. This, however, will not cause any extensive change in the depth curves.

The 12½ foot spot, shown approximately 250 meters SSE of the lighthouse on sheet H 1829, was not verified. Fifteen and sixteen feet was the least depth found in this vicinity. The 12 foot curve has the same general shape but is about 25 meters further inshore.

A least depth of 5 feet was found on Middle Ground Shoal where 4 feet is now shown on the chart. This area was thoroughly investigated using a skiff, and feeling around for least depth with a leadline after a system of sounding lines had been run over the shoal with the launch.

MISCELLANEOUS NOTES

During "A" day, uneven time intervals will be found. As the lines were so short and the change in depth quite rapid, it was decided to record the soundings as fast as the leadsman could sound.

Soundings between positions 102 to 104C were not penciled on the smooth sheet. The sounding lines were found to be very close in this area and as the soundings show no unusual shoal depths, it was decided to leave them out.

Only the shoalest of several detached soundings taken on Middle Ground Shoal is shown on the smooth sheet.

STATISTICS

Statistics for sheet, field No. 3A

Date 1928	Letter	Volume	Positions	S'd'gs.	Miles of Sdg. Lines (Stat.)	Vessel
Sept. 28	A	1	174	551	8.0	'Launch #66
" 29	B	1	127	426	7.2	" "
Oct. 1	C	1	157	470	6.4	" " & Skiff
" 12	D	1	16	60	0.8	" " "
Totals			474	1507	22.4	

*Carl F. Ehlers,*  
Carl F. Ehlers,  
Jr. H. & G. Eng'r.

TIDAL DATA - HYDROGRAPHIC SHEET #3A 4898

Portable automatic tide gauge #166 located in -  
Lat.  $41^{\circ} - 23.3'$   
Long.  $70^{\circ} - 30.8'$

Plane of reference on gauge	-	1.7 ft. MLW
Highest tide	" "	4.6 ft.
Lowest tide	" "	1.2 ft.

DESCRIPTIVE REPORT TO ACCOMPANY HYDROGRAPHIC SHEET #3B

Instructions dated - August 1, 1928.

SURVEY METHODS

Launch #66 was used for the major part of the work. Several detached soundings were obtained using the skiff. Soundings were taken using the hand lead with wire centered line. Standard survey methods were followed.

DISCREPANCIES

No discrepancies of any importance were found in plotting the smooth sheet.

DANGERS

- (1) A 12 foot sounding, on a small rock, (Pos. 137G) was obtained in  
Lat.- 41°- 28' - 60 meters  
Long.- 70°- 33' - 705 meters

This area was thoroughly investigated by drift lines when searching for Rhode Island Rock. Surrounding depth is 14 and 15 feet.

- (2) A 12 foot sounding, on a rock, (140F) was obtained in  
Lat.- 41°- 27' - 1102 meters  
Long.- 70°- 33' - 180 meters

Considerable time was spent in this area with the skiff searching for least depth. Surrounding depth is 15 and 16 feet.

- (3) A 5½ foot sounding was obtained on Lone Rock (Pos. 56F) in  
Lat.- 41°- 27' - 434 meters  
Long.- 70°- 33' - 13 meters

This is the shoalest of numerous detached soundings taken in that vicinity.

- (4) A 7 foot sounding was obtained on a small area of rock (Pos. 87 & 94D) in  
Lat.- 41°- 27' - 00 meters  
Long.- 70°- 32' - 930 meters

This is the shoalest of several detached soundings on the same group of rocks.

CHANNELS

The entrance to Lake Anthony is limited by a depth of 6 feet between the jetties.

The project at Harts Haven was not completed at the time of this survey. Four feet was the least depth found in the entrance. It is proposed to have a controlling depth of 6 feet at MLW when the project is complete.

ANCHORAGES

There are no suitable anchorages outside but small craft may anchor in Lake Anthony.

COMPARISON WITH PREVIOUS SURVEYS

The 18 foot depths shown south of Bell Buoy "23" were verified. These, however, appear to be on the outer end of a shoal extending eastward from East Chop instead of being separate shoals as shown on the chart.

The depth of 9 feet on Rhode Island Rock was not verified. This area was thoroughly covered with drift lines and considerable time spent in feeling for shoaler depths, with the lead on the bottom which was visible at all times. A 12 foot sounding, obtained on a rock some 40 meters N by W of the charted 9 foot spot, was the least depth found in that vicinity. It is recommended that the 9 foot sounding be removed from the chart.

See Review attached.

The controlling depth in the entrance to Lake Anthony is now 6 feet, with 4 and 5 feet near the north jetty. The area in the lake shown as being dredged to 9 feet now has depths of 8 and 9 feet.

The 11 foot spot approximately 260 meters E by N of the end of the steamer dock was not verified. Drift lines were also run over this area and thorough investigation made with launch and skiff. Least depths found were 14 and 15 feet with 13 feet about 50 meters to the southward. It is recommended that the 11 foot sounding be removed from the chart.

See Review

Attention is called to the 12 foot sounding in Lat.- 41°- 27'- 1102 meters, Long.- 70°- 33'- 180 meters, near the red and black spar buoy. A depth of 15 feet is now shown on the chart in that vicinity.

The 12 foot spot, shown on the chart some 240 meters E of the steamer dock, was not verified but another 12 foot sounding found about 50 meters to the westward of the original location. Additional 12 foot soundings were found approximately 150 meters southwest near the 12 foot curve.

See Review

The 12 foot spot, shown on the chart 570 meters E by S of the end of the steamer dock, could not be found. Drift lines were run covering this area and the least found was 14 feet. It is recommended that this 12 foot spot be removed from the chart.

See Review

A least depth of 5 feet was obtained on Lone Rock where the chart now shows 4 feet. A difference in location was found, in that the new location is about 20 meters SSW of the charted location. There is only one rock. Only the detached sounding is shown on the smooth sheet.

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Seven feet was obtained on a small group of rocks in Lat.- 41°- 27'- 00 meters, Long.- 70°- 32'- 930 meters. The chart shows a depth of 8 feet 40 meters east of this 7 foot sounding. The 8 foot sounding was not verified although several detached soundings were taken in that vicinity. It is recommended that the 7 foot sounding be substituted for the original 8 foot sounding shown on the chart.

Five and one-half feet was the least depth found on a small rock about 100 meters south of the steamer dock where one-half foot is now shown.

Considerable difference in the location of the 18 foot curve was found. The 17 foot soundings shown outside of this curve were not verified. At the limits of the survey, the depth curves agree very closely with those shown on the chart. A junction can be made without extensive alteration of the depth curves.

MISCELLANEOUS NOTES

Drift lines were plotted on the overlay sheet. Only the shoalest of the various groups of detached soundings are shown on the smooth sheet. The remainder have not been plotted.

\* A to E days were originally recorded in wire drag records due to the shortage of sounding records. This work has been copied into regulation sounding records and checked. Positions for A to E days were protracted using the original records. These original records are being submitted in addition to the sounding records.

\* These two volumes (containing A to E days) destroyed Oct. 25, 1929 - after sheet had been verified, inked, and reviewed.

J. Walker P.S. Not destroyed Oct. 25, 1929 J.W.

STATISTICS

Statistics for sheet, field No.3B

Date 1928	Letter	Volume	Positions	Sdgs.	Miles of Sdg.Lines (Stat.)	Vessel
Oct.4	A	1	157	582	9.2	Launch #66
" 5	B	1	195	717	11.0	" "
" 6	C	1	83	287	3.6	" "
" 8	D	2	176	597	8.2	" "
" 9	E	2	17	109	0.6	Skiff
" 10	F	2	117	427	4.5	Launch #66 & Skiff
" 11	G	2&3	142	432	6.1	" " " "
" 12	H	3	77	319	1.8	" "
	Totals		964	3470	45.0	

*Carl F. Ehlers*

Carl F. Ehlers,  
Jr. H. & G. Eng'r.

TIDAL DATA - HYDROGRAPHIC SHEET #3B. 4898

Portable automatic tide gauge #166 located in -  
Lat.  $41^{\circ} - 27.5'$   
Long.  $70^{\circ} - 33.3'$

Plane of reference on gauge	-	2.7 ft. MLW
Highest tide	" "	5.5 ft.
Lowest tide	" "	2.3 ft.

Sec. of Field Records.

July 1, 1929.

EAR

Division of Hydrography and Topography:

Division of Charts:

Tide Reducers are approved in  
4 volumes of sounding records for

HYDROGRAPHIC SHEET 4898

Locality: **Marthas Vineyard, Mass.**

Chief of Party: **C. K. Green in 1928.**

Plane of reference is **mean low water, reading**

**1.7 ft. on tide staff at Yacht Club Wharf, Edgartown.**

**2.8 ft. ~~below H. M.~~ on tide staff at Steamboat Wharf, Oak Bluffs.**

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 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.

**Paul C. Whitney**

Chief, Division of Tides and Currents.

DEPARTMENT OF COMMERCE

AND REFER TO No. 11-DEM

U. S. COAST AND GEODETIC SURVEY

WASHINGTON

October 25, 1929.

SECTION OF FIELD RECORDS

Report on Hydrographic Sheet No. 4898

Egartown and Oak Bluffs, Massachusetts

Surveyed in 1928

Instructions dated August 1, 1928 (Finnegan)

Chief of Party, C. K. Green.

Surveyed by H. E. Finnegan.

Protracted and soundings plotted by C. K. G. and C.F. Ehlers.

Verified and inked by J. T. Walker.

A. OAK BLUFFS SURVEY

The work conforms throughout to the General and specific instructions.

The following dispositions should be made of the cartographic problems raised by this survey:

1. Rhode Island Rock

The rock was first reported in Oct. 1902 by the Lighthouse Bureau (Letter 727 - 1902) as having been struck by the Steamer RHODE ISLAND. A survey was later made by Captain Paris in 1903 and the position of the rock actually determined with 9 1/2 feet over it (see H. 1829 bis). The sounding volume containing this rock cannot be located at the present time, so the plotting is assumed correct. The rock no doubt is of very small extent and one that could very easily be missed even on closely spaced lines. This is conspicuously illustrated by soundings taken in this vicinity on two consecutive days on the latest survey (H. 4898). A 12 foot sounding was obtained at 137 G not far from the 9 1/2 foot rock in question. The record says "detached sounding on Boulder." On the following day a drift line was run across this 12 foot boulder, with the bottom visible and a sounding of 14 feet was obtained practically over the identical spot where the 12 had been obtained on the previous day. This circumstance should be sufficient to emphasize the practical impossibility of disproving the existence of small boulders or sharp pinnacles by the usual methods of sounding. The value of such examinations is merely corroborative but seldom sufficient to <sup>ordinarily</sup> negative the existence of rocks. It is even doubtful whether an <sup>ordinary</sup> wire drag examination would be conclusive

in establishing the non-existence of such boulders, as it has been known for the drag to slide over such obstructions. Therefore, in such cases, if the authenticity of the rock has been definitely determined by a previous survey and no subsequent information is available to show that the rock has actually been removed, it should be retained.

In view of the information brought to light by the office investigation, it would be considered dangerous practice to follow the recommendation made by the field party, and there<sup>fore</sup> it is recommended that Rhode Island Rock be retained on the charts with its present depth and in its present position.

## 2. Schoolship Rock

Owing to the considerable confusion that has existed regarding this rock or rocks, the following detailed investigation has been made with a view to clearing up and coordinating the various sources of information existing in the office at the present time:

### a. From 1871 survey (H. 1106)

This rock was first located on H. 1106 in 1871. As the rock is mentioned by name in the sounding volumes it is evident that the surveyor was aware of its existence at the time. It is also referred to in the same volume as Lone Rock. (See positions 10, 11 and 12 p.) All the work pertaining to this rock from the 1871 survey was re-plotted on the 1887 survey (H. 1829) because the required control was not plotted on H. 1106. The signals used were identified on H. 1829 and corresponding names are given here in case it should be desired to further verify the work. ○ Field Ho., ○ Chapel and ○ Ch. tower on the 1871 survey were found to be the same as △ High, △ Union Chapel and ○ Cote on the 1887 survey (H. 1829).

There appears to be no doubt as to the location of the rock on this survey. At positions 10 and 11 p there are two fixes taken directly over the rock. At 12 p another fix was taken but this is weak. It, however, serves to verify the first 2 positions. At these three positions, the rock is referred to as "Lone Rock." From position 12 p the line runs south to a 5 foot rock (called "Lone Rock" on the chart since edition of 1877), about 700 meters away (see positions 14 and 15 p) and immediately following position 12 p the record says "Line from Schoolship Rock." While there may be some confusion as to names, there is no doubt that a rock exists in the location shown for Schoolship Rock on the 1871 survey. Schoolship Rock is further noted in the records near position 32 p. The line begins near the rock, but no position is given. Again, between positions 1 and 2 q and between 2 and 3 q the rock is again mentioned. Judging from the notes in the record it would seem that either the rock was visible or else there was some marker on it. Since the location of the rock on the two days (p and q) are in agreement, there would seem to

be no doubt that "Schoolship Rock" existed as shown on the 1871 survey (H. 1106). This particular rock is no longer of any importance since it was removed from the charts as a result of removal work done in November 1926 (see letter 606 - 1927, Division of Charts). The present survey shows 16 feet over the spot and 12 feet about 40 meters away.

b. From 1887 survey (H. 1829)

In November 1887, Ensign Swift (under Lieut. Perkins) was dragging for Schoolship Rock with the drag set 15 feet under water (tide 1.9 feet). A note in the record at pos. 1-M, vol. 1 of 3, says "Struck rock and drag broke adrift." The boat was evidently proceeding in a southerly direction and the drag must have caught close to position 1-M, in the vicinity of the 11 foot rock found later at pos. 1-D in July 1888 (see notes below). Why Ensign Swift did not go back and re-examine the vicinity of the grounding is not known, unless he was much closer to position 2 M than is suspected. Of course there is the possibility that positions 2 M and 3 M locating the buoy, belong near the July 1888 location (pos. 1 and 2 D). The loci of the left angles pass near this 1888 location, but no even change in the right angles will bring it near this position. The writer is rather inclined to doubt that positions 2 and 3 M belong near the 1888 location. If it did, it would be logical to expect that the surveyor would use the same right object as he used on pos. 1 M close by (E. Chop L. H.). But the fact that he changed from  $\Delta$  E. Chop L. H. to  $\Delta$  View would indicate that in all probability he could not see E. Chop L. H. from where he was. By drawing a profile of the line from pos. 2 M as plotted on the sheet to E. Chop L. H. and allowing for the height of the tower above the ground, and the height of the surveyor's eye above the water, it is evident that at this position E. Chop L. H. was either barely visible or not visible at all. Therefore, the surveyor used  $\Delta$  View instead.

Positions 2 M and 3 M locate the horizontal striped buoy at Schoolship Rock. This position is about 135 meters south of the rock located in 1871. The least depth found was 11 feet, the same as in 1871, and the surrounding depths are the same as around the 1871 location. It was thought that possibly these two positions belong at the 1871 location of Schoolship Rock, since it is not clear why the buoy should have been placed in a position other than at the 1871 location, which was then the only known location of Schoolship Rock. Moreover, the 1871 party had ranges for the rock and from the records for that survey it appears that the rock could be seen (see comments under (a) above). The Lighthouse Bureau should therefore have had no difficulty in placing the buoy on the rock found in 1871. Our standard of 1877 for chart 112 shows the buoy at the 1871 location, but the scale is small and inadequate for determining the exact location of the buoy.

An attempt was therefore made to reconcile positions 2 and 3 M with the 1871 location of the rock. By assuming the left angle as the right angle and rejecting the right angle entirely the locus passes close to the 1871 location, or by increasing the right angle 10° and changing the fix from View-Light-Cote to High-View-Light a location close to the desired one is obtained. Either of these assumptions is considered too far-fetched, and hence the only other hypothesis is that there exists another 11 foot spot where the 1887 party found it, and when the Lighthouse Bureau first planted the buoy, they felt around and found this spot and believing that it was the rock it was to mark, dropped ~~the buoy~~ there.

The present survey (H. 4898) shows 14 and 15 feet around this 11 foot spot, but for a boulder strewn bottom the development cannot be considered sufficient to remove the 11. And as no information exists to show that this rock has actually been removed, it should be retained on the charts.

c.- From July 1888 examination (H. 1829)

This work was apparently undertaken pursuant to instructions from the office dated July 2, 1888. This letter cannot be located but it is referred to in a letter from Lieut. Paine dated July 26, 1888 (see letter 1366 of 1888 - Office of Hydrographic Inspector, filed in the Library.) At this time Ensign Swift was again in charge of the surveying, and was familiar with Schoolship Rock. Yet on this work he placed the rock and buoy about 320 meters north of his location in November 1887 (see positions 1 and 2 D in vol. 3 of 3, H. 1829). As in the 1887 work (see (b) above) there is an inexplicable circumstance about the buoy supposed to mark this rock. According to a letter from Lieut. Paine dated Oct. 10, 1888 and filed in the Library (as Letter 1821 of 1888 - Office of Hydrographic Inspector), the Lighthouse Bureau planted a buoy on the ranges furnished by Lieut. Perkins under whose supervision the 1887 work was done. It is not clear in the first place why it was necessary for the Lighthouse Bureau to drop another buoy, as ~~is~~ intimated in Letter 1821, since the 1887 survey showed that a buoy was already there. Secondly, if they did drop a buoy on the ranges furnished by Lieut. Perkins, then it should have been on the position located in 1887 instead of in the July 1888 position. Of course, a possible explanation would be that Captain Norton of Cottage City, who piloted the Lighthouse steamer when they planted the buoy after the Nov. 1887 survey, knew approximately where the School Ship struck and had them drop the buoy there. This appears to be borne out by a statement in Letter 1821 attributed to Ensign Swift that the location of the rock in Oct. 1888 (this will be taken up below) which agrees with the July 1888 location, is the rock on which the Schoolship struck, his authority being Captain Norton. Another link in this chain of reasoning is the fact that in a letter from the Lighthouse Board (Lighthouse

Board's Letter 711 of May 18, 1891, filed in Archives under Office of Hydrographic Inspector) a section of chart 347 is enclosed showing the buoy as located in July 1888 and with the instruction to move the buoy to the 9 1/2 foot sounding (located in Oct. 1888 and discussed below). This tends to corroborate the existence of the buoy in the July 1888 location. The fact that the buoy was moved by the Lighthouse Board to the 9 1/2 foot sounding casts no doubt on the 11 foot sounding located in July 1888, but it was probably considered that for ~~the~~ purposes of local navigation it was more important that the 9 1/2 foot sounding be marked.

For final recommendations regarding this sounding see remarks under subdivision (c) below.

d. From October 1888 examination (H. 1829)

When the July 1888 work was plotted in the office it evidently appeared that a third location had been obtained for what was thought to be the same rock. Lieut. Paine was then instructed to "clear up the School Ship Rock business," and Ensign Swift was again assigned to the work. On Oct. 6, 1888 the re-examination was made and the data submitted on Oct. 10th, 1888. The soundings and positions taken are not recorded in any of the sounding volumes but will be found attached to Letter 1821 of 1888 and filed in the archives as previously noted.

In this re-examination, the location of the 11 foot rock and buoy found in July 1888 (pos 1 and 2 D) was verified. In addition to this a new 9 1/2 foot rock was located about 30 meters southeast of the location for Schoolship on the 1871 survey. This rock was removed from the charts following the supposed removal of the rock in Nov. 1926 (see letter 606 - 1927, Div. of Charts) and since the present survey, H. 4898, shows 15 to 16 feet here with a 12 foot rocky sounding about 40 m. away, it will be given no further consideration.

With regard to the 11 foot sounding (apparently Schoolship Rock) found in July 1888 and verified in Oct. 1888, there seems to be no good authority for removing it from the charts. While it is true the present survey H. 4898 shows 15 and 16 feet in the vicinity, it should be borne in mind that in both cases when the rock was located 16 and 17 feet was found alongside. It is therefore quite evident that it is of very small extent and hence the principle laid down in the ~~comment~~ under Rhode Island Rock (see page 1 of this report) for removal of such rocks from the charts is applicable in this case. It is therefore recommended that the 11 foot sounding in lat. 41° 27' 1326 m., long. 70° 33' 120 m. should be retained on the charts.

There remains one further point to dispose of: Letter 1821 of 1888 from Lieut. Paine to the Hydrographic Inspector forwarding data on the re-examination of Schoolship Rock made in Oct. 1888, states that Ensign Swift "seems to think that the rock which he located in Nov. 1887 is the same as the one he located in July 1888 and verified in Oct. 1888, and that some mistake was made in plotting the 1887 work on the tracing." It should be stated here that the 1887 work relating to this rock was replotted on the sheet and found to be correct as shown. The theory advanced by Ensign Swift is, I believe, negatived by the observations made under paragraph 2, b above.

In conclusion, it should be noted that while much confusion has existed regarding Schoolship Rock, most of this was a result of the uncertainty as to just where the School Ship struck and the belief that only one rock existed. Sufficient evidence seems to have been adduced in the above investigation to prove that several rocks actually existed in this locality and since information is available of only the 1871 rock having been removed, the others must be retained as they are at present shown on the charts.

For the convenience of the compiler a summary of the recommendations made above is given:

- a. Retain Rhode Island Rock.
  - b. Retain the 11 foot sounding in lat. 41° 27' 1000 m., Long. 70° 23' 190 m.
  - c. Retain the 11 foot sounding in lat. 41° 27' 1326 m., Long. 70° 33' 120 m.
3. The charted 17 foot sounding in lat. 41° 27' 1560 m., long. 70° 32' 1140 m. (authority H. 1829) can be removed from the charts. There has been a general deepening in this vicinity and since the bottom is sandy it is not likely that the 17 foot sounding would persist.
  4. The charted 12 foot sounding in lat. 41° 27' 790 m., long. 70° 32' 1250 m. (authority H. 1829 - 12 1/2 feet) can be removed from the charts. There has been a deepening here and since there is no evidence that the sounding was on a rock, it need not be retained.
  5. The 1/2 foot charted rock about 100 meters south of the Oak Bluffs Wharf (authority H. 1829, pos. 1-C) has been examined and 5 feet found on the new survey. A rock awash at mean low water was, however, found about 50 meters to the southwest. As the spot is close inshore it is of no great importance.

6. Additional Work.

No additional work is necessary within the limits covered by this survey unless it is desired to definitely verify the existence of the above mentioned rocks; in which case a special drag such as a pipe drag should be used.

It would appear logical that such an investigation as has been made in the office subsequent to the field work should have been made as a preliminary step in order to determine in advance the type of survey required. For, as has been previously pointed out, a type of survey such as was made here has only corroborative value, but is seldom sufficient to remove rocks from a chart.

B. EDGARTOWN SURVEY

The work conforms to the General and specific instructions. No cartographic problems of importance are raised by the new survey. The new work is in sufficient detail to eliminate the need for using any of the old information. Beyond its limits no difficulty should be experienced in making a proper junction with the old work.

Reviewed by A. L. Shalowitz, Cartographic Engineer, Oct. 1929.

Approved:

  
\_\_\_\_\_  
Chief, Section of Field Records (CHARTS)

  
\_\_\_\_\_  
Chief, Section of Field Work (H. & T.)

## Section of Field Records.

Report on Sheet No. 4898  
Chief of Party C. K. Green  
Protracted by C. K. G. & C. F. Ehlers  
Verified and Inked by  
J. T. Walker

Surveyed in 1928  
Surveyed by F. Finnigan  
Soundings plotted by  
C. K. G. & C. F. E.

The sounding records were complete and were neatly kept.

The protracting was accurately done.

The soundings were carefully plotted and the time intervals were adhered to.

The channels and shoals seemed to be sufficiently developed.

The sheet was clean and the work was legible.

The drafting conformed to General Instructions for field work.

On the Edgartown sheet some of the sounding lines split the lines of the old survey and the new survey is to be used in conjunction with the old.

There was no overlap as there was no other modern work in the vicinity.

In the Descriptive report of the Oak Bluffs sheet under the heading, "Comparison with previous surveys," the sixth paragraph, describing a 12 foot spot 240 m. E  $\frac{1}{2}$  S of the steamer dock seems to be confused. There is a 12 foot spot shown on chart 346 which is about 325 m. eastward of the dock. This spot plots on the smooth sheet in a depth of 15 feet, 40 m. east of a 12 foot spot.

Reviewed by \_\_\_\_\_

Respectfully submitted  
J. Walker  
9/17/29

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

C. & G. SURVEY  
L. & A.  
MAY 25 1928  
Acc. No.

REG. NO. 4898

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. 3A & 3B

REGISTER NO. 4898

State Massachusetts

General locality Martha's Vineyard

Locality Edgartown and Oak Bluffs

Scale 1 - 10,000 Date of survey Sept. 28 to Oct. 12, 1928

Vessel Launch Ogden & #66

Chief of Party Chas. K. Green

Surveyed by H. E. Finnegan

Protracted by C. K. Green and C. F. Ehlers

Soundings penciled by C. K. Green and C. F. Ehlers

Soundings in ~~fathoms~~ feet

Plane of reference MLW

Subdivision of wire dragged areas by

Inked by J. T. Walker

Verified by J. T. W.

Instructions dated August 1, 1928.

Remarks:

Field Records Section (Charts)

HYDROGRAPHIC SHEET No. 4898

The following statistics will be submitted with the cartographer's report on the sheet:

Number of positions on sheet . 1438  
Number of positions checked . 390  
Number of positions revised . . . 9  
Number of soundings recorded . 4977  
Number of soundings revised . . 12  
Number of signals erroneously  
plotted or transferred . . . . . 0

Date: - Sept. 17, 1929 -  
Cartographer: - J. Walker -

Applied to new Cht 261 through insets of Chts 346 & 347  
Oct 13, 1961 G.R. Johnson

6-26-61

6-19-61