

5314 (W.D.)

U. S. COAST & GEODETIC SURVY
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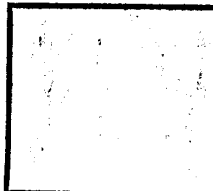
5314 (W.D.)

Form 504
Ed. June, 1929

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

R. S. Patton, Director



State: Massachusetts

DESCRIPTIVE REPORT

~~Hydrographic~~
Hydrographic

Wire Drag
Sheet No.

5314

LOCALITY

Nantucket Sound

Entrance to Edgartown Harbor

19-33

CHIEF OF PARTY

H. A. Cotton

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

REG. NO. 5314 W.D.

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. 5314 W.D.

State Massachusetts

General locality Nantucket Sound

Locality Entrance to Edgartown Harbor

Scale 20,000 Date of survey Oct. 12, 13, 1933

Vessel _____

Chief of Party H. A. Cotton

Surveyed by W. F. Deane

Protracted by _____

Soundings penciled by _____

Soundings in ~~fathoms~~ feet

Plane of reference _____

Subdivision of wire dragged areas by _____

Inked by _____

Verified by Warren H. Bangs

Instructions dated Oct. 2, 1933, 1932

Remarks: Plotted on chart No. 346

DESCRIPTIVE REPORT TO ACCOMPANY WIRE DRAG SURVEY

ON CHART NO. 346

EDGARTOWN HARBOR.

Instructions: This survey was executed in compliance with the Director's Supplementary Instructions, Project HT-134, dated October 2, 1933. Reference should be made to Chart Letter No. 574.

Control: Landmarks and aids to navigation shown on Chart No. 346 were used for control.

Method: The usual wire drag survey was made and dual launch control was used for the drag strips. JOSEPHINE II, a hired motor boat, was used as tender to supplement the drag boats MARINDIN and OGDEN.

Detailed Description: A drag of 20.5 feet effective depth was taken from east to west with the intention of grounding on the shoal southwest of Ref. Bell Buoy "17". This drag grounded on charted 21 foot area and pulled off as the boats resumed towing after an extensive investigation to determine the least depth. The buoys tipped over in a manner indicating a shoal but the drag did not actually assume the "V" shape so familiar to the grounding on a pinnacle or wreck. The rise and fall of the sea caused by chop was responsible for the grounding on the 21 foot area.

For this reason no grounding depth is shown on this sheet

A drag of 18 feet effective depth was then taken over the area and grounded on the shoal southwest of Ref. Bell Buoy "17" with no sign of a ground near the place where the 20.5 feet drag hung up.

A drag of 20.5 feet effective depth was taken from east to west and grounded on the shoal southwest of Buoy "17" with no tipping of drag buoys until the shoal was reached.

A drag of 21.0 feet effective depth was taken in the same manner as the above strip with no ground until the charted shoal was reached.

Remarks: Interviews with flounder draggers, mackerel fishermen, and others revealed a unanimity of opinion that the NOURMAHAL actually was not in the fairway but in the rocky area to the westward. One fisherman was certain that the yacht passed on the wrong side of Ref. Bell Buoy "17". The ease with which inquiries were made and answered is best explained by the fact that the NOURMAHAL'S visit evinced considerable local interest because of her connection with President Roosevelt. An attached newspaper clipping states the consensus of opinion about Edgartown.

Tides: A tide staff was maintained at the Steamboat Wharf, Edgartown, during the period of operation. A reliable observer was hired to read the staff at hourly intervals.

The staff was connected by spirit levels to 3 established bench marks. Two level loops were run and closed within the allowable limit of error.

Location of Buoys: The positions on the chart of can buoy "1" and nun buoy "2"

checked closely with the fixes taken by the party.

The position obtained by the party of reflector bell buoy "17" plots 184 meters N 17° E True from the charted position. This latter discrepancy could account for the NOURMAHAL hitting the charted 11 feet sounding while attempting to pass the buoy to port enough to clear the spot.

Respectfully,

William F. Deane

William F. Deane
Aid, Coast & Geodetic Survey.

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Respectfully,

William F. Deane

William F. Deane
Aid, Coast & Geodetic Survey.

457
RRY

22-AHH
1885-1990

October 5, 1933.

Mr. Gustaf Klang, Master,
Yacht Nourmahal,
c/o Vincent Astor,
23 West 26th Street,
New York, New York.

Dear Sir:

Referring to previous correspondence with you regarding the striking of a submerged object by the Yacht Nourmahal in approaching Edgartown Harbor, there is enclosed for your information, copy of recent instructions to one of our field parties to make a wire drag examination of this region.

This work is being done in accordance with the recommendation contained in the last paragraph of your letter of September 18, 1933 which was forwarded to this Bureau from the Hydrographic Office.

(Signed) PAUL C. WHITNEY

Acting Director.

Enclosure.

(Copy)

574

Yacht Nourmahal
c/o Vincent Astor,
23 West 26th Street,
New York, Sept. 18, 1933.

U.S. Hydrographic Office,
6 State Street,
New York City.

Gentlemen:

Supplementary to my report of September 12th, in reference to the yacht Nourmahal striking a submerged object in Edgartown Harbor, Mass.

The Nourmahal has been placed on drydock and a survey of the bottom shows several plates set up in the way of the fore and after intercostals showing that the vessel struck some very solid obstruction.

Several of the plates show a heavy score in the metal which would indicate that the submerged object either consisted of metal entirely or there was metal fastening protruding in way of scoring of these plates.

There is every indication that the object struck is a hazard to navigation and I would recommend and request that this spot as indicated by my report of September 12th be swept thoroughly to locate this sunken object.

Very truly yours,

Gustaf Klang,
Master, Yacht Nourmahal.

Inclosure "A"

is no admission fee.

TO DRAG FOR OBSTRUCTION

Two government survey boats arrived at Edgartown yesterday to drag for an obstruction near the bell buoy. The boats have been sent here by the War Department as the aftermath of an accident to the Vincent Astor yacht Nourmahal last summer. The big craft ripped a place in her bottom forty feet long and lost 30,000 gallons of oil from a tank between the double bottom. According to the master of the yacht, his chart showed thirty feet of water where he struck. The Nourmahal draws eighteen feet. Edgartown fishermen say, however, that the Nourmahal was out of the channel and in rocky territory where no boats of any size go.

SURVEY

574
COPY

Yacht Nourmahal,
c.o Vincent Astor,
23 West 26 Street,
New York, Sept., 12, 1933.

U.S. Hydrographic Office,
Washington, D.C.

Gentlemen:

Below please find abstract from my log which I believe is self-explanatory.

8.10 A.M. While going into Edgartown Harbour, Mass; leaving the black Bell Buoy No. 17 and passing the same about one quarter mile on starboard side steering true course 174 and heading up the harbour with the Red Buoy No. 2 well on starboard bow, vessel struck some submerged object about one quarter mile S.S.E. from Bell Buoy No. 17.

After anchoring went out in launch and took soundings about the place, but could not locate any spot in that position with less than twenty three (23) feet of water, Vessel at that time was drawing 15 feet forward, 16.7 feet aft.

Investigated as far as possible from inside vessel, but could not detect any damage.

Very truly yours,

Gustaf Klang,
Master, Yacht, "Nourmahal".

Scale 1:29000

56

hrd S

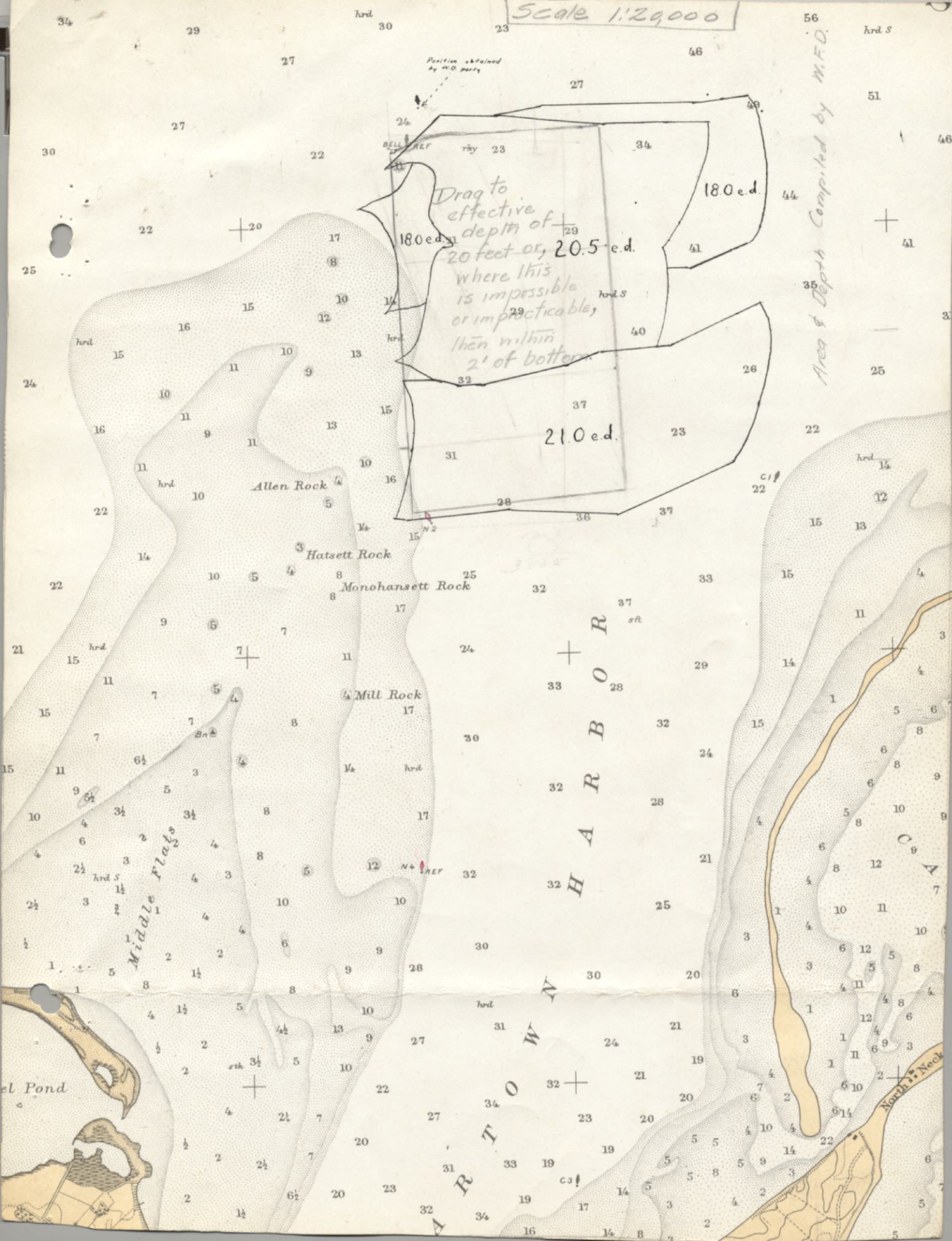
Position obtained by W.D. party

Drag to effective depth of 20 feet or 20.5 e.d. where this is impossible or impracticable, then within 2' of bottom.

180 e.d.

21.0 e.d.

Area & Depth Compiled by W.F.D.



ADDRESS ALL COMMUNICATIONS TO
SUPERINTENDENT OF LIGHTHOUSES
CHELSEA, MASS.

ONE-MCH

DEPARTMENT OF COMMERCE
LIGHTHOUSE SERVICE

OFFICE OF SUPERINTENDENT, 2D DISTRICT
37 MARGINAL STREET
CHELSEA, MASS.

October 6, 1933

U. S. Coast & Geodetic Survey,
107 Mamaroneck Avenue,
Mamaroneck, New York.

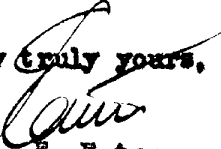
Attention of Lieut. Commander H. A. Cotton.

Dear Sirs:

In answer to your letter of October 3 relative to the yacht NOURMAHAL reporting having struck a submerged object in Edgartown Harbor, Mass., about a quarter mile south southeast from Bell Buoy No. 17, you are advised that there have been no changes made in any of the positions of the buoys you refer to, which are Outer Flats Bell Buoy 17, Edgartown Channel Buoy 2, and Stony Point Flats Buoy 1.

A copy of this letter is being sent to the U.S. Coast & Geodetic Survey, General Delivery, Edgartown, Mass., marked Hold until called for, as you requested.

Very truly yours,


Geo. E. Eaton
Superintendent.

Copy to U.S. Coast & Geodetic Survey, General Delivery, Edgartown, Mass.
envelope to be marked "Hold Until Called For".

November 2, 1933

Division of Hydrography and Topography:

✓ Division of Charts:

Tide Reducers are approved in
2 volumes of sounding records for

HYDROGRAPHIC SHEET 5314

Locality Entrance to Edgartown Harbor, Nantucket Sound, Massachusetts

Chief of Party: H. A. Cotton in 1933

Plane of reference is mean low water, reading

1.8 ft. on tide staff at Steamboat Wharf, Edgartown, Mass.
12.7 ft. below B. M. 6

Height of mean high water above plane of reference is 2.0 feet.

Condition of records satisfactory except as noted below:

Harrison
Acting Chief, Division of Tides and Currents

Section of Field Records

Nov. 27, 1933

Report on W.D. Sheet No. 5314

SURVEYED ON - OCT. 12 + 13, 1933.
CHIEF OF PARTY - H. A. COTTON.
SURVEYED BY - W. F. DEANE
PROTRACTED BY -
INKED BY -
VERIFIED BY - W. H. BAMFORD.

- 1/ The records conform to the requirements of the Hydrographic Manual.
- 2/ It is thought that drag strips running north + south (generally) would have covered the area in question more completely than the ones executed in a generally east and west direction. However the 18 foot drag strip 122 - 212 covered the area in question. The 20 ft. drag strip almost coincident with the 18 ft. drag strip, did not extend quite far enough westward to cover the spot where the ~~reported~~^{reported} obstruction was located by the commander of the yacht, "Nourmahal".
- 3/ Signal "TAN" (East Chop light) noted on page 2 - Vol #2 as being the north tangent East Chop, was found to be a light house 40 ft. high, constructed

3 CONTD.

since
determined
to be the
tangent
to high
water line
and the
drag was changed
accordingly.

in 1877, probably of stone or masonry. It is believed that the "north tangent" referred to is the north tangent of the stone or masonry structure. The light house was used in plotting all positions using signal TAN as one of the objects.

4. The only sheet submitted by the field party was a copy of Chart #346 with the drag work plotted on it. The work was plotted in red ink, which is contrary to the instructions contained on pg. 40 Special Publication No. 118.

5. Soundings obtained by the field party were plotted, by the verifier, in blue ink, due to the sds. on the chart being in black ink. The position numbers for the sds. were also plotted in blue ink by the verifier.

6. Several end buoy (F) positions were found to be plotted erroneously. These positions were replotted as the corrected positions tended to

6 CONTD.

decrease the effective width of the drag strips.

7/ There were several end buoy (F) positions plotted on the sheet, between recorded end buoy positions. As no record could be found for these intermediate positions - it was considered advisable to eliminate them from the sheet and draw the drag strip boundaries between recorded positions.

8/ It will be noted that on the drag strip 12a-21a the bight of the drag is drawn between the sdg. pos. 4a and end buoy (F) pos. 21a. The reason for this is that although the "stop" signal was sent to K launch at 4:25 P.M. - the sdg. pos. 6a was not taken until 4:30 P.M. Therefore as there is a difference of time of five minutes between the two - it was deemed advisable to draw the bight between the positions as mentioned.

THE BIGHT WAS EVENTUALLY DRAWN BETWEEN THE SDG. POS. 4a AND SDG. POS. 6a - IT BEING ASSUMED THAT THE DRAG THOUGH GROUND ON ONE END WAS PULLED AROUND TO SDG. POS. 6a - ON THE OTHER END.

9./ The title for this sheet was put on
by Mr Perkins.

10./ Two green circles - indicating the spots
where the groundings ~~was~~ reported were
shown - one based on the charted position
of Bell Buoy "17" - the other on the position
of Bell Buoy "17" as determined by the
field party - pg. 2 vol I of the adg. volumes.

Respectfully Submitted -

Warren H Bamford

File in descriptive report

POST-OFFICE ADDRESS: C/o Postmaster-Norfolk, Virginia

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

1933 DEC - 21 - AM 9:08

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
Ship- OCEANOGRAPHER

December 20th 1933.

To: The Director,
U. S. Coast & Geodetic Survey,
Washington, D. C.

From: William F. Deane, Ensign,
U. S. C. & G. S. S. OCEANOGRAPHER
Norfolk, Virginia.

Subject: Field Records Letter of December 8, 1933
Reference 80-DRM.

Reference is made to a letter from the Chief, Field Records to the Chief, Section of Field Work regarding the wire drag survey for an obstruction in Edgartown Harbor.

The tangent to the high water line was used for control. This was used only after extreme difficulty was experienced in maintaining the same fix as the guide launch. As the positions plotted satisfactorily in relation to those obtained from more rigid control, it was thought better to use the tangent than to trust to obscured signals. The lighthouse on East Chop was not used, as the bluff line prevented angles being taken.

Respectfully,

William F. Deane
William F. Deane, Ensign,
U. S. C. & G. Survey.

D-c

SECTION OF FIELD RECORDS
Report on W. D. Survey No. 5314.
Surveyed in 1933.
Instructions dated October 2, 1933.

Chief of Party - H. A. Cotton.
Surveyed by - W. F. Deane.
Protracted and soundings plotted by - Field Party.
Verified by - W. H. Bamford.

The purpose of this examination was to investigate the reported striking of the yacht "Nourmahal" in the vicinity of Bell buoy No. 17 at the entrance to Edgartown Harbor. (see letter attached to Descriptive Report.)

It is not considered that the area in the immediate vicinity of the reported striking has been adequately dragged to justify any statement that no shoaler depths exist here than shown on our present charts.

Considering the approximate position of the reported striking, the western limit of the drag should have been carried as close to the 18 foot curve as possible. In addition the split to the southward of the reported striking should have been covered. A part of this split may have actually been covered by the guide launch pulling the drag to the westward after the end launch sent "aground" at position 5b, but there is nothing in the records to indicate this.

In the case of the drag at position 21a it was assumed that the drag was pulled around by the end launch for five minutes after the N buoy was aground. The position of the "F" buoy at this time was taken from the tender record.

Results of Survey.

While the survey itself is not conclusive as to the existence or non-existence of an obstruction in the reported position, the fact that Bell buoy No. 17 was found to be considerably to the northward of its charted position may have thrown the "Nourmahal" much closer to the charted 11 foot spot than he thought he was. Some weight should also be given to the interviews had with local fishermen indicating a unanimity of opinion that the "Nourmahal" was not in the fairway but in the rocky area to the westward.

For these reasons it is not considered necessary that any further work be done here. It appears to the writer that the logical way to have executed this work would have been by running one or two drag strips in a north-south direction as close to the 18 foot curve as possible and to wrap the drag around the charted 11 foot spot near the bell buoy. No question would then have arisen regarding the actual limiting line of the drag, as is the case at present.

W. D. Survey No. 5314 - 2.

The effective depth of the drag over the reported striking is
18 feet.

Reviewed by - A. L. Shalowitz, Dec. 1933.

L. O. Colbert
L. O. Colbert,
Chief, Section of Field Records.

F. Borden
Chief, Section of Field Work.

Examined and approved:

W. B. Pomeroy
Chief, Division of Charts.

G. H. Lude
Chief, Division of H. & T.