6663

WIRE DRAG

Form 504
Rev. April 1935
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

~~Topographic~~ XXXXXXXXX
Hydrographic } Wire Drag *Sheet No.* 1001 ~ 1001B

State Maine

LOCALITY

~~Westbern~~ Casco Bay

Hussey Sound and Vicinity

~~To Portland Harbor~~

XXXX 1941

CHIEF OF PARTY

Fred L. Peacock

U. S. GOVERNMENT PRINTING OFFICE

6663
WIRE DRAG

Form 537
Ed. Dec., 1930

REG. NO.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

WIRE DRAG
HYDROGRAPHIC TITLE SHEET

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. WD-1001

REGISTER NO. H6663 (WIRE DRAG)

State Maine

General locality ~~Western~~ Casco Bay

Locality Hussey Sound and vicinity

Scale 1:10,000 Date of survey May-October, 1941

Vessel Sub-Party of the Ship OCEANOGRAPHER using Launches { MARINDIN / RODGERS / OGDEN

Chief of Party Fred. L. Peacock

Surveyed by F. R. Gossett and H. C. Applequist

Protracted by A. B. Brownell

Soundings penciled by H. C. Applequist and A. B. Brownell

Soundings in ~~fathoms~~ feet

Plane of reference Mean Low Water

Subdivision of wire dragged areas by H. C. Applequist and A. B. Brownell

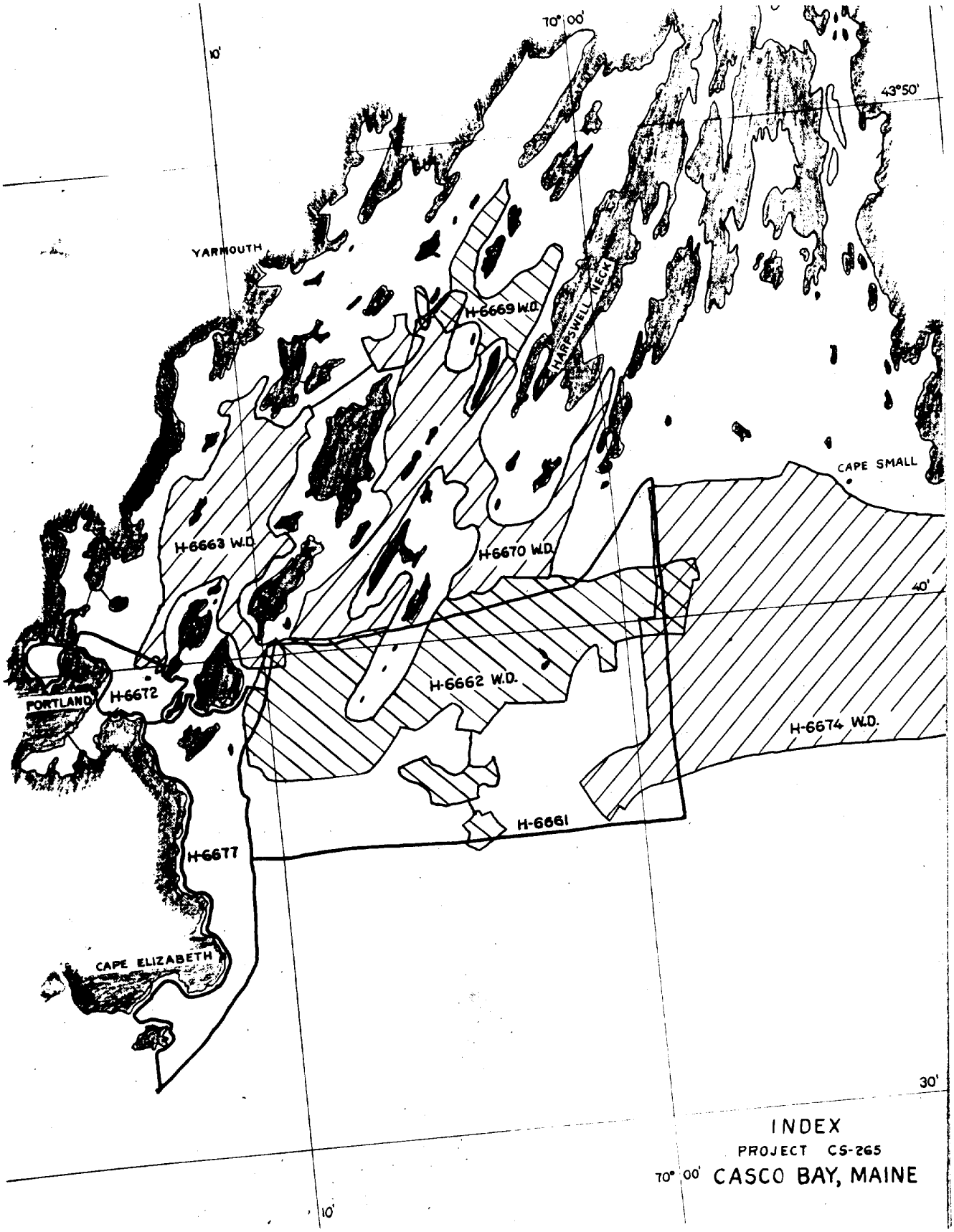
Inked by A. B. Brownell

Verified by R. H. Carstens

Instructions dated May 7, 1941

Remarks:

U. S. GOVERNMENT PRINTING OFFICE, 1933



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PROJECT CS-265

70° 00' CASCO BAY, MAINE

H6663 (1941)

DESCRIPTIVE REPORT TO ACCOMPANY WIRE DRAG SURVEY NUMBERS 1001 & 1001-B

INSTRUCTIONS.

This work was executed in accordance with Director's Instructions for Project CS-265 dated May 7, 1941.

The wire dragged area shown on the sheet extends from the entrance to Hussey Sound to Cousins Island and from Long and Chebeag Islands to the vicinity of Portland Harbor. Survey field number 1001-B is an extension of 1001 to connect the dragged area of 1001 with Portland Harbor.

1001 B was transferred to 1001

SURVEY METHODS.

In general, survey methods used were standard practice for "dual control" as described in Special Publication No. 118.

The launch MARINDIN was used as Guide launch and the launch RODGERS and OGDEN as end launchs. The RODGERS was exchanged for the OGDEN in order to cooperate with the party of I. E. Rittenburg by making the RODGERS power winch available for his drag work. A 30 foot motor self-bailing surf-boat which was formerly the property of the U. S. Coast Guard was used as a tender. At times considerable difficulty was experienced in keeping the end launch slowed down, especially with short drags. It became necessary to rig canvas buckets (or sea anchors) from the bow to tow along each side of the launch.

Due to the fact that no qualified personnel was available for dragmaster and since the drag lengths were relatively short, the operations of the tender were controlled by the officer in charge of the guide launch. Bos'n A. Pearson did most of the setting of the uprights. Testing and patrolling of the drag was done by the tender coxswain. An officer from one of the launches went aboard the tender to investigate groundings and take fixes.

Groundings and shoals were investigated using the hand-lead. Positions also were often taken to show the location of the bight of the drag around a shoal. As these positions were usually on the shoulder of a shoal or inside of a channel, the soundings at buoys are not necessarily the shoalest in the vicinity; also, since a drag buoy grounded on the shoulder of a shoal often has a tendency to ride up on the shoulder as the drag is wrapped in around the shoal, the effective depth claimed on the A and D sheet is behind the shoal soundings at buoys.

The tester used was of the same type as has been previously described by H. E. Finnegan consisting of a six foot iron rod suspended by marked stranded cable from a float with adjustable reel. The rod would be coated with fresh thick white paint, set to drag depth, and placed adrift ahead of the drag. As the bottom wire passed the tester, it scraped the white paint off the rod from the point of contact to the

10 ft, according to attached letter of Dec. 2, 1941

bottom section of the rod. This distance was readily measured to determine the lift on each line. Lifts were entered to $\frac{1}{2}$ foot in the same manner as tide reducers. The maximum lift obtained for any upright setting was usually used for that enter depth division of that drag strip,. except where special lifts were taken at the time of crossing a shoal. Occasionally, a greater lift than shown by tests was assumed for safety because of local conditions, such as ground swell, heavy chop or adverse towing conditions. A new rubber stamp for entering lift observations was designed by this party and will be found in the records for the latter part of the season.

Communication between the launches consisted of code signaling by wig-wig flag, and notes and sketches sent by the tender as messenger. Radio phone sets was installed during the latter half of the season. Draging operations were greatly facilitated when using the radio-phone sets.

One eight inch bottom wire made up in usual one hundred foot units was used. Because the party was unable to get delivery on new made up wire, a new splice was developed by Lieut. Rittenburg and Bos'n Pearson which was used extensively during the latter part of the season and which proved superior to the old socket or clevis made up sections. Considerable time was lost because of breakage of the old wire at the point where swedged fittings were connected.

The towline consisted of two or three units of bottom wire plus the towline. The average distance from the sweep hook to the point where angles were taken was about 30 feet making effective towline lengths of 230 (70 meters) and 330 feet (100 meters).

Signals were built and located by parties operating direct from the Ship OCEANOGRAPHER. Reference should be made to the OCEANOGRAPHER'S 1941 graphic control sheets A, B, M, F, and H (project CS-265) and to published triangulation geopraphic positions for signal locations for this wire drag survey. Signal objects were very satisfactory both in number and type for adequate wire drag control.

T-6844(1941) T-6846(1941) T-6843(1941) DT 6846) 1941 K (T 6845) 1941 C (T 6845) 1941 T-6845(1941)

DISCREPANCIES.

No discrepancies are known to exist. ~~Treatment of all apparent descrepancies is discussed in detail in the following discriptive notes~~.

SMOOTH PLOTTING.

Smooth plotting was carried on along with the field work. Because of the irregular bottom, irregular shapes of areas, and of heavy kelp on most shoals numerous lines was often necessary over the same general areas. For reasons of clarity in interpeting the results and to facilitate plotting, all lines were plotted on overlay tracings and transferred to the smooth sheet after being subdivided. Drag strips which were of no final surveying value, such as those where the bottom wire was merely cutting kelp off of shoal, were not transferred to the smooth sheet.

DANGERS

Dangers in the area covered by wire drag are all treated in detail in this report under the heading "groundings". Also see the OCEANOGRAPHER's current hydrographic sheets.

Principal dangers covered by wire drag:

Lat.	Long.	Least depth (M.D.)**	Cleared by
Soldiers Ledge			
43-40.40	70-10.54	24½	24.0
43-42.26	70-09.83	18	15.5
~~43-42.30~~	~~70-09.84~~	~~18~~	~~15.5~~
43-42.31	70-09.03	9	7.0
43-41.73	70-11.20	19½	19.0
43-42.35	70-11.25	9½	8.5
43-42.37	70-11.80	20½	18.0
43-42.95	70-12.08	12½	10.5
43-41.98	70-12.10	20	19.5
43-43.38	70-09.23	18	16.0
43-43.77	70-09.91	10	~~9.0~~ not cleared
43-45.09	70-10.30	12½	10.5
43-45.53	70-09.52	12	10.0
43-45.74	70-05.35	27 (See H-6670 M.D. + H-6732)	26.0

The numerous reefs and ledges (most of which bare at various tides) off Clapboard, Basket and Stuvivant Islands were not surveyed by the wire drag sub-party. The wire drag operations in general being confined to showing where cleared deep water could be carried and to topping detached shoals. **In some instances the least depth was obtained by the hydrographic party and will be noted in the report on the hydrographic survey. In those cases the wire drag party's records are of value in showing what depth cleared the shoal.

N.P.= not plotted

GROUNDINGS

No.	Position numbers Tender	Drag	Sounding or Effective depth	Least Depth	Cleared by	Remarks
1.	1a	44A	~~25~~ 24½' E.D.	24½	24	24 ft the effective depth line ending 32A was used as least depth. Wrapping Soldiers Ledge. Edge of No. 1 Shoal.
φ43-40.4 λ 70-10.5	30A	~~30½~~	24½ E.D. N.P.	"	"	
		41A	25 E.D.N.P.	"	"	
	1d	26D	29½	"	27	
	2d	34D	35½	24½	24½	
	3d	34D	39 E.D	"	~~34~~	
	4d	40D	~~45½~~ 43½ E.D.	"	~~99~~	
	5d	"	~~45½~~ 43½ E.D.	"	"	
	6d	"	~~37½~~ N.P.	"	~~24~~	
	7h	47H	~~42½~~ E.D.	"	27	"
	8h	"	41½ E.D. N.P.		~~34~~	at buoy
	9h	"			~~34~~	
	10h	"	~~42½~~	"	34	"
2.	-	7B	41		Not cleared	edge of drag limits. North of least depth
φ43-41.6 λ 70-10.2	1b	15B	~~44½~~ -42½ E.D	~~42½~~	41	
	2b	"	~~45~~ 42½ E.D.	~~"~~		
1-6h		5H	~~34½~~	34½	-	Not plotted
	This shoal is a shoulder coming out from the beach - 45 ft. was carried just outside this shoal, which is at the edge of the drag limits.					
3.	3 and 4b- No soundings taken- indicate bight of drag-wrapping Pumpkin Knob.					
4.	5b	43B	~~47½~~ -45 E.D.	45	~~42~~ 44	dragging too close to bottom.
	6b	43B	~~46½~~ -~~45~~	45	~~42~~ 44	
5.	1f	5F	~~45~~ 42 E.D.	~~38~~ 36 (Hydro)	31	Edge of shoal.
	2f	5F	-	~~38~~ 36	31	Signals fogged out
φ43-42.2 λ 70-10.5	1g	9G	~~47½~~ ~~45~~ 42 E.D.	~~45~~	31	Too rough to find least depth.
6.	1c	12C	21½	18	~~15~~ 19	All in this group on same shoal.
	2c	"	~~21~~	"	15½	
	3c	"	21	"	"	
φ43-42.3 λ 70-09.8	4c	"	21		"	
	5c	26C	23		"	
	6c	"	20½		"	
	7c	41C	18		"	
	8c	"	19		"	
	9c	"	18		"	
φ43-40.1 λ 70-10.8 7.	-	21D	33½ E.D	not cleared		On depth curve outside drag limits.
φ43-42.2 λ 70-09.6 8.	-	13 15E	34 E.D		~~23~~ 21	Just S. of shoal #6. No attempt to clear by 2 ft.
φ43-42.05 9.	-	19E	~~φ~~ 44 E.D	-	38	On edge of area to be dragged by 40 ft. no attempt to clear by 2 ft. on depth curve. Upright depth plotted start of drag no lift.
λ 70-09.9	~~4~~ 1e	21E	~~45½~~ E.D 47½ E.D.	-	44 ~~58~~	
φ43-42.65 λ 70-10.87 10.	"	28E	45½ E.D.	-	40½	On depth curve no attempt to clear by 2 ft.

Soldier Ledge — 24 ft least depth — cleared by 24 ft

Ponce Ledge — all groundings superseded by same or lesser depths on H-6728

36 ft on H-6728 — Cleared by 31 ft

18 ft shoal cleared by 15½ ft

29 ft on H-6728

on depth curve

Position No.	Sounding or Tender	Drag	effective depth	Least depth on shoal	Cleared by	Remarks
φ 43-41.3 λ 70-10.38 11.	-	11H	36½ E.D. N.P.	-	-	On depth curve-~~no clearing~~. edge of drag limits
φ 43-40.2 λ 70-10.85 12.	-	22H	43 E.D. N.P.	-	-	On edge of drag limits. on depth curve
φ 43-39.8 λ 70-10.2 13.	-	29H	42½ E.D N.P.	-	-	" "
φ 43-42.8 λ 70-10.9 14.	-	7J	40 E.D.	-	38?	{Substantiated by 1942 survey On depth curve-~~see remarks 1-12j~~.
15.	1j	12J	~~40½ E.D.~~ No sdg	~~38~~ 37 (H-6728)	36	At Buoy position (for shape of bight)
	2j	"	38	"	"	
φ 43-42.6 λ 70-11.05	3j	"	N.P. 39 & 38	"	"	
	4j	"	40 N.P.	"	"	
	5j	"	41 N.P.	"	"	37ft on H-6728
	6j	"	39½ N.P.	"	"	
16.	7j	12J	40½	40½	"	Close to depth curve.
φ 43-42.48 λ 70-11.35 17.	12j	20J	36	36	27½	On depth curve-no attempt to clear by 2 ft.
	13j	"	"	"	"	
18.	14j	20J	~~38½ 36 E.D.~~	-	16½	Remarks under 17 apply.
φ 43-42.4 λ 70-11.1	15j	"	" "	-	"	
19.	9j	40J	32 E.D. N.P.	-	-	Wrapping Basket Island
φ 43-43.75	10j	"	" "	-	-	Lower Ledge effective
λ 70-09.7	~~11~~j	"	" "	-	-	depth plotted on all
	~~12~~j	"	" "	-	-	positions. No attempt to find least depth.
20.	8j	40J	17½	10	15½	On edge of shoal.
	5u	37U	15	10	13	" "
φ 43-43.75	6u	37U	15	"	"	" "
λ 70-09.9	7u	41U	13	"	9	" "
	8u	"	12½ N.P.	"	"	" " 10' shoal not cleared
	9u	"	11½	"	"	" "
	10u	"	11½	"	"	" "
	9v	32V	10	"	~~9~~	On shoal-least depth. not cleared
21.	1k	13K	26½	21½	21	Close to depth curve
	2k	"	25½	"	-	and near shoalest spot. 21ft shoal
φ 43-43.1	3k	19K	24½	-	-	Outside drag area.
λ 70-12.3	4k	"	23	21½	-	Near shoal spot
	5k	"	21½	21½	19	Shoal spot
	6k	"	21½	21½	19	" "
22.	7k	37K	~~23~~-22 E.D.	22	19½	23 ft. least sounding obtained. 22 ft grounding
	8k	"	"	"	"	"
	9k	"	"	"	"	Effective depth of 22 ft
φ 43-42.0 λ 70-12.1	5v	20V	26 N.P.	-	24½	used as least depth. See also 1942 survey
	6v	"	24½	-	~~19½~~	On buoy for bight shape
	7v	"	24½-22 E.D. N.P.	22	19½	" "
						Same spot as 7k.
φ 43-42.68 λ 70-12.0 23.	-	52K	29 E.D. N.P.	-	-	Depth curve. Edge of limits.
φ 43-43.0 λ 70-09.32 24.	-	5L	41½ E.D. N.P.	-	-	" " "
φ 43-42.45 λ 70-09.35 25.	-	21L	~~34½ 24½~~ E.D. N.P.	-	-	Depth curve-outside limits.

No.	Position No. Tender	Drag	Soundings or Effective depth	Least depth on shoal	Cleared by	Remarks	
~~26~~	-	~~31L~~	~~34½ E.D.~~	-	-	~~On depth curve, outside limits.~~	
27	11	25L	23½	23½	21		22 ft on H-6728
φ 43-42.25	21	"	25	"	"		
λ 70-09.6	31	"	24 N.P.	"	"		
φ 43-42.32 28	41	25L	27	27	21	" "	
29	51	45L	30½	29	*	Edge of limits	on depth curve
φ 43-43.55	61	45L	30½ ~~29~~ ED N.P.	29	-	" "	
λ 70-08.75							
30	1m	6M	25½ N.P.	19½	19	Edge of shoal	19½ ft shoal
	2m	14M	22 N.P.	19½	19	" "	
	3m	"	20½	"	"	" "	
φ 43-41.75	4m	"	19½	"	"	Least depth	
λ 70-11.2	5m	"	20 N.P.	"	"	Near least depth.	
	1u	26U	32	"	28	About 120 meters	
	2u	"	"	"	"	from least depth	
	1v	9V	28½	"	24½	About 60 meters N.	
	2v	9V	30½ N.P.	"	"	of least depth.	
31	6m	25M	25 N.P.	20½	18	On shoal.	20 ft on H-6728
	7m	"	23½ N.P.	"	"	"	
	8m	"	23	"	"	"	
	9m	29M	22½	"	"	"	
φ 43-42.4	10m	"	20½	"	"	least depth	
λ 70-11.8	10t	34T	26	"	25	Edge of shoal	
	11t	34T	38	"	26	"	
	-	10U	26 ~~22~~ E.D.	"	-	Same spot as 10t. #1 buoy	
	"	"	"	"	18	N buoy, edge of shoal.	
	-	19U	23	"	18	Edge of shoal	
	-	~~34T~~ 32½	40½ E.D.	"	32	180 Meters East of shoal.	
32	11m	40M	17	17	16	120 meter N. of shoal #33	
33	-	21Q	16 E.D.	9½	8½	On shoal	9½ ft ground plotted
	1q	36Q	13½	"	"	"	
	2q-6q	36Q	-	-	-	Soundings after drag.	
φ 43-42.35	7q	36Q	17	9½	8½	pulled around edge Cov	
λ 70-11.2	8q	"	16	"	"	Island ledge.	
	9q	"	17	"	"	On shoal 7q to 1z.	
	-	40Q	12 E.D. strips not plotted	"	"	" "	
	-	6R	11½ E.D.	"	"	" ,no sounding-fog.	
	-	25S	11 E.D.	"	"	" " " slippedoff.	
	1z	10Z	9½ E.D	"	"	" " Pos. at V of drag	
	2z-3z	10Z		Taken after drag slipped off ground.		slipped off before least depth obtained.	
34	1n	18N	21 N.P.	18	16	On shoal.	18 ft Shoal
	2n	"	19½ N.P.	"	"	"	
φ 43-43.4	3n	"	18½ N.P.	"	"	"	
λ 70-09.2	4n	"	18	"	"	Least depth.	

No.	Position No. Tender	Drag No.	Sounding or effective depth	Least depth on shoal	Cleared by	Remarks
35.	-	5P	15½ E.D. N.P.	12½	10½	On shoal-kelp allowed slipping off.
	-	9P	15 E.D N.P.	"	"	"
φ 43-42.9 λ 70-12.1	1p	14P	14	"	"	On shoal
	2p	"	13 N.P.	"	"	"
	3p	"	12½	"	"	Least depth.
		8CC	25 E.D N.P	21	15	On shoulder o f shoal
φ 43-45.1 λ 70-10.2	6cc	14CC	22-~~21½ E.D~~	"	15	"
	7cc	"	24	"	"	"
	8cc	"	21	"	"	"
	11cc	24CC	30	"	25	"
φ 43-42.75 λ 70-12.05	36. -	17S	25 E.D N.P.	~~25~~	21	Edge of drag limit- close to 26ft. hydro sounding. No attempt to clear to 2 ft.
	37. 1t	6T	38½	38½	35½	"
	2t	"	"	"	"	"
	3t	"	~~35½~~	"	"	Grounding No. 37,38 may be on same shoal. 1t,2t,3t very close together.
φ 43-42.05 λ 70-14.1	38. 4t	12T	33½	33	30½	"
	5t	12T	33	33	30½	This shoal 80 meters SW of No.37. 4t,7t very close together.
	6t	"	33	"	"	"
	7t	"	33½	"	"	"
φ 43-41.5 λ 70-11.9	39. 8t	27T	~~24½-25½ E.D.~~	23	20	On depth curve, about 100m from 9t.
	9t	27T	23	23	21	" " "
φ 43-42.0 λ 70-11.85	40. -	30T	32½ E.D N.P.	~~32~~	31	On depth curve.
	~~61~~	31T	32 E.D N.P.	~~32~~	24½-31	On depth curve. ~~see note covering this line~~.
φ 43-42.4 λ 70-11.3	41. "	6U	34½ E.D. N.P.	-	16	On depth curve-close to a shoal-no attempt to clear to 2 ft. (F buoy) See remarks 1-10U.
	42. -	6U	~~30~~ 35 E.D.	-	-	"
φ 43-42.2 λ 70-12.1	43. -	10U	~~20½~~ 29	-	24½	On depth curve. F buoy grou ded.
φ 43-41.~~78~~ 80 λ 70-11.~~78~~ 60	44. 3u	34U	~~36-35 E.D~~ 35	-	~~24½ 25~~	On depth curve.
	4u	"	~~34 32 60~~	-	"	~~On depth curve. Not a grounding, merely sounding.~~
	45. -	34U	32 E.D. N.P.	-	24½	F buoy, on depth curve
φ 43-41.95 λ 70-11.8	46. -	34U	35 E.D. N.P.	-	32½	N buoy, on depth curve.
φ 43-41.75 λ 70-11.95	47. 3v	15V	~~25½-25½ E.D.~~	25	21½	~~X ft. less than hydro sounding~~ Actually 25½ E.D. in 26ft depths
	4v	"	~~26-25 E.D~~	"	"	"
φ 43-43.6 λ 70-10.6	48. -	29V	38½ E.D. N.P.	-	35	Dragged 400 meters in 40ft depths
φ 43-43.85 λ 70-11.1	49. 5v	31V	29½	-	-	Depth curve-outside drag limits
	50. 1-3w	15W	-	-	-	Soundings at buoys when
	4w	25W	-	-	-	wrapping BasketIsland Ledge.

12½ ft Shoal

on edge of 12 ft shoal H-6728

No.	Position Tender	No. Drag	Soundings or effective depth	Least depth on shoal	Cleared by	Remarks
51 φ43-43.9 λ70-10.6	5w	25W	36½ ~~35½ E.D.~~	-	-	Wrapping Upper Clapboard Ledge 4 ft ledge
	6w	"	30½	-	-	" "
	7w	"	30½	-	-	" "
	5bb	40BB	28	-	-	" "
	6bb	"	30	-	-	" "
	7bb	"	29	-	-	" "
52 φ43-44.35 λ70-08.4	8w	29W	24½ N.P.	~~19~~	18½	~~See notes group 26-29.~~ See Review ¶ 3
	9w	"	23½ N.P.	"	"	" "
	10w	"	23½ N.P.	"	"	" "
	11w	"	22½ Sdg-L.D.	"	"	" "
	12w	35W	26½ N.P.	"	"	" "
	13w	"	26½ 19 E.D.	"	"	" "
	3dd	42DD	25 N.P.	"	"	" "
φ43-43.55 λ70-09.15 53	-	10Y	39 E.D. N.P.	-	32½	On Depth curve
φ43-44.05 λ70-09.1 54	-	12Y	33½ E.D. N.P.	-	31	no attempt ~~to clear~~ to clear to 2 ft.
φ43-44.15 λ70-08.6 55	-	17Y	~~32~~ N.P.	-	24½	30½ ft on H-6728
φ43-44.65 λ70-08.70 56	1y	26Y	~~22½-21½ E.D~~	-	-	On depth curve at
	2y	"	~~22½-21½ E.D~~	=	-	drag limits
		"	22 E.D N.P.	-	-	F buoy
φ43-44.75 λ70-08.35	3y	"	~~23-21½~~ E.D	-	~~18~~ 17½	" "
φ43-44.05 λ70-09.30 57	-	33Y	32½ E.D N.P.	~~27½~~	25½-~~27½~~	N buoy on depth curve
φ43-44.08 λ70-08.85 58	-	33Y	32½ E.D N.P.	-	29½	#N & F buoys in 33' depths
φ43-44.35 λ70-08.75 59	-	38Y	25½ E.D N.P.	-	24½	F " on 26' depth curve
φ43-44.45 λ70-09.25 60	-	40Y	25½ E.D N.P.	-	23½	" N buoy "
φ43-44.57 λ70-09.10 61	-	43Y	23½ E.D N.P.	-	23	" " in 24 ft depths
φ43-44.52 λ70-08.8 62	5y	43Y	~~24½-25½ E.D~~	-	22	"#4buoy
φ43-44.6 λ70-08.75 63	4y	43Y	22½	-	22	"#5 buoy on depth curve
	-	43Y	22	*	~~22~~ 21½	"F buoy
φ43-44.35 λ70-10.70 64	-	52Y	33 E.D N.P.	-	-	"N buoy on depth curve
	6y	"	31½	-	-	" beyond line end.
φ43-44.20 λ70-09.9 65	-	28Z	22 E.D N.P.	-	-	" not cleared-on depth curve
φ43-44.75 λ70-09.40 66	-	36Z	22 E.D N.P.	-	-	" " " " " "
67 φ43-43.9 λ70-09.4	4z	52Z	22	-	-	Wrapping Basket Lower
	5z	52Z	27 - N.P.	-	-	Ledge "
	6z	"	28½	-	-	" "
φ43-44.25 λ70-10.8 68	-	7AA	32 ~~E.D~~ N.P.	-	-	On depth curve at drag limits.
69 φ43-42.2 λ70-11.4	1bb	6BB	40 NP	-	-	Wrapping Cow Island
	2bb	"	28	-	-	Ledge
	3bb	"	34½ NP	-	-	" "
	4bb	"	32½	-	-	" "

No.	Position Tender	No. Drag	Sounding or effective depth	Least depth on shoal	Cleared by	Remarks
φ43-44.0 λ70-10.25 70.	-	29BB	26 ED N.P.	-	-	Depth curve, close inshore
71.	~~5bb~~	~~40BB~~	~~28~~	-	-	~~Trapping Upper Cleaveboard~~
	~~6bb~~	"	~~30~~	-	-	~~Le1.c~~ listed under #51
	~~7bb~~	"	~~29~~	-	-	" "
φ43-44.2 λ70-10.2 72.	-	44BB	31 ED N.P.	-	-	Depth curve, close inshore.
73.	1cc	8CC	~~23~~	12½	-	Depth curve, carrying 22-23ft
	2cc	"	23½	-	-	deep depth as far as depth curve
	3cc	"	24½ ~~10½ ED~~	-	-	possible.
	4cc	14CC	21½	-	-	
	5cc	"	25½	-	-	
φ43-45.1 λ70-10.3	9cc	24CC	29	-	-	
	10cc	"	30	-	~~10½~~ 15½	depth curves
	~~12cc~~	"	37½	-	~~25½~~ 21½	
	-	~~24~~ 21CC	30½ ED N.P.	-	-	N buoy
	-	"	28½ ED N.P.	-	21½	F buoy
φ43-45.2 λ70.09.8	-	15CC	28½ ED N.P.	-	-	F buoy aground at start
		18CC	26½ ED N.P.	-	22½	of line on depth curve.
	-	20CC	28½ N.P.	-	23	Set to 26½ E. D.
						F buoy grounded on depth curve. Set to 24½.
φ43-44.3 λ70-09.7 74.	13cc	36CC	21½ N.P.	20½		F buoy grounded on depth curve pulled off.
	14cc	36CC	20½	20	-	~~See descriptive notes #1 40CC~~ on 20 ft shoal
				~~31-40CC~~		
75.	15cc	44CC	32 N.P.	-	-	Wrapping Firing Range
φ43-43.75 λ70-09.9	16cc	44CC	-	-	-	buoy. ~~Firing Range Buoy~~
	17cc	"	29½	-	-	Wrapping Firing Range By buoy.
76.	1dd	7DD	27½	-	25½	~~On depth curve.~~
φ43-44.7 λ70-09.1	2dd	"	30½ ~~29½ ED~~	-	28	on depth curve
	-	12DD	29 ED N.P.	-	25½	" "
	-	15DD	28 ED N.P.	-	25½	" "
	-	19DD	28 ED N.P.	-	25½	" "
φ43-44.55 λ70-09.15 77.	-	29DD	23½ ED N.P.	-	22	Aground at start of line. on depth curve
φ43-44.5 λ70-08.8 78.	-	34DD	23½ ED N.P.	-	22	On depth curve.
79.	-	42DD	23 ED N.P.	-	-	On depth curve close ~~insb~~ inshore. N buoy.
φ43-44.15 λ70-08.30 80.	4dd	42DD	24	-	-	" " " F buoy.
φ43-41.4 λ70-12.3 81.	-	28EE	22 ED N.P.	-	17½	On depth curve-shoaling area N buoy.
φ43-41.3 λ70-12.4 82.	-	38.7EE	~~18~~ 19 ED N.P.		"	" " " #1 buoy.
83.	1ff-10ff	15FF	-	-	-	Wrapping SW end Little Chebeag Island.

Shift actually 0 ft, making grounding of 19 ft in 19ft depths

No.	Position Tender	No. Drag	Sounding or Effective depth	Least depth on shoal	Cleared by	Remarks
See No. 31. from on page 22	1gg	5GG	34½ N.P.	20½	26~~21~~	On shoulder of
	2gg	"	31½ N.P.	"	21	shoal. "
	3gg	"	25 N.P.	"	"	"
	4gg	"	25 N.P.	"	"	"
	5gg	"	24	"	"	"
φ43-42.4 λ70-11.8	6gg	"	"	"	"	"
	7gg	"	50 N.P. "	"	20	"
	8gg	"	24 N.P.	"	18	"
	9gg	11GG	25-21 ED N.P.	"	18	"
	10gg	"	22	"	"	"
84.	11gg	24GG	48	9	19	Off shoal-indicates
	12gg	"	43 N.P.	9	7½	shape of bight. "
	13gg	"	18½	9	7½	Close to least depth
	14gg	"	23½	9	7½	Off shoal-indicates
	15gg	"	23½	9	"	bight of drag.
	16gg	"	13½	9	"	" "
	1hh	5HH	42½	9	"	" " 9ft Rock
φ43-42.3 λ70-09.0	2hh	"	26½	9	"	" "
	3hh	"	17½	9	"	Close to least depth
	4hh	"	18½	9	"	" "
	5hh	"	17½	9	"	" "
	6hh	"	9	9	"	Least depth
	7hh	"	15 N.P	9	"	Close to least depth
	8hh	"	12 N.P.	9	"	" "
	9hh	"	14 N.P.	9	"	" "
	10hh	"	11 N.P.	9	"	" "
	11hh	12HH	7½	-	-	Close inshore on line
	12hh	"	8½	-	-	clearing shoal "
φ43-44.9 λ70-08.0 85.	17gg	35GG	16½	-	-	On depth curve, edge of drag limits.
86.	13hh	21HH	19	12	10	On edge of shoal.
	14hh	"	19 N.P.	"	"	" " 12ft shoal
φ43-45.5 λ70-09.5	15hh	"	12 N.P.	"	"	Least depth 15,16
	16hh	"	12 N.P	"	"	17hhat same spot.
	17hh	"	12		"	
φ43-46.5 λ70-05.5 87.	1jj	7JJ	25½	25½	20	On depth curve.
88.	2jj to 9jj	17JJ			See descriptive notes ~~6-17~~	soundings taken along bight on depth curves
φ43-45.8 λ70-06.2						
89.	10jj to 15jj	24JJ			~~See descriptive notes 15-24JJ~~	same
φ43-46.2 λ70-06.4						
φ43-46.5 λ70-06.10 90.	16jj	34JJ	20	-	-	Grounded on 16' shoal ~~Inboard of~~.

No.	Position No. Tender	Drag	Sounding or effective depth	Least depth on shoal	Cleared by	Remarks
91.	17jj	44JJ	14	-	-	-Indicates position of bight at end of line clearing hydro sounding.
	18jj	"	14	-	-	
	1kk	4KK	15	~~15~~	8½	Near ~~12~~ 8 ft. shoal.
	2kk	"	14	"	"	
	3kk	"	22	"	"	"#3 to show shape of bight.
	4kk	"	3 N.P.	-	-	-Inside drag, close in shore
φ43-45.75 λ70-05.75	5kk	"	13	~~15~~	8½	Near ~~12~~ 8 ft. shoal.
	6kk	"	13	"	"	" " "
	7kk	"	15 N.P.	"	"	" " "
	8kk	"	13	"	"	" " "
	9kk	"	14 N.P.	"	"	" " "
	10kk	"	15	"	"	" " "
	11kk	9KK	11	-	-	-Beyond ~~9~~ 12 ft. shoal, taken
	12kk	"	14	-	-	-after shoal was cleared and
	13kk	"	8 N.P.	-	-	-the drag hung on known 2 ft
	14kk	"	7½	-	-	-spot. No attempt made to
	15kk	"	5	-	-	-clear.
	16kk	"	2	-	-	*The ~~9~~ 12 ft. sounding was ob-
	17kk	"	2	-	-	-tained by OCEANOGRAPHER Hydro party.
46.6 92. φ43-46.6 λ70-05.3	1 11 to ~~8~~ 11	8LL	-	-	-	~~-See descriptive report note 1-8LL.~~ on depth curve
46. 93. 43-46.2 λ70-05.1	9 11 to 11 11	12LL	-	-	-	Wrapping Upper Green Island
46. 94. φ43-46.1 λ70-05.3	12 11 to 1911	19LL	-	-	-	Wrapping buoyed shoal below Upper Green Island.
95. φ43-45.85 λ70-05.60	2011	29LL	19½	15*	14½*	OCEANOGRAPHER Hydro sounding.
	21	"	18½	"	"	"
	2211	"	18½	"	"	"
	25mm	30MM	27	"	14	Kelp caused grounding below drag depth.
96.	1mm to 7mm	5MM	-	-	26½	~~See descriptive notes 1-5MM~~ on depth curve
	14mm to 24mm	17MM	-	~~26½~~ 26½	~~26½~~	~~See descriptive notes 11-17MM~~ on depth curve
97. φ43-46.1 λ70-05.3	8mm to 13mm	10MM	-	-	-	Wrapping buoyed shoal below Upper Green Island

15 ft shoal

Strip omitted

wrapping 12 ft and 11 ft hydro shoals H-6728

CHANNELS

The principal channel is the entrance thru Hussey Sound to the anchorage basin North of Great Diamond and Long Island. 4½ feet can be carried thru this channel on either side of Soldiers Ledge.

The inland route channel extends from Peaks Island along the North shore of Long Island. The section surveyed on this sheet has been dragged as a part of the general anchorage area to from 21 to 45 feet.

The channel between Diamond Islands and Diamond Island Ledge was dragged ~~on sheet 1001B~~ to 14 feet.

A minimum drag ~~length~~ depth of 10½ feet was carried across the flats area North of Diamond Island Ledge.

ANCHORAGES

The entire area covered by this survey inside of Hussey Sound is an excellent anchorage area for all types of vessels provided sufficient care is taken to keep off the ledges and other charted dangers.

COMPARISON WITH PREVIOUS SURVEYS.

No previous wire drag survey had been made in the area covered by this survey.

Charted shoal depths were investigated. The 33 and 37 foot soundings in the deep area between Little Cheabeag and Clapboard Island were disproved by dragging and redragging this area.

The wire drag surveys were carried on in close cooperation with the basic hydrographic surveys. Shoals in or near the drag area found by the hydrographic parties were cleared by the wire drag and shoals found by the wire drag party were developed in detail by the hydrographic parties. The wire drag was also used to some extent to prove or disprove suspicious recordings on the fathometer depth record, which were usually found to have been covered by kelp growth.

JUNCTIONS

This survey joins the 1941 (1941) wire drag survey H-6662 of I. E. Rittenburg at the entrance of Hussey Sound and this party's wire drag survey field No. 1002 (H 6670, 1940) at the entrance of Hussey Sound and North of Chebeague Island. Satisfactory overlap was obtained in all cases.

AREA AND DEPTH SHEET

A field area and depth sheet on tracing cloth is attached to the sheet. A preliminary A & D sheet covering most of this area was forwarded to the office in July. Office work was executed under direct supervision of Lieut. (jg) H. C. Applequist.

Approved and respectfully forwarded,

Fred. L. Peacock

Fred. L. Peacock,
Lt.Comdr. USC&GS
Chief of Party

Respectfully submitted, Oct.23,1941

F. R. Gossett

F. R. Gossett
Lieut. (jg) USC&GS
In Charge of Sub-Party

STATISTICS

SHEET 1001, WIRE DRAG

VOL.	DATE	DAY LETTER	STAT. MILES DRAG STRIP	PLOTTED POSITION	TENDER POSITIONS	SOUNDINGS
1	May 20	A	4.2	44	Vol. 1 1	1
1	May 21	B	4.4	49	6	4
1	May 22	C	3.4	41	9	9
1	May 23	D	4.8	40	6	6
1	May 26	E	3.2	28	1	1
	TOTAL-VOL. I		20.0	202		
2	May 26	E	0.7	10	0	0
2	May 28	F	0.4	5	2	2
2	May 29	G	0.5	9	1	1
2	June 2	H	5.0	47	10	10
2	June 3	J	3.9	44	16	16
2	June 4	K	3.7	55	9	9
2	June 5	L	1.8	21	0	0
	TOTAL-VolII		16.0	191		
3	June 5	L	1.9	24	6	6
3	June 6	M	3.1	40	11	11
3	June 11	N	2.1	24	4	4
3	June 12	P	3.4	49	7	7
3	June 13	Q	3.4	40	9	9
3	June 16	R	0.3	6	0	0
	TOTAL-VOL. LII		14.2	183		
4	June 17	S	2.1	31	3	0
4	June 18	T	2.4	34	11	11
			TOTAL-VOL. I (Tender)		112	105
4	June 19	U	3.2	41	Vol. II 10	10
4	June 20	V	2.6	37	9	9
4	June 23	W	2.8	34	13	13
	TOTAL-VOL. IV		13.1	177		
5	June 24	X	1.7	16	0	0
5	June 25	Y	4.5	52	6	6
5	June 27	Z	4.3	52	6	6
5	June 30	AA	2.0	21	0	0
5	July 2	BB	2.9	44	7	7
	TOTAL-VOL. V		15.4	185		
6	July 3	CC	2.9	44	17	16
6	July 7	DD	2.1	42	4	4
6	July 8	EE	3.9	45	0	0
6	Aug. 4	FF	2.4	37	10	4
6	Aug. 27	GG	2.5	35	17	17
	TOTAL-VOL. VI		13.8	203		

STATISTICS (continued)
SHEET 1001, WIRE DRAG

VOL.	DATE	DAY LETTER	STAT. MILES DRAG	STAT. MILES STRIP	PLOTTED POSITION	TENDER POSITIONS	SOUNDINGS
7	Aug. 28	HH	2.4		25	17	17
7	Aug. 29	JJ	2.8		44	18	18
7	Sept. 3	KK	0.5		9	17	17
7	Sept. 5	LL	1.6		29	22	22
7	Sept. 9	MM	2.4		40	25	25
7	Sept. 11	NN	1.2		18	0	0
7	Oct. 1	PP	0.6		7	0	0
7	Oct. 3	QQ	1.0		16	13	13
	TOTAL-VOL. VII		12.5		188		
				TOTAL-VOL. II (Tender)		211	204
	TOTALS FOR THE SHEET		105.0		1329	323	309

STATISTICS
SHEET 1001-B, WIRE DRAG

VOL.	DATE	DAY LETTER	STAT. MILES DRAG	STAT. MILES STRIP	PLOTTED POSITIONS	TENDER POSITIONS	SOUNDINGS
1	Oct. 1	A	1.5		20	0	0
1	Oct. 3	B	1.3		12	0	0
	TOTAL-VOL. I		2.8		32	0	0

Reg. No. H-6663 (1941) W.D. Field No. 1001

Casco Bay - Soldiers Ledge

Launch MARINDIN - F. R. Gossett in charge

On d day May 23, 1941, the following note was recorded in the guide launch record: "Drag was set at 41' by mistake instead of 51'. Tester set at 51', therefore 0' lift."

For the particular strips involved the three tests as shown in the tender record indicate a lift of 3 feet, 6 - 8 feet and 7 - 8 feet. Apparently a mix-up has occurred in recording the tests for lift. If the 3-ft. lift is valid then the lifts of 6 - 8 feet and 7 - 8 feet appear excessive. Also on comparison with lift on other days a lift of 6 - 8 feet appears excessive. If, as can be surmised from a comparison of the method of recording lifts on other days, the 6 - 8 ft. value does not indicate actual lift of the bottom wire of the drag but simply the length of the paint scraped off the testing bar, then the effective drag depth would be 51 feet minus 7 feet, or 44 feet, indicating a sag of 3 feet. This sag also appears excessive on comparison with other tests in this area.

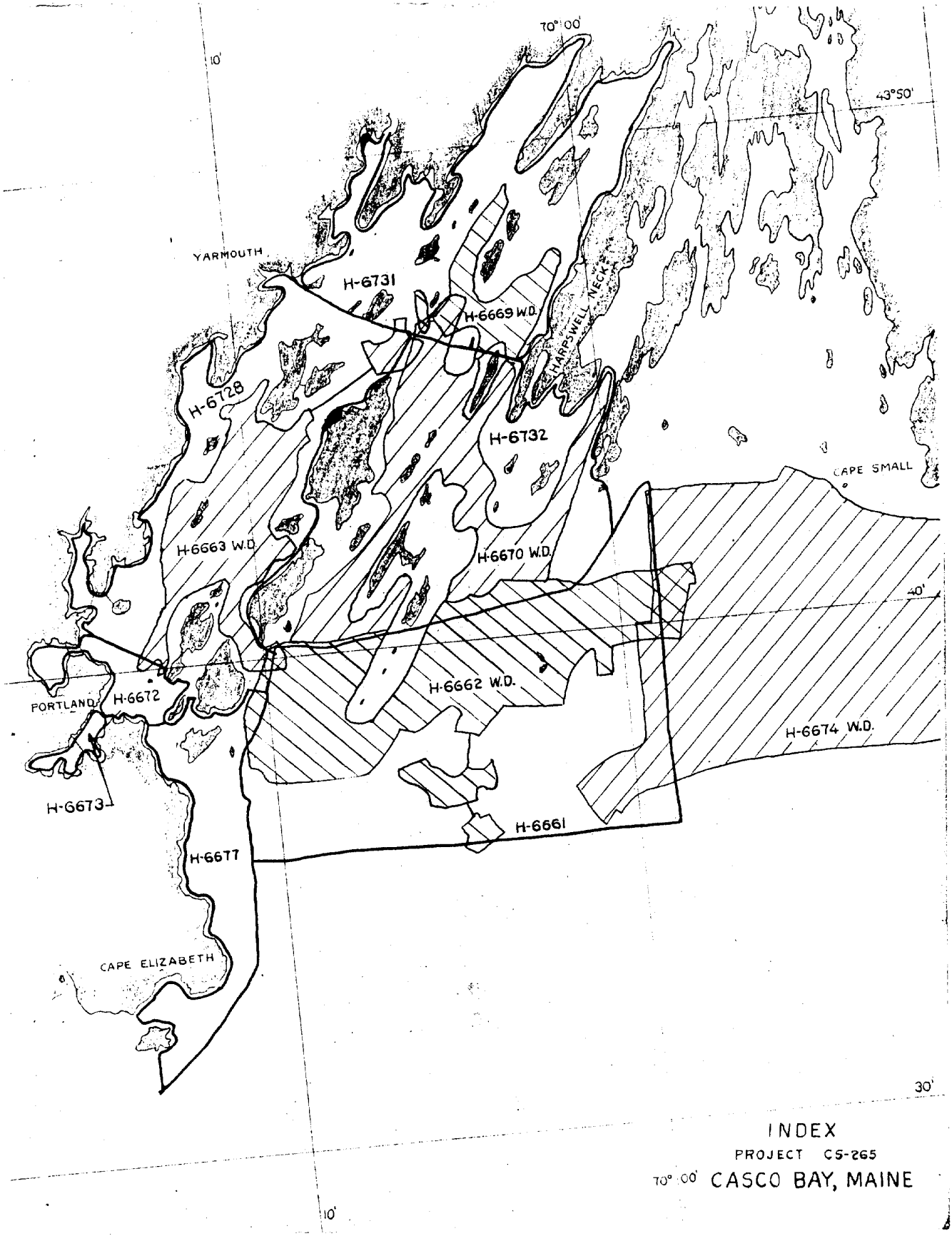
Another issue in the problem is the ability to secure a satisfactory lift test of 6 to 8 feet.when the testing bar, as stated in the Descriptive Report, was only 6 feet long. The drag wire would then strike the unpainted cable and no mark could be seen.

The question now arises as to the method of using the lift data. Should it be used as actual effective lift as recordéd or should it be used as a value measured from the bottom of the test bar and in this case indicating sag?

It is requested that the original tender records, if available, be consulted and that additional information regarding the unusual lift or sag be secured from members of the wire drag party in explanation of the apparent discrepancy between the tender record notes and guide launch record reduction.

A photostatic copy of the lift tests from the tender record is attached.

The area of this drag strip in the east entrance to Hussey Sound was subsequently covered by deeper drag strips.
There was a strong ebb tide against this drag, in addition to a 3 ft ground swell, making the value of the effective depth more questionable.



INDEX

PROJECT CS-265

70° 00' CASCO BAY, MAINE

82-AB

November 24, 1941.

To: The Commanding Officer,
U.S.C. & G.S. Ship OCEANOGRAPHER,
c/o Postmaster,
Charleston, South Carolina.

From: The Director,
U. S. Coast and Geodetic Survey.

Subject: Wire Drag Records.

There are enclosed a memorandum and a photostat of a page of the records regarding "ō" day, wire drag survey 1001, register No. 6663, Casco Bay, Maine.

Please send this office any information you might have to help clear up the apparent discrepancy noted therein.

(Signed) J. H. HAWLEY
Acting Director.

Enclosures

POST-OFFICE ADDRESS: Commanding Officer, U.S.C. & G.S.S. OCEANOGRAPHER,
c/o Postmaster, Charleston, S. C.

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

Ship OCEANOGRAPHER

December 2, 1941.

To: The Commanding Officer,
U.S.C. & G.S.S. OCEANOGRAPHER.

From: Lieut. (j.g.) F. R. Gossett,
U.S.C. & G.S.S. OCEANOGRAPHER.

Subject: Wire Drag Records.

Reference: 82 - AB Director's letter dated Nov. 24, 1941.

The note quoted from guide launch record on "D" day, May 23, 1941, was expected to explain the lift descrepancy.

The misunderstanding apparently occurs because of the use of the word "lift", at the head of the column in the tender record. In the "Lift" column the man making the tests, lists his measurement of the amount of paint scraped off the test rod by the bottom wire of the drag. Normally, since the tester is set to the same depth as the drag, this measurement is the lift. In this case the heading "Lift" should have been changed to "height of bottom wire on the tester". Normally, also, when the lifts are consistantly small only the lower section of the test rod is painted. If the wire should scrape all the paint off, another test is immediately taken with the rod painted higher. The 3.0 ft. lift at 11:21 and 11:26 was probably as high as the rod was painted at the time. This should have been immediately rejected and another test taken. These tests have been discussed with Bos'n 1-cl. Pearson who assisted in supervising tests. Pearson insists that a ten foot test rod was used. In any case, the 6 to 8 foot "lifts" could have only been obtained by painting the rod, or rod and wire to heights of that amount and greater.

It was never the practice on this party to claim any increased effective depth due to sag, because even if sag occurred in the bight of a unit of ground wire, this condition would not be true at the uprights. It is therefore believed that the note in the guide launch record to use 0.0 ft. lift in this drag strip is justified.

F. R. Gossett

F. R. Gossett, Lieut. (j.g.), C&GS,
U.S.C. & G.S.S. OCEANOGRAPHER.

280

20

1st Indorsement 12-3-41.

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

From: The Commanding Officer,
U.S.C. & G.S.S. OCEANOGRAPHER,
c/o Postmaster,
Charleston, South Carolina.

Subject: Wire Drag Records.

DEC-5-AM 8:35

DEC-5-AM 8:35

The attached report from the Officer in Charge of the Wire Drag Subparty is respectfully furnished.

This report refers to the matter brought to my attention in the Director's letter No. 82-AB, dated November 24, 1941.

FLP/h

Fred. L. Peacock

Fred. L. Peacock, Lt. Comdr., C&GS,
Commanding Ship OCEANOGRAPHER.

GEOGRAPHIC NAMES

Survey No. H6663
(WIRE DRAG)

Name on Survey	On Chart No. A,	On previous survey No. B,	On U. S. quadrangle Maps C,	From local information D	On local Maps E	P. O. Guide or Map F	Rand McNally Atlas G	U. S. Light List H	K	
Casco Bay										1
Hussey Sound										2
Long Island										3
Great Chebeag Island										4
										5
										6
Portland										7
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										27

Names underlined in red approved by L. Heck on 1/18/43

M 234

	Remarks	Decisions
1	For title	436700 U.S.G.B.
2	" "	436701
3		"
4	Pending with U.S.G.B. : apply Great Chebeag I. pending its decision. Leave space for two more	437701
5	letters in case Board approves Chebeague	
6		
7	Location of tide staff	
8		
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M 234

Form 712
DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
Rev. June 1937

HRE

TIDE NOTE FOR HYDROGRAPHIC SHEET

November 1, 1941.

~~Division of Hydrography and Topography:~~

Division of Charts: Attention: Mr. H. R. Edmonston

Plane of reference approved in
21 volumes of sounding and wire drag records for

HYDROGRAPHIC SHEET 6663

Locality Hussey Sound and vicinity, Casco Bay, Maine.

Chief of Party: F. L. Peacock in 1941
Plane of reference is mean low water reading
8.6 ft. on tide staff at Portland
19.0 ft. below B. M. 1

Height of mean high water above plane of reference is 8.9 ft.

Condition of records satisfactory except as noted below:

P. Schureman

Acting Chief, Division of Tides and Currents.

U. S. GOVERNMENT PRINTING OFFICE 154327

Surveys Section (Chart Division)

HYDROGRAPHIC SURVEY NO. H6663 (WIRE DRAG)

Records accompanying survey:

Boat sheets (4); sounding vols. (7); wire drag vols. (14);

bomb vols. .....; graphic recorder rolls .....;

special reports, etc. (2) A & D sheets; (1) bundle of strip tracings (in vault).

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

Number of positions on sheet		1361
Number of positions checked		298
Number of positions revised		13
Number of soundings recorded		309
Number of soundings revised (refers to depth only)		1
Number of soundings erroneously spaced		0
Number of signals erroneously plotted or transferred		0
Topographic details	Time	0
Junctions	Time	1½
Verification of soundings from graphic record	Time	0

Verification by R.H. Carstens ...Total time 2½ hrs Date Dec. 23 1941

Review by G.F. Jordan ..... Time 8½. Date Nov. 21, 1942

FORM M-238

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
~~PHOTOSTAT OF~~

No. H ~~No~~

H6663
(WIRE DRAG)

received Oct. 28, 1941
registered Oct. 29, 1941
verified
reviewed
approved

This is forwarded in order that your attention may be directed to the matters as indicated below. Please initial in column 3 as an acknowledgement that your attention has been thus directed. The complete original records are available if desired. If you cannot give this your immediate attention, please initial, note, and forward to the next section marked, calling for the records at your convenience.

ROUTE		Initial	Attention called to
20			
22			
24			
25		HRL	
26			
30			
40			
62			
63			
82			
✓ 83		JFK	
88			
90			

RETURN TO

82	R. W. Knox

DIVISION OF CHARTS

SURVEYS BRANCH

REVIEW OF HYDROGRAPHIC SURVEY — REGISTRY NO. 6663 W.D.
Field No. 1001 W.D.

Maine, Casco Bay, Hussey Sound and Vicinity
Surveyed May - October 1941; Scale 1:10,000
Instructions dated May 7, 1941

Soundings:	Control:
Hand Lead	Visual; three-point fix on shore signals

Chief of Party - Fred L. Peacock
Surveyed by - F. R. Gossett and H. C. Applequist
Protracted by - A. B. Brownell
Soundings plotted by - H. C. Applequist and A. B. Brownell
Verified and inked by - R. H. Carstens
Reviewed by - G. F. Jordan
Inspected by - H. R. Edmonston

1. Shoreline and Signals

The control is from previously established triangulation stations and from topographic surveys accomplished under the present project.

The shoreline has been omitted as it is shown in detail on the contemporary hydrographic survey 6728 (1941).

2. Junctions with Contemporary Surveys

Satisfactory.

3. Comparison with Hydrographic Surveys

There are no disagreements with H-6728 (1941), nor with H-6731 (1941), H-6732 (1941), H-6661 (1941) and H-6672 (1941).

A 19-ft. grounding at Lat. 43°44.35'; Long. 70°08.39' falls on even slope in 25ft. on H-6728 where there is no indication of shoaling. Three drag strips grounded at this point, with effective depths ranging from 19 to 23-1/2 feet all less than adjacent depths. There

is a question whether a 19-ft. or 21-ft. grounding should be accepted because of uncertain lift of the drag wire. The least wire drag sounding is 22 feet. The 19-ft. grounding, cleared by 18-1/2 feet, has been accepted.

4. Comparison with Prior Surveys

This is the first wire drag survey in this area.

5. Comparison with Chart 325 (Latest print 7-17-42)
*201 (print of 5-12-42)
315 (Latest print 6- 3-42)

Soundings from advance information in chart letters and from the present unreviewed survey have been applied to the above charts.

*The latest print of chart 201 has been partially corrected before completion of this review and also from advance information on the 1942 wire drag survey by C. D. Meaney.

Charts 201 and 315

(a) The 21-ft. charted sounding at Lat. 43°42.0'; Long. 70°12.1' is 1 foot shoaler than the 22-ft. grounding on the present survey and was so charted for convenience in showing wire dragged areas. This area was cleared by 19-1/2 feet. Advance information from wire drag surveys by C. D. Meaney in 1942 in chart letter 458 (1942) indicates a 23-ft. grounding cleared by 21-1/2 ft.

b. The 19-ft. charted sounding at Lat. 43°42.35'; Long. 70°11.8' is from advance information on the present survey, in chart letter 333 (1941), and should be disregarded. The least depth on the smooth sheet is 20-1/2 feet.

(c) The 20-1/2-ft. charted sounding at Lat. 43°44.29'; Long. 70°09.6' has been replotted on the present survey and now falls 35 meters nearer Upper Basket Ledge Beacon.

(d) The 2-ft. charted sounding at Lat. 43°45.85'; Long. 70°05.82' off Chebeag Point has been replotted on the present survey and now falls on the 1-ft. rock on H-6728 (1941).

Charts 325, 201, 315

The following charted soundings are from wire drag groundings on the present survey which have been examined during this review and rejected.

Latitude	Longitude	
43°46.19'	70°06.20'	22 ft. in 25 ft. depths - misplotted
43°46.00'	70°06.45'	20 ft. in 21 ft. depths - close to depth curve
43°45.97'	70°05.85'	31 ft. in 39 ft. depths - grounding was on 30-ft. shoal
43°45.37'	70°10.4'	19 ft. in 22 ft. depths - grounding changed to 22-1/2 feet
43°44.48'	70°08.2'	22½ ft. in 24 ft. depths - not a definite grounding
43°43.6'	70°10.7'	38 ft. in 40 ft. depths - grounded for 400 meters in 40 feet
43°43.55'	70°08.6'	25 ft. in 30 ft. depths - grounding was at 29 feet, not 25 feet
43°42.44'	70°11.4'	28 ft. in 36 ft. depths - grounding was at 35 feet, not 28 feet
43°42.30'	70°08.85'	17 ft. in 30 ft. depths - misplotted
43°42.2'	70°09.8'	34 ft. in 39 ft. depths - grounded on 22-ft. shoal
43°41.8'	70°11.42'	32 ft. in 44 ft. depths - misplotted
43°41.77'	70°11.90'	25 ft. in 26 ft. depths - grounded on 26-ft. depth curve
43°41.3'	70°12.2'	18 ft. in 19 ft. depths - actual grounding 19 feet (no lift)
43°40.14'	70°10.86'	33 ft. in 40 ft. depths - not a definite grounding

6. Condition of Survey

The wire drag records, descriptive report and smooth plotting are satisfactory.

(a) There are two small splits in an area of insufficient overlap south of Little Chebeag Island in 40 feet at Lat. 43°42.3'; Long. 70°09.3'. Groundings which occurred within this area were recorded as being due to lobster pots and are not plotted.

(b) Bottom characteristics were not obtained at soundings on several shoals and with this exception the coverage and detail on this survey are very good.

7. Compliance with Instructions for the Project

Satisfactory.

8. Additional Field Work Recommended

Instructions were issued March 11, 1942 and May 19, 1942 to extend the limits of the 40-ft. drag strip during the 1942 season. The advance A.& D. sheet of this work has been consulted, and unverified disagreements are less than 1-1/2 feet.

Examined and approved:

Robert W Knox
Chief, Surveys Branch

F. S. Borden
Chief, Division of Charts

I P Rayner
Chief, Section of Hydrography

G Rude
Chief, Division of Coastal Surveys

Applied to Cht. 315 (Dwg. 9/22/41). GR. 11/25/41
" " " " 201 (app. before verif. and review)

Applied to Chart Cor 325 (taken from chart drg. 315 and 201)
H.E.M. 12/12/41