

6669

WIRE DRAG

6669
WIRE DRAG

Form 504 Rev. April 1935 DEPARTMENT OF COMMERCE U. S. COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
Topographic Hydrographic	WIRE DRAG 1003 Sheet No.
U. S. COAST & GEODETIC SURVEY LIBRARY AND ARCHIVES OCT 28 1941 Acc. No.	
State	Maine
LOCALITY	
Western Casco Bay, Middle Bay and Vicinity	
1003 1941	
CHIEF OF PARTY Fred L. reacock	

CA

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

~~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 1003

REGISTER NO. **H6669** (WIRE DRAG)

State Maine

General locality ~~COOS BAY~~ Casco Bay

Locality Middle Bay and Vicinity

Scale 1:10,000 Date of survey September, 1941
Sub-Party of the Ship OCEANOGRAPHER using Launches MARINDIN
Vessel and OGDEN

Chief of Party Fred. L. Peacock

Surveyed by F. R. Gossett

Protracted by A. B. Brownell

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

Soundings in ~~fathoms~~ feet

Plane of reference MLW

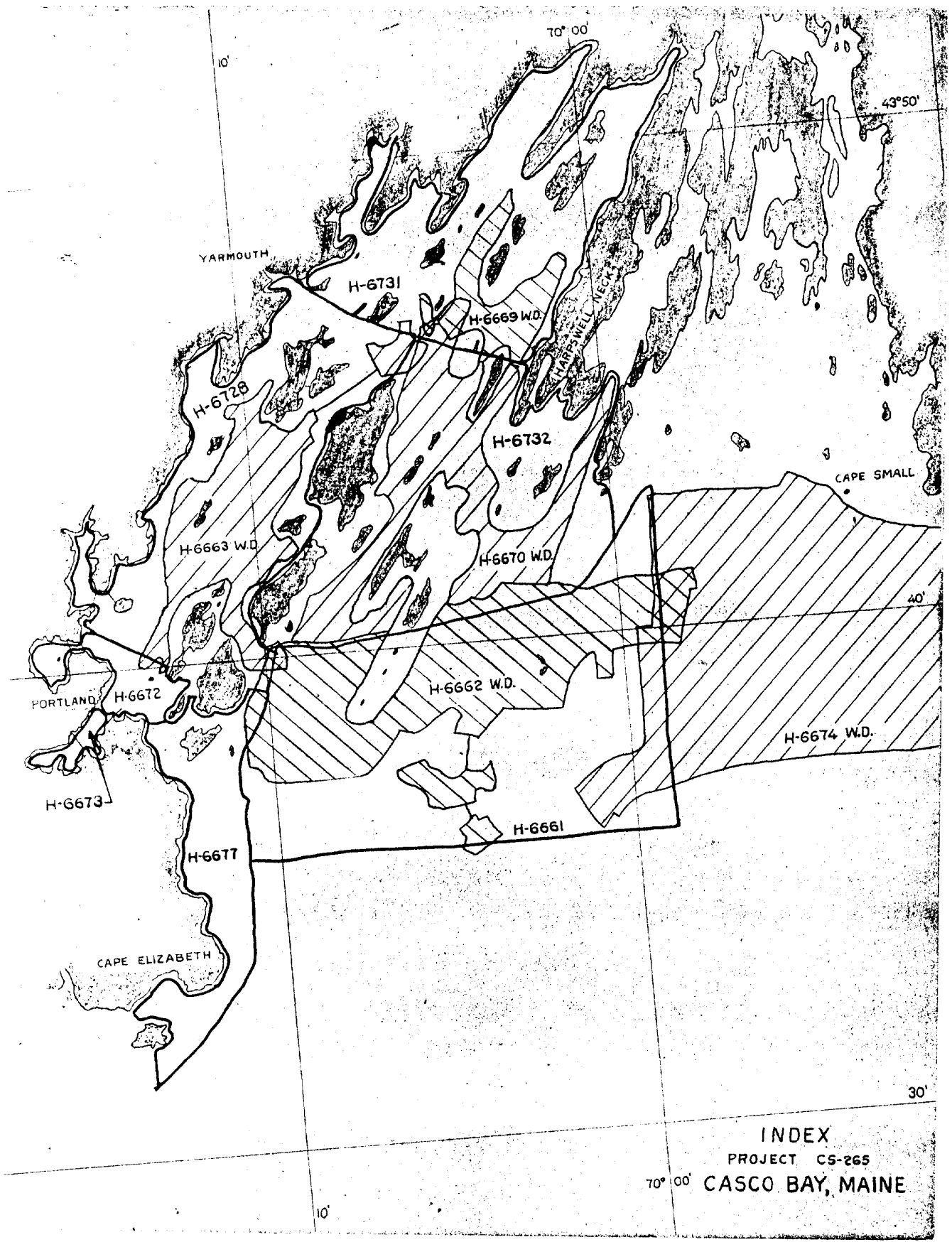
Subdivision of wire dragged areas by H.C.A. & A.B.B.

Inked by Strips by ABB

Verified by G.F. Jordan

Instructions dated May 7, 1941

Remarks: _____



DESCRIPTIVE REPORT

to accompany

WIRE DRAG SURVEY SHEET NO. 1003WD (FIELD)

CASCO BAY

INSTRUCTIONS:

This survey was executed in accordance with the Director's Instructions for Project C.S.-265, dated May 7, 1941.

The wire dragged area shown on this sheet covers the general limits outlined in the Instructions in Middle Sound from Whaleboat to Shelter Island, and the area from Upper Green and Little Whaleboat Islands to Sister Island.

SURVEY METHODS:

In general, survey methods used were standard practice for dual control as described in Special Publication No. 118. For detailed discussion of survey methods see report for Wire Drag Survey Sheet Field No. ~~1001WD~~. The same remarks apply to this survey.
H-6663 (1941) WD

Signals were built and located by field parties operating direct from the Ship OCEANOGRAPHER. Reference should be made to the OCEANOGRAPHER's 1941 Graphic Control Sheets H, K, and L (Project C.S.-265) and to previous triangulation geographic positions for signal locations for this wire drag survey.

$\left. \begin{array}{l} N = 76850 \\ K = 768456 \\ L = 768436 \end{array} \right\}$

DISCREPANCY:

~~No discrepancies are known to exist. Treatment of all apparent discrepancies is discussed in detail in the "descriptive notes" that follow in this report. See "Comparison with Hydrographic Surveys" in the Review.~~

SMOOTH PLOTTING:

Smooth plotting was done under the direct supervision of Lieutenant (j.g.) Herman C. Applequist.

For reasons of clarity in interpreting the results and to facilitate smooth 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 were not transferred to the smooth sheet. All overlay tracings are being forwarded to the Office with the smooth sheet where they will probably facilitate reviewing of the sheet.

DESCRIPTIVE NOTES:

In those instances where soundings were taken at various buoys around the bight of the drag when wrapping a shoal, no attempt was made to clear these soundings since the principal object of the fixed positions on the buoys was to show how far in toward the ledge, or shoulder of island, deep water could be carried.

DANGERS:

Dangers in the area covered by wire drag are listed under "Groundings" ~~and covered under "Descriptive Notes."~~ Reference should also be made to the OCEANOGRAPHER's 1941 launch hydrographic surveys.

PRINCIPAL DANGERS COVERED BY WIRE DRAG:

<u>LATITUDE</u>	<u>LONGITUDE</u>	<u>LEAST DEPTH (W.D.)*</u>	<u>CLEARED BY</u>
43-46.61	70-02.79	4½	3½
43-46.13	70-02.57	34	33½
43-47.28	70-03.68	14	12½
43-46.70	70-03.35	25	22
43-46.84	70-01.92	32	31

✓
 ✓
 ✓ 83
 ✓
 ✓
 ✓
 ✓

*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 survey's principal value is in showing what depth cleared the shoal. The wire drag operations in general were confined to showing where cleared deep water could be carried (within the general area defined by the Office) and to topping detached shoals. Ledges and other dangers within the area of the sheet were covered by the hydrographic survey.

ANCHORAGES:

The southern part of Middle Sound and the area west and southwest of Goose Island affords very good anchorage.

COMPARISON WITH PREVIOUS SURVEYS:

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

This survey was compared with Chart No. 315. No charted soundings were disproved with greater depths. Shoaler depths found are listed under "Groundings."

The wire drag survey was carried on in close cooperation with the new basic launch hydrographic surveys. Shoals in or near the drag area found by the launch hydrographic parties were cleared by the wire drag and shoals found by the wire drag party were developed in detail by the hydrographic parties.

JUNCTIONS:

This survey joins this wire drag party's Survey Sheet ^{H-6670 (1941) ND} ~~Field~~ No. ~~W.D. 1002~~ in the vicinity of Upper Green Island and the north end of Whaleboat Island.

AREA AND DEPTH SHEET:

A field area and depth sheet on tracing cloth is attached to this sheet.

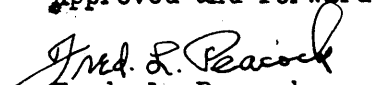
Respectfully submitted,



F. R. Gossett, Lt.(j.g.), C&GS,
In Charge Sub-Party.

October 21, 1941

Approved and forwarded:



Fred. L. Peacock,
Chief of Party, C&GS

GROUNDINGS

* N.P. = Not Plotted
L.D. = Least Depth

NO	POSITIONS TENDER DRAG	SDG. OR EFF. DEPTH	LEAST DEPTH ON SHOAL	CLEARED BY	REMARKS	
1	1a	7A	44.5	38.0	35.5 ✓	Grounding on shoal from south. } Least depth on shoal from north. } ← Least depth on north side.
	2a	"	45.5	"	" ✓	
	3a	"	39.5 N.P.	"	" ✓	
	4a	"	38.0	" $\phi 43^{\circ} 46.6'$ $\lambda 70^{\circ} 02.2'$	" ✓	
	5a	"	48.5	"	" ✓	
	1b	5B	40.0	37.0 (hydro)	" ✓	
	2b	"	38.0	"	" ✓	
	3b	"	54.0	"	" ✓	
2	6a	16A	51.5	34.0	33.5 ✓	Wrapping shoal off point. Effective depth plotted at grounding.
	7a	"	43.5	"	" ✓	
	8a	"	38.5	" $\phi 43^{\circ} 46.1'$ $\lambda 70^{\circ} 02.5'$	" ✓	
	1b/h	9H	36-34 E.D.	"	" ✓	
3	9a	37A	44.0	40.5 41.0	*40.5 ✓	This grounding cleared by 1 ft; 7c grounded about 30 meters farther north; all part of same shoal. *38 ft on H-6731; apparent clearance probably due to tension on drag from grounding on 32 ft shoal to NW.
	10a	"	42.5	"	" ✓	
	11a	"	49.5	" $\phi 43^{\circ} 46.78'$ $\lambda 70^{\circ} 01.75'$	" ✓	
	6c	59C Rejected	42.0 N.P.	"	" ✓	
	7c	"	41.0 L.D.	"	" ✓	
	8c	"	42.0 N.P.	"	" ✓	
	-	57A C	42.5 E.D. N.P.	"	" ✓	
4	4b	11B	40.0 L.D.	32.0	31.0 ✓	32 ft hydro sounding and 32 ft definite grounding to south. No sdg. taken. Effective depth taken as least depth.
	5b	"	42.0 N.P.	"	" ✓	
	6b	"	37.5	"	" ✓	
	7b	"	36.5 (N.P.)	"	" ✓	
	8b	"	51.5	"	" ✓	
	1c	36C	37.0 N.P.	"	" ✓	
	2c	"	36.0 N.P.	" $\phi 43^{\circ} 46.8'$ $\lambda 70^{\circ} 01.9'$	" ✓	
	3c	"	39.0 N.P.	"	" ✓	
	4c	"	37.0 N.P.	"	" ✓	
	5c	"	51.0	"	" ✓	
	-	59C Rejected	41.0 E.D.	"	" ✓	
	9c	59C	46.5	"	" ✓	
	10c	"	50.5	"	" ✓	
	11c	"	36.5 N.P.	"	" ✓	
12c	"	34.5 L.D.	"	" ✓		
19d	23D	34.0 N.P.	"	" ✓		
20d	"	33.5 N.P.	"	" ✓		
21d	"	33.5-32 E.D.	"	" ✓		
	24D	32.0 E.D.	hydro sdg. 32 ft	"	" ✓	
5	-	13C	38.0 ⁵ E.D. N.P.	$\phi 43^{\circ} 47.4'$ $\lambda 70^{\circ} 00.7'$	- on depth curve "	
6	-	17C	31.5 E.D. N.P.	$\phi 43^{\circ} 47.5'$	- on depth curve "	
	-	18C	32.0 E.D. N.P.	$\lambda 70^{\circ} 00.6'$	- " " "	
7	-	23A	38.5	$\phi 43^{\circ} 47.4'$	- " " " "	
	-	28C	32.0 E.D. 39 ft sdg plotted	$\lambda 70^{\circ} 01.5'$	- " " " "	

E.D. G.R.

NO	POSITIONS TENDER	DRAG	SDG. OR EFF. DEPTH	LEAST DEPTH ON SHOAL	CLEARED BY	REMARKS
8	—	2D	42.5 N.P.	$\phi 43^{\circ}46.3' / 70^{\circ}03.1'$	30.5	N buoy freed self on depth curve
	1d	6D	30.5	—	—	At N on depth curve
	2d	"	81.5	—	—	for slope of bight
	3d	5D Reject	31.5	—	—	not aground.
	4d	"	39.5	—	—	For shape of drag
	5d-8d	"	81.84, 66, 43	—	—	"
	9d	5LD	25.5	$\phi 43^{\circ}46.0' / 70^{\circ}03.1'$	—	At F on depth curve
	—	—	40.0 N.P.	—	—	N buoy freed self on depth curve
9	10d	17D	50.5	35	18.5	100 meters northeast of 13d probably part of same shoal.
	11d	"	41.0 N.P.	"	"	
	12d	"	45.0	"	"	
	13d	14D	35.0 LD	"	$\phi 43^{\circ}46.4' / 70^{\circ}02.7'$	
	14d	"	48.0	"	33.0	
	15d	"	50.0	"	18.5	
	16d	"	48.0	"	"	
	17d	"	43.5	"	19.0	
	23d	44D	34.5 33.0 ED N.P.	31.5	18.5	
	24d	"	31.5	"	"	
25d	"	47.5 N.P.	"	"	100 meters northeast of 13d probably part of same shoal.	
10	18d	17D	38.5	4.5	13	Edge of Goose Ledge.
	2g	18G	20.0 41.0	"	"	"
	3g	"	36.0	"	"	"
	4g	"	21.0 NP	"	"	"
	5g	"	21.0 NP	"	"	"
	6g	"	20.5 NP	"	"	"
	7g	"	14.5 LD	"	"	"
	16g	28G	36.5 NP	"	3.5	4 ft on hydro.
	17g	"	38.5	"	"	"
	18g	"	7.5 NP	"	"	"
	19g	"	4.5	"	"	"
20g	"	4.5 NP	"	"	"	
21g	"	5.5 NP	"	"	"	
11	22d	44D	35.5 NP	23.0	20.5	22 ft hydro. shoal
	27d	44D	40.0 NP	23.0	20.5	
	28d	"	40.0 NP	"	"	
	29d	"	27.0 NP	"	"	
	30d	"	23.0 LD	"	"	
	31d	"	28.0 NP	"	"	
	25f	38F	37.0	"	"	
	26f	"	31.0	"	"	
	27f	"	30.5	"	"	
	28f	"	32.5	"	"	
12g-15g	21G	29.5	28.0	13.0	12' hydro shoal on depth curve	
29f	38F	29.5	28.0	13.0	"	
12	26d	44D	35.0 33.0 ED NP	28.0	13.0	15 ft hydro. shoal
	1g	18G	20.0	"	"	
	3g	"	34.5	"	"	
	9g	"	45.5	"	"	
	10g	"	28.5 LD	"	"	
	11g	"	28.5	"	"	

NO	POSITION TENDER DRAG	SDG. OR EFF. DEPTH	LEAST DEPTH ON SHEET	CLEARED BY	REMARKS	
13	1e	6E	28.0	14	12.5 ✓	Same shoal Wrapped from north. }
	2e	"	18.0	"	" ✓	
	3e	"	20.0 NP	"	" ✓	
	4e	"	15.0 NP	"	" ✓	
	5e	"	14.0 LD	"	" ✓	
	10e	43E	50.0	"	" ✓	
	11e	"	27.0 NP	"	" ✓	
	12e	"	28.0	"	" ✓	
	13e	"	20.5	"	" ✓	
	14e	"	24.5 NP	"	" ✓	
	15e	"	23.5 NP	"	" ✓	
16e	"	24.5	"	" ✓		
17e	"	35.0	"	" ✓		
14	18e	242E	30.0 (E.D.) N.P.	$\phi 43^{\circ} 40.15'$	$\wedge 70^{\circ} 02.5'$	on depth curve.
	6e-9e	25E	26.0 Rejected	$\phi 43^{\circ} 49'$	$\wedge 70^{\circ} 02'$	On depth curve.
		36E	22.0			For shape of bight. Grounded at tender plus 8E on 20 ft depth curve.
15	1f-6f	79F	29.5 ED N.P.	$\phi 43^{\circ} 47.3'$	$\wedge 70^{\circ} 04.6'$	On depth curve for shape of bight. ✓
		8F	28.0			
16	7f	19F	32.5	25.0	22.0 ✓	Probably shoulder of shoal with least depth at lg about 160 meters southeast. 25ft hydro. shoal
	8f	"	27.5	"	" ✓	
	9f	"	26.5 Rejected	"	" ✓	
	10f	"	42.5	"	" ✓	
	11f	"	38.5	"	" ✓	
	12f	"	25.0	"	" ✓	
	13f	"	25.0 NP	"	" ✓	
	14f	"	38.0	"	" ✓	
	15f	"	28.0 NP	"	" ✓	
	16f	"	27.0	"	" ✓	
	17f	"	29.5	"	" ✓	
	18f	"	38.5	"	" ✓	
	lg	5G	20.0	20.0	18.5 ✓	
	21F	30.5 ED N.P.	20.0	30.5 ✓	Sdgs. to show shape of drag. 20ft hydro. shoal	
17	19-21F	25F	38.5-29.0 ED N.P.	$\phi 43^{\circ} 45.9'$	$\wedge 70^{\circ} 03.1'$	On depth curve taken to show shape of drag. ✓
	22f	31F	36.0-29. ED	$\phi 43^{\circ} 46.55'$	$\wedge 70^{\circ} 03.14'$	Sdgs. taken at groundings caused by lobster nots. }
	23f	21F	30.5 ED N.P.			See Review

SHEET 1003 WD

Vol. Date	Day Letter	Stat. Miles Drag Strip	Plotted position	Position	Sounding
1 Sept 15	A	3.1	37	11	11
1 Sept 16	B	0.7	11	8	8
1 Sept 17	C	3.8	59	13	13
1 Sept 19	D	2.8	44	31	31
1 Sept 22	E	4.0	47	18	18
1 Sept 23	F	2.2	19	29	30
Total Vol I		16.6	217	110	111
2 Sept 23	F	2.2	19	0	0
2 Sept 24	G	2.0	31	23	24
2 Sept 25	H	1.8	32	1	1
Total Vol II		6.0	82	24	25
Total for Sheet		22.6	299	134	136

RAC
HCE

TIDE NOTE FOR HYDROGRAPHIC SHEET

November 4, 1941

~~Division of Hydrography and Topography:~~

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

Plane of reference approved in
5 volumes of sounding ^{and wire drag} records for

HYDROGRAPHIC SHEET 6669

Locality Middle Bay 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 feet.

Condition of records satisfactory except as noted below:

Acting Chief, Division of Tides and Currents.

GEOGRAPHIC NAMES
 Survey No. **H6669**
 (WIRE DRAG)

Name on Survey											1
	A	B	C	D	E	F	G	H	K		
<u>Casco Bay</u>											1
<u>Middle Bay</u>											2
											3
											4
<u>Portland</u>											5
											6
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Names underlined in red approved
 by L. Heck on 10/27/42

Remarks

Decisions

	Remarks	Decisions
1	For teHe	U.S.G.B
2		
3		
4		
5	Location of tide staff.	
6		
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Surveys Section (Chart Division)

HYDROGRAPHIC SURVEY NO. **H.6669** (WIRE DRAG)

Records accompanying survey:

Boat sheets (2)..; sounding vols. (2)..; wire drag vols. (3)...;
 bomb vols.; graphic recorder rolls;
 special reports, etc. (1) A & D sheet; (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	..	134 ⁺¹³⁶	
Number of positions checked	..	255	
Number of positions revised	..	7	
Number of soundings recorded	..	136	
Number of soundings revised (refers to depth only)	..	0	
Number of soundings erroneously spaced	..	—	
Number of signals erroneously plotted or transferred	..	—	
Topographic details	Time	...0	
Junctions	Time	...0	
Verification of soundings from graphic record	Time	...0	
Verification by <i>G. F. Jordan</i>	Total time	..53..	Date <i>Dec. 17, 1941</i>
Review by <i>G. F. Jordan</i>	Time	..11½	Date <i>Nov. 26, 1942</i>

MEMORANDUM IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
~~PHOTOSTATION~~

No. H **H6669**
~~No. H~~ (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		
26	<i>HSC</i>	
30		
40		
62		
63		
82		
✓ 83	<i>JFR p 5</i>	
88		
90		

RETURN TO

82	R. W. Knox
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NRWMC.

DIVISION OF CHARTS

SURVEYS SECTION

REVIEW OF HYDROGRAPHIC SURVEY

REGISTRY NO. 6669 W.D.
Field No. 1003 W.D.

Maine, Casco Bay, Middle Bay and Vicinity
Surveyed in September 1941; Scale 1:10,000
Instructions dated May 7, 1941

Soundings: Lead line

Control: Visual; three-point
fix on shore signals

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

1. Shoreline and Signals

The shoreline has been omitted as it is given in detail on the contemporary hydrographic survey 6731 (1941).

The source of signal control is given in the Descriptive Report.

2. Junctions with Contemporary Surveys

A satisfactory overlap is made on the south with H-6670 (1941) W.D.

3. Comparison with Hydrographic Surveys

The present survey covers the deeper areas of H-6731 (1941) and the north end of H-6732 (1941) and is in satisfactory agreement.

A slight discrepancy exists at Lat. $43^{\circ}46.7'$; Long. $70^{\circ}03.3'$ where a 38-ft. sounding on H-6731 is shown as cleared by 40 feet on the present survey. The 40-ft. strip grounded on a 32-ft. shoal 300 meters northwest and apparently pulled over the 38-ft. shoal at the same time without noticeable grounding.

The 29-ft. grounding at Lat. $43^{\circ}46.55'$; Long. $70^{\circ}03.14'$ was assumed to be due to lobster pots, according to the tender record, but this was not verified. The 34-ft. sounding on an adjacent line on H-6731 indicates a shoal. The 29-ft. grounding, cleared by 28 feet, has been retained.

4. Comparison with Prior Surveys

This is the first wire drag survey in this area and no disagreements exist with prior hydrographic surveys which have not been disposed of in the review of hydrographic survey H-6731 (1941).

5. Comparison with Chart 201 (print of 5-12-42)
Chart 315 (latest print of 6- 3-42)

These charts show advance information on the present surveys. The latest recompilation of chart 201 is based on the unverified smooth sheets.

A 38-ft. grounding charted at Lat. $43^{\circ}47.38'$; Long. $70^{\circ}00.72'$ falls on the depth curve and has been deleted from the present survey. A 38-ft. ($38\frac{1}{2}$) grounding charted at Lat. $43^{\circ}47.35'$; Long. $70^{\circ}01.52'$ in 39-ft. depths has been changed to a 39-ft. sounding.

6. Condition of Survey

The sounding records, descriptive report and field plotting are satisfactory.

7. Compliance with Instructions for the Project

Satisfactory.

8. Additional Work

The coverage within the limits of the survey is adequate and no additional work is recommended.

Robert W. Long
Chief, Surveys Section

Examined and approved:

J. S. Borden
Chief, Division of Charts

E. P. Raynor
Chief, Section of Hydrography

G. H. Wade
Chief, Division of Coastal Surveys

Partially applied to Cht. 315 (Lith Proof) 11/19/41 R. A. McGinn.
(only critical depths considered. Sheet not
revised at this date)

Applied to Cht 315 (Orig. 9/22/41) 11/24/41 G. R.
(App. before verif. + review)

" " Cht. 1204 (Print date) 12/8/41 G. R.
41-1/6
(App. from Orig. Cht. 315 9/22/41 before ver. + review)