

# 6811

## WIRE DRAG

6811  
WIRE DRAG

|   |                        |
|---|------------------------|
| Form 504  |                        |
| U. S. COAST AND GEODETIC SURVEY<br>DEPARTMENT OF COMMERCE |                        |
| DESCRIPTIVE REPORT  |                        |
| Type of Survey  | Hydrographic Wire Drag |
| Field No.   | WD 1005                |
| Office No.  | H3811<br>WIRE DRAG     |
| LOCALITY  |                        |
| State   | Maine                  |
| General locality  | Kennebec River         |
| Locality  | Vicinity of Bath       |
| 1942  |                        |
| CHIEF OF PARTY  |                        |
| C.D. Meany  |                        |
| LIBRARY & ARCHIVES  |                        |
| DATE  | April 8, 1943          |

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

REG. NO. H6811

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 1005 WIRE SWAB

REGISTER NO. **H6811**

State MAINE

General locality Kennebec River

Locality Vicinity of Bath

Scale 1:10,000 Date of survey Aug.-Oct., 1942

Vessel LYDONIA (MARINDIN & RODGERS)

Chief of Party C. D. Meaney

Surveyed by C. R. Reed

Protracted by A. Kaupā

Soundings penciled by \_\_\_\_\_

Soundings in fathoms feet Feet

Plane of reference Mean Low Water

Subdivision of wire dragged areas by \_\_\_\_\_

Inked by A. Kaupā

Verified by \_\_\_\_\_

Instructions dated May 7, 1941, March 11, 1942, 19\_\_\_\_

Remarks: This sheet was processed at the Norfolk Processing Office.

DESCRIPTIVE REPORT

H6811

to accompany

WIRE DRAG

WIRE DRAG SHEET FIELD NO. 1005

KENNEBEC RIVER, MAINE

VICINITY OF BATH

SCALE 1:10,000

PROJECT CS-265            1942            LYDONIA SUB-PARTY

LAUNCHES MARINDIN, RODGERS & NO. 101

INSTRUCTIONS:

Instructions for the work executed on this sheet are the original project instructions dated May 7, 1941 and supplemental instructions dated March 11, 1942. ✓

SURVEY METHODS:

Standard dual control wire drag methods were employed using the wire drag launches MARINDIN and RODGERS. Lift tests were made from tender No. 101 using the floating type of tester which has been standard for several years. ✓ ✓

During a part of the work on this sheet a depth recorder installed on the guide launch was used. This was used to avoid grounding at the edge of the channel with the large buoy. This was not as useful near Bath, as it was farther down river as the edge of the channel is not as definite. ✓

The river was not dragged between Doubling Point and Bluff Point as a dredge was working on Fiddler Ledge and Lithgow Rock the entire time the wire drag party worked on the Kennebec River. Danger of fouling the dredging equipment with the drag precluded dragging in this portion of the river. ✓

South of present survey.

The current in the river made dragging impossible a large part of the time, especially in the vicinity of the combined highway and railroad bridge. There was not sufficient clearance at any stage of the tide for the drag vessels to pass under the closed bridge. The current also made it difficult to locate a grounding because the drag was pulled along by the current after the initial grounding. ✓

CHANNELS:

The channel was dragged to an effective depth of 20 feet. The U. S. Engineers' project depth of 27 feet does not exist in the area just north of Doubling Point. H-6800 (1942) shows controlling depth of 23 ft. ✓

83 25

H6811  
WIRE DRAG  
83

GROUNDINGS:

The drag grounded at Latitude 43° 53.5', Longitude 69° 48.5' and soundings of 20 to 25 feet were obtained. These soundings are 3 or 4 feet shoaler than those on the contemporary hydrographic sheet. H-6800 (1942).

Other groundings are consistent with the contemporary hydrographic survey.

SPLITS AND UNFINISHED WORK:

The drag was taken as close to the Bath bridge as safety permitted using drag vessels with masts. If much work were to be done in the vicinity of the bridge it should be done with launches small enough to pass under the closed bridge.

Dragging was done as close to the bottom as practical in the shoal area just north of Doubling Point.

Fiddler Ledge and Lithgow Rock should be dragged upon completion of dredging operations. South of present survey limits.

TIDES:

Tides used were from the portable gage at Bath, Maine.

STATISTICS:

|                                 |     |
|---------------------------------|-----|
| Statute miles of wire drag      | 9.7 |
| Area of wire drag (sq. st. mi.) | 0.6 |
| Number of soundings             | 6   |

Respectfully submitted,

*Clarence R. Reed*

Clarence R. Reed  
H. & G. Engineer  
U.S.C.&G. Survey

Approved and forwarded

*C. D. Meaney*  
C. D. Meaney  
Chief of Party

H6811

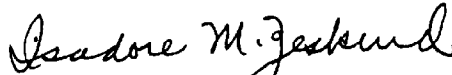
A D D E N D U M

WIRE DRAG

W .D. Sheet No. 1005 (Field)

This sheet was processed at the Norfolk Processing Office. ✓

Respectfully submitted,



Isadore M. Zeskind,  
Associate Cartographic Engineer.

Norfolk, Va.,  
April 5, 1943.

Approved and forwarded



Paul C. Whitney  
Supervisor, S.E. District.

Surveys Section (Chart Division)

HYDROGRAPHIC SURVEY NO. **H5811** WIRE DRAG

Records accompanying survey:

Boat sheets ...<sup>2</sup>; sounding vols. <sup>2</sup>....; wire drag vols. <sup>2</sup>....;  
bomb vols. ...<sup>0</sup>.; graphic recorder rolls ...<sup>0</sup>.;  
special reports, etc. <sup>1</sup> Overlay Tracing  
.....

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

Number of positions on sheet .....  
Number of positions checked ..<sup>24</sup>.  
Number of positions revised ....<sup>2</sup>  
Number of soundings recorded ...<sup>6</sup>  
Number of soundings revised  
(refers to depth only) ....<sup>0</sup>  
Number of soundings erroneously  
spaced .....  
Number of signals erroneously  
plotted or transferred .....  
Topographic details Time .....  
Junctions Time .....  
Verification of soundings from  
graphic record Time .....

Verification by *G. F. Jordan* ... Total time ...<sup>6</sup>. Date *May 8, 1943*

Review by ..... *J. A. McCormick* ..... Time ...<sup>8</sup>. Date *Sept. 16, 1943*

H6811

WIND DRAG

1.00

Remarks.

Decisions

|    | Remarks. | Decisions |
|----|----------|-----------|
| 1  |          | U.S.G.B   |
| 2  |          | 437697 "  |
| 3  |          | 439698    |
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| 27 |          |           |

GEOGRAPHIC NAMES

Survey No. **H6811**

**WIRE DRAG**

| Name on Survey        | Source |   |   |   |   |   |   |   |   |  |  |    |
|-----------------------|--------|---|---|---|---|---|---|---|---|--|--|----|
|                       | A      | B | C | D | E | F | G | H | K |  |  |    |
| <u>Maine</u>          |        |   |   |   |   |   |   |   |   |  |  | 1  |
| <u>Kennebec River</u> |        |   |   |   |   |   |   |   |   |  |  | 2  |
| <u>Bath</u>           |        |   |   |   |   |   |   |   |   |  |  | 3  |
|                       |        |   |   |   |   |   |   |   |   |  |  | 4  |
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|                       |        |   |   |   |   |   |   |   |   |  |  | 27 |

Names underlined in red approved  
by L. Heck on 5/24/43



# MEMORANDUM IMMEDIATE ATTENTION

SURVEY }  
 DESCRIPTIVE REPORT } No. H **H6811**  
 PHOTOSTAT OF } No. T **WIRE DRAG**

{ received April 8, 1943  
 { registered April 8, 1943  
 { 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  | Pg 1    | <del>AB</del> |                     |
| 26    |         |               |                     |
| 30    |         |               |                     |
| 40    |         |               |                     |
| 62    |         |               |                     |
| 63    |         |               |                     |
| 82    |         |               |                     |
| ✓ 83  | Pg 1 82 | AB            | Mr. Engelhardt      |
| 88    |         |               |                     |
| 90    |         |               |                     |
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RETURN TO

|    |          |
|----|----------|
| 82 | R.W.Knox |
|----|----------|

TIDE NOTE FOR HYDROGRAPHIC SHEET

May 6, 1943

~~Division of Hydrography and Topography:~~

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

Tide Reducers are approved in <sup>wire</sup> drag  
4 volumes of sounding records for

HYDROGRAPHIC SHEET 6811

Locality Vicinity of Bath, Kennebec River, Maine.

Chief of Party: C. D. Meaney in 1942  
Plane of reference is mean low water reading  
2.9 ft. on tide staff at Bath  
19.5 ft. below B.M. 1

Height of mean high water above plane of reference is 6.5 feet

Condition of records satisfactory except as noted below:

*C. H. Green*  
Chief, Division of Tides and Currents.

DIVISION OF CHARTS

REVIEW SECTION - SURVEYS BRANCH

REVIEW OF HYDROGRAPHIC SURVEY

REGISTRY NO. 6811 W.D.

Field No. W.D. 1005

Maine; Kennebec River; Vicinity of Bath  
Surveyed August - October 1942; Scale 1:10,000  
Instructions dated May 7, 1941; March 11, 1942  
Project C.S. 265

Wire Drag

Dual Control

Chief of Party - C. D. Meaney  
Surveyed by - C. R. Reed  
Protracted by - A. Kaupa  
Subdivision of dragged areas by - A. Kaupa  
Inked by - A. Kaupa  
Verified by - G. F. Jordan  
Reviewed by - J. A. McCormick  
Inspected by - H. R. Edmonston, September 16, 1943

1. Shoreline and Signals

Topographic signals are from graphic control surveys T-6910 and T-6911 of 1942. Shoreline is from topographic map T-5974.

2. Comparison with H-6800 (1942)

The drag was set so close to the bottom that it scraped the shoulders of the channel in several places. Depths on H-6800 being satisfactory in every instance, the green-circled groundings were removed from the smooth sheet to prevent unnecessary charting of approximate information. An actual hang-up in Lat.  $43^{\circ}53.5'$ , Long.  $69^{\circ}48.5'$  resulted in five soundings of 20 to 27 feet which were added to H-6800.

3. Comparison with Chart 230 (Print of June 23, 1943)  
Chart 314 (Print of May 27, 1943)

In the channel area a least depth of 22 feet charted in Lat.  $43^{\circ}53.3'$ , Long.  $69^{\circ}48.7'$  was cleared with an effective depth of 22 feet with no evidence of scraping. A depth of 23 feet in the same position on H-6800 (1942) is accepted as controlling depth for the channel.

4. Compliance with Project Instructions


Satisfactory.

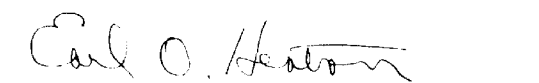
5. Additional Field Work Recommended


None.

Examined and approved:

  
Chief, Surveys Branch

  
Chief, Division of Charts

  
Chief, Section of Hydrography

  
Chief, Division of Coastal  
Surveys

# NAUTICAL CHARTS BRANCH

SURVEY NO. \_\_\_\_\_

## Record of Application to Charts

| DATE    | CHART       | CARTOGRAPHER | REMARKS   |
|---------|-------------|--------------|---|
|         |             |              | Before After Verification and Review            |
|         |             |              | Before After Verification and Review            |
|         |             |              | Before After Verification and Review            |
| 4/30/48 | CP.<br>1204 | Mae Ewen     | <del>Before</del> After Verification and Review |
|         |             |              | Before After Verification and Review            |
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|         |             |              | Before After Verification and Review            |

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

applied to chart 230      Apr. 9-1943 before review HSG.  
applied to reconstruction ch. 230      4/20/45      EJE  
"      "      "      ch 314      1/22/46      EJE