

6838

6838

Form 504	
U. S. COAST AND GEODETIC SURVEY DEPARTMENT OF COMMERCE	
DESCRIPTIVE REPORT	
Type of Survey	HYDROGRAPHIC
Field No.	1443
Office No.	H-6838
LOCALITY	
State	MAINE
General locality	Upper Sheepscot River and Montsweag Bay
Locality	Montsweag Bay
194 3	
CHIEF OF PARTY	
L. P. Raynor	
LIBRARY & ARCHIVES	
DATE	

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

REG. NO. H-6838

The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

REGISTER No. H-6838

Field No. 1443

State Maine

General locality Wiscasset

Locality Sheepscot River, ~~Back River~~, Montsweag Bay

Scale 1:10,000 Date of survey June - August, 1943

Instructions dated May 7, 1941 and Sup. Inst. dated March 16, 1943

Vessel LYDONIA

Chief of party L. P. Raynor

Surveyed by LYDONIA
Ship's Officers

Soundings taken by fathometer, graphic recorder, hand lead, ~~wire~~

Protracted by Anthony Zuccaro (Ship's draftsman)

Soundings penciled by J. D. Curd

Soundings in ~~fathoms~~ feet at MLW ~~MLLW~~

REMARKS: The projection was made, and the signals and control were plotted
by the ship LYDONIA. The soundings were pencilled at the Norfolk Processing
Office.

DESCRIPTIVE REPORT

to accompany

HYDROGRAPHIC SHEET H-6838 (Field 1443)

This descriptive report was compiled from notes furnished by the field party as well as supplemental information obtained at this office. ✓ ✓

INSTRUCTIONS:

This survey was executed under authority of the Director's Instructions for project CS-265, dated May 7, 1941, and Supplemental Instructions, dated March 16, 1943. ✓ ✓

LOCALITY:

This is a survey of Sheepscot River, Montsweag Bay and Back River, and covers that area south of Wiscasset, Maine and north of latitude $43^{\circ} 54'$. ✓ ✓

CONTROL & SIGNALS:

The topographic signals were taken from airphoto compilations, while the hydrographic signals were obtained by the usual method of three-point fixes and cuts. ✓ ✓

SURVEY METHODS:

The usual method of three-point fixes was used throughout this survey. The soundings were obtained by means of an 808 fathometer and handlead. ✓ ✓

SMOOTH PLOTTING:

The positions were protracted by the Ship LYDONIA and the soundings were pencilled by the Hydrographic Section at the Headquarters Southeastern District. While pencilling the soundings on this sheet at this office, a good many positions were found to have been erroneously plotted; these positions were replotted. } *Considerable time spent in replotting* ✓

Stamp # 42 ^{filled in} has not been completely ~~made~~, as the necessary information was not available at this office. ✓

CROSSINGS:

The crossings in general are in good agreement. ✓ ✓

DISCREPANCIES:

Latitude $43^{\circ} 57.34'$, and Longitude $69^{\circ} 41.25'$ ^{41.25?} ~~40.25'~~, b (green), June 24, 1943. Attention is directed to the soundings for for this day. ✓ ✓

In general, the soundings appear to be 2 to 3 feet too shoal. Notes in the sounding records indicate difficulty was experienced in the proper operation of the fathometer on this day. A pole sounding comparison (Vo. 7, page 12) shows the fathometer sounding 2½ ft. too shoal. The initial also appears to have varied considerably between barchecks (about 2 ft.).

Corrections applied and discrepancies eliminated.

Latitude 43° 58.69' and Longitude 69° 39.72'. Shoal. Note in volume 4, page 12, states, "Investigating shoal (2 ft.) at low water". The shoalest sounding obtained in this vicinity is 3 ft. at position 77 k(blue), volume 3, page 61. The boat sheet shows a 2 ft. sounding.

Usual difference between boat and smooth sheets.

BRIDGES:

Wiscasset (see page 32, volume 8, sounding records). Owned by Maine State Highway Commission. Description - Swing (length of movable section - 125 feet), highway, steel truss, wooden floor, wooden pile supports, 22 foot road bed.

Left (west) channel span	Center	Right(east) channel span	Vertical Clearance	
			MLW	MHW
40 ft.	---	40 ft.	20 ft.	11 ft.
	Use	Bridge Book values of	19.4	10

WHARVES AT WISCASSET

No soundings were obtainable at the keel line along the wharf at the town of Wiscasset because of the fact that vessels lay alongside during the time the survey was made. This wharf however, was in very poor condition and apparently no longer used for moving cargo etc.

A new coal wharf has recently been built at the power plant ½ mile south of the town of Wiscasset and has a keel line depth of 31 feet.

CHANNELS:

The following navigable channels are adequately described in Section A of Atlantic Coast Coast Pilot:

- Sheepscot River to Wiscasset
- Montsweag Bay and Back River to Wiscasset
- Cross River
- Back River between Barter Island and the mainland

ANCHORAGES:

Large vessels may find suitable anchorage with mud bottom in Sheepscot River as far north as Latitude 43° 55½', but above this point the channel is narrow and tidal currents fairly strong. Good anchorage may also be had at Wiscasset south of the bridge and near the wharves of the town.

COMPARISON WITH PREVIOUS SURVEYS:

Items 7, 8, and 9, listed in the Preliminary Review for Project 265" by G. B. Littlepage, dated April 12, 1943, fall within the limits of this sheet. The areas were investigated with the following results:

(7) No rock exists at Latitude 43° 59.25', Longitude 69° 39.8', as shown on Sheet H-775 (1862-67). This spot falls approximately on the 18 ft. curve. There is a rock which bares ~~1~~ ft. at MLW about 50 meters SSE of this spot. ✓ 83

(8) Complete descriptions of rocks and ledges at the north and south ends of Berry Island at approximate Latitude 43° 58', Longitude 69° 40.7', were obtained and are noted on the boat sheet and in the sounding records. ✓

(9) The 2 ft. sounding at Latitude 43° 59.15', Longitude 69° 39.5', is incorrectly charted as noted. A least depth of ~~11~~¹³ ft. was obtained at this spot. 2 is an error in charting a 12 reported in Letter 402 (1926) ✓

All other spots from previous surveys, noted on Chart 314 (furnished with the Instructions), were investigated or developed as needed. In most cases suitable notes may be found on the boat sheet and in the sounding records. Additional comment follows: ✓

Charted rock awash at Latitude 43° 57.05', Longitude 69° 41.5' is a small island located on the air photo compilation. ✓ ✓

Charted rocks awash at Latitude 43° 57.⁹~~09~~', Longitude 69° 41.0', are high water rocks located on the air photo compilation. Several small rocks awash ~~and rocks covered at MLW~~ lie to the northeast. *Shown as rocks awash*

Charted 18 ft. at Latitude 43° 57.4', Longitude 69° 41.2', is a shoal with a least depth of 11 feet at MLW. ✓ 83 ✓

Charted rock awash at Latitude 43° 58.7', Longitude 69° 40.2', is a ~~high water rock with an elevation of 2 feet.~~ *rest baring 9 ft. at MLW* ✓ ✓

Charted rock awash at Latitude 43° 54.6', Longitude 69° 41.5', is about 25 meters south of charted position and lies just off the end of the ledge at MLW. *Shown as part of ledge.* ✓

Charted 29 ft. at Latitude 43° 54.3', Longitude 69° 41.1', was disproved or is charted out of position. The 30 ft. curve lies about 100 meters to the eastward. ✓ Rev. par. 5 ✓

TIDAL STATIONS:

The areas for which the various tide stations were selected for the reduction of soundings are marked in red on the boat sheet and are as follows: ✓

Wiscasset tide gage from Wiscasset Bridge southward in the Sheepscot River to a line running 200° true joining signals Gasp and Vic, then ✓

Cross River tide gage southward in the Sheepscot River to southern limit of sheet; also in Back River (east of Sheepscot River); Cross River; Oven Mouth, then ✓

Cross River plus 10 minutes from entrance to Oven Mouth to east limit of sheet. ✓

Wiscasset tide gage southward in Back River to approximately Latitude 43° 58.8' then ✓

Wiscasset tide gage plus 15 minutes southward to approximately Latitude 43° 57.5', then ✓

Wiscasset tide gage plus 30 minutes southward through Back River, Montsweag Bay, Montsweag Brook and Chewonki Creek. ✓

MISCELLANEOUS

The red charted beacons in Back River at Latitude 43° 58.7', Longitude 69° 40.2', and Latitude 43° 57.6', Longitude 69° 41.1', were gone and had not been replaced at the time that the survey was in progress. Also gone - Bn. 9 charted in lat. 43° 59.0', long. 69° 40.2'. ✓

All red and black spindle beacons marking the channel in Montsweag Bay were gone when the survey was in progress, but were replaced late in the season. The new locations differ from those shown on the chart. They have been replotted on the boat sheet from sextant angles in sounding record No. 9, pages 3 to 8 incl. ✓ 83

There is a small "two car" ferry operating across Back River at Latitude 43° 57.5', Longitude 69° 41.2', between Westport Island and the mainland. Vessels should approach with caution when ferry is operating as its direction is controlled by a steel cable stretched across the river. The cable is brought to the surface when ferry is operating. Currents are generally strong through this river and the ledges and shoals just north of the ferry crossing make the channel quite narrow at this point. ✓ 20

The locations of the two grounded derelicts off the town of Wiscasset may be found on the air photo compilation. Shown on smooth sheet. ✓

The ⁴⁰~~38~~ foot sounding at Latitude 43° 59.5', Longitude 69° 39.64' and the ²⁶~~28~~ foot sounding at Latitude 43° 59.48', Longitude 69° 39.5', both in Wiscasset Narrows, were not drift-leaded for least depth. Should future wire drag operations be carried this far north is cleared by 25ft. is recommended that these two spots be dragged. H-6979 (1944) W.D. ✓

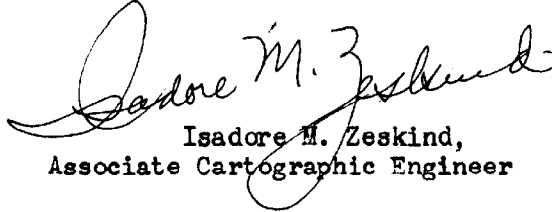
The stack at the new power plant south of Wiscasset would serve as an excellent landmark. Recommend its location be determined from the air photo compilation. ✓

Charted. ✓

STATISTICS:

Statute miles of sounding lines - - - - -	271.8
Number of positions - - - - -	2275
Number of hand lead soundings - - - - -	416
Area in square statute miles - - - - -	8

Respectfully submitted,



Isadore M. Zeskind,
Associate Cartographic Engineer

Norfolk, Va.
July 10, 1944

Approved and Forwarded

Paul C. Whitney
Supervisor, S. E. District

821
C O P Y

Box 818, Portland 1, Maine

U. S. COAST AND GEODETIC SURVEY
Ship LYDONIA

July 24, 1944.

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

From: Commanding Officer
Ship LYDONIA

Subject: Upper Sheepscot River and Montsweag Bay

Reference: 25-1/LEF July 18, 1944

The statement in the Coast Pilot notes sent to the office by this vessel on February 1, 1944, with regard to the ferry in question is an error. A two car ferry was operated at this place last year. The ferry held against the action of the current by a wire stretched across the river, and is propelled by a small motor boat made fast alongside. The wire lays on the bottom when not under strain.

(Signed) L. P. Raynor

Commander, USC&GS
Commanding Ship LYDONIA

Original filed in *Coast Pilot*
74.7

#6838

GEOGRAPHIC NAMES

Survey No. **H6828**

Name on Survey	Source									
	A	B	C	D	E	F	G	H	K	
Back River	(east side Barter I)			438696						1
Barter I.				"						2
Cross R.				439696						3
Oven Mouth	(waterway)			"						4
Parsons Creek				"						5
Sheepscot R.				438696				(U.S.G.B)		6
McCarty Cove				439696						7
Greenleaf Cove				"						8
Fowle Cove				"						9
Rum Cove				"						10
Colby Cove				"						11
Merrill Cove				"						12
Davis I.				"						13
Wiscasset				440696						14
Pottle Cove				439696						15
Hilton Cove				"						16
Cushman Cove				"						17
Cowseagan Narrows				"						18
Berry I.				"						19
Back R.	(west side of Westport I.)			"						20
Westport I.				"						21
Montsweag Bay				439697				(U.S.G.B)		22
Chewonki Creek				"				"		23
Montsweag Brook				"				"		24
Oak I.										25
										26
Phipps Pt	(location of one tide staff)									27

Checked by L. Hech on 1/6/45

Surveys Section (Chart Division)

HYDROGRAPHIC SURVEY NO. **H6828**

Records accompanying survey:

Boat sheets; sounding vols.; wire drag vols.;
 bomb vols.; graphic recorder rolls;
 special reports, etc.

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

Number of positions on sheet	2275
Number of positions checked	144
Number of positions revised	3
Number of soundings recorded	12013
Number of soundings revised (refers to depth only)	17
Number of soundings erroneously spaced	15
Number of signals erroneously plotted or transferred	0
Topographic details	Time 48 hrs
Junctions	Time 4 hrs
Verification of soundings from graphic record	Time 32 hrs

Verification by *Larry S. King*... Total time 273 hrs. Date *Nov. 9, 44*

Review by *J.A. McCormick*..... Time 40 hrs. Date *12/11/44*

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
PHOTOSTAT OF

No. H **H6838**
No. T

{ received
registered
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			
30			
40			
62			
63			
82			
83			
88			
90			

RETURN TO

82	
----	--

*Rac
HPC*

TIDE NOTE FOR HYDROGRAPHIC SHEET

October 18, 1944

~~Division of Hydrography and Topography:~~

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

Plane of reference approved in
9 volumes of sounding records for

HYDROGRAPHIC SHEET 6838

Locality Sheepscot River, Back River, Montsweag Bay, Wiscasset, Maine

Chief of Party: L. P. Raynor in 1943
Plane of reference is mean low water reading
5.4 ft. on tide staff at Wiscasset
15.4 ft. below B. M. 3
4.0 ft. on tide staff at Phipps Point
17.9 ft. below B. M. 1
3.8 ft. on tide staff at Cross River
11.8 ft. below B. M. 1

Height of mean high water above plane of reference is 9.4 feet
at Wiscasset, 8.8 feet at Phipps Point, 9.1 feet at Cross River.

Condition of records satisfactory except as noted below:

E. K. Green
Chief, Division of Tides and Currents.

DIVISION OF CHARTS

REVIEW SECTION - SURVEYS BRANCH

REVIEW OF HYDROGRAPHIC SURVEY

REGISTRY NO. 6838

Field No. 1443

Maine; Upper Sheepscot River and Montsweag Bay
Surveyed in June - August, 1943; Scale 1:10,000
Project C. S. 265

Soundings:

Control:

Hand lead
808 Fathometer

Three-point fix on shore signals

Chief of Party - L. P. Raynor
Surveyed by - Lydonia Officers
Protracted by - A. Zuccaro
Soundings plotted by - J. D. Curd
Verified and inked by - L. King
Reviewed by - J. A. McCormick
Inspected by - H. R. Edmonston, December 11, 1944

1. Shoreline and Signals

Shoreline and red-inked signals are from topographic maps T-5985, T-5986 and T-5987. The radially plotted control was supplemented by several sextant fixed hydrographic positions.

2. Sounding Line Crossings

Satisfactory. A variable fathometer initial on green "b" day was corrected for and the day's soundings brought into agreement with the rest of the survey.

3. Depth Curves

Satisfactory.

4. Contemporary Surveys

Satisfactory junctions were effected with H-6841 (1943) on the north, H-6837 (1943) on the southwest and with H-6839 (1943) on the south. Effective depths of 43 and 44 feet were carried up the Sheepscot River to latitude $43^{\circ}55.5'$ on H-6923 (1943) W.D. without conflict. Drag work was extended to the vicinity of Wiscasset in 1944 but the smooth sheet had not been received in the office at this writing.

5. Previous Surveys

H-676 (1858), 1-10,000; H-775 (1862-67), 1-10,000;
H-891 (1866), 1-10,000.

Agreement between old and new surveys is fairly good over the entire area. In depths over ten fathoms, the old soundings are usually the deeper by several feet either because of leadline errors or because of silting up of the mud bottom. A 29 foot sounding in latitude $43^{\circ}54.3'$, long. $69^{\circ}41.1'$ on H-676 compares with 42 feet on the present survey. An effective depth of 30 feet on H-6923 (1943) W. D. does not conclusively disprove existence of the 29 but 20 minutes drift sounding on the present survey is accepted as satisfactory and the 29 can be considered an error on the old survey. In latitude $43^{\circ}59.8'$, longitude $69^{\circ}40.1'$, a depth of 7 feet has been carried forward from H-775 on Birch Ledge where a 14 foot indication on the present survey was not developed. With this single addition, the present survey becomes basic and supersedes the older surveys in the common area.

6. Comparison with Chart 230 (Print of July 12, 1944)
Chart 314 (Print of July 14, 1944)

Hydrographic information charted in the area is almost entirely from surveys discussed in the preceding paragraph. Some few additions have been made from chart letters which can now be disregarded. The 2 foot depth charted in latitude $43^{\circ}59.15'$, longitude $69^{\circ}39.5'$ is an incorrect application of a 12 reported in Letter 402 of 1926. A depth of 13 feet on the present survey is satisfactory.

The Descriptive Report states that beacons in Montsweag Bay and Back River were not in place when the survey was in progress but that those in Montsweag Bay were replaced later in the season. Positions determined for the replaced beacons differ somewhat from the charted positions but satisfactorily mark the channel which should be run only with local knowledge anyway. Attention is called to the narrow passage marked by Buoy N2 in latitude $43^{\circ}57.8'$, longitude $69^{\circ}40.8'$. The position determined for N2 places it on the wrong side of the channel and it appears that a beacon would be more logical at this point. Correspondence with the Coast Guard concerning the aids in this back channel is not recommended because of their apparent impermanence.



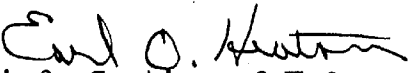
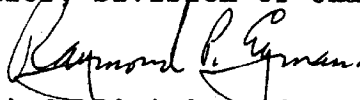
7. Compliance with Project Instructions.

Satisfactory.

8. Additional Field Work Recommended

The descriptive report recommends drag investigation of the 40 foot sounding in latitude 43°59.5', longitude 69°39.64' and the 26 foot sounding in latitude 43° 59.48', longitude 69° 39.5'. This may have been accomplished in 1944 (see par. 4) cleared by 25ft
H-6979(1944)W.D.

Examined and approved:

 Chief , Nautical Chart Branch	 Chief, Division of Charts
 Chief, Section of Hydrography	 Chief, Division of Coastal Surveys

Acting

Critical changes made on ch 230 1/18/45 JFZ
Partially applied to Ch 1204 Mar 1945 - JFW
applied to reconstruction Ch. 230 4/7/45 JFE.
applied to reconstruction Ch 314 1/15/46 JFE
Preliminary application to chart 314 3-27-46 G.H.E. & F.M.A.