

6968

6968

Form 504	
U. S. COAST AND GEODETIC SURVEY	
DEPARTMENT OF COMMERCE	
DESCRIPTIVE REPORT	
Type of Survey	HYDROGRAPHIC
Field No. F-414	Office No. H-6968
LOCALITY	
State	Maine
General locality	St. George River
	Howard Point to the bridges
Locality	about 2 miles above Thomaston.
1944	
CHIEF OF PARTY	
L.P. Raynor	
LIBRARY & ARCHIVES	
DATE	APR 28 1945

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO. H-6968

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.

REGISTER No. 414 F 1944

Field No. H-6968 (1944)

State MAINE

General locality ST. GEORGE RIVER

Locality HOWARD POINT TO ~~ABOUT 2 MILES ABOVE~~ THOMASTON

Scale 1:10,000 Date of survey July 12 - Aug. 10, 1944

Instructions dated May 7, 1941 and March 11, 1944

Vessel Ship LYDONIA, Launch 100

Chief of party L. P. Raynor, Commander, C. & G. Survey

Surveyed by L.P. Raynor, Commander, C.&G. Survey & George W. Lovesee, Lt. Comdr., C.&G. Survey

Soundings taken by fathometer, graphic recorder, hand lead, ~~none~~

Protracted by J. Marchione

Soundings penciled by M. E. Byrd

Soundings in ~~subsonic~~ feet at MLW ~~known~~

REMARKS: This sheet was processed in the Hydrographic Section, Southeastern District at Norfolk, Va.

DESCRIPTIVE REPORT TO ACCOMPANY
HYDROGRAPHIC SURVEY H-6968
Field No. 414, St. George River, Maine 1944
L.P. Rayner, Chief of Party
Commanding Ship LYDONIA
Surveyed by Lt. Comd'r. G.W. Lovesee
Scale: 1-10,000.

A. Project:

Project Number CS-265. Date of original instructions May 7, 1941. ✓
Supplemental Instructions for 1944 season dated March 11, 1944.

B. Survey limits and dates:

This is a survey of the St. George River from the vicinity of Howard Point and Pleasant Point Gut to the old highway bridge about $1\frac{1}{2}$ miles west of Thomaston, Maine. ✓

Field work was started on July 12, 1944 and completed on August 10, 1944. ✓
The sheet joins sheet H-6967, on the south, in the vicinity of Howard Point and Pleasant Point Gut. (1944)

C. Vessel and equipment.

The survey of this sheet was made with Launch 100 which operated from the ship LYDONIA at anchor in the vicinity of Howard Point. ✓
The ship also anchored for a few days in the St. George River northwest of Otis Cove.

Portable launch fathometer No. 75, fish No. 80997 was used for fathometer soundings. Portable launch fathometer No. 55 was also used for a few days. ✓
Numerous shoal soundings were checked with the hand lead and sounding pole.

D. Tide and current stations.

Three tide gages were used for the area covered by this survey. The automatic portable tide gage at Port Clyde, Maine was used from Howard Point north to Bird Point as shown on the boat sheet. ✓
The automatic portable tide gage at Otis Cove was then used from Bird Point north to Fort St. George. ✓
The automatic portable tide gage at Thomaston was then used from Fort St. George to the limit of the sheet above Thomaston, Maine.

On the boat sheet all soundings were reduced to mean low water using the predicted tides at Portland, Maine with no time or height correction. ✓
No current stations were established on this survey.

E. Smooth Sheet.

The smooth sheet will be plotted by the Norfolk Processing Office. ✓

F. Control stations.

The St. George River Radio Masts were not used for signals on this survey but they make excellent landmarks. ✓
Thomaston Church No. 5, 1860 was used. ✓
This Church Spire is listed as No. 7 in the list of triangulation appearing on ozalid No. T 8000 E. ✓
Several triangulation stations of the U.S. Engineering Department were used. These are all in the vicinity of Thomaston, Maine. ✓
The ones recovered and used as named on ozalid No. T 8000 W are as follows: (1944)
SOUTH BASE (USE) 1943 r, topo signal PUP. NORTH BASE (USE) r 1943, topo signal GAD. ROCK (USE) r 1943, topo signal LEG. BOULDER (USE) r 1943, topo signal WAX.

The topographic signals were located by air photographic methods, see exilids No. T 8000, T 8001, T 8002, See page 2 of volume 1 of the sounding records for the location of the 9 hydrographic signals located by sextant fixes.

Also
T-5622
T-5623

G. Shoreline and topography.

The shoreline and topography signals were located from the exilids listed in the above paragraph. No discrepancies in the shoreline or signals were noted. The low water line was sketched in by the hydrographer. Occasional fixes were used to locate low waterline ledges and bars which were an unusual distance offshore. Practically the entire high and low water line within the limits of this survey consist of rocky ledges. The low waterline of the few small sand or gravel beaches were marked by a dotted line on the boat sheet.

H. Soundings.

Soundings were taken with portable launch fathometers No. 75 & 55. Soundings were checked with the handlead, or if less than 12 feet then with the sounding pole. No unusual methods, equipment, or corrections were used or made.

I. Control of hydrography.

All soundings were located by fixes taken by sextants on shore signals and plotted by the three arm celluloid protractor. Some range finder and bearing control above Thomaston. See par I, page 5, this report.

J. Adequacy of survey.

The survey is complete and is adequate to supersede prior surveys for charting purposes. (1944)
The junction with sheet H-6967 is satisfactory, no holidays exist, and depth curves can be adequately drawn.

K. Crosslines.

Cross lines were run. In some instances the soundings on cross lines do not check with the regular system of lines. This is due to the irregular bottom with outcropping ledges of varying height.

L. Comparison with prior surveys. See Review.

Comparison with prior surveys checked well in general. Sounding lines are much closer together on this survey and additional shoal soundings were obtained. See comparison with chart under next heading for further comments.

M. Comparison with Chart. See Review.

There is a rock on each side of and about midway of the Narrows which are not shown on the chart. These rocks are about 60 meters off the high water line as shown on the boat sheet. Lat. 43° 58.8', Long. 69° 15.5'

The rock shown on the chart as bare at low water just south of Stone Point could not be found. ^{two} One foot was obtained here as shown on the boat sheet. Lat. 43° 58.2', Long. 69° 16.6'

Disregard
rock.
Rev. par. 5

M. Comparison with Chart (Continued).

A 22 foot pinnacle was found in the Narrows at latitude $43^{\circ} 59.00'$, longitude $69^{\circ} 15.29'$. This pinnacle is nearly $\frac{1}{3}$ the way across the channel from the south shore. Applied to Chart 312 5/10/45.

The outcropping ledge at latitude $43^{\circ} 59.55'$, longitude $69^{\circ} 14.25'$ bares ~~several~~ ^{five} feet at low tide as indicated in the sounding record. This ledge is about 125 meters long and about 35 meters wide. It is a danger to small craft at any stage of tide and should be more clearly indicated on the chart.

Near the south shore of Watts Cove there is an outcropping ledge at topo signal GEO which was not clearly indicated on the boat sheet. This ledge is bare until about 1 or 2 feet before high tide. lat. $43^{\circ} 59.9'$
long. $69^{\circ} 13.4'$

The charted 18 foot sounding about $\frac{1}{4}$ mile west-northwest of Watts Point was disproved. About 27 feet is found here. The sounding should be changed on the chart. lat. $44^{\circ} 00.3'$
long. $69^{\circ} 13.7'$
Disregard 18.
Rev., par. 5

The rock shown on the chart as bare at low tide about $\frac{1}{4}$ mile south-southeast of Bradford Point is not there. Closely spaced sounding lines were run over the area and ~~shoalest~~ ^{22 to 30} depths of about 11 feet ~~was~~ found here. Mr. G.A. McCarter who owns the land at this point has lived here all his life and his father before him. He has used lobster traps on and around shoals in the area for 50 years. He states he has never known of a rock here. It is recommended the rock symbol be removed from the chart. The 16 foot sounding near the rock is correct. lat. $44^{\circ} 00.5'$
long. $69^{\circ} 13.8'$
Disregard rock.
See review, par. 5.

The 16 foot sounding about 0.35 mile south of Bradford Point and the same distance west of Watts Point could not be found. About 26 feet was found here. 16 feet is found about 100 meters back toward Bradford Point. lat. $44^{\circ} 00.3'$
long. $69^{\circ} 14.0'$
Disregard 16.
See review, par. 5.

Buoy No. "C 9 A" below Fort St. George correctly guards a rock and sand and shell bar which extends off shore as indicated on the boat sheet. The Chart No. 312 shows this buoy as about 200 meters further downstream and this is incorrect. Buoy was to have been returned to station (as charted). See par. M, page 5. Satisfactory in either position. lat. $44^{\circ} 01.0'$
long. $69^{\circ} 13.0'$

At Hospital Point about $\frac{1}{2}$ mile south of Thomaston the outcropping rock ledge is not connected as shown on the chart. See the boat sheet for the 1944 outline of the ledge. lat. $44^{\circ} 02.8'$
long. $69^{\circ} 10.9'$

The indications of a shoal channel leading into Mill River and east of Hospital Point was not found on the boat sheet. However the predicted tides at Portland were used for soundings on the boat sheet. When the correctly reduced soundings are plotted on the smooth sheet the indication of the channels may show. If the channel is not indicated it has probably been filled in due to the construction of the railroad and highway bridges over the Mill River. These bridges have caused a slight change in the normal flow of the tide. lat. $44^{\circ} 04.0'$
long. $69^{\circ} 10.8'$
Unimportant.
 $\frac{1}{2}$ ft. controls.

M. Comparison with Chart (continued).

The St. George River above the highway bridge was surveyed by Commander L.P. Raynor assisted by Lieut. (j.g.) E.L. Maxwell. The highway bridge has a vertical clearance of about 28 feet at high tide. The bridge can be opened by appointment only as there is no regular bridge tender on duty at the bridge. The river above the bridge is seldom used for navigation and then only by local people who are familiar with the river anyway. There is a small shipyard near the old highway bridge about 2 miles above Thomaston. Wooden fishing vessels are built here and taken out at high tide. When navigating above the highway bridge at Thomaston the ebb tide bends of the river should be followed to find the deepest water and main part of the channel. ~~About 3 feet can be carried above Thomaston until the railroad and highway bridges are reached.~~

N. Dangers and shoals.

During the period of this survey two soundings obtained were reported as dangers as follows: The (11) foot sounding about $\frac{1}{4}$ mile south-southwest of Bird Point at latitude $43^{\circ} 58.57'$, longitude $69^{\circ} 16.02'$. The (25) foot sounding at latitude $43^{\circ} 59.40'$ longitude $69^{\circ} 14.91'$ which is about 0.7 mile south by west of Bailey Point. *chart letter 556 (1944)*

12 on smooth sheet. Correct chart to agree.
23 on smooth sheet and on Chart 312.

Attention is called to the fact that predicted tides were used for all soundings discussed in this descriptive report. The predicted tides at Portland have only small changes in time and height for the area covered by this survey. *Reviewer's notations show depths reduced for observed tides.*

The time spent and the method used in locating all unusual soundings, shoals, and dangers have been noted in the sounding volumes. At the time this description is written the sounding volumes are not available as they have been sent to the Processing Office at Norfolk.

O. Coast Pilot Information.

The Coast Pilot information as listed in the current issue of Section A Atlantic Coast Pilot is adequate. The controlling depth in the channel south of Thomaston is about 16¹⁵ feet. ~~as shown on the boat sheet by the predicted tides.~~ Additional information to be supplied as listed in the hydrographic manual is not applicable. The channel approaching Thomaston is adequately marked by the present system of buoys.

P. Aids to navigation.

This information giving a list of the floating aids to navigation will be furnished by the Processing Office if applicable.

Q. Landmarks for Charts.

No landmarks for charts are needed in the area covered by this survey. The St. George River is not wide enough to need other landmarks than the shoreline and the floating aids to navigation. The two St. George River Radio Masts of the ~~Boomer~~ MacKay Radio Corporation can be seen the full length of the river and should be shown on our charts. They are triangulation intersection stations.

R. Geographic Names.

This subject has been covered by the Air Photographic Field Inspection Parties. No new geographic names were determined or are recommended by this survey. L.H.

S. Silted areas

No silted areas are found within the limits of this survey. ✓

T. By-product information does not apply to this report. ✓

U. thru Z. Does not apply to this report. ✓

Respectfully submitted,

George W. Lovesee

George W. Lovesee

Lt. Comd'r., C. & G. Survey.

FORWARDED APPROVED WITH FOLLOWING ADDITIONAL NOTES:

G. Position 56U in Latitude $44^{\circ} 03.9'$, Longitude $69^{\circ} 12.6'$ indicated the possibility of a mistaken identification of the shore line. An inspection of the air photographs in this area is suggested before final mapping unless the smooth plotting indicates an error in the fix. Time did not permit an investigation in the field by the hydrographic party.

Shoreline
O.K.
Signal
adjustment
eliminated
discrepancies.

I. Above the highway bridge at Thomaston positions were controlled by sextant three-point fixes or compass bearings combined with distances read by 40 cm range finder. The compass used was a standard Navy boat compass on which was fitted an azimuth circle. Deviation of the compass (zero on all headings) had previously been determined on 8 headings. The 40 cm range finder was calibrated before and after the work was done. Some lines in the narrower part of the river were run parallel to the shore line and at an extended distance, frequently checked by range finder distances. ✓

M. In the latter part of August after survey F 414 had been completed, the Officer in Charge of the U. S. Coast Guard Buoy Tender "SHRUB" advised that he was under orders to place all buoys in the St. George River on their official stations. It is probable that Can Buoy "9A" was replaced in the official position which is a more desirable position than where it was found by the survey party. ✓

L. P. Raynor

L. P. Raynor
Commander, USC&GS
Chief of Party

APPROVAL SHEET - H 6968 (1944)

The boat sheet was inspected daily, although lack of personnel made it impossible to keep all soundings plotted each night.

Sounding records were inspected frequently in an effort to see that all notes were properly made.

Both sheet and records are approved.



L. P. Raynor
Commander, USCGS
Chief of Party

TIDAL NOTE.

SHEET F-114, 1944, Registry No. H-6968.

Three tide gages of the automatic portable type were used for this survey. The area used for each tide gage is indicated on the boat sheet. The position of changing from each gage is also indicated in the sounding volumes.

The Port Clyde tide gage was used from the southern limits of the sheet to the beginning or south end of the Narrows. The Otis Cove tide gage was used from the Narrows to Fort St. George. The Thomaston tide gage was used for the remainder of the sheet.

Mean low water is used as the plane of reference. No correction for difference in time or height need be applied.

	latitude	longitude	Mean low water on staff
Port Clyde	43° 55.40'	69° 15.54'	1.7 feet
Otis Cove	43° 59.21'	69° 14.20'	2.7 feet
Thomaston	44° 04.27'	69° 10.84'	4.0 feet

The predicted tides at Portland, Maine were used for reducers for all soundings on the boat sheet.

STATISTICS FOR HYDROGRAPHIC SURVEY H-(6968 1944).

Volume #	day letter	Date	# of soundings	# of positions	Stat. miles.
1	a	7-12	9	120	22.0
1	b	7-13	12	82	9.0
1 & 2	o	7-14	4	130	16.0
2	d	7-15	3	97	13.4
2	e	7-19	2	157	21.0
3	f	7-20	6	155	21.0
3	g	7-21	1	19	2.3
3	h	7-22	2	93	11.4
4	j	7-25	2	47	4.0
4	k	7-26	3	129	17.0
4	l	7-27	6	78	5.8
5	m	7-28	3	39	4.0
5	n	7-29	4	98	10.0
5	p	8-2	2	49	4.5
5 & 6	q	8-3	3	132	16.5
6	r	8-4	8	66	4.5
6	s	8-5	25	98	8.0
6	t	8-6	5	112	13.6
7	u	8-7	00	97	11.0
8	v	8-10	<u>1</u>	<u>8</u>	<u>0.2</u>
TOTALS			101	1806	215.2

The area in square statute miles surveyed is 9.9

Percentage of crosslines run is 7%.

GEOGRAPHIC NAMES
Survey No. **H6968**

Name on Survey	On Chart No.		On previous survey No.		On U. S. quadrangle Maps		From local information		On local Maps		P. O. Guide or Map		Rand McNally Atlas		U. S. Light List		
	A	B	C	D	E	F	G	H	K								
<u>Maine</u>															(for title)	USG-B.	1
<u>St George River</u>																USGB	2
<u>Howard Point</u>																	3
<u>Turkey Cove</u>																	4
<u>Teal Cove</u>																	5
<u>Narrows</u>																	6
<u>Otis Cove</u>															(tide staff)		7
<u>Pleasant Point</u>																	8
<u>Stone Point</u>																	9
<u>Maple Juice Cove</u>																	10
<u>Bird Point</u>																	11
<u>Wiley Cove</u>																	12
<u>Broad Cove</u>																	13
<u>Bradford Point</u>																	14
<u>Watts Cove</u>																	15
<u>Watts Point</u>																	16
<u>Cutler Cove</u>																	17
<u>Fort St George</u>																USGB	18
<u>Hyler Cove</u>																	19
<u>Hospital Point</u>																	20
<u>Mill River</u>																	21
<u>Thomaston</u>															(tide staff)		22
<u>Oyster River</u>																	23
<u>McCarthy Point</u>																	24
<u>Port Clyde</u>															(location of one tide staff)	} off limits of this sheet	25
<u>Burnt Island</u>														" "	" "		26
																	27

Names underlined in red approved
by L. Heck on 12/17/45

Surveys Section (Chart Division)

HYDROGRAPHIC SURVEY NO. **H6968**

Records accompanying survey:

Boat sheets **1**.; sounding vols. **8**....; wire drag vols.;
bomb vols.; graphic recorder rolls **19**....;
special reports, etc.
.....

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

Number of positions on sheet	1806
Number of positions checked	127 .
Number of positions revised	24 .
Number of soundings recorded	9100 (approx.)
Number of soundings revised (refers to depth only)	41 .
Number of soundings erroneously spaced	42 .
Number of signals erroneously plotted or transferred	1
Topographic details	Time 32 hrs.
Junctions	Time 6 "
Verification of soundings from graphic record	Time 20 "

Verification by **R.D. Goodrich**. Total time **272** hrs. Date **Nov. 19, 1945**

Review by **J.A. McCormick**..... Time **56** hrs. Date **12/27/45**.

Kum.

TIDE NOTE FOR HYDROGRAPHIC SHEET

9 May 1945

~~Division of Hydrography and Topography:~~

Division of Charts: Attention: H. W. MURRAY

Plane of reference approved in
8 volumes of sounding records for

HYDROGRAPHIC SHEET 6968

Locality Howard Point to about 2 miles above Thomaston, St. George
River, Maine

- Chief of Party: L. P. Raynor in 1944
Plane of reference is mean low water reading
- 1.7 ft. on tide staff at Port Clyde
 - 13.5 ft. below B. M. 1
 - 2.7 ft. on tide staff at Otis Cove
 - 14.1 ft. below B. M. 1
 - 4.0 ft. on tide staff at Thomaston
 - 30.0 ft. below B. M. 1
 - 2.6 ft. on tide staff at Burnt Island
 - 17.4 ft. below B. M. 1

Height of mean high water above plane of reference is 9.3 feet.

Condition of records satisfactory except as noted below:

C. K. Allen
Chief, Division of Tides and Currents.

DIVISION OF CHARTS

REVIEW SECTION - NAUTICAL CHART BRANCH

REVIEW OF HYDROGRAPHIC SURVEY

REGISTRY NO. 6968

FIELD NO. 414

Maine; St. George River; Howard Point to Thomaston
Surveyed in July - August 1944 Scale 1:10,000
Project No. CS-265

Soundings:

808a Fathometer

Control:

Three-point fixes on shore signals

Chief of Party - L. P. Raynor
Surveyed by - L. P. Raynor; G. W. Lovesee
Protracted by - J. Marchione
Soundings plotted by - M. E. Byrd
Verified and inked by - R. D. Goodrich
Reviewed by - J. A. McCormick, Dec. 27, 1945
Inspected by - H. W. Murray

1. Shoreline and Signals

Authorities for shoreline and signals are listed and discussed in the descriptive report.

2. Sounding Line Crossings

Agreement at crossings is satisfactory.

3. Bottom Configuration

Depths in the well-defined, mud-bottomed channel range from 95 feet at the southern limits of the survey to 15 feet in the maintained approach to the Thomaston piers. Shores are mostly fringed with rock ledge, and detached ledges rise, sometimes quite abruptly, from the flats. The 23-foot rocky shoal (charted) in lat. $43^{\circ} 59.4'$, long. $69^{\circ} 14.9'$ is an example of the occasional pinnacle rising from deeper water.

4. Adjoining Surveys

A satisfactory junction was effected with H-6967 (1944) on the south.

5. Previous Surveys

H-858 (1864), 1-10,000, H-859 (1864), 1-10,000.

Agreement of old surveys with new is, in general, exceptionally good.

Some natural change in the mud areas is indicated by general disagreements of two or three feet but these are minor compared to the differences caused by poor timing and looser control on the cross-channel lines of the 1864 surveys.

- a. A single day of zig-zag lines by the Schooner Bailey on Sept. 5, 1864, run probably as a sort of preliminary reconnaissance, is responsible for several major differences, not only between that day's work and the present survey but also between the schooner's work and the launch work on the same survey. Outstanding is the rock awash (charted) in lat. $44^{\circ} 00.5'$, long. $69^{\circ} 13.8'$ on H-858 where the present survey shows depths of 22 to 30 feet. The rock is considered non-existent because of fishermen's statements to that effect (descriptive report, page 3) and because of close search and development on the present survey. The zero sounding between deeps in the 1864 records can only be explained as a probable leadman's error.
- b. Other Bailey soundings which are at variance with surrounding depths on H-858 and with the present survey, and which must be presumed erroneous as to position and/or depth are: 21 feet (charted) in lat. $44^{\circ} 00.4'$, long. $69^{\circ} 13.8'$; 16 feet (charted) in lat. $44^{\circ} 00.3'$, long. $69^{\circ} 14.0'$; 17 feet (not charted) in lat. $44^{\circ} 00.2'$, long. $69^{\circ} 13.7'$; and 25 feet (charted) in lat. $43^{\circ} 59.8'$, long. $69^{\circ} 14.6'$.
- c. A sounding of 19 feet (charted) in lat. $44^{\circ} 03.1'$, long. $69^{\circ} 11.6'$ on H-858 compares with 30 feet on the present survey. A 31-foot sounding, recorded as adjoining the 19 on the cross-channel line but not inked, indicates that the 19 was obtained on the edge of the channel rather than in the center and should therefore be disregarded.
- d. A 28-foot sounding (not charted) in lat. $44^{\circ} 01.3'$, long. $69^{\circ} 12.7'$ on H-858 compares with 32 to 36 feet on the present survey. Bottom is soft and development on the present survey is good. Adjacent depths on H-858 indicate the probability of the 28 being one fathom in error. It should be disregarded.
- e. An 18-foot sounding (charted) in lat. $44^{\circ} 00.3'$, long. $69^{\circ} 13.7'$ on H-858 compares with depths of 26 to 29 feet on the present survey. The 18 should be disregarded as it is an erroneous reduction of a sounding which correctly reduces to 26 feet.
- f. A 21-foot sounding (charted) in lat. $44^{\circ} 00.1'$, long. $69^{\circ} 13.8'$ on H-858 disagrees with depths of 24 to 33 feet on the present survey. Disagreement is general in the vicinity and the area is also one of probable change. With 21-foot depths 100 meters inshore on the present survey, the old sounding should be disregarded.

- g. The rock awash (charted) in lat. $43^{\circ} 58.7^2$ ', long. $69^{\circ} 16.6'$ on H-859 disagrees with depths of 2 feet on the present survey. The rock was located on the turn of a line and it is probable that the sounding launch actually was over the ledge shown closer to shore on the present survey. The rock should be disregarded.
- h. The 24-foot sounding (charted) in lat. $43^{\circ} 57.6'$, long. $69^{\circ} 16.2'$ on H-859 compares with ~~24~~ feet on the present survey. Disagreement in the vicinity is general and it is probable that natural changes have taken place. The 24 should be disregarded.

The preceding sub-paragraphs have disposed of the critical differences between old surveys and new. The present survey is basic for the area and supersedes H-858 and H-859 without having to retain a single sounding from the older work.

6. Comparison with Chart 312 (Print of Aug. 4, 1945)

Hydrographic information charted in this area is almost entirely from the 1864 surveys discussed in par. 5. A very few critical soundings have been applied from the present survey before verification. One of these, an 11-foot depth charted in lat. $43^{\circ} 58.6'$, long. $69^{\circ} 16.1'$ from the field party's Letter 556 of 1944, should be changed to 12 feet to agree with the smooth sheet.

Chart Letter 630 of 1935 from the U. S. Engineers is authority for the controlling depth of 16 feet charted in the maintained approach to the Thomaston piers. The present survey indicates a present controlling depth of 15 feet.

With the exception of Buoy C9A in lat. $44^{\circ} 01.0'$, long. $69^{\circ} 13.0'$, navigational aids were found to be substantially as charted. The survey position of C9A is about 200 meters northeast of its chart position but either is satisfactory. The descriptive report states that the buoy probably was returned to station after the survey was completed.

7. Compliance with Project Instructions


Excellent.


8. Additional Field Work Recommended

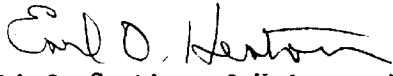
No additional field work is recommended but noted as a matter of record for future reference is a 16-foot shoal indication in lat. $44^{\circ} 00.05'$, long. $69^{\circ} 14.15'$.

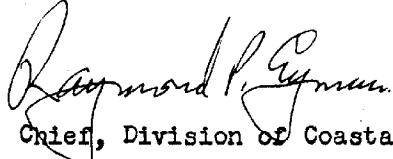
VJK

Examined and approved:


Chief, Nautical Chart Branch


Chief, Chart Division


Chief, Section of Hydrography


Chief, Division of Coastal Surveys

NAUTICAL CHARTS BRANCH

SURVEY NO. 6968

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
6/26/45	312	Street	Before After Verification and Review <i>critical s.d.g. only</i>
7/16/45	1203	L.A. McGinn	Before After Verification and Review <i>critical sounding</i>
12/24/46	^{Reconst.} 313	H. Everett	Before After Verification and Review
10-3-64	1203 Recon	M. Rogers	<i>Not used - Hydro in area covered by this survey.</i> Before-After-Verification and Review-
			<i>omitted on 1203 reconstruction.</i>
10-30-74	³¹³ INSET	J. Bailey	Before After Verification and Review <i>Applied</i>
			Before After Verification and Review
			Before After Verification and Review
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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.