

WIRE DRAG 6978

WIRE DRAG
6978

Drag
1204-3

Form 504	
U. S. COAST AND GEODETIC SURVEY DEPARTMENT OF COMMERCE	
DESCRIPTIVE REPORT	
Type of Survey	WIRE DRAG
Field No. 1144	Office No. H-6978
LOCALITY	
State	Maine
General locality	Casco Bay Coast of Maine
Locality	New Meadows River
1944	
CHIEF OF PARTY	
L. C. Johnson and J. H. Brittain	
LIBRARY & ARCHIVES	
DATE	JUL 11 1945

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

REG. NO.

116978

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. 1144

REGISTER NO.

State Maine

General locality Casco Bay
~~Coast of Maine~~

Locality New Meadows River

Scale 1/10,000 Date of survey July 4, 1944

Vessel Wainwright and Hilgard

Chief of Party L. C. Johnson and J. H. Brittain

Surveyed by L. C. Johnson and J. H. Brittain

Protracted by Norfolk Proc. Off.

Soundings penciled by —

Effective depths in
~~Soundings in fathoms~~ feet

Plane of reference Mean low water

Subdivision of wire dragged areas by Norfolk Proc. Off.

Inked by Norfolk Proc. Off.

Verified by R. D. Goodrich

Instructions dated Mar. 11, 1942, Mar. 16, 1943 & Mar. 19, 44
11

Remarks: _____

DESCRIPTIVE REPORT

to accompany

WIRE DRAG SURVEY FIELD NO. 1144

AUTHORITY:

This wire drag survey was executed under Supplemental Instructions Project CS-265, dated March 11, 1942, March 16, 1943, and March 11, 1944. ✓

DATE OF SURVEY:

The field work on this survey was done on July 4, 1944. ✓

SCOPE AND JUNCTIONS:

The extension of wire drag surveys in the New Meadows River from the vicinity of Cundy Harbor to Indian Point. Winnegance Bay is included. ✓

This Survey joins Survey Field No. 1044 on the South.
H-6977 (1944)

CONTROL:

Existing triangulation and graphic control executed by the LYDONIA in 1942 furnished the necessary control. ✓

SURVEY METHODS:

The wire drag was done with the WAINWRIGHT as guide launch, the HILGARD as end launch and Launch 101 as the tender. ✓

Standard dual control methods were used. The drag strips were controlled by 3 point sextant fixes on shore signals. Lift was determined on each section of the drag by tests taken from the tender, using a graduated rod coated with a mixture of white lead and tallow, and suspended from a float by means of a graduated stranded 1/8" wire. ✓

COMPARISON WITH HYDROGRAPHY:

Shoal soundings determined by hydrography in 1942 were transferred from copies of those surveys to the boat sheets. No depths shoaler than determined by hydrography were found. ✓

TIDES:

Hourly heights taken from the standard gage at Portland, Maine, were used in the reduction of effective drag depths to mean low water. These tides were used without time or range correction. ✓

L. C. Johnson

L. C. Johnson

John H. Brittain
John H. Brittain

30 CLK

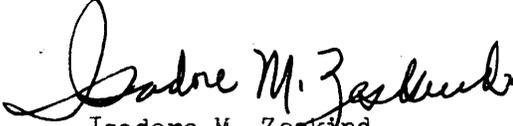
A D D E N D U M

to accompany

Wire Drag Sheet H-6978 (Field No. 1144)

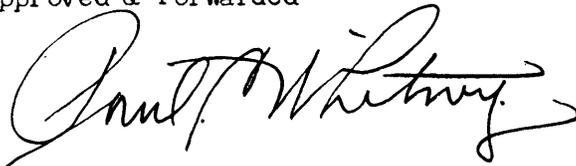
This sheet was processed in the Hydrographic Section of
the Southeastern District, Norfolk, Virginia. ✓

Respectfully submitted,


Isadore M. Zeskind
Cartographic Engineer

Norfolk, Va.
July 9, 1945

Approved & Forwarded



Paul C. Whitney
Supervisor, Southeastern Dist.

TIDE NOTE FOR HYDROGRAPHIC SHEET

~~Division of Hydrography and Topography~~

July 17, 1945

Division of Charts: Attention H. W. Murray

Plane of reference approved in
1 volume of sounding records for

HYDROGRAPHIC SHEET 6978

Locality Upper New Meadows River, Maine

Chief of Party: L. C. Johnson & John H. Brittain in 1944

Plane of reference is mean low water, reading

8.6 ft. on tide staff at Portland

19.0 ft. below B. M. 31

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

Condition of records satisfactory except as noted below:



Chief, Division of Tides and Currents.

GEOGRAPHIC NAMES

Survey No.

H6978

Name on Survey

A

B

C

D

E

F

G

H

K

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

Maine

US&B

1

Casco Bay

2

New Meadows R.

437 618

3

Winnegance Bay

438 698

4

Indian Point

"

5

Basin Point

"

6

PLACES UNDEFINED IN CASE APPROVED
by L. Heck on 12/28/45

7

8

9

Portland

(location of tide staff)

10

11

12

13

14

15

16

17

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Surveys Section (Chart Division)

HYDROGRAPHIC SURVEY NO. **..H6978**

Records accompanying survey:

Boat sheets **..1..**; sounding vols.; wire drag vols. **..4..**;
bomb vols.; graphic recorder rolls;
special reports, etc. **A. & D sheet**
.....

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

Number of positions on sheet	127
Number of positions checked	27
Number of positions revised	2
Number of soundings recorded	0
Number of soundings revised (refers to depth only)	0
Number of soundings erroneously spaced	0
Number of signals erroneously plotted or transferred	0
Topographic details	Time 1 hr.
Junctions	Time 1 ...
Verification of soundings from graphic record	Time 0

Verification by **R. D. Goodrich**. Total time **23** hrs. Date **12/17/45**

Review by **J. A. McCormick**. Time **8** hrs. Date **12/28/45**

DIVISION OF CHARTS

REVIEW SECTION - NAUTICAL CHART BRANCH

REVIEW OF HYDROGRAPHIC SURVEY

REGISTRY NO. 6978 W. D.

FIELD NO. 1144

Maine; Casco Bay; New Meadows River
Surveyed in July 1944 Scale 1:10,000
Project No. CS-265

Wire Drag

Dual Control

Chief of Party - L. C. Johnson
Surveyed by - L. C. Johnson; J. H. Brittain
Protracted by - Norfolk Processing Office
Inked by - Norfolk Processing Office
Verified by - R. D. Goodrich
Reviewed by - J. A. McCormick, Dec. 28, 1945
Inspected by - H. W. Murray

1. Shoreline and Signals

Shoreline is from planimetric map compilations T-5967, T-5968, T-5969, T-5972, T-5973 and T-5974. Topographic signals are from graphic control survey T-6912 (1942).

2. Adjoining Wire-Drag Surveys

A satisfactory junction was effected with H-6977 (1944) W.D. on the south.

3. Contemporary Hydrographic Surveys

H-6806 (1942), H-6807 (1942-43).

There are no conflicts between the standard hydrography and the effective drag depths. Drag groundings were all on previously known shoalings. It will be noted that a shoal indication of 30 feet in lat. $43^{\circ} 48.3'$, long. $69^{\circ} 52.6'$ on H-6806 was cleared with an effective depth of 28-1/2 feet.

4. Comparison with Chart 315 (Print of Dec. 1, 1945).

There are no conflicts between chart and survey.

5. Compliance with Project Instructions

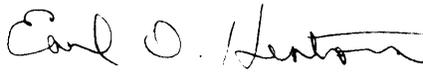
Effective drag depths are commensurate with the importance of the area.

6. Additional Field Work Recommended

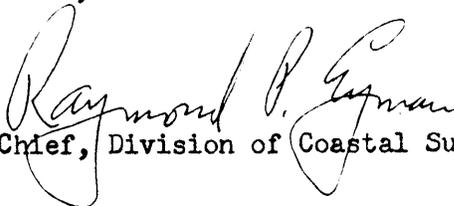
None.

Examined and approved:


Chief, Nautical Chart Branch


Chief, Section of Hydrography


Chief, Division of Charts


Chief, Division of Coastal Surveys

