

# 7643

Diag'd. on Diag. Ch. No. 1202

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

## DESCRIPTIVE REPORT

Type of Survey ..... **HYDROGRAPHIC**

Field No. **GI-1248** ..... Office No. **H-7643**

### LOCALITY

State ..... **MAINE**

General locality ..... **FRENCHMAN BAY**

Locality **WINTER HARBOR AND APPROACHES**

194 8

CHIEF OF PARTY

**F.B.Quinn**

LIBRARY & ARCHIVES

DATE ..... **May 18, 1949**

B-1870-1 (1)

7643

MAR 18 1949

Form 587  
(Ed. Nov. 1941)

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

REG. NO. H-7643

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. H-7643

Field No. GI-1248

State Maine ✓

General locality Frenchman Bay ✓

Locality Winter Harbor and Approaches ✓

Scale 1:10,000 ✓ Date of survey 10 September to 16 October 1948 ✓

Instructions dated 22 April 1948

Vessels Ship GILBERT and Launch 101.

Chief of party F. B. Quinn ✓

Surveyed by F. B. Quinn and J. Laskowski ✓

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

Protracted by A.G. Atwell

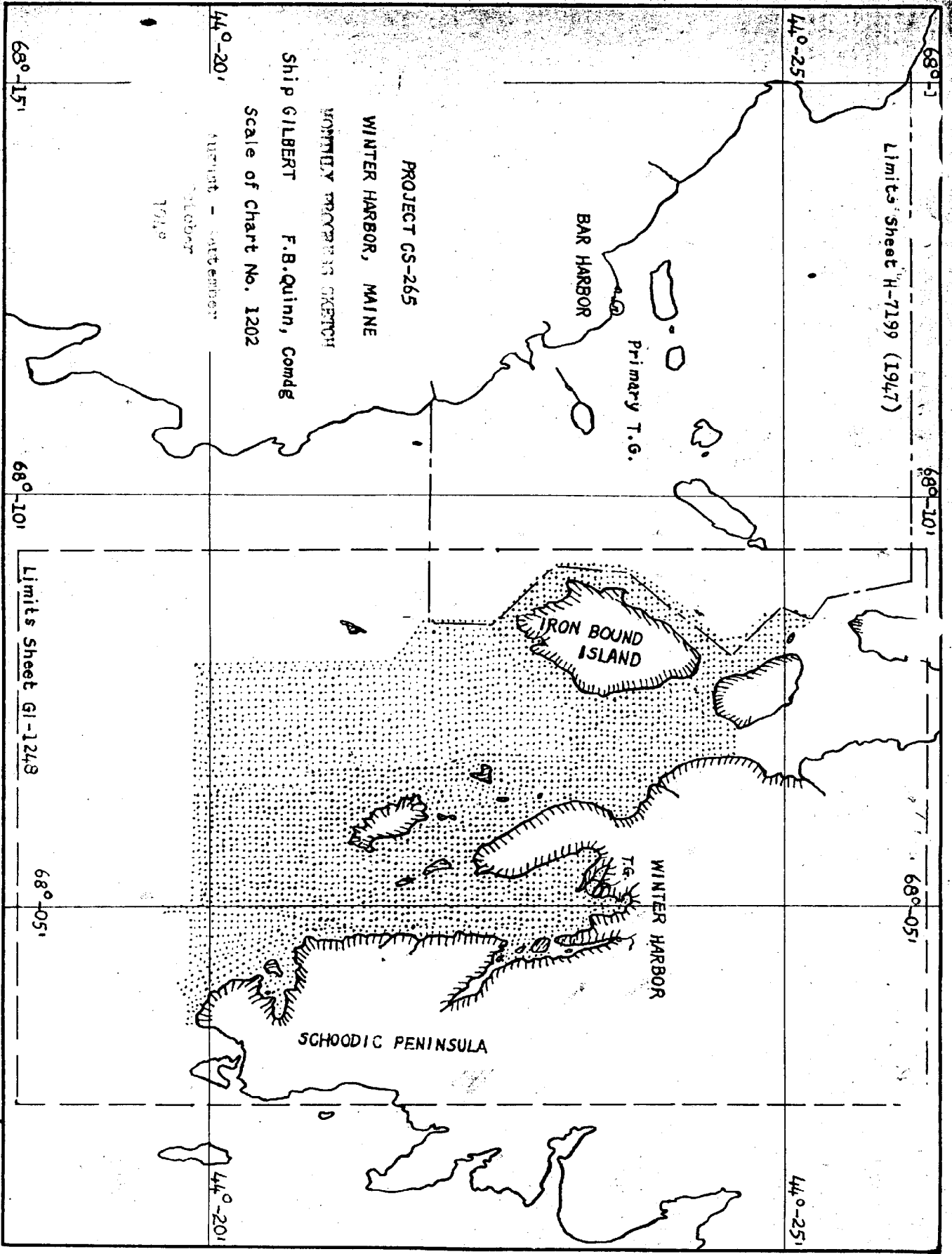
Soundings penciled by A.G. Atwell

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

REMARKS:

Recommended that a further search be made for least depth on White Ledge at Latitude 44°-21.25, Longitude 68°-05.5, east of the south end Turtle Island, <sup>No. See par. 9 Review</sup>

The positions of the beacons on Gupstill Ledge, Grindstone Ledge and Pulpit Ledge could not be checked. Hydrographic Positions were obtained by sextant methods, and were used on the smooth sheet. (See recommendation by C. of Party on Approval sheet)



Limits Sheet H-7199 (1947)

PROJECT GS-265

WINTER HARBOR, MAINE

NORTHDY PROGRAM SKETCH

Ship GILBERT F.B. Quinn, Comdg

Scale of Chart No. 1202

44°-20' August - September

October

1949

BAR HARBOR

Primary T.G.

IRON BOUND ISLAND

WINTER HARBOR T.G.

SCHOODIC PENINSULA

68°-15'

68°-10'

Limits Sheet GI-1249

68°-05'

44°-20'

44°-25'

44°-25'

68°-15'

68°-10'

68°-05'

DESCRIPTIVE REPORT

TO ACCOMPANY

HYDROGRAPHIC SHEET H-7643 (FIELD NO. 1248)

WINTER HARBOR - FRENCHMAN BAY, MAINE

USC&GS SHIP GILBERT

F.B. QUINN, COMMANDING

PROJECT CS-265

SCALE: 1:10,000

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A. PROJECT: This survey is a continuation of the progressive project CS-265 along the Coast of Maine, and is primarily a basic Harbor Survey of Winter Harbor and its approaches. ✓

It was accomplished under Director's INSTRUCTIONS, 22/MEK, S-2-GI, 22 April 1948; and previous Director's SUPPLEMENTAL INSTRUCTIONS, 22/MEK, S-2-GI, 15 April 1947.

B. SURVEY LIMITS AND DATES: This survey covers the water area within Winter Harbor; southward to the southern tip of Schoodic Point; westward through the passages adjacent to Winter Harbor; then westward to and around Iron Bound Island; and northerly around the southern and western sides of Jordan Island to a northerly limit at Yellow Island. ✓

A satisfactory junction was made with Survey H-7199 from Yellow Island, southerly and easterly around Iron Bound Island. ✓

The hydrographic survey was accomplished between 10 September and 16 October 1948. ✓

C. VESSELS AND EQUIPMENT: The Ship GILBERT and Launch 101 were used exclusively; the area covered by each being about equal.

Fathometer No. 53, 808-type, was used interchangeably on both vessels. The transducers were mounted inboard on both vessels as fixed equipment, but the panel was shifted from vessel to vessel as the work progressed. ✓

D. TIDES AND CURRENTS: A Tide Note on a separate page is attached to this report.

No Current Observations were taken.

E. SMOOTH SHEET: The <sup>projection</sup> project was made by machine in the Washington Office, and all subsequent work accomplished by the Norfolk Processing Office.

Shoreline was obtained from Air Photo Compilation Sheets T-8583, T-8584, T-8587 and T-8588<sup>(1945)</sup>. This has been supplemented by low-water line obtained from the hydrography over a large portion of the sheet, particularly around reefs and in the harbor proper. } Review, par. 3.

F. CONTROL STATIONS: No new triangulation was accomplished during the 1948 survey of Sheet H-7643. Only three (3) triangulation stations appear on the sheet. They are GRINDSTONE NECK STANDPIPE, 1934, EGG ROCK L.H. (LIZ), 1902, and WINTER HARBOR L.H., 1861.

Topographic Signals were obtained from Air Photo Compilation Sheets T-8583, T-8584, T-8587 and T-8588<sup>(1945)</sup>. Three (3) additional objects were identified on the compilation sheets and plotted as green signals Yes, Road and Mar. Signal Ora (position 1825 on T-8588) was found to be in error, and a hydrographic location was substituted. All topographic stations were completely identified before being used, with sextant checks taken as found necessary.

Numerous signals were located by sextant angles, some of topographic accuracy and some of hydrographic accuracy. Only those obtained by short traverse distances and azimuths were plotted as topographic signals. (Complete location data are indexed in sounding volume 1.)

G. SHORELINE AND TOPOGRAPHY: See paragraph "E" of this report for source of shoreline.

H. SOUNDINGS: Standard sounding methods were used throughout. Leadlines and bar lines were checked, a sheave test was made prior to the beginning of the season, bar checks were taken, and two Temperature and Salinity serials obtained.

All soundings taken on the Ship GILBERT were on the "Fathom-Scale" with initial 1.0 fathom. All soundings taken on Launch 101 were taken on the "Foot-Scale" with initial 1.0 foot. Any variation from these initials would require "Index Corrections" in the sounding volumes, because the "Fathometer Corrections" were based on them. ✓

Sounding lines were spaced strictly in accordance with specifications. ✓

Shoal areas were developed with closely spaced sounding lines, supplemental drifting with the fathometer operating, and handlead soundings where the depths were shoal enough for this check. ✓

Bottom samples were frequently obtained by armed handlead during the progress of the survey, and a systematic coverage of the sheet was made with a snapper cup when the survey was nearing completion. (Some bottom characteristics have been carried fwd. from the prior surveys to supplement those on the present survey) ✓

The low water line was developed wherever possible.

I. CONTROL OF HYDROGRAPHY: Standard Sextant fixes were used with the exception of a few places where distances and directions from nearby signals were estimated. All positions were plotted without difficulty on the smooth sheet. ✓

J. ADEQUACY OF SURVEY: This survey is, with one exception, complete and adequate to supersede prior surveys for charting. An additional search for "least depth" is recommended at White Ledge, east of the south end of Turtle Island. If this is not accomplished prior to the printing of the new harbor chart of Winter Harbor, it is recommended that the previously-charted depth of 34 feet be retained until surveys are resumed in the area.

Review, pars. 7c. & 9.  
(34-ft. sdg. retained)

No "holidays" nor excessive differences exist, and satisfactory junction and overlap was obtained at the west with Survey H-7199(1447) ✓

All depth curves can be accurately drawn to the inshore limits of this survey.

Review, par. 3.

The shoal area of West Pond at the south approach, and the northern end of Frasers Creek at the northeast end of Winter Harbor, can have additional depths indicated from the previous surveys. The former could not be entered with a launch, and the latter is used only rarely by pulling boats with outboard motors.

West Pond bars at M.L.W.  
A few prior sdgs. carried fwd. in Frazer Creek

K. CROSSLINES: Crosslines were run in accordance with manual specifications. ✓

L. COMPARISONS WITH PRIOR SURVEYS: No direct comparison has been made with individual prior surveys, because a close comparison has been made with the charts of the area. | Review, par. 5.

M. COMPARISON WITH CHARTS: Comparison was made with charts 306, 317, and 1202. In general the agreement is good, except that the present survey gives better delineation because of closer spacing of lines and continuous profiles along lines. | Review, par. 6

The following comments apply to Chart 317 (which is to be replaced by new chart): (204)

- (1) The shoal extending northwesterly from Iron Bound Island near Halibut Hole is more critical than shown. ✓
- (2) Passage is possible and actually made by small local fishing boats (although not recommended) between Grindstone Ledge and Grindstone Point. ✓
- (3) A narrow channel suitable for small boats lies between the north end of Turtle Island and the south end of Spectacle Island, close by the latter at the narrowest part. ✓

Some spots marked on the boat sheet for field inspection, or noted on the Washington Office Review of Chart 306, are reported on "Advance Report of Dangers To Be Charted" dated 10 October 1948, a copy of which is attached to this report. Other spots are listed in the tabulation under "N" of this report. Where the depths noted are general depths, they have been omitted on the tabulations. \* Chart Letter, 187 (1948)

N. DANGERS AND SHOALS: Some comments have been made in the Coast Pilot Revision Notes, a copy of which is appended to this report. ✓

The danger areas within Winter Harbor lie at the head of Henry Cove, on Abijah Ledge and at Grindstone and Guptill Ledges. ✓

The area west of Pulpit Ledge and northward from Spectacle Island, past Heron Island, to Crow Island is quite foul with a great many shoals and boulders. ✓

Turtle Island Ledge and the other reefs extending off the west side of the island break in rough weather. ✓

Cod Ledge and the reef extending southward from the south end of Jordan Island should be noted. ✓

Spots mentioned in "M" of this report are tabulated below.

Latitude	Longitude	Survey Depth	Charted Depth	Remarks
<u>1948</u> <u>FROM CHART REVIEW</u>				
44-22.32	68-06.39	-	12'	sufficiently close to present 12-ft. curve for agreement. Falls on general 10' curve.
44-21.78	68-08.25	<del>88'</del> <sup>78'</sup>	76'	75' depth obtained <sup>50</sup> meters north.
44-21.15	68-06.30	28'	27'	General depths. <sup>21'</sup> <del>22'</del> obtained 75 meters northwest.
44-21.23	68-05.50	<del>40'</del> <sup>39'</sup>	34'	Further development recommended. (See Review, par. 9.) Retained on pres. survey.
44-20.02	68-05.24	<del>81'</del> <sup>82'</sup>	103'	Least depth on extensive shoal. ✓
44-19.75	68-04.28	<del>106'</del> <sup>107'</sup>	114'	Edge of survey. To be further developed on future surveys. ✓
<u>ADDITIONAL SHOALS</u>				
44-24. <sup>32'</sup> <del>33'</del>	68-08.05	<del>6'</del> <sup>7'</sup>	-	Shoal extends north-northwest. ✓
44-23.05	68-06. <sup>3'</sup> <del>64'</del>	19'	21'	Least depth on offshore shoal. ✓
44-21.92	68-08.28	<del>53'</del> <sup>54'</sup>	-	Additional 54' sounding ✓ <del>70</del> meters northwest. 35
44-22.06	68-05.67	3'	(Sunken) Skn. Rk.	Breaks in rough weather. 3' is least depth. ✓
44-21.7 <sup>6'</sup> <del>5'</del>	68-05.58	16'	17'	Top of mid-channel shoal. ✓
44-22.42	68-04.92	67'	52'	Soft, gray mud bottom with general depths 66' to 68'. not charted; originates with an erroneously spaced sdg. on H-938 (1867). In its corrected position, this prior sdg. is in agreement with present depths.



O. COAST PILOT INFORMATION: Revision Notes for Section "A" of the Atlantic Coast have been submitted and a copy is appended to this report. ✓

P. AIDS TO NAVIGATION: Copies of positions of Fixed and Floating Aids to Navigation furnished the 1st Coast Guard District and the Washington Officer are appended to this report. ✓

Q. LANDMARKS FOR CHARTS: One additional Landmark has been recommended, and a copy is appended to this report. ✓

R. MAGNETIC OBSERVATIONS: No magnetic observations were made. The general spacing along the coast, as noted in instructions, covers this area, and no suitable location for an extra station was found. ✓

S - Z: There is nothing to report under these headings. ✓

*Francis B. Quinn*  
Francis B. Quinn,  
Lt. Comdr., USC&GS

Forwarded:

*F. B. Quinn*

F. B. Quinn,  
Lt. Comdr., USC&GS,  
Commanding Officer Ship GILBERT.

TIDAL NOTE

TO ACCOMPANY

HYDROGRAPHIC SURVEY H-7643 (FIELD NO. GI-1248)

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The primary station at Bar Harbor, Maine was checked, and used as a standard reference station.

A portable-automatic tide gage, No. 299, was established at Winter Harbor, Maine (on the Town Landing Pier, Winter Harbor Cove), and used without correction for reduction of all soundings on this survey. The gage was in operation from 9 September to 16 October 1948.

The value of MLW for the Winter Harbor Station was supplied by the Washington Office, computed from observations taken during the survey of Sheet H-7643.

FATHOMETER CORRECTIONS

HYDROGRAPHIC SURVEY H-7643 (FIELD NO. GI-1248) - - USC&GS SHIP GILBERT

The Corrections tabulated below are based on an INITIAL SETTING of "1.0" for LAUNCH and SHIP fathograms. Where the INITIALS on the fathograms vary from the "1.0" SETTING, INDEX CORRECTIONS must be entered in the sounding volumes.

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LAUNCH NO. 101

Fath. No. 53 - All Soundings

<u>A-Range Foot-Scale</u>			<u>B-Range Foot-Scale</u>		
<u>From</u>	<u>To</u>	<u>Correction</u>	<u>From</u>	<u>To</u>	<u>Correction</u>
0.0'	4.6'	0.0'	35.0'	38.9'	-0.6'
4.7'	12.0'	-0.2'	39.0'	55.0'	-0.8'
12.1'	20.0'	-0.4'	55.1'	73.5'	-1.0'
20.1'	32.5'	-0.6'	73.6'	90.0'	-1.2'
32.6'	55.0'	-0.8'			

<u>C-Range Foot-Scale</u>			<u>D-Range Foot-Scale</u>		
<u>From</u>	<u>To</u>	<u>Correction</u>	<u>From</u>	<u>To</u>	<u>Correction</u>
70.0'	77.5'	-0.8'	105.0'	123.4'	-2.0'
77.6'	95.5'	-1.0'	123.5'	141.0'	-2.2'
95.6'	112.9'	-1.2'	141.0'	158.0'	-2.4'
113.0'	125.0'	-1.4'	158.1'	160.0'	-2.6'

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Ship GILBERT

Fath. No. 53 - All Soundings

A-Range - - - Fathom -Scale

<u>From</u>	<u>To</u>	<u>Correction</u>
<u>Fms.</u>	<u>Fms.</u>	<u>Feet</u>
0.0	9.8	-0.5'
9.9	18.2	-1.0'
18.3	25.5	-1.5'
25.6	32.8	-2.0'
32.9	40.3	-2.5'
40.4	47.3	-3.0'

Copy Check J.L.

STATISTICS TO ACCOMPANY

HYDROGRAPHIC SHEET H-7643 (FIELD NO. GI-1248)

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Date (1948)	Day (Blue)	Vol. No.	H.L. & Wire Sdgs.	No. Pos.	Stat. Mi. Sdgs.	Total Naut. Miles Run
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Launch No. 101 - Fathometer No. 53:

Sept.	10	b	2	1	115	18.3	19.1
	11	c	2,3		85	14.6	19.2
	13	d	3		102	17.4	18.2
	14	e	3,4		259	32.6	36.0
	15	f	4,5		196	31.5	37.8
	16	g	5,6		107	10.2	19.2
	17	h	6,7		156	20.7	28.2
	20	j	7,8		158	19.9	30.2
	21	k	8,9		228	25.2	27.0
	23	l	9,10		209	25.6	31.0
	24	m	10		104	15.4	19.5
	28	n	10,11		198	24.2	33.4
	29	p	11,12		163	21.2	30.6
	30	q	12,13	2	184	21.6	28.9
Oct.	1	r	13		94	9.0	12.9
	5	s	13,14		179	18.6	25.9
	6	t	14,15	5	182	13.9	14.2
	7	u.	15	4	175	13.5	19.8
	8	v	15	3	40	2.5	5.7

Ship GILBERT - Fathometer No. 53:

Sept.	22	A	16	2	101	20.0	25.0
	24	B	16	2	111	20.3	23.3
Oct.	4	C	17		129	25.8	31.6
	12	D	17		88	17.1	24.3
	13	E	17,18		163	32.9	39.1
	14	F	18,19		266	54.9	55.5
	15	G	19	2	64	9.7	18.5
	16	H	19	6	48	7.4	22.3

Launch Total							
	19	15	15	2934	355.9		456.8
Ship Total							
	8	4	12	970	188.1		239.6
Sheet Total							
	27	19	27	3904	544.0		696.4

Sq. Mi. Hydrography - Launch	6.6
do Ship	9.1
do Total	15.7

Vol. No. 1 used for location of signals, buoys and tide gage.

APPROVAL SHEET

TO ACCOMPANY

HYDROGRAPHIC SURVEY H-7643 (FIELD NO. GI-1248)

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The boat sheet and sounding records were inspected daily and at the conclusion of the field work. Both are approved.

The report showing Fathometer Corrections has been examined and is approved.

It is recommended that the hydrographic positions of the beacons of Guptill Ledge, Grindstone Ledge and Pulpit Ledge plotted on the smooth sheet be used for charting purposes. ✓



F. B. Quinn,  
Lt. Comdr., USC&GS  
Commanding Officer Ship GILBERT.

(01-1248)

ADVANCE REPORT OF DANGERS TO BE CHARTED

Survey (Sheet) No. H-7643 Datum MA-1927 Locality Frenchman Bay State Maine Date 10 October 1948  
I recommend that the following dangers to navigation be charted. The positions given have been checked after listing. Checked by J. Jaskowski  
**Predicted tides used.**

F. B. Quinn, Chief of Party

Type of Danger	*Depth (feet)	Latitude and Longitude		† From Charted Object or Natural Feature	Distance (Meters)	Object or Feature	† Chart Used		Date of Location	Remarks
		°	'				No.	Print Date		
Shoal	0	44-24	1735	336 1/2	1670	North end of Pier, North and Iron Bound I.	306	5/5/47	9/30/48	Previously shown as 1-ft.
Shoal	0	44-08	256	336 1/2	1433	do	306	5/5/47	do	same
Same shoal	0	44-24	1710	336 1/2	1202	do	307	5/4/46	do	Previously shown 17-feet.. shoals rapidly northerly to beach.
Offshore end of shoal	15	44-24	243	052	240	do	do	do	do	do
On shoal	11	44-23	338	309	2740	Standard Portlandstone Keck	do	do	9/21/48	Previously shown as 19-feet.
On shoal	11 1/2	44-23	1295	308	2450	do	do	do	do	Previously shown as 21 feet.
On shoal	12	44-23	380	279	2365	do	do	do	10/4/48	Not Previously shown.
On shoal	15	44-07	655	357 1/2	670	do	do	do	9/14/48	Previously shown as 14 feet/
On shoal	12	44-22	73							
On shoal	12	44-05	430							

\* Record least depth over danger reduced to plane of reference of charted soundings, using observed tides, if available.  
† Record location both by geographic position and by true bearing with distance from object or natural feature shown on chart.  
‡ Use largest scale chart and note print date given in lower left corner of chart.  
NOTE - This form to be used during the season for prompt reports of uncharted dangers. If reports have been sent by wire, fill out this form and mail with confirmations. Enter dates of wires under "Remarks". Copies of reports on this form should be retained and submitted with the descriptive report.

*Copy checked*

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

~~NON-FLOATING~~ FLOATING AIDS ~~PREPARED BY THE~~ FOR CHARTS

TO BE CHARTED

STRIKE OUT ONE

Rosfolk, Virginia

20 January, 1949

I recommend that the following ~~buoys~~ <sup>buoys</sup> which have ~~(insert)~~ been ~~inspected and position-checked by~~ <sup>field inspected and position-checked by</sup> ~~(insert)~~ <sup>(insert)</sup> be ~~recommended for charting~~ <sup>charted on (insert)</sup> the charts indicated.  
The positions given have been checked after listing by J. Laskowski, Lt. Comdr., CGCS

F. B. Quinn,

Chief of Party.

STATE	WATERS -	DESCRIPTION	SIGNAL NAME	POSITION		DATUM	METHOD LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED	
				LATITUDE	LONGITUDE								
Virginia	Freemans Bay, Vieln. Winter Harbor.	Winter Harbor Lighted Ball Buoy 14 1/2 Fl. W., 6 sec. 1 in 62 ft.		44-21	935 940	68-05	170 372	N.A. 1927	Sextant	9/10/48	X	X	(958) 1203 306
		EGG Rock Whistle Buoy 2 1/2; Red; 1 in 93 ft.		44-20	433 284	68-08	820 877	"	"	10/4/48	X	X	1202 (958) 306
		Turtle Island Ledge Gong Buoy 2; Red; 1 in 42 ft.		44-20	1572 1572	68-06	242 242	"	"	9/17/48	X	X	1202
		Grindstone Ledge Buoy 2; Red; 24-cl. 1 in 30 ft.		44-22	179 181	68-05	358 364	"	"	9/10/48			ditto
		Abulsh Ledge Buoy 4; Red; 1st-cl. 1 in 30 ft.		44-23	103 109	68-04	1102 1117	"	"	8/26/48			ditto
		Harbor Point Buoy 1; Black; 24-cl. 1 in 10 ft.		44-23	229 229	68-05	182 184	"	"	"			ditto
		Goat Hill Point Buoy 1/2; Red; 24-cl. 1 in 24 ft.		44-23	435 429	68-05	111 114	"	"	"			ditto
		Heaving Bull Buoy 1; Black; 1st-cl. 1 in 22 ft.		44-22	150 158	68-05	953 975	"	"	9/11/48			ditto
		Point Ledge Buoy 3; Black; 24-cl. 1 in 18 ft.		44-22	759 760	68-05	1080 1105	"	"	9/8/48			ditto
		Crow Island Buoy 5; Black; 24-cl. 1 in 28 ft.		44-23	17 17	68-06	622 625	"	"	8/31/48			ditto
		Cod Ledge Buoy 7; Black; 24-cl. 1 in 66 ft.		44-23	1350 1350	68-07	181 183	"	"	ditto			ditto
		Halfbut Hole Buoy 9; Black; 24-cl. 1 in 66 ft.		44-24		68-07		(See Notice to Mariners 1, (4), 1 Jan. 1949)					ditto
													ditto

Sound all 77 (1/5)

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation are indicated by dots.

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED  
~~TO BE DELETED~~

STRIKE OUT ONE

Norfolk, Virginia

20 January, 1949

I recommend that the following objects which have *(have not)* been inspected from seaward to determine their value as landmarks be charted on *(deleted from)* the charts indicated.  
The positions given have been checked after listing by J. Laskowald, Lt. Comdr., USCG

F. B. Quinn,

Chief of Party.

STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION		DATUM	METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED	
				LATITUDE	LONGITUDE								
MAINE		Winter Harbor - Presheim Bay											
	Cupola	Yacht Club, Sand Cove, Winter Harbor, Maine	Red	44°-22'	184.8	68°-05'	717	M.A. 1927	1-8588	1944	X	X	(New) 305

Same as L-77 (44)

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating* aids to navigation if re-determined shall be annotated on this form. This data should be considered as a *check* of the *charts* and *not* as a *revision*.



STATE OF VIRGINIA - DEPARTMENT OF OCEANOGRAPHY AND GEODESIC SURVEY - SUPPLY DISTRICT - WORTON, VIRGINIA - 20 JANUARY 1949 - F.J.B. QUINN Chief of Party.

STATE	MINE - Winter Harbor - Frenchman Bay.	DESCRIPTION	SIGNAL NAME	POSITION			DATUM	METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
				LATITUDE	LONGITUDE								
		CORRECTED FOR ILLUSION OF U.S. COAST GUARD											
		D. M. METERS											
		D. P. METERS											
				68°-25'	38	68°-06'	286	N.A. 1927	1-8583	1944	X	X	
	Center Chimney (Largest of Three) on House.	Gas		68°-21'	987	68°-07'	1028	"	"	"	X	X	1202
	Chimney on Stone House.	PTV		68°-22'	67	68°-06'	130	"	1-8587	"	X	X	(1947) 1202
	Chimney on House.	Vol		68°-22'	1363	68°-06'	48	"	1-7643	1948			
	Chimney on small stone shack.	ORA		68°-22'	1848	68°-05'	717	"	1-8588	1944			
	Capola on Yacht Club.	WAR		68°-20'	409	68°-03'	717	"	1-8587	"	X	X	306 1202
	Radio Tower.	KOR		68°-20'	235	68°-03'	778	"	"	"			
	Radio Tower.	SON											

Source NA L-77 (49)

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating* aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY  
Ship GILBERT

418 Post Office Bldg., Norfolk 10, Virginia

POST OFFICE ADDRESS:

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

21 January 1949

To: Commander, 1st Coast Guard District,  
Room 1400 - Customhouse,  
Boston 9, Massachusetts.

Subject: Transmission of Chart No. 306 for use  
in locating Floating Aids to Navigation.

In compliance with instructions from the Director, U.S. Coast and Geodetic Survey, there is transmitted herewith a copy of Chart No. 306 for your use in locating Floating Aids to Navigation in the vicinity of Winter Harbor, Frenchman Bay, Maine.

Buoys in this area were checked in the interval from 26 August to 4 October, while the Ship GILBERT was engaged in a survey for a new harbor chart for Winter Harbor. Twelve buoys were so checked and are circled in red on the chart. A recommendation was made to change the position of Black Can Buoy No. 9, north of Iron Bound Island, and the change was made as shown on the chart in accordance with Notice to Mariners No. 1, (4), 1 January 1949.

Objects selected as suitable for your use in locating these buoys are also marked on the chart with red circles of a smaller size. Additional objects that will not be charted, have been added for your convenience.

F. B. Quinn,  
Lt. Comdr., USC&GS  
Commanding Officer Ship GILBERT

FBQ/1

cc: DIRECTOR, USC&GS.

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

418 Post Office Bldg., Norfolk 10, Virginia

TELEGRAPH ADDRESS:

21 January 1949

EXPRESS ADDRESS:

To: THE DIRECTOR,  
U.S. Coast and Geodetic Survey  
Washington 25, D.C.

Subject: Transmission of data to U.S. Coast Guard for  
use in locating Floating Aids to Navigation.

In accordance with paragraph 8533, Hydrographic Manual, a copy of Chart No. 306 has been forwarded to the Commander, 1st Coast Guard District, 1400 Customhouse, Boston 9, Massachusetts, showing objects selected for subject use in the vicinity of Winter Harbor, Frenchman Bay, Maine.

There are forwarded herewith:

- (1) Chart No. 306, showing data furnished the U.S. Coast Guard.
- (2) Tabulation on Form 567, "Floating Aids to Navigation", giving buoy positions determined from August to October 1948 and depths found at these positions.
- (3) Tabulation on Form 567, with title cut off, listing positions of objects recommended for use of U.S. Coast Guard.
- (4) Landmarks for Chart on Form 567 for one additional landmark recommended for Sand Cove, Winter Harbor.
- (5) Copy of transmitting letter to U.S. Coast Guard Commander.

All buoys falling within the limits of Survey H-7643 (GI-1248) were checked for location. See Notice to Mariners No. 1, (4) 1 January 1949 for change location of buoy "Black Can No. 9".

FBQ/1

F. B. Quinn,  
Lt. Comdr., USC&GS  
Commanding Officer Ship GILBERT

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

Ship GILBERT

Bar Harbor - Maine

POST OFFICE ADDRESS:

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

10 October 1948

To: Commander,  
1st Coast Guard District,  
Room 14, Customhouse,  
Boston 9, Massachusetts.

Via: Director,  
U.S. Coast and Geodetic Survey  
Department of Commerce Building,  
Washington 25, D.C.

Subject: Recommendation - Change Buoy Position.

It is recommended that Black Can Buoy "C9" at the northwestern entrance to Halibut Hole, Frenchman Bay, Maine (between Iron Bound and Jordan Islands) be moved to a new position approximately 130 yards  $295^{\circ}$  true from its present position, and in approximately 35 feet of water. A sketch enclosed herewith shows the relationship of present and suggested new buoy positions to shoal extending from north end of Iron Bound Island.

Suggested position is 600 yards  $318^{\circ}$  true from the north end of pier at north end of Iron Bound Island, and is in latitude  $44^{\circ} - 24.43'$  and longitude  $68^{\circ} - 08.03'$ . See Charts 306 and 1202.

FBQ/1

F. B. Quinn,  
Lt. Comdr., USCG  
Commanding Officer Ship GILBERT

NOTE: -

Buoy moved in accordance with above recom<sup>m</sup>endation. See Notice to Mariners 1, (4), 1 January 1949.

*Copy for Gilbert.*

83-bjm

18 October 1948

To:           Commander  
              1st Coast Guard District  
              Room 14, Customhouse  
              Boston 9, Massachusetts

Subject:      Recommendation for Change in Buoy Position

A letter has been received from the Commanding Officer, Coast and Geodetic Survey Ship GILBERT, recommending that Black Can Buoy "C9" at the northwestern entrance to Halibut Hole, Frenchman Bay, Maine (between Iron Bound and Jordan Islands) be moved to a new position approximately 130 yards 295° true from its present position, and in approximately 35 feet of water. The sketch enclosed shows the relationship of present and suggested new buoy positions to the shoal extending from the north end of Iron Bound Island.

The suggested position is 600 yards 318° true from the north end of pier at north end of Iron Bound Island, and is in latitude 44° - 24.43' and longitude 68° - 08.03'. See Charts 306 and 1202.

(Signed) J. H. Hawley  
Acting Director

NOTE: -

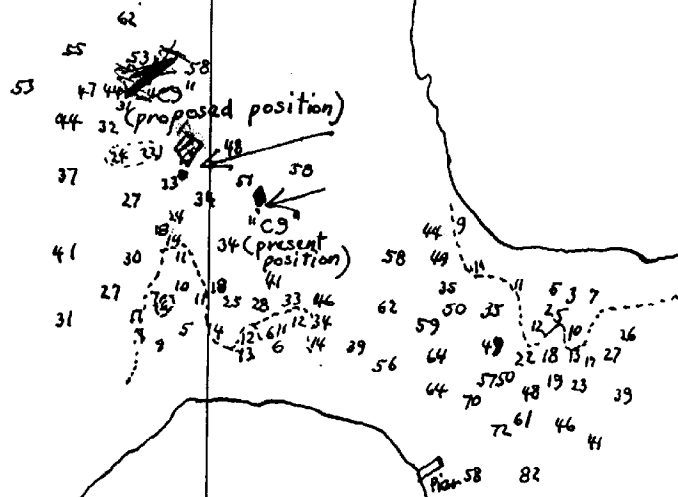
Buoy moved in accordance with above recommendation. See Notice to Mariners 1, (4), 1 January 1949.

10/10/48

68°08'

44°25'

Jordan  
Island



Iron Bound  
Island

44°24'

Scale 1:10,000

Depths from  
 surveys  
 in 1948  
 by USCGC GSS GILBERT  
 (subject to office revision  
 and correction).  
 J.B. [unclear], C.O.

REVISION NOTES FOR

"UNITED STATES COAST PILOT, ATLANTIC COAST, Section A,  
St. Croix River to Cape Cod, Fourth (1941) Edition"

---

The notes on pages 106 and 107, "(Chart 306)", have been re-  
viewed and found adequate and accurate.

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Page 107, Line 16: Add an "s" to the word "aid".

Page 107, Lines 31 to 34: Delete this paragraph and substitute:

"Cod Ledges, eastward of Iron Bound Island, has two critical  
spots with depths of 10 feet and 11 feet, respectively, and vessels  
should pass to the eastward of the black can buoy marking the off-  
shore limit of the ledge. The 10-foot depth lies in latitude  $44^{\circ}$   
 $-23.7'N$ , longitude  $68^{\circ} -06.2'W$ ; and the 11-foot depth in latitude  
 $44^{\circ} -23.8'N$ , longitude  $68^{\circ} -06.35'W$ ."

Page 107, Line 37: Change "200 yards" to "180 yards."

Page 107, Line 38: Change the depth "17 feet" to "13 feet" and  
delete "not closely examined". Insert, after this correction, the  
following: "This ledge shoals rapidly northerly to the beach."

Page 107, Line 43: Change "bell buoy" to "geng buoy".

Page 107, Line 45: Add "A lighted black bell buoy lies 430 yards south-southeast of the white tower, and depths of 18 feet are found as far as 320 yards south-southeast of the tower."

Page 107, Line 49: Add "The channel between Turtle Island and Mark and Ned Islands is not recommended. A 16-foot shoal lies in mid-channel, west of the north end of Mark Island. Rearing Bull shoal, west of Ned Island has minimum depths of 3 feet and breaks during southerly and easterly weather."

Page 108, Lines 1 and 2: Delete this paragraph and substitute "Grindstone Ledge extends 400 yards southward from Grindstone Neck. The southern end, which bares at half tide, is marked by a black spindle day beacon. There is a red buoy 160 yards south-southeast of the beacon, and a small detached shoal of 12-foot depth lies 275 yards south of the beacon. A narrow channel with 14 feet of water lies midway between the beacon and the shoreline north of it, but this should not be used without local knowledge. The channel south of the ledge and buoy is recommended under sailing directions."

Page 108, Lines 4 to 11: Delete entire paragraph, and substitute the following:



"Sand Cove, on the northwest side, at the head of Winter Harbor, affords the best anchorage and has excellent holding bottom of black mud. A piling that bares 3 feet at low water, and is marked by a pole nailed to it, is located in mid-channel northeast of an abandoned coal wharf on the west side of the cove.

There is a yacht club with a landing and float on the west side of the cove.

Shoal water extends 100 yards offshore for a short distance at both sides of the entrance."

Page 108, Lines 20 to 22: Delete entire paragraph and substitute the following:

"Henry Cove, the easterly of the two coves at the town of Winter Harbor, is wider than the westerly cove, but is used somewhat less as an anchorage for local fishing boats. Reefs and shoal water extend about 60 yards offshore at both sides of the entrance, and the north end is extremely shoal with a large area that bares at low tide. Two small marine railways are located at the head of the cove, but they can be approached only at high water."

Page 108, Line 23: Insert the following ahead of this paragraph:

"Abijah Reef, near the head of Winter Harbor, lies 300 yards off the east shore of the harbor and is marked by a red spar buoy. Shoal water extends from this reef into the small cove to the north. The east

shoreline from Abijah Reef to Fraser Point should be given a berth of more than 150 yards."

Page 108, Lines 23 to 49: Delete all three paragraphs, and substitute the following:

"Directions, Winter Harbor. ——— Winter Harbor is deep and clear from the entrance to the recommended anchorage in Sand Cove, but the following directions should be observed.

To enter from the south and southeast, lay courses to pass 300 yards or more off the general trend of the eastern shoreline until abeam of Fraser Point; then steer a mid-channel course into Sand Cove until proper anchorage depth for the vessel is obtained.

To enter from the west, pass south of Turtle Island Ledge gong buoy on course 090° true, holding this course until the southeastern end of Turtle Island is abeam; then lay courses to pass east of Mark Island lighted bell buoy, and 300 yards or more east of the abandoned lighthouse on Mark Island and the east side of Grindstone Point, until a mid-channel course can be steered into Sand Cove.

To enter from the north, westward of Grindstone Neck, the recommended course is west of Turtle Island to Turtle Island Ledge gong buoy, and then by courses for entering from the west.

Vessels of draft less than 12 feet may enter, with caution, by the following route. Pass midway between the black buoy off Crow Island and the beach eastward, and follow the western shore of Grindstone Neck southward at a distance of 150 yards for 0.7 mile to a black buoy off Pulpit Ledge, and at a distance of 75 yards while

passing eastward of the black buoy and a spindle just south of it. After passing the spindle, follow the shore at a distance of 100 yards, then steer 123° true and pass close southward of a red buoy south of Grindstone Ledge. When well past the buoy, vessels can haul northward into Winter Harbor, keeping at least 300 yards off the west shoreline.

Pulpit Ledge should always be passed to the eastward.

To enter Winter Harbor Cove and Henry Cove, enter on mid-channel courses, avoiding Guptill Ledge which is marked by a red buoy and spindle. Only small craft should enter these coves."

Page 109, Line 2: Add "In addition to Cod Ledges, described earlier, there is a shoal extending from the eastern shoreline with a depth of 15 feet 250 yards offshore at a point 0.6 mile northeast of Seal Cove. Shoal water extends 100 yards north of Fish Point on the west side of the island, and along the cove eastward from it. A ledge extending northward from the north end of the island has depths of 6 feet at a distance of 180 yards offshore, and is marked by a black buoy."

Page 109, Line 28: After "-- is weeded." add "A ledge with spots that bare at low tide, lies 150 yards south of Yellow Island."

Page 109, Line 28: After "To enter" insert "Stave Island Harbor".

Submitted by:

Francis B. Quinn,  
Lt. Comdr., USC&GS

FBQ/1

LIST OF SIGNALS

HYDROGRAPHIC SHEET

Reg. No. H-7643

Field No. GI-1248

FRENCHMAN BAY - WINTER HARBOR - MAINE

TRIANGULATION STATIONS

LIZ - EGG ROCK L.H., 1902  
STAN - GRINDSTONE NECK STANDPIPE, 1934  
WIN - WINTER HARBOR L.H., 1861

TOPOGRAPHIC SIGNALS

Abe	T-8588	Jap	T-8588, Vol 1, p.7
Alp	"	Jib	" Vol 1, p.16
Amy	T-8583	Joe	T-8584
Ant	T-8584	Joy	T-8588
Arm	T-8583	Lax	T-8583
Axe	T-8588	Leo	T-8587, Vol 1, p.4
Bat	"	Lip	T-8584
Bib	T-8587	Mid	T-8588
Bob	T-8588	Nat	T-8584, Vol 1, p.16
Box	T-8587	Ned	T-8584
Cab	T-8588	Nor	T-8587
Cat	" , Vol 1, p.6	Nub	T-8588
Cod	T-8584	Oak	T-8588
COMP	T-8587, Vol 1, p.4	Oil	" , Vol 1, p.9
Cry	T-8588	Owl	" , Vol 1, p.15
Dip	"	Pug	T-8587
DISC	" , Vol 1, p.7	Rat	T-8587
Dog	"	Rock	T-8584
Don	T-8583	Rot	T-8588
Dud	T-8588	Sad	" , Vol 1, p.15
Dun	T-8583	Sam	T-8587
Eat	T-8587	She	T-8587
Ebb	T-8588	Sou	"
EGG	T-8584, Vol 1, p.14	Sue	T-8588
Ego	T-8583	Tom	"
Elm	T-8588	Vet	T-8587
Fly	T-8588	Wag	T-8588
Fry	T-8583	War	"
Gal	T-8583	Wee	T-8587
Gas	T-8583	Zig	T-8588, Vol 1, p.7
Hid	T-8587	Zoo	T-8588
His	T-8588		
Ida	T-8583		
Irk	T-8588		

AIR PHOTO COMPILATION FEATURES

Mar - T-8587 E. GABLE MARINE BUILDING  
Road - T-8588 CENTER OF WOOD BRIDGE  
Yes - T-8588 S.E. CORNER OF CRIBBING

---

HYDROGRAPHIC STATIONS

Ace	Vol. 1, p.	4	Jaw	Vol. 1, p.	10
Act	1	11	Mim	1	5
Add	1	11	Key	1	15
Art	1	4	Kid	1	5
Ask	1	19	Lad	1	8
Ave	H-7199		Let	1	17
But	Vol. 1	8	Mug	1	18
Cow	1	17	Nip	1	18
Cut	1	14	Nod	1	10
Doc	1	17	Nut	1	5
End	1	7	Off	1	5
Eva	1	7	Ora	1	14
Far	1	6	Out	1	19
Fez	1	9	Pal	1	6
Fig	1	17	Paw	1	17
Fox	1	14	Pet	1	18
Fun	1	12	Pin	1	18
Gob	H-7199		Pit	1	5,6
Grind	Vol. 1	4,5	Pot	1	10
Gum	1	10	Pup	1	6
Gup	1	4,5	Quo	1	11
Gus	1	9	Rev	1	13
Hat	1	10	Rub	1	6
Hoe	1	19	Sir	1	5
Ice	1	20	Sis	1	7
Ivy	1	4	Tan	1	19
			Tax	1	6
			T.G.	1	16
			Vim	1	12
			Who	1	18
			Yet	1	11
			Zag	1	10

ADDENDUM  
To Accompany

HYDROGRAPHIC SURVEY H-7643 (Field No. Gi-1248)

CONTROL

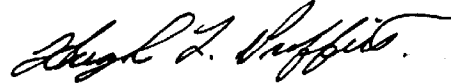
Hydrographic signals on the west side of Iron Bound Island were located from control, established during the 1947 field season, on Hydrographic Smooth Sheet H-7199. To avoid paper distortion this control was plotted temporarily on H-7643. The hydrographic signals were then plotted on a template and shifted to their proper positions on the smooth sheet.

SOUNDINGS

It will be noted from the records that bar checks on A and B days (Gilbert) were taken with a bent bar. The soundings on these days are in agreement with one exception. In the area bounded by Lat. 44 - 20 to 44 - 20.6, Long. 68 -04.8 to 68 -04.9, there are discrepancies of 2 to 8 ft. where lines 6 to 9A, 14 to 18A and 27 to 30A cross D and H days. In this area A day is generally deeper than the other days.

Deeper soundings rejected. Minor discrepancies remaining are considered unimportant in general depths of 160 ft. and because of the irregularity of the bottom.

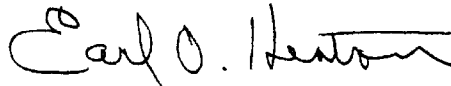
Respectfully submitted,



Hugh L. Proffitt  
Cartographer

Norfolk, Virginia  
March 8, 1949

Approved and forwarded.



Earl O. Heaton  
Supervisor, S.E. Dist.

GEOGRAPHIC NAMES

Survey No. **117643**

L 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>														USGB	1	
<u>Frenchman Bay</u>														"	2	
<u>Winter Harbor</u>															3	
Since there are numerous names, and sheet on this date has not been inked, the following approved names have not been placed on it in pencil. Their positions may be found on chart 317 or 306.															4	
<u>Big Moose Island</u>														USGB	6	
<u>West Pond</u>														"	7	
<u>Pond Island</u>														"	8	
<u>Frazer Point</u>														"	9	
<u>Holmas Island</u>															10	
<u>Riggers Island</u>					"	"	"								11	
<u>Frazer Creek</u>					"	"	"								12	
<u>Abijah Ledge</u>															13	
<u>Guptill Ledge</u>															14	
<u>Guptill Point</u>															15	
<u>Henry Cove</u>															16	
<u>Winter Harbor Cove</u>															17	
<u>Harbor Point</u>															18	
<u>Sand Cove</u>															19	
<u>Grindstone Neck</u>															20	
<u>Grindstone Point</u>															21	
<u>Grindstone Wedge</u>															22	
<u>Ned Island</u>														USGB	23	
<u>Roaring Bull</u>															24	
<u>Mark Island</u>															25	
<u>White Ledge</u>															26	
<u>Turtle Island</u>															27	

*letter town name as well as in title*

*(pending with USCG)*

*(not charted: north entrance point Winter Harbor Cove)*

*ms  
17  
18  
1954*

GEOGRAPHIC NAMES

Survey No. H-7643

2 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>Turtle Island Ledge</u> ✓										1
<u>Spectacle Island</u> ✓										2
<u>Pulpit Ledge</u> ✓										3
<u>Heron Island</u> ✓										4
<u>Flat Island</u> ✓										5
<u>Grow Island</u> ✓										6
<u>Deep Cove</u> ✓										7
<u>Cod Ledges</u> ✓										8
<u>Iron Bound Island</u> ✓										9
(pending with USBGN as to whether two or one word)										
<u>Seal Cove</u> ✓										10
<u>Fish Point</u> ✓										11
<u>Halibut Hole</u> ✓										12
<u>Jordan Island</u> ✓										13
<u>Yellow Island</u> ✓										14
<u>Schoodic Peninsula</u> ✓										15
										16
										17
										18
										19
										20
										21
										22
										23
										24
										25
										26
										27

Names underlined in red are approved. 4/7/49 L. Heck



Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. **117643**

Records accompanying survey:

Boat sheets .1...; sounding vols. 19.4...; wire drag vols. ....;  
 bomb vols. ....; graphic recorder rolls 11 envel.  
 special reports, etc. .1 Cahier - Fath. Corrections.....  
 .....

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

Number of positions on sheet	.....	3904
Number of positions checked	.....	133
Number of positions revised	.....	12
Number of soundings revised (refers to depth only)	.....	51
Number of soundings erroneously spaced	.....	12
Number of signals erroneously plotted or transferred	.....	0
Topographic details	Time	..... 12 hrs
Junctions	Time	..... 14 hrs
Verification of soundings from graphic record	Time	..... 80

Verification by *Charles R. Wittmann* Total time 382 hrs Date *Aug 30 1949*  
 Completing depth curves & inshore detail *J.A.D.* ..... 32 hrs.  
 Reviewed by *J.A. Dinmore* Time 57 hrs Date *Sept. 23, 1949*

## TIDE NOTE FOR HYDROGRAPHIC SHEET

13 April 1949

~~Division of Hydrography and Topography:~~

Division of Charts: R. H. Carstens

Plane of reference approved in  
19 volumes of sounding records for

HYDROGRAPHIC SHEET 7643

Locality Winter Harbor, Frenchman Bay, Maine

Chief of Party: F. B. Quinn in 1948  
Plane of reference is mean low water, reading  
1.8 ft. on tide staff at Winter Harbor  
16.0 ft. below B. M. 4 (1948)

Height of mean high water above plane of reference is 10.1 feet.

Condition of records satisfactory except as noted below:

*E. C. McKay*  
*Section*  
Chief, ~~Division of Tides and Currents.~~

DIVISION OF CHARTS

REVIEW SECTION - NAUTICAL CHART BRANCH

REVIEW OF HYDROGRAPHIC SURVEY

REGISTRY NO. H-7643

FIELD NO. GI-1248

Maine, Frenchman Bay, Winter Harbor and Approaches  
Surveyed in September - October, 1948      Scale 1:10,000  
Project No. GS-265

Soundings:

Control:

808 Fathometer  
Hand lead

Sextant fixes on shore signals

Chief of Party - F. B. Quinn  
Surveyed by - F. B. Quinn and J. Laskowski  
Protracted by - A. G. Atwill  
Soundings plotted by - A. G. Atwill  
Verified and inked by - C. R. Wittmann  
Reviewed by - T. A. Dinsmore, September 23, 1949  
Inspected by - R. H. Carstens

1. Shoreline and Signals

The source of the shoreline and signals is given in the Descriptive Report. The fixes for supplementary hydrographic signals are recorded in the sounding volumes of the present survey and adjoining survey H-7199 (1947).

2. Sounding Line Crossings

Depths at crossings are in good agreement.

3. Depth Curves and Bottom Configuration

The usual depth curves are adequately delineated except in some inshore areas where development to the low-water line was prevented by protruding ledge and the foul character of the bottom. Except where otherwise shown, the low-water line is defined on the smooth sheet by the outer limits of the ledge symbol.

The bottom is very irregular in the shoaler areas where reefs and ledges rise abruptly. In the deep areas, the bottom is relatively smooth except for a few submerged ridges and knolls.

#### 4. Junctions with Contemporary Surveys

An adequate junction was effected with H-7199 (1947) on the northwest. No other adjoining contemporary surveys are registered at the present time. However, charted depths at the limits of the present survey are in harmony with present depths.

#### 5. Comparison with Prior Surveys

A. H-938 (1867) 1:10,000                      H-1424 (1879) 1:20,000  
      H-1402 (1878) 1:10,000

These prior surveys, taken together, cover the area of the present survey. A comparison with the present survey indicates that no changes in bottom have taken place. The old sounding lines are widely spaced, however, and fail to show many shoaler indications revealed by the closer development on the present survey. Numerous prior soundings were found to be erroneously spaced and have been replotted. In their correct position these soundings fall in comparable depths on the present survey.

The following discrepancies between prior and present depths were noted:

- (1) The 25-and 54-ft. soundings (Chart 306) in the vicinity of lat.  $44^{\circ} 23.15'$ , long.  $68^{\circ} 06.60'$ , together with several uncharted soundings on the same sounding line should be disregarded. Originating with H-938, these prior soundings are controlled by a questionable fix and fall in depths about 10 feet deeper on the present survey. Present development is quite adequate in this vicinity. The prior soundings are considered actually to fall about 150 meters southward where comparable depths were obtained on the present survey.
- (2) The 99, 87-and 115-ft. soundings (Chart 306) on line between lat.  $44^{\circ} 20.81'$ , long  $68^{\circ} 06.48'$ , and lat.  $44^{\circ} 21.04'$ , long.  $68^{\circ} 06.85'$  fall in present depths of 120-190 feet and should be disregarded. Originating with H-938, these prior soundings were found to be misplotted. In their corrected positions several hundred meters eastward, they fall in comparable depths on the present survey.

Numerous bottom characteristics, several soundings and "rocks awash" have been carried forward to supplement the present survey. With these additions, the present survey is adequate to supersede the prior surveys within the common area.

B. H-2696 W.D. (1904) 1:20,000

This wire-drag survey covers the deeper passages throughout the present surveyed area with an effective drag depth of 36 feet. No conflicts are noted between the effective drag depth and depths on the present survey.

6. Comparison with Chart 204 (Latest print date 5/9/49)  
Chart 306 (Latest print date 5/9/49)

A. Hydrography

Except for the 34-ft. least depth (from H-938, 1867) on White Ledge, hydrography on Chart 204 originates entirely with the present survey prior to verification and review. Numerous corrections and additions have been made to the present survey during verification and review. Attention is particularly directed to the 9-ft. detached sounding charted in lat.  $44^{\circ} 23.39'$ , long.  $68^{\circ} 07.50'$ , where the present survey shows 19 feet. An additional discrepancy of note occurs on Chart 204, where a 4-ft. sounding in lat.  $44^{\circ} 23.24'$ , long.  $68^{\circ} 04.77'$ , should be disregarded. No source could be found for this sounding. Falling in depths of 11 feet on both the prior and present surveys, the 4 has probably been charted in error.

Hydrography on Chart 306 originates principally with the surveys previously discussed and with chart letter 787 (1948), reporting dangers found on the present survey before verification and review.

The following discrepancies were noted on Chart 306:

- (1) The 44-ft. sounding charted in lat.  $44^{\circ} 22.52'$ , long.  $68^{\circ} 07.84'$ , should be disregarded. Originating with a 24-fm. (144 ft.) sounding on H-938 (1867), the 44 has been charted 100 ft. in error. In this vicinity, prior and present depths are comparable.
- (2) The 111-ft. sounding charted in lat.  $44^{\circ} 21.92'$ , long.  $68^{\circ} 05.81'$ , should be disregarded. Originating with an 8½-fm. (51 ft.) sounding on H-938 (1867), the 111 has been charted 60 feet in error. The prior 51-ft. sounding is in agreement with present depths.

- (3) The 19-ft. sounding charted in lat.  $44^{\circ} 20.96'$ , long.  $68^{\circ} 06.00'$ , falls in present depths of 33 feet. Originating with H-938 (1867), the prior sounding has been charted about 60 meters south of its position on that survey. In its correct position, the prior sounding is in agreement with present depths.

The present survey supersedes all charted hydrography.

B. Aids to Navigation

The buoy located on the present survey in lat.  $44^{\circ} 24.40'$ , long.  $68^{\circ} 07.95'$ , has been subsequently moved to its charted position in lat.  $44^{\circ} 24.48'$ , long.  $68^{\circ} 08.03'$ , (H. O. Notice to Mariners 1, 1949) where it more properly marks the shoal extending from the north end of Iron Bound Island.

All other survey positions of aids are in substantial agreement with the charted positions and adequately mark the features intended.

7. Condition of Survey

- a. The sounding records are complete; the Descriptive Report is particularly comprehensive and well written.
- b. The smooth plotting was accurately done.
- c. As noted in the Descriptive Report, development for least depth was not accomplished on White Ledge. A least depth of 34 feet (charted) which originates with H-938 (1867) has been carried forward to the present survey.

8. Compliance with Project Instructions

The survey adequately complies with the Project Instructions except as noted under par. 7c above.

9. Additional Field Work

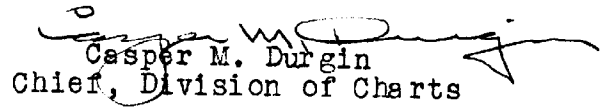
This is an excellent survey. With the retention of several rocks and soundings from the prior surveys, the present survey is considered to be basic and no additional field work is recommended.

Considering the close development over White Ledge on H-938 (1867 and 1903), it appears improbable that a lesser depth than the 34-ft. sounding in lat.  $44^{\circ} 21.23'$ , long.  $68^{\circ} 05.50'$ , would be obtained by any further development by fathometer or leadline. However, investigation of this spot would be desirable during any future wire-drag operations in this area.

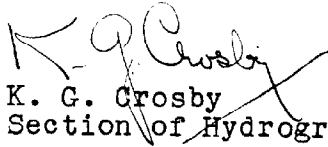
Examined and approved:



H. R. Edmonston  
Chief, Nautical Chart Branch



Casper M. Durgin  
Chief, Division of Charts



K. G. Crosby  
Chief, Section of Hydrography



W. M. Scaife  
Chief, Division of Coastal Surveys

# NAUTICAL CHARTS BRANCH

SURVEY NO. 117643

## Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
Apr '49	204	Everett	<del>Before</del> <u>After</u> Verification and Review <i>Provisional Chart, 204.</i>
			<del>Before</del> <u>After</u> Verification and Review
Aug '49	204	J.T. McGraw	<del>Before</del> <u>After</u> Verification and Review <sup>before</sup>
7/31/50	1106	Risegari	"
7/31/50	1106	Risegari	<del>Before</del> <u>After</u> Verification and Review <i>Exam for critical changes. (Part. appld.)</i>
8/2/50	306	McAlinden	<del>Before</del> <u>After</u> Verification and Review <i>Minor correction only. Partially applied.</i>
11/14/56	305 <i>reconst.</i>	H.F. Stegman	<del>Before</del> <u>After</u> Verification and Review <i>Completely applied-</i>
3-17-60	204	R. E. Elkins	<del>Before</del> <u>After</u> Verification and Review <sup>J.R.K.</sup> <i>Completely applied.</i>
4/14/62	306 Reconst	Helmert	<del>Before</del> <u>After</u> Verification and Review <i>Fully appld.</i> <i>Thru chart 204, Remainder fully appld direct.</i>
			<del>Before</del> <u>After</u> Verification and Review
			<del>Before</del> <u>After</u> Verification and Review
			<del>Before</del> <u>After</u> Verification and Review
			<del>Before</del> <u>After</u> Verification and Review
			<del>Before</del> <u>After</u> Verification and Review
			<del>Before</del> <u>After</u> Verification and Review
			<del>Before</del> <u>After</u> Verification and Review
			<del>Before</del> <u>After</u> Verification and Review
			<del>Before</del> <u>After</u> Verification and Review
			<del>Before</del> <u>After</u> Verification and Review
			<del>Before</del> <u>After</u> 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 204 3/30/49 before Verification & Review ~~one~~.