

# 8182

## WIRE DRAG

Diag. Cht. No. 1204-3.

Form 504	
U. S. DEPARTMENT OF COMMERCE	
COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
Type of Survey	Wire Drag
Field No. HI-WA 2153 W.D.	Office No. H-8182 W.D.
LOCALITY	
State	Maine
General locality	Gulf of Maine
Locality	Damariscove Island to Pemaquid Neck
	<del>1952-53</del> 1953
CHIEF OF PARTY	
E. B. Brown	
LIBRARY & ARCHIVES	
DATE	April 21, 1959

USCOMM-DC 5087

8182

WIRE DRAG

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

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-8182WD ✓

Field No. Wa-H1-2153WD

State MAINE

General locality GULF OF MAINE  
DAMARISCOVE ISLAND

Locality DAMARISCOVE ISLAND TO PEMAQUID NECK

Scale 1:20,000 Date of survey 17 Aug. to 10 Sept. 1953

Instructions dated 6 Feb. 1953

Vessel WAINWRIGHT & HILGARD

Chief of party E.B. BROWN

Surveyed by E.B. BROWN, H.J. SEABORG & R.A. PARKER

Soundings taken by ~~XXXXXXXX~~, graphic recorder, ~~XXXXXXXX~~

Fathograms scaled by SHIP PERSONNEL

Fathograms checked by SHIP PERSONNEL

Protracted by W.W. FEAZEL

DRAG STRIPS INKED BY:

~~XXXXXXXXXXXXXXXXXX~~ W.W. FEAZEL

and drag depths  
Soundings in ~~XXXXXX~~ feet at MLW ~~XXXXXX~~

REMARKS:

XWW 3/22/53

XW

# DESCRIPTIVE REPORT

## TO ACCOMPANY

PROJECT CS-265  
COAST OF MAINE, 1953  
WIRE DRAG FIELD SHEET NO. HI-WA-2153, WD  
SCALE: 1/20,000

\* \* \* \* \*

COMMANDING: Ships WAINWRIGHT & HILGARD - E. B. Brown

\* \* \* \* \*

### A. PROJECT

Supplemental instructions, project CS-265 Wire Drag, dated 6 February 1953, reference 22/MEK S-2-W&H. ✓

### B. SURVEY LIMITS - DATES

The general locality is the Gulf of Maine, from Damariscove Island to Pemaquid Neck. The Survey commenced on 17 August 1953 and was completed on 10 September 1953. A junction was made with Wire Drag Surveys H-6830 (1:20,000-1943), H-6983 (1:10,000-1944) in the vicinity of Damariscove Island. ✓

See  
Review  
par. c.

### C. VESSELS AND EQUIPMENT

The Ships WAINWRIGHT and HILGARD were used as the guide and end launches respectively. Launch 171 was used as tender. Standard wire drag equipment was used during this survey. The WAINWRIGHT used 808 fathometer No. 58S, the HILGARD used 808J fathometer No. 139-SPX and launch 171 used 808 fathometer No. 53. ✓

### D. TIDE STATIONS

Hourly heights for the reduction of soundings and effective drag depths were obtained from a portable automatic gage installed and maintained by this party at Fort Point, Pemaquid, Maine. ✓

#### E. CONTROL STATIONS

Triangulation Stations used for control were natural objects such as lighthouses, towers, and beacons and recoverable topographic stations previously located by aerial photogrammetry. Two signals, HIL and JEN, were built up over points which were identified by this party on the aerial photographs. See list of signals on page 5. ✓

#### F. SOUNDINGS AND DRAG TESTS

Soundings were obtained using the 808 fathometer. The wire drag tests were made using a graduated iron pipe suspended from a small float by upright wire. This pipe was coated with white lead to determine the point of contact with the ground wire. ✓

#### G. CONTROL OF WIRE DRAG

Standard dual control methods were used to control the wire drag. Sextant fixes were taken every five minutes as a rule, with a cut to the end buoy and opposite vessel immediately after the fix. The cuts are recorded as (✓) if the object was clockwise or to the right of the signal and (✗) if the object was counterclockwise or to the left of the signal. The first cut is to the end buoy and the second to the opposite vessel unless otherwise noted. The distance from the center of the wheelhouse to the end buoy was 104 meters when a 300 foot towline was used and 134 meters when a 400 foot towline was used. These distances were measured on the dock with the ship along-side. The 104 meter towline was used in confined waters and the 134 meter towline in deep and open waters. ✓

#### H. ADEQUACY OF SURVEY

The survey is considered adequate with regard to the wire drag investigations. ✓

#### I. COMPARISON WITH CHART - DANGERS AND SHOALS

There are several shoals which have less depths than charted on Chart 314.

1. At latitude  $43^{\circ}44.29'$ , longitude  $69^{\circ}36.54'$ , the drag (11-17F) hung at an effective depth of 32½ feet. The shoalest sounding charted is 37 feet. A drag (18-27F) set at an effective 33 feet cleared this hang. This apparent discrepancy of a hang at

1204  
314  
70 - not used  
40 scale

32½ feet and a clear at 33 feet is explained as follows:

The test of the 32½ foot drag showed a one foot sag in the section 4-5 and a one foot lift in the section N-1. In accordance with specifications of the wire drag manual, the one foot lift was applied to the entire drag. This means that the section where the drag hung was actually at a depth of 34½ feet. In point of safety, it is recommended that this shoal be charted at 32 feet.

Discrepancy resolved by changing cleared depth to 32' from 33', on strip 18-27 F.

2. At latitude <sup>43.82</sup>~~43.41~~29', longitude <sup>35.74</sup>~~69.36~~54', a drag (17-53G) hung at an effective depth of 50 feet. This drag was actually at a depth of 54½ feet. Buoys 5 and 6 were raised two feet making an effective raise of 2 feet from N to 7. The launch was able to test only two sections before raising the remainder of the drag, section 3-4 where a zero lift was obtained, and section 7-8 where a one foot lift was obtained. A 2½ foot lift was assumed for the day based on the only complete test made (54-77G). A drag (21-38E) set at an effective depth of 55½ feet had cleared this hang. It is assumed that the drag hung at a depth of between 54-56 on the peak of a shoal. An attempt was made to sound over the hang while picking up the drag but the wire came free before the vessel reached the shoal. It is recommended that this shoal be charted ~~at 53 feet~~ <sup>as cleared by 54 ft.</sup>. The chart shows a minimum of 61 feet.

Zero lift assumed in sections N-4 making hang at 55 ft. in strip 17-53 G.

This hang cleared by 54 ft on strip 21-38 E.

3. At latitude 43°43.90', longitude 69°35.27', a drag (17-53G) hung at an effective depth of <sup>43.2</sup>~~43.2~~ feet. A sounding of 41 feet, reduced, was obtained by launch 171 on position 3g over this hang. A drag (1-11H) cleared this hang at an effective 39 feet. The chart shows a 47 foot shoal here.

314-OK  
charted ✓  
1204 ✓  
cht. 70 m corr

4. At latitude 43°44.35', longitude 69°35.09', a drag (1-11H) hung at an effective 39 feet. A sounding of 33½ feet, reduced, was obtained by the launch on position 2h over this hang. Another sounding at buoy 2 of 49 feet, reduced, was obtained on position 1 h by the launch as it ran down the line of buoys. A drag (12-20H) set at an effective 30 feet cleared this hang. The chart shows a 45 foot shoal here.

314-OK  
charted ✓  
1204 ✓  
at this approx pos.  
cht 70 m corr.

5. At latitude  $43^{\circ}44.74'$ , longitude  $69^{\circ}34.93'$ , a drag (12-20H) hung at an effective 30 feet on a charted 26 foot shoal and a drag (13-17L) of 24 feet effective, cleared this hang. This agrees with the chart. ✓ *to chart*

314  
✓ 1204 ✓  
charted 24  
cht. 70 no corr.

6. At latitude  $43^{\circ}44.16'$ , longitude  $69^{\circ}35.45'$ , on a drag (1-11H) set at an effective 39 feet, buoy No. 1 toppled for 2 minutes and then rode free. A drag (21-28H) hung at an effective 39 feet for  $2\frac{1}{2}$  minutes between N-1 buoys and then pulled free. A drag (15-20K) set at an effective 37 feet cleared this shoal. The chart shows a 41 foot shoal here.

✓ 1204 ✓  
charted 37  
cht. 70 no corr.

7. At latitude  $43^{\circ}44.28'$ , longitude  $69^{\circ}35.70'$  a drag (21-28H) set at an effective depth of 39 feet hung on a charted 23 foot shoal. A drag (29-35H) set at 21' cleared this shoal. This agreed with the chart.

Not cleared ✓ See smooth sheet  
See added drag  
✓ 1204 no change  
cht 70 no corr. 314  
23 FT shoal retained on 124 area.  
Small, Split in  
Most of Shoal cleared, however.

8. At latitude  $43^{\circ}46.05'$ , longitude  $69^{\circ}34.19'$ , a drag set at 45 feet effective, hung at the beginning of the line. A toggle was split open when the drag was brought aboard and this had allowed the drag to sag enough to hang on the bottom. The WAINWRIGHT and the launch sounded over the hang but obtained no soundings less than the charted depths of 71 feet. The vessels had been laying to for the purpose of repairing the radios so there was no strain on the drag. A previous drag (H-6830 1:20,000-1943) had cleared this spot at an effective depth of 48 feet, and it was dragged this time at an effective 42 feet.

314  
✓ Hang disengaged

9. At latitude  $43^{\circ}45.10'$ , longitude  $69^{\circ}34.30'$ , a drag (23-31L) hung at an effective depth of 43 feet on a 11 foot charted shoal. A drag (1-7M) set at an effective 10' cleared this shoal. This is in agreement with the chart.

✓ 1204 ✓  
charted 10  
cht. 70 no corr.

J. COAST PILOT INFORMATION

This subject is covered in a separate report by the Commanding Officer, Ships WAINWRIGHT and HILGARD. ✓

K. AIDS TO NAVIGATION

See page 9 of this report. ✓

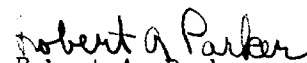
L. LANDMARKS FOR CHARTS

No new landmarks for charts are recommended for the area covered by this survey. ✓

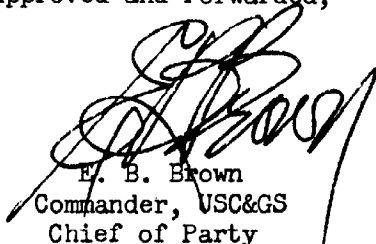
M. TABULATION OF APPLICABLE DATA

List of Signals - Page 6  
Tide Note - Page 7  
Statistics - Page 8  
Aids to Navigation - Page 9  
Fathometer Corrections - Page 10  
Hang Data Sheet - Page 11 & 12

Respectfully submitted,

  
Robert A. Parker  
Lt. (j.g.) USC&GS

Approved and Forwarded,

  
E. B. Brown  
Commander, USC&GS  
Chief of Party

LIST OF SIGNALS

PROJECT CS-265  
COAST OF MAINE

<u>NAME</u>	<u>ORIGIN</u>	<u>LATITUDE</u>	<u>LONGITUDE</u>
TRIANGULATIONS STATIONS			
GUIN	Seguin Lighthouse, 1933	43°42'26."20	69°45'32."04
SIST	The Sisters Beacon, 1933	43°44'27."558	69°43'20."364
CUCK	The Cuckolds, 1934	43°46'46."508	69°39'01."714
WEST	Damiscove C.G., West lookout tower, 1934	43°45'16."935	69°36'58."458
EAST	Damiscove C. G., E. lookout tower, 1934	43°45'16."342	69°36'48."040
HYPO	The Hypocrites Beacon, 1934	43°47'24."64	69°35'29."19
RAM	Ram Island Lighthouse, 1902	43°48'13."876	69°35'59."412
PEM	Pemaquid Lighthouse, 1859	43°50'12"860	69°30'23."444

AIR PHOTO STATIONS INDEX 137-C

HIL	Photo No. 7110, Established 1953	43°46.'45	69°35.'00 Boat sheet
HOE			" "
POL	Photo No. 7111, No. 403	43°47.'22	69°34.'43 " "
JEN	Photo No. 7111, Established 1953	43°47.'62	69°34.'48 " "
GALE	Photo No. 7111, No. 306	43°47'.93	69°35.'89 T-5990
CUP	Photo No. 7111, No. 633	43°48.'81	69°35.'85 T-5991
CHIM	Photo No. 7111, No. 636	43°48.'90	69°35.'50 H-6844
JET	Photo No. 7108, No. 405	43°49.'45	69°33.'91 H-6844
STY	Photo No. 7108, No. 416	43°50.'10	69°33.'31 H-6844
THY	Photo No. 7108, No. 421	43°49.'05	69°33.'06 T-5991



T I D E   N O T E

*off sheet*

A portable automatic tide gage was installed at Fort Point, Pemaquid Beach, Johns Bay, Maine at latitude  $43^{\circ}52.'6$ , longitude  $69^{\circ}31.'5$ , on 5 May 1953.

Height of Mean Low Water was 3.4 feet above zero of the tide staff.

No corrections for differences in time or height were applied. Hourly heights were scaled from the marigrams by the personnel of the Ships WAINWRIGHT and HILGARD. All times noted on the marigrams are Eastern Daylight Savings Time while this time was in effect.

S T A T I S T I C S

WIRE DRAG

PROJECT CS-265  
COAST OF MAINE

SHIPS WAINWRIGHT & HILGARD, 1953

<u>VOLUME</u>	<u>DATE</u>	<u>DAY</u>	<u>NUMBER OF POSITIONS</u>	<u>STATUTE MILES</u>
1	8-17	A	70	6.8
1	8-18	B	102	10.4
1	8-19	C	56	4.8
2	8-20	D	64	5.5
2	8-21	E	38	4.5
2	8-24	F	27	3.1
2	8-31	G	77	7.6
3	9-1	H	40	4.1
3	9-2	J	65	6.4
3	9-3	K	20	2.2
3	9-9	L	32	3.5
3	9-10	M	21	2.3
			<u>613</u> 2	<u>61.1</u>

A I D S   T O   N A V I G A T I O N

\*\* WIRE DRAG \*\*

PROJECT CS-265  
COAST OF MAINE

SHIPS WAINWRIGHT & HILGARD, 1953

<u>NAME</u>	<u>LATITUDE</u>	<u>LONGITUDE</u>	<u>DEPTH</u> (Feet)	<u>LOCATION</u>	<u>DATE</u>
Bantam Rock Lighted Whistle Buoy 16 BR	43° 42.10' <sup>00</sup>	69° 38.10' <sup>10</sup>	184	Vol. 1 HILGARD Pos. 1 & 6C	8-19-53 Tender pos. 1c
Bantam Rock Buoy 2	43° 43.175	69° 37.150	71	Vol. 2 WAINWRIGHT Pos. 10E	8-21-53 " " 1e
The Motions Gong Buoy	43° 44.178 <sup>9</sup>	69° 37.117 <sup>2</sup>	81	Vol. 2 HILGARD Pos. 10E	8-21-53 " " 2c

Depth not plotted.

The charted positions of these aids are in agreement with this survey.

FATHOMETER CORRECTIONS

WAINWRIGHT - Fathometer 808 No. 58S (Initial set at 2.0 feet)

A RANGE		B RANGE	
<u>DEPTH</u>	<u>CORRECTION</u>	<u>DEPTH</u>	<u>CORRECTION</u>
0 - 23	(0.0)	40.5	(-0.5)
24 - 39	(-0.5)	41.0 - 45.0	(-1.0)
40	(-1.0)	45.5	(-1.5)

HILGARD - Fathometer 808, No. 139 SPX  
No bar check records

LAUNCH 171 - Fathometer 808 No. 53 (Initial set at 0.5 feet)

Fathometer correction for 808 No. 53 in launch 171 is zero

# H A N G   D A T A   S H E E T

-- WIRE DRAG --

PROJECT CS-265  
COAST OF MAINE

SHIPS MAINWRIGHT & HILGARD, 1953

LOCATION	GENERAL DEPTH (ft.)	FATHOMETER SOUNDING (ft.)	MINIMUM HANG (ft.)	POSITION NUMBER	MAXIMUM CLEARANCE (ft.)	POSITION NOS.	REMARKS
43°43.165 69°37.140	50 - 60	--	52	43-57C <sup>6</sup>	<i>Not cleared</i> 31	1-9E	Pulled up to known shoal ✓ <i>Not shown</i>
43°43.193 69°37.130	12- 27	--	<del>28</del> <sup>24</sup>	1-16D	--	--	Pulled up to known shoal. Hung in two places ✓ between N-1 and 6-7
43°43.190 69°37.160	20 - 30	--	<del>25</del> <sup>24</sup>	1-16D	--	--	Pulled up to known shoal. Hung in two places ✓ between N-1 and 6-7 <i>Not shown</i>
43°43.17 69°37.15	25 - 30	--	30'	1-9E	--	--	Pulled up to known shoal. Hung in two places ✓ between 4-5 and 7-8 <i>Not shown</i>
43°44.120 69°36.159	40 - 60	--	<del>54</del> <sup>4</sup>	37-38E	<del>37</del> <sup>2</sup>	18-27F	Pulled up to known shoal ✓ <i>Not shown</i>
43°44.129 69°36.154	*37	--	<del>32</del> <sup>2</sup>	15-16F	<del>37</del> <sup>2</sup>	18-27F	*Lift test shows a 1' sag between buoys 4-5 where drag hung. The effective depth was actually 34½' on the hang instead of 32½'. <i>Not used.</i>
43°43.177 69°35.197	*61	--	<del>59</del> <sup>5</sup>	47-48G	55	21-38E	* See descriptive report ✓
43°43.190 69°35.127	47	41.0	43'	50G	39'	1-11H	This is a known shoal but the hang indicates a lesser depth than charted. ✓

HANG DATA CONTINUED

LOCATION	GENERAL DEPTH (ft.)	FATHOMETER SOUNDING (ft.)	MINIMUM HANG (ft.)	POSITION NUMBER	MAXIMUM CLEARANCE (ft.)	POSITION NOS.	REMARKS
43°44.1'35 69°35.109	45	33 <del>4</del>	39'	8-9H	30'	12-20H	This is a known shoal but the hang indicates a lesser depth than charted.
43°44.1'74 69°34.193	26	--	30'	18-19H	24'	13-17L	Charted 26' shoal Not shown
43°44.1'16 69°35.145	41	--	39'	6-7H & 26-27H	37'	15-20K	Charted 41' shoal
43°44.1'28 69°35.170	23	--	39'	28H	(21)	Small split in area. Most of shoal cleared 29-35H	Known shoal
43°44.1'73 69°34.117	42	--	57'	13-14J	32'	1-5L 6-12L	Known shoal Not shown
43°44.1'54 69°34.123	43-60	--	50'	60-61J	18'	8-14M 15-21M	Known shoal Not shown
43°44.1'50 69°34.144	48	--	50'	61-62J	18'	8-14M	Known shoal Not shown
43°46.1'05 69°34.119	*71	--	45	19-20L	48	(1942) 21-23L	* The launch and WATWRIGHT sounding over hang found nothing shoaler than the charted depths. There was one bad toggle which probably allowed the drag to sag while the vessels stopped for radio repairs
43°45.1'10 69°34.130	11	--	43'	30-31L	10'	1-7M	Known shoal Not shown

Latitudes and longitudes are positioned as follows: Latitude  
Longitude

23 ft shoal 1204  
measured on 1204  
in the same place  
with a different  
method  
no change

Strip Rejected

LAUNCH 171

808 Fathometer No. 53 Initial 0.5 feet

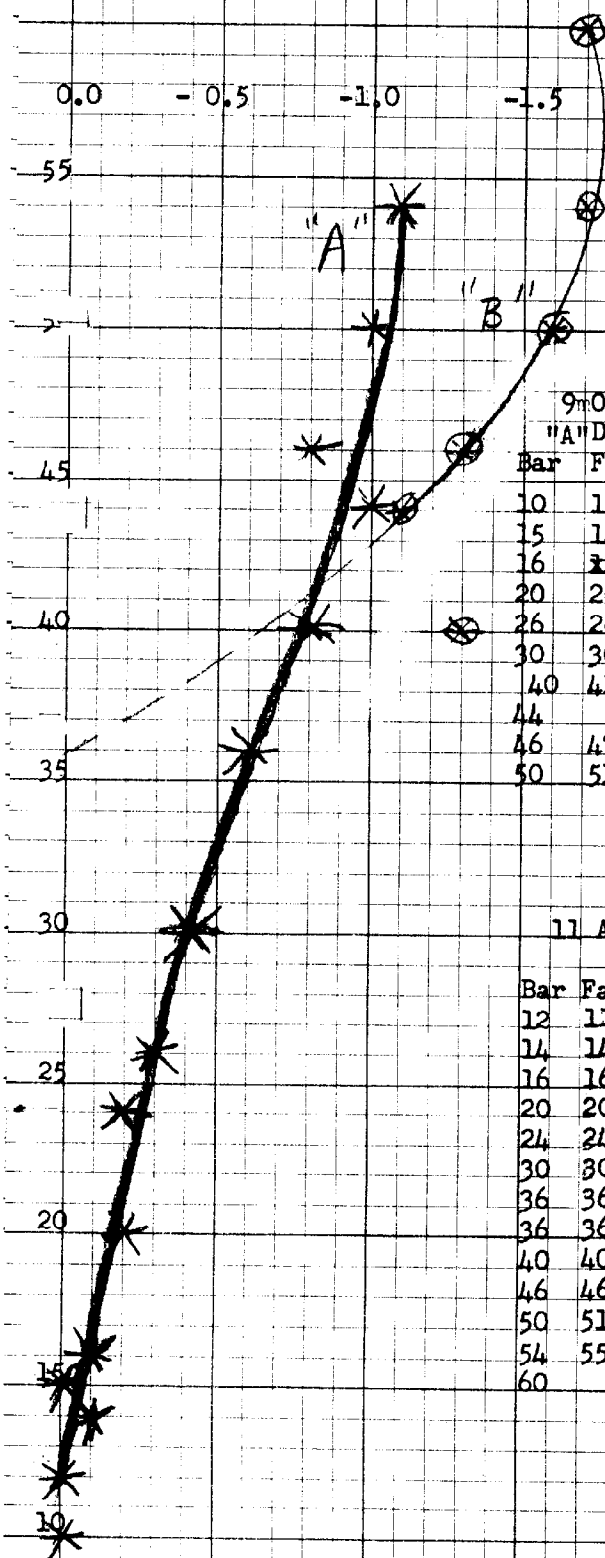
-0.5 -1.0 -1.5

11 August 1954

Bar	A Range		B Range	
	Fath.	Corr.	Fath.	Corr.
12	12.0	0.0		
14	14.0	0.0		
16	16.1	-0.1		
20	20.0	0.0		
30	30.1	-0.1		
40	40.1	-0.1	37.3	<del>2.7</del>
50	50.2	-0.2	47.3	<del>2.7</del> (Phase corr. )
50	50.1	-0.1		
40	40.1	-0.1	37.0	<del>2.7</del>
30	30.0	0.0		
20	20.0	0.0		
16	15.9	<del>0.1</del>		
14	13.9	<del>0.1</del>		
12	11.9	<del>0.1</del>		
14	14.0	0.0		
16	16.0	0.0		
20	20.0	0.0		
30	30.0	0.0		
40	40.2	-0.2		
50	50.0	0.0		

Ship WAINWRIGHT

808 Fathometer no. 585 Initial 2.0 feet



# BAR CHECK

9 October 1953

"A" Down "A" Up		"A" "B" Down Up "B"	
Bar	Fath.	Fath.	Corr. Fath. Fath. Corr.
10	10.0	---	(0.0)
15	14.9	---	(-0.1)
16	<del>14.9</del>	16.0	(0.0)
20	20.0	20.4	(-0.2)
26	26.1	26.5	(-0.3)
30	30.6	30.5	(-0.6)
40	41.0	40.9	(-1.0) 41.5 41.0 (-1.3)
44		45.0	(-1.0) 45.1 (-1.1)
46	47.0	---	(-1.0) 47.4 (-1.4)
50	51.1	51.0	(-1.1) 51.9 51.9 (-1.9)

11 August 1953

Down "A"		Up		Down Up "B"	
Bar	Fath.	Corr.	Fath.	Corr.	Fath. Fath. Corr.
12	11.9	-0.1	12.0	0.0	
14	14.7	-0.1	14.1	-0.1	
16	16.2	-0.2	16.8	0.0	
20	20.0	0.0	20.0	0.0	
24	24.2	-0.2	24.1	-0.1	
30	30.0	0.0	30.2	-0.2	
36	36.6	-0.6	36.5	-0.5	
36	36.6	-0.6			
40	40.8	-0.8	40.5	-0.5	
46	46.8	-0.8	46.4	-0.4	47.0 47.2 -1.1
50	51.0	-1.0	50.3	-0.3	51.0 51.3 -1.2
54	55.0	-1.0	55.1	-1.1	55.1 55.3 -1.2
60					61.6 61.8 -1.7



NORFOLK PROCESSING OFFICE  
ADDENDUM  
To Accompany

WIRE DRAG SURVEY H-8182WD (Wa-H1-2153WD)

GENERAL

This appears to be an excellent wire drag survey, and other than the minor discrepancies listed below, a minimum amount of trouble was experienced during the smooth plot.

All drag strips were plotted on overlays before transfer to the smooth sheet. These are being forwarded for the convenience of the verifiers.

*The greater portion of the overlays were not found in records.*

DISCREPANCIES

Lat. 43-42.4' ; Long. 69-36.1'      The split on line 21 to 38E may be eliminated by drawing Mto F straight as shown on the boat sheet. The smooth plot shows a reverse bight as indicated in the record.

*Reverse bight used.  
Split not eliminated.*

Lat. 43-44.2' ; Long. 69-36.5'      One additional foot of lift  
*No. The tide change was not applied.*  
was applied to line 18 to 27E to avoid showing a 33' clearance over this provided a 32' effective cleared depth.  
a 32' hang. A four foot swell was running at the time the hang was cleared. (See note on page 2, paragraph 1, in descriptive report).

Lat. 43-43.8' ; Long. 69-35.9'      Drag records show a hang at 52' (line 17 to 53G) and a clear at 55' (line 21 to 28E). The effective depth as shown on the smooth sheet differs from the Hydrographers' note on page 3, paragraph 2. The records show the effective depth to be 52' rather than the depths indicated in the note.

*Zero lift assumed in section where hang occurred making effective depth 55 ft., cleared by 54 ft.*

Norfolk, Va.  
16 April 1959

Respectfully submitted,  
*Hugh L. Proffitt*  
Hugh L. Proffitt  
Cartographer

U. S. DEPARTMENT OF COMMERCE  
COAST AND GEODETIC SURVEY  
WASHINGTON 25, D. C.

IN REPLY ADDRESS THE DIRECTOR  
COAST AND GEODETIC SURVEY  
AND NOT THE SIGNER OF THIS LETTER  
AND REFER TO NO. 22/MEK  
D-1-NK

1 August 1958

To: Norfolk District Officer  
Coast and Geodetic Survey  
102 West Olney Road  
Norfolk 10, Virginia

Subject: Photo-hydro stations

Photographs 7110 and 7111 have been discarded. We are, therefore, unable to furnish the positions of signals HIL, JEN and POL, as requested in your letter of 29 July 1958. It is quite probable that the boat-sheet positions were final and can be transferred to the smooth sheet.

Charles Pierce  
Rear Admiral, C&GS  
Assistant Director

cc. Chief, Nautical Chart Br., Chart Div.

GEOGRAPHIC NAMES  
Survey No. H-8182W.D.

[illegible]

1240

TIDE NOTE FOR HYDROGRAPHIC SHEET

Chart Division: R. H. Carstens

23 June 1959

Plane of reference approved in  
8 volumes of ~~SEMI~~ records for  
wire drag

HYDROGRAPHIC SHEET 8182

Locality Gulf of Maine, Maine

Chief of Party: E. B. Brown in 1953

Plane of reference is mean low water, reading

3.4 ft. on tide staff at Fort Point

14.5 ft. below B.M. 1 (1943)

Height of mean high water above plane of reference is 8.8 feet

Condition of records satisfactory except as noted below:

  
Signature

Chief, Tides Branch

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. 8182 W.D.

Records accompanying survey:

Boat sheets .2...; sounding vols. .2....; wire drag vols. .6....;  
bomb vols. .....; graphic recorder rolls 1-Envelope  
special reports, etc. 1-Smooth sheet, 1-A&D Sheet, 1-Descriptive  
report and 1-Roll, Drag Strip Overlays......

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

Number of positions on sheet	..612..
Number of positions checked	...78.
Number of positions revised	..1...
Number of <sup>and drag depths</sup> soundings revised (refers to depth only)	...5...
Number of soundings erroneously spaced	.....
Number of signals erroneously plotted or transferred	.....
Topographic details	Time ..10..
Junctions	Time ..24.0.
Verification of soundings from graphic record	Time ..9.5..

Verification by Paul E. Westbrook Total time 78.0 hrs. Date 10/27/64

Reviewed by Paul E. Westbrook Time 10.5 hrs. Date 10/28/64

OFFICE OF CARTOGRAPHY

REVIEW SECTION -- NAUTICAL CHART DIVISION

REVIEW OF HYDROGRAPHIC SURVEY

REGISTRY NO. H-8182 W.D.

FIELD NO. WA-HI-2153 W.D.

Maine, Gulf of Maine, Damariscove Island to Pemaquid Neck

SURVEYED: August--September 1953 SCALE: 1:20,000

PROJECT NO. CS-265

SOUNDINGS: 808 Depth Recorder

CONTROL: Sextant Fixes on  
Shore Signals

Chief of Party-----E. B. Brown  
Surveyed by-----E. B. Brown  
                                H. J. Seaborg  
                                R. A. Parker  
Protracted by-----W. W. Feazel  
Drag Strips Inked by-----W. W. Feazel  
Verified by-----D. E. Westbrook  
Reviewed by-----D. E. Westbrook  
Inspected by-----R. H. Carstens  
                                October 28, 1964

A. Purpose of the Survey

The purpose of this wire-drag survey was to assure safe anchorage areas and passages thereto for deep draft vessels, and to determine the least depth within two feet of all previously located dangers, and of dangers which may be found in the progress of the survey.

B. Shoreline and Control

The shoreline originates with reviewed photogrammetric manuscripts T-5989 (1941-42); T-5990 (1941-42) and T-5991 (1941-42).

The source of the control is adequately described in the Descriptive Report.

C. Junctions with Wire-Drag Surveys

Adequate junctions were effected with H-6830 (1943) W.D. on the west; H-6983 (1944) W.D. and H-8181 (1953) W.D. on the north; and H-8465 (1953-55) W.D. on the northeast.

No surveys are available which join the present survey on the south and east.

D. Comparison with Hydrographic Surveys

H-1836 (1:40,000) 1888

H-6840 (1:10,000) 1943

H-6858 (1:20,000) 1943

The effective depths of the present wire-drag survey do not conflict with the depths on the above listed surveys.

E. Comparison with Chart 314 (10th Ed., Rev. 11/11/63).

1. Hydrography

The charted hydrography originates with the previously discussed hydrographic surveys which require no further consideration.

This hydrography is supplemented by information from the unverified smooth sheet of the present wire-drag survey, and from Chart Letter No. 998 of 1953.

There are no conflicts between the charted information and the information shown on the present survey. However, when the present survey is fully applied, attention should be directed to several cleared depths which are charted slightly out of position. The positions of these cleared depths should be charted as shown on the present survey as for example the 39 foot cleared depth charted in Lat.  $43^{\circ}43.92'$ , Long.  $69^{\circ}35.28'$ . Several soundings or groundings shown on the present survey are not charted.

2. Aids to Navigation

The present survey positions of aids to navigation are in substantial agreement with the charted positions and adequately mark the features intended.

F. Condition of Survey

1. Field Work

The field work was satisfactorily accomplished. Two split areas exist on the survey probably due to the inaccurate boat sheet plotting of the bights of the drag at the beginning of strips. These split areas, however, are not critical and do not adversely affect the quality of the survey.

2. Records

The information recorded in the volumes is adequate.

3. Descriptive Report

The Descriptive Report is complete and comprehensive.

4. Field Plotting

The field plotting was excellent.

G. Compliance with Instructions

The survey adequately complies with the Project Instructions.


H. Additional Field Work

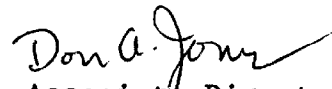
This is considered to be an excellent wire-drag survey and no additional field work is recommended.

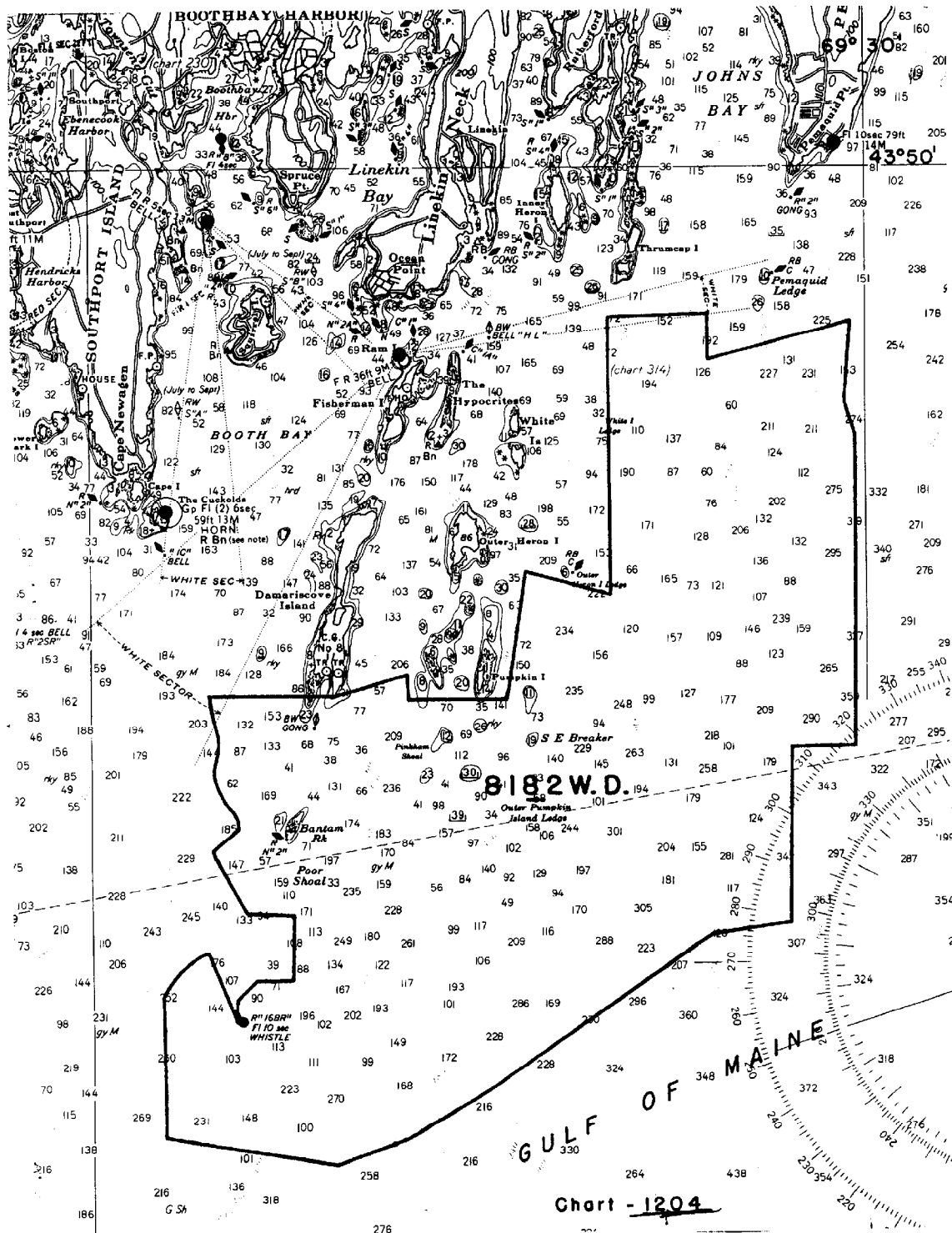


H-8182 - 4

Examined and Approved:

  
Chief, Marine Chart  
Division

  
Associate Director, Office of  
Hydrography and Oceanography



SURVEY NO. H-8182 W.D.

[illegible]

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.**