

# 8499

## 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. WAHI-1254 Office No. H-8499W.D.

#### LOCALITY

State Maine

General locality Muscongus Bay

Locality Entrance to Medomak River

1954

CHIEF OF PARTY

E. B. BROWN

LIBRARY & ARCHIVES

DATE January 15, 1960

COMM-DC 61300

8499  
WIRE DRAG

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

REG. NO.

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-8499WD

Field No. Wa-H1-1254WD

State MAINE

General locality Muscongus Bay ~~GULF OF MAINE~~

Locality Entrance to Medomak River ~~MUSCONGUS BAY~~

Scale 1:10,000 Date of survey 13 May to 18 June 1954

Instructions dated 6 Feb. 1953 & 9 March 1954

Vessel WAINWRIGHT & HILGARD

Chief of party E.B. BROWN

Surveyed by E.B. BROWN, L.G. TAYLOR, G.L. SHORT & J.B. WATKINS, JR.

Soundings taken by ~~XXXXXXX~~ graphic recorder, hand lead, ~~W.K.~~

Protracted by W.W. FEAZEL

Drag strips inked by W.W. FEAZEL

~~Soundings taken by~~ W.W. FEAZEL

Soundings in ~~XXXXXX~~ feet at MLW ~~XXXXXX~~ and are true depths

REMARKS:

28

## DESCRIPTIVE REPORT

To Accompany Wire Drag Sheet Field No. WAHI-1254-WD

Project CS-265,WD

Coast of Maine - 1954

Scale 1:10,000

E. B. Brown

Chief of Party

### A. PROJECT

Supplemental Instructions 2/6/53 & 3/9/54

### B. SURVEY LIMITS AND DATES

Junction made with WAHI-1154, WD on the South and WAHI-1354 on the East.

(H-8183-WD-1954)

(H-8500-WD-1954)

### C. VESSELS AND EQUIPMENT

WAINWRIGHT was guide launch and HILGARD was end launch except on "B" day when Launch CS-171 acted as end launch while WAINWRIGHT was guide launch. WAINWRIGHT had Fathometer No. 58S, HILGARD had 138SPX and Launch CS-171 had 139SPX.

### D. TIDES AND CURRENTS

Hourly heights for the reductions of soundings and drag depths were obtained from portable automatic tide gages at Friendship and New Harbor, Maine.

Data are tabulated in Attachment #2. No current stations were observed.

E. SMOOTH SHEET

<sup>W/95</sup>  
~~To be~~ prepared by the Norfolk Processing Office. ✓

F. CONTROL STATIONS

All control stations were located by conventional methods. No survey buoys were used. All signals are tabulated individually on Attachment #1. ✓

G. SOUNDINGS AND DRAG TESTS

Soundings were obtained using the 808 fathometer or the hand lead. Tests of the drag followed the method outlined in the manual. ✓

H. CONTROL OF WIRE DRAG

Standard dual control methods were used. Cuts to the end buoy and then to the opposite vessel were taken immediately after the fix. The cuts were called plus (+) if the object was to the right of the signal and minus (-) if to the left. Length of tow line was the distance from the center of the wheelhouse to the end buoy in each case. ✓

J. ADEQUACY OF THE SURVEY

This survey is considered adequate and no further field work is considered necessary. ✓

K. COMPARISON WITH PREVIOUS SURVEYS

This survey, in general, was in good agreement with previous wire drag surveys. See Attachment #6 for a tabulation of hangs and hydrographic development indicating changes. Other hangs were of no consequence being due to the drag sagging at the set-out or an inadvertent hanging of the drag on shoals of known lesser depths. ✓

L. AIDS TO NAVIGATION

See Attachment #5 of this report. ✓

N. FATHOMETER CORRECTIONS

Fathometer No. 58S was used on the Ship WAINWRIGHT throughout this season. Two bar checks affect the work on this sheet. Curves were plotted from the means of these curves and corrections scaled in accordance with Paragraph 822 of the Hydrographic Manual. ✓

Fathometer 138SPX was used on the Ship HILGARD throughout this season. One bar check affects the work on this sheet. Corrections were determined as above. ✓

Fathometer 139SPX was used on Launch CS-171 throughout this season. Two bar checks affect the work on this sheet. Phase correction was determined for this instrument to be  $\pm 2.5$  feet to be applied to all "B" range soundings. ✓

The effective radius of the respective stylus arms on each was measured and found to be within the proper limits. ✓

See Attachment #8 for an abstract of corrections. ✓

P. TIME

Local time was used to avoid discrepancies. ✓

Eastern Daylight time ( $60^{\circ}$  M.T.) was in effect throughout the work on the entire sheet. Proper notation was made of time used. ✓

Q. LIST OF ATTACHMENTS

1. Statistics
2. Tide Note
3. List of Signals
5. Aids to Navigation
6. Hang Data ✓
8. Fathometer Corrections

Submitted,

A handwritten signature in cursive script, reading "G. L. Short".

G. L. Short  
Lt. Comdr., C&GS

Approved and Forwarded

John C. Ellerbe  
Commander, C&GS  
Chief of Party.

## STATISTICS - 1254-WD

<u>Day Letter</u>	<u>Date</u>	<u>Volume</u>	<u>Positions</u>	<u>Stat. Miles</u>
	1954			
A	5/13	1	41	5.0
B	5/14	1	37	2.8
C	6/8	1	49	3.7
D	6/9	1	30	3.8
E	6/10	1 & 2	81	6.9
F	6/14	2	44	4.3
G	6/15	2	33	2.7
H	6/16	2	34	3.1
J	6/17	2	28	2.9
K	6/18	2	2	- Buoy locations only
		TOTALS	379	35.2

## TIDE NOTE

Portable automatic tide gages were installed and maintained by this party at Friendship, Latitude  $43^{\circ} 58'N$ , Longitude  $69^{\circ} 20'W$  and New Harbor, Maine Latitude  $43^{\circ} 52'N$  Longitude  $69^{\circ} 29'W$

*Off limits  
of smooth  
sheet.*

Reducers from the Friendship gage were used without time or range correction on all except "A" and "B" days. On those days use New Harbor reducers with zero time correction and  $\pm 0.2$  foot range correction.



## LIST OF SIGNALS

<u>NAME</u>	<u>SOURCE</u>	<u>NAME</u>	<u>SOURCE</u>
BOAT	H-6965	OIL	H-6853
BOL	Vol. 1 - HILGARD	ORA	H-6965
CAN	WAHI-1154	PEP	H-6964
CAW	WAHI-1154	PIP	Vol. 1 - HILGARD
CHI	H-6854	PIT	GEM oh H-6965
CITY	H-6854	POD	IDA oh H-6965
COO	H-6853	POL	YAK on H-6853
COW	Rap on H-6965	RAM	H-6965
DUCK	H-6965	RAP	Vol. 1 - HILGARD
FEAR	BEAR on H-6965	RAT	TRIP on H-6965
FISH	WAHI-1154	REE	RUE on H-6965
GRASS	H-6854	ROK	Vol. 1 - HILGARD
HED	LAP on H-6854	SAG	ANT on H-6965
HEN	LED on H-6965	SAM	H-6853
HOG	H-6854	SIN	Vol. 1 - HILGARD
IRE	H-6965	SIS	Vol. 1 - HILGARD
JAG	WAHI-1154	SLIP	WAHI-1154
JIL	H-6965	SOD	LAD on H-6965
JUG	H-6965	SOP	H-6965
KIL	WAHI-1154	TALK	H-6965
LAG	CROW on H-6965	TIZ	H-6853
LEG	H-6965	WAR	H-6854
MET	TAP on H-6965		
MOG	H-6965		
MOP	H-6964		

*See N.P.O. Signal List.*

NORFOLK PROCESSING OFFICE  
LIST OF SIGNALS  
H-8499WD

TRIANGULATION STATIONS

~~NONE~~ Muscongus, 1859

MARKED TOPOGRAPHIC STATIONS

T-11130(N)

DUCK, 1943  
FEAR, 1943  
SLIP, 1943

T-11130(S)

FISH, 1943  
GRASS, 1943  
KILL, 1943

T-11131(N)

BOAT, 1941  
CITY, 1941  
TALK, 1941

Note: Sta. Desc. Not on hand at N.P.O.  
Some stations may not be marked - 524 ✓  
d-m all carried on S.S. ET.

TOPOGRAPHIC STATIONS

Ch1    Coo    Fun    Jil

Met    Pit

War

Mop    Pep

Caw    Oil    Pol    Sam

Hed    Hog

Cow    Hen    Ire    Lag  
Rat    Ree    Sag    XXX

HYDROGRAPHIC STATIONS

Can    Jag

Bol    Pip    Rap    Rok

SOURCE T-11130(N)

Jug    Tiz

SOURCE T-11131(N)

SOURCE T-11131(S)

SOURCE T-5997

SOURCE H-6853

SOURCE H-6854

SOURCE H-6965

Leg    Mog    Ora    Pod    Ram  
Sod    Sap

SOURCE H-8183WD

SOURCE H-8499WD (Vol. 1, HILGARD)

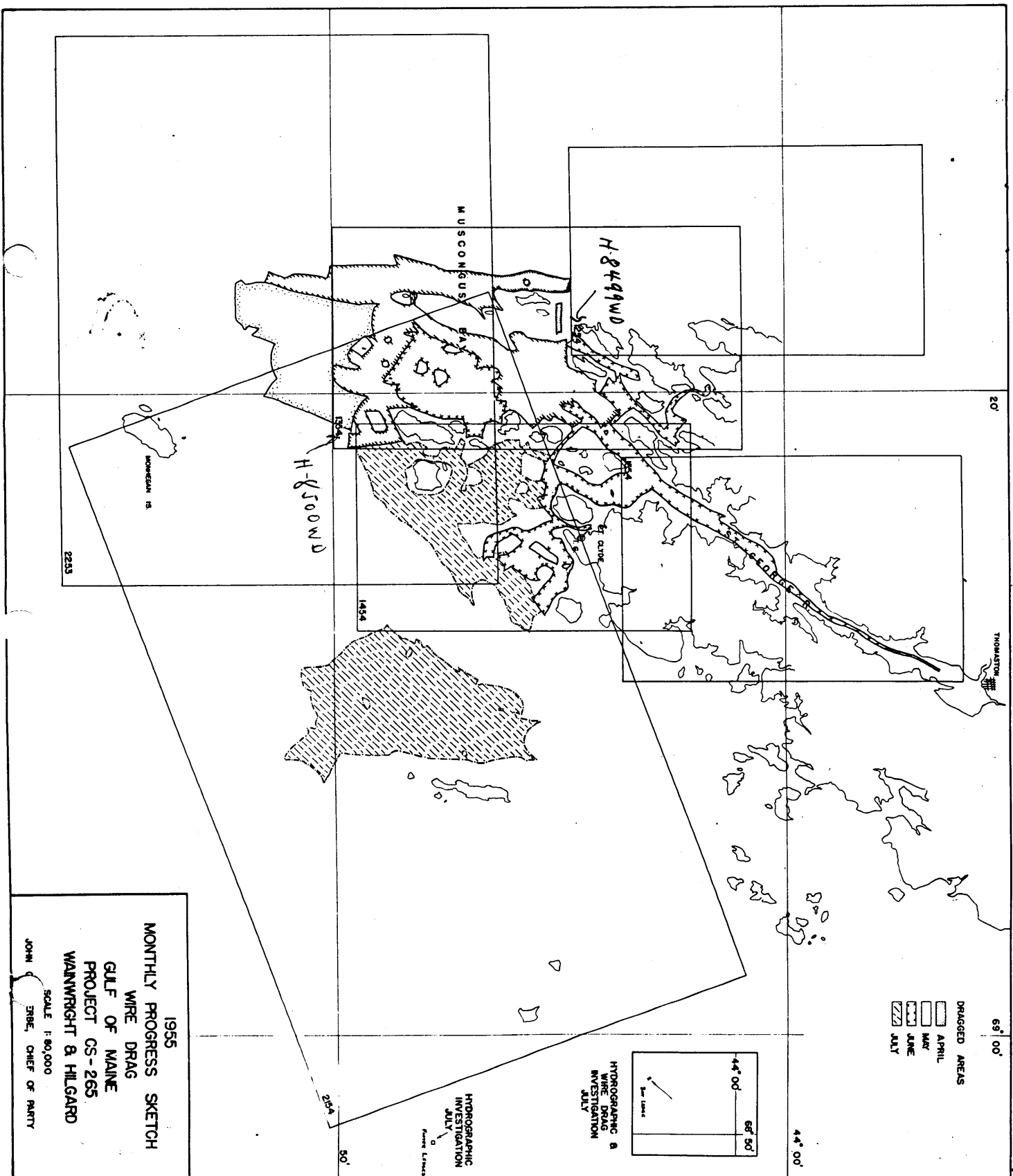
Sin    Sis

✓

NORFOLK PROCESSING OFFICE  
FLOATING AIDS TO NAVIGATION  
H-8499WD

<u>BUOY</u>	<u>LATITUDE</u>	<u>LONGITUDE</u>	<u>DEPTH</u>	<u>POS. NO.</u>	<u>DATE</u>
Ram Ledges Halftide Buoy 5A	43-58.25	69-26.07	20' ✓	3b	5/14/54
Killick Stone Island Buoy 2	43-55.95	69-25.09	20' ✓	2k	6/18/54
Cow Island Sunken Ledge Buoy 3	43-56.76	69-24.03	25' ✓ <del>26'</del>	1c 1k ✓	6/ 8/54 6/18/54
Palmer Island Buoy 4	*43-58.17	69-24.07	-	2E GL	6/10/54

\*Position approximate - *Est dist to buoy  
- noted by vessel  
upon passing -  
30 m.*



FATHOMETER REPORT -

H- 8499 WD

Wa. Hi. 1254 WD

AIDS TO NAVIGATION

Can Buoy "3" Vol. I HILGARD also Vol. II WAINWRIGHT

Can Buoy "5A" Vol. I WAINWRIGHT

Nun Buoy "2" Vol. II WAINWRIGHT

Sig Rep (Bremen Long Island Daybeacon) ✓

✓

# ATTACHMENT 5

BAR

CHECK

CHECK NO.	DATE	10	15	20	25	30	35	40	45	50	35	40	45	50	55
MAINWRIGHT FATH. 58-9 - 2.0' Initial															
1.	7/19/54	0.00	0.0	-0.1	-0.2	-0.4	-0.8	-1.2	-1.1	-1.4		-0.8	-1.0	-1.1	
2	6/3/54	f0.50	f0.40	f0.30	f0.20	f0.25	f0.10	f0.25	f0.20	-0.15					
3	7/20/54	f0.15	0.0	0.0	-0.05	-0.10	-0.10	-0.15	-0.20	-0.20					
Mean of 2&3 f0.32 f0.20 f0.15 f0.08 f0.08 f0.00 f0.05 0.0 -0.18 Mean B to A correction is (-)0.87'															
HILGARD FATH. 139 SPX - 2.0' Initial															
1	4/19/54	f0.70	(0.0)	f0.25	(-0.30)	0.0	f0.15	f0.15	0.0	0.0					
2	6/3/54	0.0	0.0	-0.30	-0.30	-0.30	-0.40	-0.90	-1.20	-1.0		-2.1	-2.55	-3.30	
3	7/20/54	(0.0)	(-0.30)	(-0.40)	(-0.40)										
Mean B to A correction is (-)2.98'															
LAUNCH #171 FATH. 139 SPX -															
1	6/3/54	0.0	0.0	-0.10	0.0	-0.10	-0.3	-0.45	-0.50	-0.4		f1.85	f2.15	f1.7	
2	7/20/54	f0.20	f0.15	0.0	f0.10	f0.05	0.0	0.0	0.0	-0.15		f3.0	f2.8	f2.8	
Mean of 1&2 f0.10 f0.08 -0.05 f0.05 -0.02 -0.15 -0.22 -0.25 -0.28 Mean B to A correction is (f)2.38'															

PHASE CORRECTION B TO A SCALE

(Bar check taken in fathoms)  
Mean B to A correction is (-)2.98'

( ) values indicated thus have been rejected

# HANG DATA

	<u>Latitude</u>	<u>Longitude</u>	<u>General Depth</u>	<u>Shoalest Hang Ft.</u>	<u>Position Number</u>	<u>Maximum Clear Feet</u>	<u>Cleared Pos. No.</u>	<u>Shoalest Sdg. Ft.</u>
1.	43° 56.4 <sup>42</sup>	69° 26.5 <sup>46</sup>	19 to 23	20 ✓	1 - 8A ✓	*	-	21.3 <sup>0</sup> ✓
2.	43° 58.2 <sup>35</sup>	69° 26.3 <sup>35</sup>	9-12	4.5 <sup>0</sup>	17-20B ✓	** 2.5 <sup>0</sup>	21-26B ✓	7.0 ✓
3.	43° 56.2 <sup>08</sup>	69° 24.4 <sup>46</sup>	35 ✓	27 ✓	1-5D ✓	* 23 ✓	35-40E	25.5 <sup>0</sup> ✓
4.	43° 57.8 <sup>79</sup>	69° 24.2 <sup>22</sup>	15	15 ✓	1-8E ✓	***		14.3 ✓

\* See Chart Letter of 6/29/54

476 596/54  
476/54 North chart files ✓

\*\* See Report of Obstruction of 5/17/54 to Comdr. 1st Coast Guard District 476/54 cl. data

\*\*\* Unable to clear due to lobster pots.

See N.P.O. Hang  
in smooth sheet



ATTACHMENT 6 ContinuedFATHOMETER CORRECTIONS

## SHIP HILGARD

Fathometer No. 138-SPX - Initial set at 0.33 fms.

<u>A RANGE</u>	<u>CORRECTION</u>
0 - 13 fms	0.00 fms
13 - on	-0.50 fms

## SHIP WAINWRIGHT

Fathometer No. 58-S, Initial set at 2.0' (period of April thru May)

<u>A RANGE</u>		<u>B RANGE</u>	
<u>DEPTH</u>	<u>CORRECTION</u>	<u>DEPTH</u>	<u>CORRECTION</u>
0 - 24'	0.0'	35' - 45'	-1.0'
25' - 34'	-0.5'	46' - 59'	-1.5'
35' - 46'	-1.0'	60' - 74'	-2.0'
47' - 50'	-1.5'	75' - 90'	-2.5'

Range correction B to A use (-)1.0'

(period of June thru Oct.)

0 - 13'	<del>0.5'</del>	35' - 64'	0.0'
14' - 50'	0.0'	65' - 90'	-0.5'

Range correction B to A use (-)1.0'

FATHOMETER CORRECTIONS

ATTACHMENT 6

LAUNCH 171

Fathometer No. 139 SPX - Initial set at 0.0

A RANGE		B RANGE	
<u>DEPTH</u>	<u>CORRECTION</u>	<u>DEPTH</u>	<u>CORRECTION</u>
0 - 44'	0.0'	35' - 44'	0.0
45' - 50'	-0.5'	45' - 90'	-0.5'
Range correction B to A use (/)2.5'			

Fathometer No. 138-SPX - Initial set at 0.0

0 - 30'	0.0	35' - 44'	-0.5'
31' - 44'	-0.5'	45' - 55'	-1.0'
45' - 50'	-1.0'	56' - 64'	-1.5'
		65' - 73'	-2.0'
		74' - On	-2.5'
Range correction B to A use (-)3.0'			

SHIP HILGARD

Fathometer No. 139-SPX - Initial set at 2.0'

A RANGE		B RANGE	
<u>DEPTH</u>	<u>CORRECTION</u>	<u>DEPTH</u>	<u>CORRECTION</u>
0- 21.5'	/0.5'	35' - 90'	0.0
22' - 50'	0.0		
Range correction B to A use (/)2.5'			

Fathometer No. 138-SPX - Initial set at 2.0'

0- 30'	0.0'	35' - 44'	-0.5'
31' - 44'	-0.5	45' - 55'	-1.0'
45' - 50'	-1.0	56' - 64'	-1.5'
		65' - 73'	-2.0'
		74' - on	-2.5'
Range correction B to A use (-)3.0'			

(Continued)

## FATHOMETER CORRECTIONS

Ship WAINWRIGHT - Fathometer No. 58S - Initial set at 2.0'

A Range - Feet

B Range - Feet

<u>Depth</u>	<u>Correction</u>	<u>Depth</u>	<u>Correction</u>
0 to 13.9	<del>0.5</del>	35.0 to 64.9	-1.0
14.0 to 50.0	0.0	65.0 to 90.0	-1.5

Ship HILGARD - Fathometer 138SPX - Initial set at 2.0'

A Range - Feet

B Range - Feet

<u>Depth</u>	<u>Correction</u>	<u>Depth</u>	<u>Correction</u>
0 to 30.5	0.0	35.0 to 44.5	-3.5
31.0 to 44.5	-0.5	45.0 to 55.5	-4.0
45.0 to 50.0	-1.0	56.0 to 64.5	-4.5
		65.0 to 73.5	-5.0
		74.0 on	-5.5

Launch CS-171 - Fathometer No. 139SPX - Initial set at 0.0'

A Range - Feet

B Range - Feet

<u>Depth</u>	<u>Correction</u>	<u>Depth</u>	<u>Correction</u>
0 to 44.5	0.0	35.0 to 44.5	0.0
45.0 to 50.0	-0.5	45.0 to 90.0	-0.5

Sheet 1251

- 5 -

H-8499WD

U. FATHOMETER CORRECTIONS - 1954 Season

Fathometer No. 58-3 was used on the Ship WAINWRIGHT throughout the field season. Three bar checks were obtained during this period. An "A" to "B" scale comparison was taken on the first and third bar check and the mean value for correction to the "A" scale obtained. The value thus determined was (-) 0.87 feet to be applied to "B" scale readings. The value actually applied was (-) 1.0 feet in accordance with paragraph 822 of the Hydrographic Manual. A very definite change in corrections was noted between the first bar check and the latter two bar checks. After study of previous conditions of the same general locality it was decided best to use the first bar check for all corrections in the period April through May. The latter two bar checks were found to be in reasonable agreement and corrective values were meaned. Curves were plotted of Correction vs Depth, corrections to be applied to soundings were then scaled from the curves in accordance with paragraph 822 of the Hydrographic Manual. All bar checks for the Ship WAINWRIGHT were referred to a 2.0 foot initial and index corrections were applied when necessary.

On the Ship HILGARD fathometer No. 139 SPI was used through the period 12 May and No. 138 SPI for the remainder of the season. One bar check was made while No. 139 SPI was in use and a curve plotted as explained in above paragraph. The corrections to be applied were determined in the same manner as stated above. No "A" to "B" scale comparison was made while this fathometer was in use aboard the HILGARD but a value of (+) 2.38 feet was determined from comparisons made when the fathometer was installed in Launch No. 171. This type of error is inherent in the machine and will remain constant in either vessel. The actual correction applied was (+) 2.5 feet in accordance with paragraph 822 of the Hydrographic Manual. During the period while fathometer No. 138 SPI was in use two bar checks were made. However the latter bar check was considered to be very poor and was rejected. A curve was plotted as explained above and corrections thus determined and applied. All checks were referred to a 2.0 ft. initial.

An "A" to "B" scale comparison was made with fathometer No. 138 and the value determined to be (-) 2.98 feet. The correction applied to all "B" scale readings was (-) 3.0 feet.

Fathometer No. 138 SPI was used in launch 171 to 12 May but no bar checks were made during this period. Because of lack of information the corrections as determined while this machine was aboard the HILGARD were used referring the bar check to a zero initial.

During the remainder of the field season fathometer No. 139 SP1 was used in launch CAGS-171. Two bar checks were obtained and the mean value of the two used in plotting the velocity curve. An "A" to "B" scale comparison was made during each bar check and the mean value determined to be ( $\pm$ ) 2.38 feet as mentioned in paragraph two (2) above. A correction of ( $\pm$ ) 2.5 feet was applied to all "B" scale readings.

The effective radius of the stylus arms was measured on all fathometers and found to be within the proper limits.

See attachment 5 for abstract of bar checks and attachment 6 for abstract of fathometer corrections.

*use for reference in writing  
report*

NORFOLK PROCESSING OFFICE  
ADDENDUM  
To Accompany

WIRE DRAG SURVEY H-8499WD (Wa-H1-1254WD)

GENERAL

This appears to be an excellent wire drag survey and the few minor discrepancies encountered are clarified by notes in the volumes, as well as, on the separate plotting overlays being submitted with the smooth sheet. ✓

All final hang data is shown by penciled legends on the smooth sheet with leaders to the points of hangs. ✓

The beginning bight on line 1 thru 5D was plotted, as shown on the boat sheet, to avoid shoal areas ahead of, and behind the drag. Although the line was of short duration, the hang on this uncharted shoal was confirmed by the Tender sounding on position 1d. *Corrected by revising position 1D.* ✓

CONTROL

Since all of the original photo-hydro stations have been removed from the air-photo manuscripts of this area, the locations of these stations have been taken from all available sources including film-positives of prior hydrographic surveys. The control appears to entirely adequate as no jumps were noted during the smooth plot. *Control is adequate.* ✓

Norfolk, Va.  
11 Jan. 1960

Respectfully submitted,

*Hugh L. Proffitt*

Hugh L. Proffitt  
Cartographer

OFFICE OF CARTOGRAPHY

REVIEW SECTION -- NAUTICAL CHART DIVISION

REVIEW OF HYDROGRAPHIC SURVEY

REGISTRY NO. H-8499WD

FIELD NO. WAHI-1254WD

Maine, Muscongus Bay, Entrance to Medomack River

SURVEYED: May - June 1954

SCALE: 1:10,000

PROJECT NO. CS-265WD

SOUNDINGS: Leadline  
808 Depth Recorder

CONTROL: Sextant Fixes  
on shore signals

Chief of Party-----E. B. Brown  
Surveyed by-----E. B. Brown; L. G. Taylor  
G. L. Short; J. B. Watkins, Jr.  
Protracted by-----W. W. Feazel  
Drag Strips plotted and inked  
by-W. W. Feazel  
Verified by-----E. E. Thomas  
Reviewed by-----I. M. Zeskind  
Inspected by-----R. H. Carstens

DATE: 9-26-61

A. Purpose of the Survey

The purpose of the wire-drag survey is to make certain that all dangers to navigation are charted, and that the charted depths on these features are the least depths. Charted dangers to navigation, or dangers which were discovered during the present survey were to be cleared within 2 feet of their least depths.

B. Shoreline and Control

The shoreline originates with reviewed photogrammetric surveys T-5623(1941-43), T-5997(1941-43), T-11130S and N (1952-55), and T-11131(1952-55).

The source of the control is given in the Descriptive Report.

C. Junctions with Wire Drag Surveys

The junctions with the following wire-drag surveys will be considered in the reviews of those surveys:

H-8183WD (1954) on the south  
H-8500WD (1954-55) on the east, south of Ram Island  
The project wire-drag surveys on the north have been suspended.

D. Comparison with Hydrographic Surveys

H-6853 (1953), 1:10,000  
H-6854 (1943-44), 1:10,000  
H-6964 (1944), 1:10,000  
H-6965 (1944), 1:10,000

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

E. Comparison with Chart 313 (Latest print date 6-13-60)

1. Hydrography

There are no conflicts with the charted hydrography, except that the 3 ft. cleared effective depth charted from advance information of the present survey (chart letter 476, 1954) in lat.  $43^{\circ}58.23'$ , long.  $69^{\circ}26.35'$ , was revised to a cleared effective depth of 2 ft. during verification and review of the present survey.

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.



2. Records

The information recorded in the wire-drag records is adequate.

3. Descriptive Report

The Descriptive Report is complete and comprehensive.

4. Field Plotting

The field plotting was satisfactory.

G. Compliance with Project Instructions


The survey adequately complies with the project instructions.

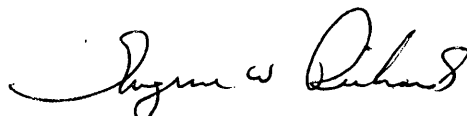
H. Additional Field Work Recommended


No additional field work is recommended.

Examined and Approved:

  
Chief,  
Nautical Chart Division

  
Assistant Director,  
Office of Cartography

  
Projects Officer,  
Operations Division

  
Assistant Director  
Office of Oceanography

## GEOGRAPHIC NAMES

Survey No. H-8499W.D.

Name on Survey	On Chart No. 3/3		On previous survey		On U. S. quadrangle Maps		From local information		On local Maps		P. O. Guide or Map		Rand McNally Atlas		U. S. Light List		BGN
	A	B	C	D	E	F	G	H	K								
Gulf of Maine(Title)														X		1	
Muscongus Bay(Title)	x															2	
Bremen Long Island	x															3	
Cow Island	x															4	
Hog Island	x															5	
Louds Island	x													X		6	
Martin Point	x															7	
Muscongus Sound	x															8	
Oar Island	x															9	
Palmer Island	x															10	
Thief Island	x															11	
																12	
Keene Neck																13	
Hockomock Channel																14	
Killick Stone																15	
Jones Garden																16	
Hungry Island																17	
Medomak River																18	
Black I.																19	
Marsh I.																20	
																21	
																22	
																23	
																24	
																25	
																26	
																27	

*George M. Bass*  
 Geographic Names Section  
 1 February 1960

## Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. .8499W.D.

Records accompanying survey: Smooth sheets ..1..;  
 boat sheets ..2..; sounding vols. ....1..; wire drag vols. .4...;  
 Descriptive Reports ..1..; graphic recorder envelopes ..1..;  
 special reports, etc. .1-A.&D.Sheet.and.1-Roll, drag line.....  
 .plotting.overlays:.....

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

Number of positions on sheet	Total for G.L., E.L. & Tender-757 pos
Number of positions checked	..117..
Number of positions revised	..3..
Number of soundings revised (refers to depth only)	..0..
Number of soundings erroneously spaced	.....
Number of signals erroneously plotted or transferred	.....
Topographic details	Time ..2...
Junctions	Time .....
Verification of soundings from graphic record	Time .....
Special adjustments	Time .....

Verification by *Ernest E. Thomas* Total time ..90... Date 9/7/61  
 Reviewed by *J. J. Gaskin* Time ..60... Date 9/27/61

TIDE NOTE FOR HYDROGRAPHIC SHEET

~~DIVISION OF COAST AND GEODETIC SURVEY~~

28 March 1960

Division of Charts: R. H. Carstens

Plane of reference approved in  
5 volumes of sounding records for

HYDROGRAPHIC SHEET 8499 WD

Locality Muscongus Bay, Maine

Chief of Party: E. B. Brown in 1954  
Plane of reference is mean low water  
3.5 ft. on tide staff at Jameson Point  
10.5 ft. below B. M. 1 (1944)

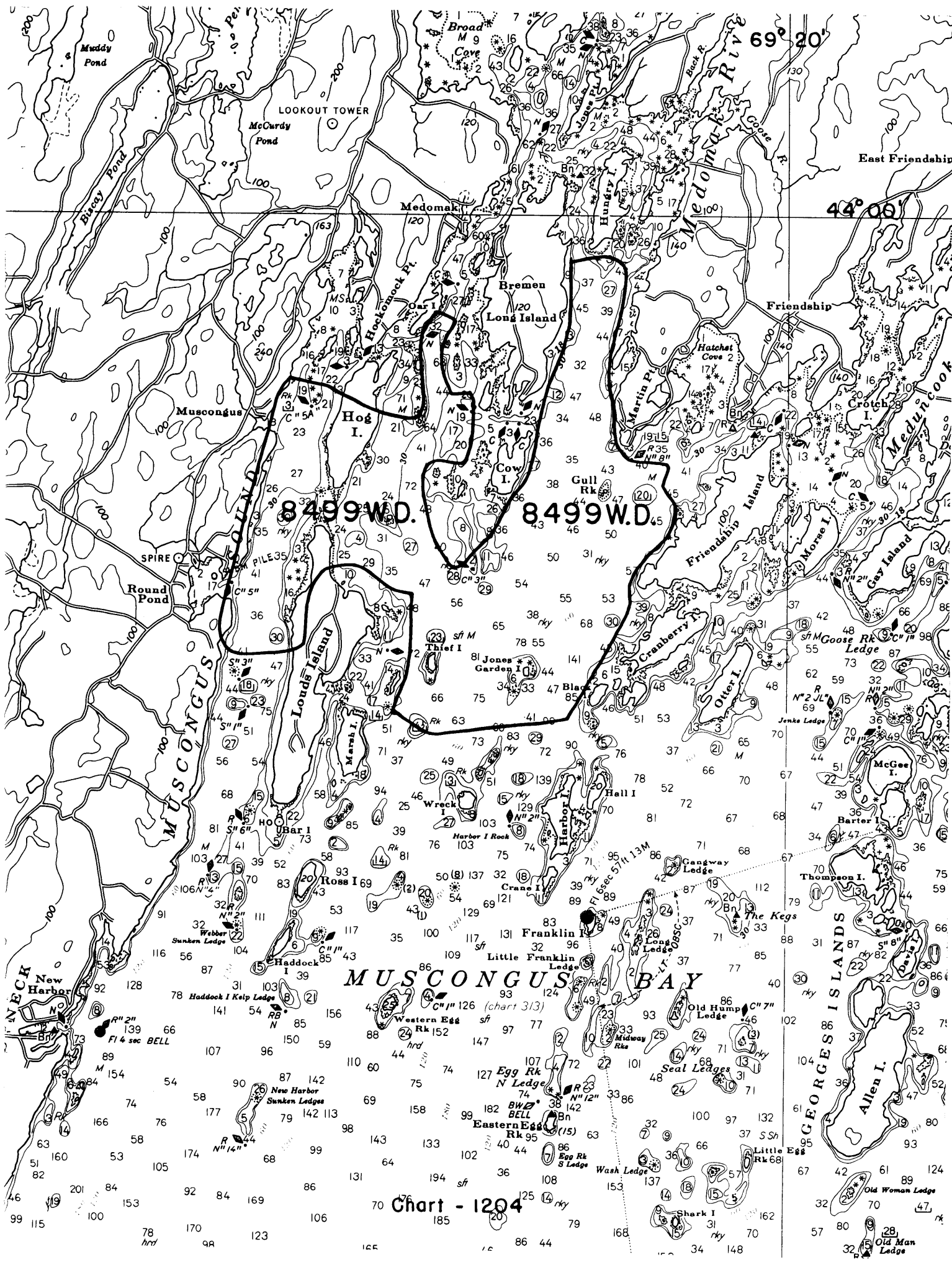
3.6 ft. on tide staff at New Harbor  
16.8 ft. below B. M. 1 (1943)

Height of mean high water above plane of reference is:

Jameson Point	.....	9.0 ft.
New Harbor	.....	8.8 ft.

Condition of records satisfactory except as noted below:

William Shafno  
Chief, Tides Branch  
~~Chief, Division of Tides and Currents~~



MUSCONGUS BAY

Chart - 1204

## NAUTICAL CHARTS BRANCH

SURVEY NO. H-8499 W.D.

## Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
2-5-60	313	F.M. Albert	Examined Before After Verification and Review
4-19-60	1204	F.M.A.	Examined Before After Verification and Review <i>No critical change</i>
6-16-60	71	F.M.A.	<i>no correction</i> Before After Verification and Review
8-31-62	1203	M. Rogers	<i>Completely applied</i> Before After Verification and Review
9-11-62	313	Joh w Knoop	Applied in full Before After Verification and Review
5-8-63	1203 Recon	M. Rogers	<i>Gully appld</i> <del>Before</del> After Verification and Review <i>this present printing</i>
1-17-73	71	R.D. Healey	<i>of 1203 and 313</i> FULLY APPL'D (NO CORR) <del>Before</del> After Verification and Review <i>&amp; Inspections</i> <i>No hydro shown in area</i> Before After Verification and Review
			Before After Verification and Review
			Before After 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.**