

# 8508

## WIRE DRAG

Diag. Cht. Nos. 1202-3 & 1203-3.

<p>Form 504 U. S. DEPARTMENT OF COMMERCE COAST AND GEODETIC SURVEY</p> <h3>DESCRIPTIVE REPORT</h3>	
Type of Survey	WIRE DRAG
Field No.	WAHI-1158-WD
Office No.	H-8508
<b>LOCALITY</b>	
State	MAINE
General locality	COAST OF MAINE
Locality	ISLE AU HAUT
<u>1959</u>	
<b>CHIEF OF PARTY</b>	
John R. Plaggier	
LIBRARY & ARCHIVES	
DATE	JAN 26 1960 6 JAN 26 1960 6

USCOMM-DC 5087

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-8508

Field No. Wa-Hi 1158WD

State MAINE

General locality COAST OF MAINE

Locality ISLE AU HAUT

Scale 1:10,000 Date of survey 6/8/58 to 5/13/59

Instructions dated 2/11/55; 12/5/55; 10/9/56; 10/22/57 & 1/27/59

Vessel WAINWRIGHT & HILGARD

Chief of party NORMAN E TAYLOR & JOHN R. PLAGGMIER

Surveyed by Vello Kiisk; P.T. Redden; Philip Rotondo & K. Anderson

Soundings taken by fathometer, graphic recorder, hand lead, wire None

Fathograms scaled by None

Fathograms checked by None

Protracted by W.W. Feazel (Norfolk Hydrographic Branch)

Drag strips inked

Soundings checked by W.W. Feazel " " "

Soundings in ~~XXXXXX~~ feet at MLW ~~XXXXXX~~

REMARKS: Verification was limited to groundings, hangs and clearances only. This information was inked and appropriately annotated on the smooth and A+D sheets. A comparison between the present survey and the latest hydrographic surveys revealed numerous hangs and groundings to be on known shoals thus obviating the need for their final verification and inking on the present survey. The smooth plotted positions and/or effective depths of some groundings and hangs were revised during the present processing. The cleared areas on the A+D sheet and the pencilled information remaining on the smooth sheet should not be regarded as formally verified and are to be used for reference purposes only.

No further processing of the present survey is planned.

*W.W.*  
Few positions of grids or hangs by sextant fixes were determined. The less accurate positions by W.D. methods may be supported or discarded when basic hydro. surveys of the area are made.

*RHC 4/15/76*

DESCRIPTIVE REPORT

WIRE DRAG FIELD SHEET NO. WAHI-1158-WD  
PROJECT 15010 (1958) PROJECT CS-501 (1959)

\* \* \*

COAST OF MAINE ISLE AU HAUT

\* \* \*

SCALE 1:10,000

\* \* \*

John R. Flaggmier -- -- Norman E. Taylor  
Commanding 1959 -- Commanding 1958

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A. PROJECT:

Supplemental Instructions dated 11 February 1955, 5 December 1955, 9 October 1956, 22 October 1957, and Supplemental Instructions dated 27 January 1959.

B. SURVEY LIMITS AND DATES:

Sheet covers Latitude  $43^{\circ} 59' 30''$  to  $44^{\circ} 07' 00''$  to  $68^{\circ} 34' 30''$  to  $68^{\circ} 41' 00''$ . Field work began on 6 June 1958 and ended 8 August 1958. In the 1959 season, field work began on 4 May and ended on 12 May.

C. VESSELS AND EQUIPMENT:

The Ships WAINWRIGHT and HILGARD acted as guide launch and end launch respectively, and Launch CS-181 was used as tender.

Standard wire drag equipment was used throughout.

D. TIDE STATIONS:

Hourly heights for reduction of drag depths were obtained from portable tide gages at Burnt Coat Harbor, Swans Island, and Isle Au Haut Thorofare, Isle Au Haut, Maine during the 1958 season.

For the 1959 season actual tides were taken from a portable tide gage at Burnt Coat Harbor, Swans Island, Maine. See Attachment No. 2.

E. SMOOTH SHEET:

*The smooth sheet was replotted by Norfolk Processing Branch. Items listed below are no longer applicable. H.L.P.*

The smooth sheet was prepared by the Washington Office.

An experimental method was used on this sheet. It was to be used as combination boat sheet-smooth sheet by overlaying it with a piece of mylar. The plotting was done on the mylar and the positions pricked through into the smooth sheet.

Upon examination of this sheet at the writing of this report (January 1960) the following discrepancies were noted for smooth sheet work:

- (1) Considerable contraction had occurred in the sheet. About 10 meters per mile was noted.
- (2) Many of the control stations were inked on the sheet incorrectly. Photo-hydro stations are put in capital letters and 3 beacons are incorrectly marked.
- (3) Bights drawn in free hand.
- (4) Effective depths incorrect height.
- (5) Signal names drafted over.
- (6) Bights drawn through effective depths.
- (7) Position numbers on End Launch.
- (8) Effective depths in half-foot.

F. CONTROL STATIONS:

All control stations were located by conventional methods.

See attachment No. 3. *See Addendum regarding transfer of photo-hydro stations*

G. DRAG TEST:

Test of the drag followed the method outlined in manual.

H. CONTROL OF WIRE DRAG:

Standard dual control methods were used. Cuts to the end buoy and then the opposite vessel were taken immediately after the fix. The cuts were called plus (+) if 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 end buoy.

J. ADEQUACY OF THE SURVEY:

The survey is considered adequate with no holidays being left.

K. COMPARISON WITH CHART AND HYDROGRAPHIC SHEETS:

In general the wire drag was in agreement with Chart 308 and with previous hydrographic surveys.

See Attachment No. 4 for tabulation of hangs and clears. *See flagged notes on 3100th sheet*

See attachment No. 6 for tabulation of special investigations.

L. AIDS TO NAVIGATION:

See Attachment No. 5. *See Norfolk Processing Branch list.*

M. TIME:

Standard 60th Meridian time was used throughout the survey.

N. LIST OF ATTACHMENTS:

1. Statistics
2. Tide Note
3. List of Signals
4. Hang and Clear Data
5. Aids to Navigation
6. Special Investigation

Submitted,

*John R. Flaggmier*

John R. Flaggmier  
Lt. Commander, C&GS  
Chief of Party

## ATTACHMENT NO. 1

<u>Volume Number</u>	<u>Day-Letter</u>	<u>Date</u>	<u>Number Positions</u>	<u>Statute Miles</u>	<u>Square Naut. Miles</u>
1	A	6/23/58	56	2.8	1.3
1	B	6/24/58	79	4.1	2.1
1	C	6/25/58	<del>38</del> 41	1.7	0.6
2	D	7/3/58	21	0.9	0.3
2	E	7/10/58	56	2.7	1.1
2	F	7/18/58	<del>61</del> 58	2.8	0.8
2	G	7/21/58	23	1.6	0.6
3	H	7/22/58	<del>69</del> 70	3.6	1.9
3	J	7/30/58	18	1.1	0.4
3	K	7/31/58	<del>46</del> 47	2.2	1.0
3	L	8/1/58	22	1.2	0.4
3	M	8/5/58	23	1.1	0.3
<b>'58 TOTAL</b>			<b>5124</b>	<b>25.8</b>	<b>10.8</b>
4	N	5/4/59	5260	2.2	1.1
4	P	5/5/59	7587	3.8	1.8
4&5	Q	5/6/59	3940	1.8	1.2
5	R	5/7/59	39	2.0	0.7
5	S	5/9/59	3747	2.3	1.3
5 <del>46</del>	T	5/11/59	14	0.8	0.2
5 <del>46</del>	U	5/12/59	90	4.4	2.1
<b>'59 TOTAL</b>			<b><del>346</del> 377</b>	<b>17.3</b>	<b>8.4</b>
<b>COMBINED '58 &amp; '59 TOTAL</b>			<b><del>858</del> 891</b>	<b>43.1</b>	<b>19.2</b>

T I D E   N O T E - 1958

A portable automatic tide gage was installed at Burnt Coat *off sheet* Harbor, Swans Island, Maine at Latitude 44-08.6 and Longitude 68-27.0. A second portable automatic tide gage was installed at Isle Au Haut Thorofare, Isle Au Haut, Maine at Latitude 44-04.45 and Longitude 68-38.2.

The height of Mean Low Water above the zero of the tide staff at Burnt Coat Harbor staff was 2.7 feet, and at Isle Au Haut Thorofare Mean Low Water was 2.7 feet above zero of the tide staff.

Hourly heights were scaled from marigrams by party personnel.

T I D E   N O T E - 1959

A portable automatic tide gage was installed at Burnt Coat Harbor, Swans Island. The gage was placed at the same place as in 1958 season.

Height of Mean Low Water above zero of the tide staff was 2.9 feet.



LIST OF SIGNALS

		<u>Origin</u>		
Triangulation Station:	EAST	Eastern, 1945		
	EWE	EWEI, <del>EWE</del> , 1945		
	LIGHT	Isle Au Haut Lighthouse, 1934, 1945		
	SHORE	SHORE, 1945		
	SPIRE	Isle Au Haut Church Spire, 1868, 1945		
	NIP	TURNIP, 1945		
Recov. Topo. Station:	BASE	BASE, 1945	<u>Manuscript Number</u>	
	BAY	Bay Ledge Beacon, 1945	T-8551	RS-547
	BERM	Berm, 1945, 1956	T-8552	RS-552
	CAKE	Cake, 1945	T-8551	RS-547
	CON	Birch Point Beacon, 1945	T-8551	RS-547
	DAY	Barter Island Ledges Day beacon	T-8551	RS-547
	ITEM	Item 1945, 1956	T-8552	RS-552

LIST OF SIGNALS - Continued

## Photo-Hydro

<u>Station</u>	<u>Manuscript</u>
ALL	T-8551
BEN <i>ARK</i>	T-8553 - <i>Boat sheet.</i>
BIG	T-8551
BIL	T-8551
BOR	T-8551
CUL	T-8551
DUM	T-8551
EAR	T-8553 - <i>Boat sheet.</i>
EYE	T-8551
FAT	T-8551
FLA	T-8551
FOG	T-8551
GAB	T-8551
GEM	T-8554
HAL	T-8554
HAR	T-8551
IRE	T-8551
IVY	T-8554
JIG	T-8551
KIM	T-8551 *
LAG	T-8551
LAP	T-8553
LON	T-8551
MAW	T-8551
NEE	T-8551
NUT	T-8552 - <i>Boat sheet</i>
ONE	T-8554 - " "
PAN	T-8554 - " "
PIX	T-8552 - " "
RUT	T-8552
SAM	T-8552
SOB	T-8554 - <i>Boat sheet</i>
TED	T-8552
TIN	T-8553
TRY	T-8553 - <i>Boat sheet.</i>
USE	T-8552
VEE	T-8552
WHO	T-8551
WIN	T-8554 - <i>Boat sheet.</i>
WOW	T-8553
YEN	T-8553
ZIP	T-8553
ZOO	T-8551
Zoo	<i>Boat sheet → Follow N<sub>2</sub> of sheet. Crased after use.</i>

HYDRO

ROT Sextant Location Vol. 1, pg. 44.

HANG AND CLEAR DATASee tagged notes on  
SMOOTH sheet.

<u>Latitude</u>	<u>Longitude</u>	<u>Hang- Depth(ft.)</u>	<u>Position Number</u>	<u>Clear Depth(ft.)</u>	<u>Position Number</u>
44-00.5	68-36.1	17.0	72B	14.0	73B 79B
44-00.5	68-36.2			14.0	45E 50E
44-00.5	68-36.2	14.5	54E		
<del>44-00.4</del>	<del>68-37.4</del>	<del>27.0</del>	<del>21F</del> <del>27F</del>		
✓ 44-00.42'	68-37.437'	26	25F	25.0	<del>28F</del> 31-33 F <del>35F</del>
✓ <del>43-59.91'</del>	<del>68-39.15'</del>	<del>55</del>	<del>21H</del>	N.C.	
<del>43-59.895'</del>	<del>68-38.718'</del>	<del>54.5</del>	<del>1H</del>		
✓ <del>44-00.01'</del>	<del>68-39.21'</del>		<del>11H</del>		
<del>43-59.899'</del>	<del>68-38.722'</del>			<del>54.0</del>	<del>12H</del>
<del>44-00.05'</del>	<del>68-39.26'</del>	55	20-21 H	41	<del>24H</del> 30-40 K
<del>44-00.08'</del>	<del>68-39.39'</del>				
<del>44-04.67</del>	<del>68-40.40</del>	<del>10.0</del>	<del>39S</del> <del>47S</del>		
✓ 44-04.67	68-40.40 <sup>3</sup>	11	14T	<del>11.5</del> 10	<del>8T</del> 43-44 S <del>14T</del>
44° 06.82'	68° 39.30'	23	27R	N.C.	
44° 06.36'	68° 37.85'	20	15 R	N.C.	
44° 06.58'	68° 38.44'	23	5 J	N.C.	
44° 06.59'	68° 38.37'				
44° 06.66'	68° 38.26'	23	6 J	21	86-89 U
44° 06.72'	68° 38.20'				
44° 06.76'	68° 38.58'	22	11 S	N.C.	
44° 06.77'	68° 38.65'				
44° 06.78'	68° 38.71'				
44° 05.44'	68° 39.56'	10	72U	N.C.	
<del>44-05.87'</del>	<del>68-40.32'</del>	<del>21</del>	<del>52-59 U</del>	N.C.	
44° 05.61'	68° 39.37'	14	83 P	N.C.	
44° 05.56'	68° 39.62'	13	57 P	N.C.	
44° 05.22'	68° 38.88'	17	19 P	J4	6-11 U
44° 05.81'	68° 38.48'	26	6 Q	N.C.	
44° 05.52'	68° 37.97'	24	18 Q	20	24-25 Q
44° 05.56'	68° 36.34'	40	8 M	N.C.	
44° 05.75'	68° 35.87'	34	6 D	N.C.	

HANG AND CLEAR DATA (Cont.)

<u>Latitude</u>	<u>Longitude</u>	<u>Hang Depth (ft.)</u>	<u>Position Number</u>	<u>N.C. = Not Cleared Clear Depth (ft.)</u>	<u>Position Number</u>
44° 04.99'	68° 39.07'	20	15-16 U	N.C.	
44° 04.96'	68° 39.26'	20	16-18 U	N.C.	
44° 04.67'	68° 40.37'	23	37 U	13	5-7 T
<del>44° 00.71'</del>	<del>68° 38.61'</del>	<del>54</del>	<del>40-41 F</del>	<del>N.C.</del>	
44° 00.51'	68° 36.15'	13	75-76 B	N.C.	
44° 00.30'	68° 35.68'	38	56 A	N.C.	
44° 00.46'	68° 37.06'	52	20 L	N.C.	
<del>44° 00.29'</del>	<del>68° 39.99'</del>	<del>14</del>	<del>4 L</del>	<del>N.C.</del>	
44° 00.18'	68° 39.50'	41	27 K	N.C.	
43° 59.92'	68° 39.58'	41	36 K	N.C.	
43° 59.67'	68° 38.60'	55	10 H	54	13-15 H
43° 59.84'	68° 37.94'	52	18 K	N.C.	
43° 59.53'	68° 37.97'	19	5 K	N.C.	
43° 59.65'	68° 37.85'				
43° 59.54'	68° 37.57'	42	43 H	20	1-3 K
44° 00.08'	68° 35.82'	35	22 C	N.C.	

AIDS TO NAVIGATION *See Norfolk Branch List.*

<u>Aid</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Sounding</u>	<u>Number Position</u>	<u>Date</u>
Black "C3"	44° 05.14'	68° 35.23'	59.0	1N	5/4/59
Black "S7"	44° 06.57'	68° 37.47'		5N	5/4/59
Black "C3"	44° 06.97'	68° 38.96'		43N	5/4/59
Black "S1"	44° 06.17'	68° 39.48'		44N	5/4/59
Red "S2"	44° 05.65'	68° 39.27'		26Q	5/6/59
Red "S2"	44° 05.83'	68° 40.25'		15T	5/11/59

NORFOLK HYDROGRAPHIC PROCESSING BRANCH  
 FLOATING AIDS TO NAVIGATION  
 H-8508

<u>BUOY</u>	<u>LATITUDE</u>	<u>LONGITUDE</u>	<u>DEPTH</u>	<u>POS.NO.</u>	<u>DATE</u>
Eastern Ear Ledge Buoy 2	44-00.17'	68-35.80'	-	1a & 1l	6/23/58
Burnt Ledge Buoy 5	06.02	36 36.26	-	2l & 3n	8/ 1/58 5/ 4/59
Birch Pt. Soal Buoy 3	05.37	38.60	-	3q	5/ 6/59
Airy Ledge Buoy 3	05.14	35.23	-	1n	5/ 4/59
Leach Rock Buoy 7	06.57	37.47	-	2n	" " "
Harbor I. Ledge Buoy 3	06.97	38.96	-	4n	" " "
Merchant I. Ledge Buoy 1	06.17	39.50	-	5n	" " "
North Bay Ledge Buoy 2	05.67	39.28	-	4q	5/ 6/59
Ram I. Ledge Buoy 2	05.83	40.25	-	1t	5/11/59

SPECIAL INVESTIGATION

The Special Investigation at Latitude 44-05.28 and Longitude 68-35.55 was cleared to a depth of 10.0'. The chart shows a 12' sounding.

NORFOLK HYDROGRAPHIC PROCESSING BRANCH  
ADDENDUM  
To Accompany

WIRE DRAG SURVEY H-8508 (Wa-Hi 1158 WD)

GENERAL

This survey was divided into two parts so it could be plotted on a conventional size smooth sheet.

All drag strips were plotted on rough overlays before they were transferred to the smooth sheet. These overlays contain copious notes by the smooth plotter pointing out discrepancies and explaining the methods used to resolve them. Due to the sparcity of notes in the drag volumes, and the complete lack of investigation of hangs by fathometer or leadline, it was necessary to rely on cuts from the launches and on soundings from prior hydrographic surveys to position the drag at groundings.

Final data on each hang were flagged on the smooth sheet, and splits and areas of insufficient overlap are clearly delineated on both the smooth and A & D sheets. Numerous revisions were made to the drag diagrams so they would accurately reflect the recorded data.

CONTROL

This office was unable to find positions for some of the photo-hydro stations. In compliance with the Director's letter dated July 21, 1964, Ref. 211, they were transferred directly from the boat sheet. The stations affected are noted in the list of signals, and their use gave no indications of sub-standard control.

SMOOTH OVERLAYS

Line 45 to 48E is being submitted on a smooth overlay as it shows a clear of 15 ft. on a spot that was hung and cleared on another line at 13 ft. See plotter's notes on rough overlay.

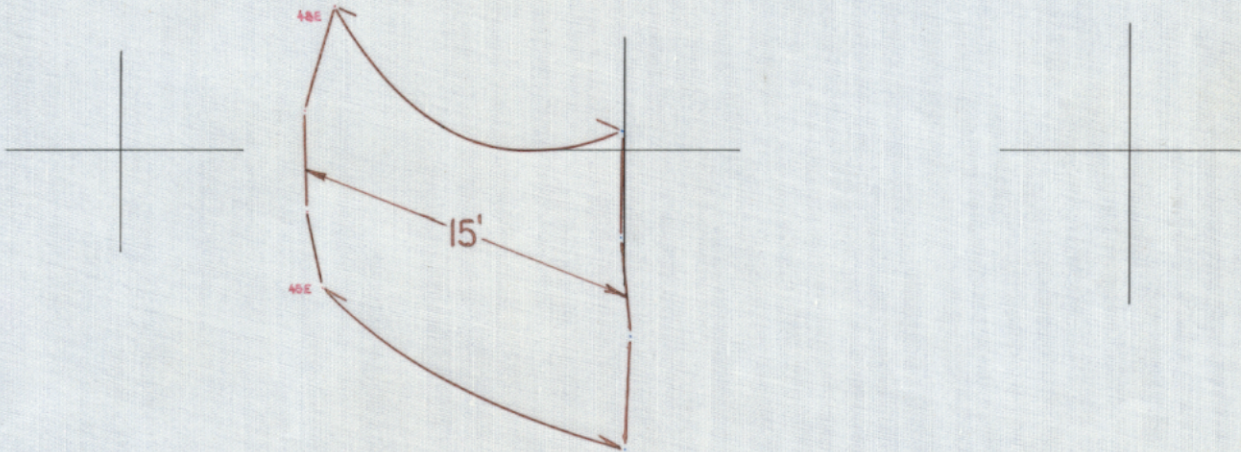
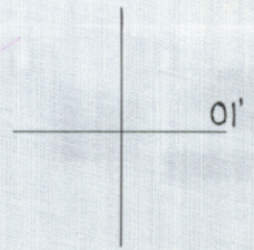
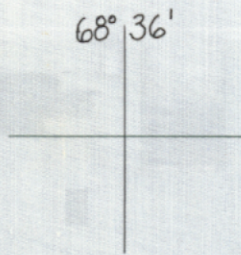
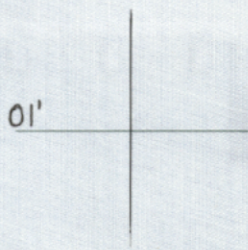
Line 6 to 11U is being submitted on a smooth overlay as it was not needed on the smooth sheet.

Respectfully submitted,

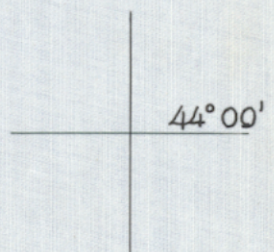
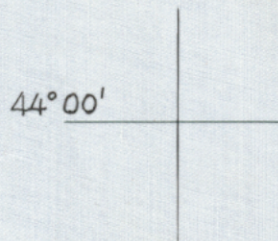
  
Hugh L. Proffitt  
Carto-Tech

Norfolk, Va.  
Mar. 1, 1966

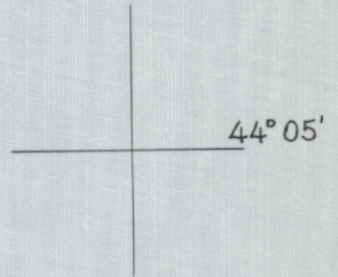
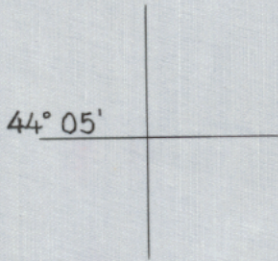
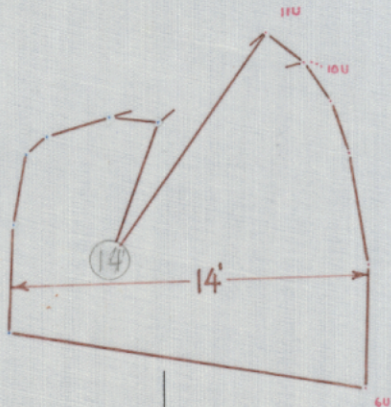
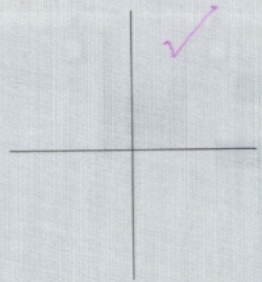
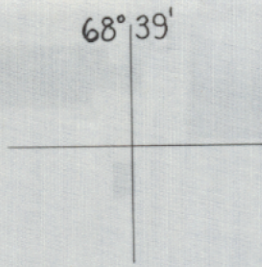




OVERLAY TO ACCOMPANY  
WAHI - 1158 W.D. H-8508  
Line 45 to 48E



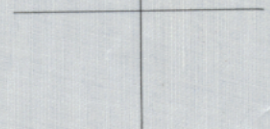
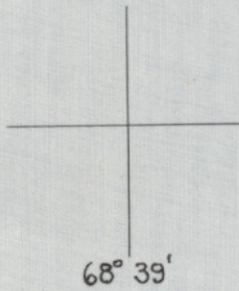
68° 36'



OVERLAY TO ACCOMPANY  
WAHI-1158 W.D. H-8508

Line 6 to 11U

See Lines: 1 to 22P - Hang  
1 to 5U - Hang & clear  
23 to 35P - Clear





**HYDROGRAPHIC SURVEY STATISTICS**  
**HYDROGRAPHIC SURVEY NO. 8508 W.D.**

**RECORDS ACCOMPANYING SURVEY:** To be completed when survey is registered.

RECORD DESCRIPTION		AMOUNT	RECORD DESCRIPTION		AMOUNT	
SMOOTH SHEET		1	BOAT SHEETS		2	
DESCRIPTIVE REPORT		1	OVERLAYS			
DESCRIPTION	DEPTH RECORDS	HORIZ. CONT. RECORDS	PRINTOUTS	TAPE ROLLS	PUNCHED CARDS	ABSTRACTS/ SOURCE DOCUMENTS
ENVELOPES						
CAHIERS						
VOLUMES	14					
BOXES						

T-SHEET PRINTS (*List*)

SPECIAL REPORTS (*List*) **1-A & D Sheet**

**OFFICE PROCESSING ACTIVITIES**

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

PROCESSING ACTIVITY	AMOUNTS			
	PRE-VERIFICATION	VERIFICATION	REVIEW	TOTALS
POSITIONS ON SHEET				1682
POSITIONS CHECKED	64			
POSITIONS REVISED	1			
DEPTH SOUNDINGS REVISED / EFFECTIVE DEPTHS REVISED	3			
DEPTH SOUNDINGS ERRONEOUSLY SPACED				
SIGNALS ERRONEOUSLY PLOTTED OR TRANSFERRED				
	TIME (MANHOURS)			
TOPOGRAPHIC DETAILS				
JUNCTIONS				
VERIFICATION OF SOUNDINGS FROM GRAPHIC RECORDS				
SPECIAL ADJUSTMENTS				
ALL OTHER WORK	73			
<b>TOTALS</b>				
PRE-VERIFICATION BY <i>X. W. Wellman</i>	BEGINNING DATE 5-10-76	ENDING DATE 6-3-76		
VERIFICATION BY	BEGINNING DATE	ENDING DATE		
REVIEW BY	BEGINNING DATE	ENDING DATE		

**VERIFIER'S REPORT**  
**HYDROGRAPHIC SURVEY, H 8508 W.D.**

**INSTRUCTIONS** - This form serves to identify items of a check list in verification together with items which are separately reported to the Reviewer. The form is not to be forwarded to the Reviewer. A report, which is prepared for the Reviewer, should identify items by number and letter and will be filed in the Descriptive Report until the survey is reviewed.

**CL - Check List Items:** should be checked as having been completed during the verification processes.

**R - Report Item:** This column refers to those items reported to the reviewer and is used to indicate the items discussed.

<b>Part I - DESCRIPTIVE REPORT</b>	CL	R	<b>Part III - JUNCTIONS (Continued)</b>	CL	R
<p><b>Note:</b> The verifier should first read the Descriptive Report for general information and problems.</p> <p>1. The Descriptive Report was consulted, paragraphs checked if found satisfactory, and notations were made in soft black pencil regarding action taken. Remarks Required: -- None</p>			<p><b>10. Junctions with contemporary surveys were satisfactory except as follows:</b> Remarks Required: -- Consider conditions after adjustments have been made; note adjustments made. Make special notes of <b>Butt</b> junctions and areas which are <b>SUPERSEDED</b>.</p>		
<p>2. Soundings originating with the survey and mentioned in the Descriptive Report have been verified and checked in soft black pencil, including latitude and longitude, together with position identification. Remarks Required: -- None</p>			<p><b>Part IV - VOLUMES</b></p> <p><b>11. All items affecting the plotting of the survey which are entered in the remarks columns of the sounding records were noted and check marked. In all cases appropriate action was taken and exceptions noted in the volumes.</b> Remarks Required: -- None</p>		
<p>3. All reference to survey sheets mentioned in the Descriptive Report should include registry number and year. Remarks Required: -- None</p>			<p><b>12. Condition of sounding records was satisfactory except as follows:</b> Remarks Required: -- Mention deficiencies in completeness of notes or actions for the following:</p> <p>(a) rocks (b) line turns (c) position values of beginning and ending of lines (d) bar check or velocity correctors (e) time recording (f) notes or markings on fathograms (g) was reduction of soundings accurately done? (h) was scanning accurate? (i) were peaks at uneven intervals missed? (j) were stamps completed? (k) references to adjacent features</p>		
<p><b>Part II - SHORELINE AND SIGNALS</b></p> <p>4. Source of shoreline signals Remarks Required: -- List all surveys</p> <p>a. Give earliest and latest dates of photographs b. Field inspection date c. Field Edit date d. Reviewed-Unreviewed</p>					
<p>5. The transfer of contemporary topographic information was carefully examined and reconciled with the hydrography. Remarks Required: -- Discuss remaining differences.</p>					
<p>6. The plotting of all triangulation stations, topographic stations and hydrographic signals has been checked and noted in processing stamp No. 42 on the smooth sheet. Remarks Required: -- None</p>					
<p>7. Objects on which signals are located and which fall outside of the high-water line have been described on the sheet. Remarks Required: -- List those signals still unidentified.</p>			<p><b>Part V - PROTRACTING</b></p> <p><b>13. All positions verified instrumentally were check marked in color in the sounding records, and verifier initialed the processing stamp.</b> Remarks Required: -- None</p>		
<p><b>Part III - JUNCTIONS</b></p> <p><b>Note:</b> Make a cursory comparison preliminary to inking soundings in area of overlap.</p> <p>8. All junctions of contemporary or overlapping sheets were transferred in colored ink and overlapping curves were made identical. Remarks Required: -- None</p>			<p><b>14. The protracting and plotting of all unsatisfactory crossings were verified.</b> Remarks Required: -- None</p>		
<p>9. The notation in slanted lettering "JOINS H---- (19 )" was added in colored ink for all verified contemporary adjoining or overlapping sheets. Those not verified are shown in pencil. Remarks Required: -- None</p>			<p><b>15. All detached positions locating critical soundings, rocks, buoys, breakers, obstructions, kelp, etc., were verified and the position numbers are legible.</b> Remarks Required: -- None</p>		

Part V - PROTRACTING (Continued)	CL	R	Part VIII - AIDS TO NAVIGATION	CL	R
16. The protracting was satisfactory except as follows: Remarks Required: -- Refers to protracting in general except for specific faults repeated often, or faults in control information, which required considerable replotting or adjustments.			26. All fixed aids located together with those on the contemporary topographic sheets, have been shown on the survey. Remarks Required: -- Conflicts of any nature listed.		
17. The protractor has been checked within the last three months. Remarks Required: -- Date of check, type of protractor and number.			27. All floating aids listed in the Descriptive Report should be verified and checked in soft black pencil, including latitude and longitude and position identification. Remarks Required: -- None		
<b>Part VI - SOUNDINGS</b> 18. All soundings are clear and legible, and critical soundings are a little larger than adjacent soundings. Remarks Required: -- None			<b>Part IX - BOATSHEET</b> 28. The boat sheet was constantly compared with the smooth sheet with reference to notes, position of sounding lines and supplemental information. Remarks Required: -- None		
19. Sounding line crossings were satisfactory except as follows: Remarks Required: -- Discuss adjustments.			29. Heights of rocks awash were correctly reduced and compared with topographic information. Remarks Required: -- Note excessive conflicts with topographic information.		
20. The spacing of soundings as recorded in the records was closely followed; Remarks Required: -- None			<b>Part X - GENERAL</b> 30. All information on the sheet is shown in accordance with figures 82 and 83 in the Hydrographic Manual (Pub. 20-2). Remarks Required: -- None		
21. The scanning, reduction, spacing, plotting of questionable soundings have been verified. Remarks Required: -- None			31. Unnecessary pencil notes have been removed from the sheet. Remarks Required: -- None		
22. The smooth plotting of soundings was satisfactory except as follows: Remarks Required: -- Refer to legibility, errors in spacing, and errors in numbers - but not to errors in scanning.			32. Degree, minute values and symbols have been checked; also electronic distance arcs have been properly identified and checked on the smooth sheet. Remarks Required: -- None		
<b>Part VII - CURVES</b> 23. The depth curves have been inspected before inking. Remarks Required: -- By whom was the penciled curves inspected.			33. The bottom characteristics are adequately shown. Remarks Required: -- None		
24. The low-water line and delineation of shoal areas have been properly shown in accordance with the following: a. From T-Sheet in dotted black lines b. From soundings in orange c. Approximate position of sketched curve is dashed orange d. Approximate position of shoal area not sounded in black dashed Remarks Required: -- None			<b>Part XI - NOTES TO THE REVIEWER</b> 34. Unresolved discrepancies and questionable soundings.		
25. Depth curves were satisfactory except as follows: (This statement should not refer to the manner in which the curves were drawn). Remarks Required: -- Indicate areas where curves could not be drawn completely because of lack of soundings. For some inshore areas a general statement is sufficient.			35. Notation of discrepancies with photogrammetric survey inserted in report of unreviewed photogrammetric survey or on copy.		
Verified by	Date	36. Supplemental information.			

TIDE NOTE FOR HYDROGRAPHIC SHEET

August 2, 1966

Nautical Chart Division:

Plane of reference approved in  
14 volumes of ~~sounding~~ records for  
wire drag

HYDROGRAPHIC SHEET 8508

Locality: Isle Au Haut, Maine

Chief of Party: N. E. Taylor 1958  
J. R. Plaggmier 1959

Plane of reference is mean low water

Tide Station Used (Form C&GS-681):

Burnt Coat Harbor  
Isle Au Haut Thorofare

Height of Mean High Water above Plane of Reference is as follows:

Burnt Coat Harbor	9.5 feet
Isle Au Haut Thorofare	9.3 feet

Remarks

*L. C. Wharton For  
J. M. Symms*

Chief, Tides and Currents Branch

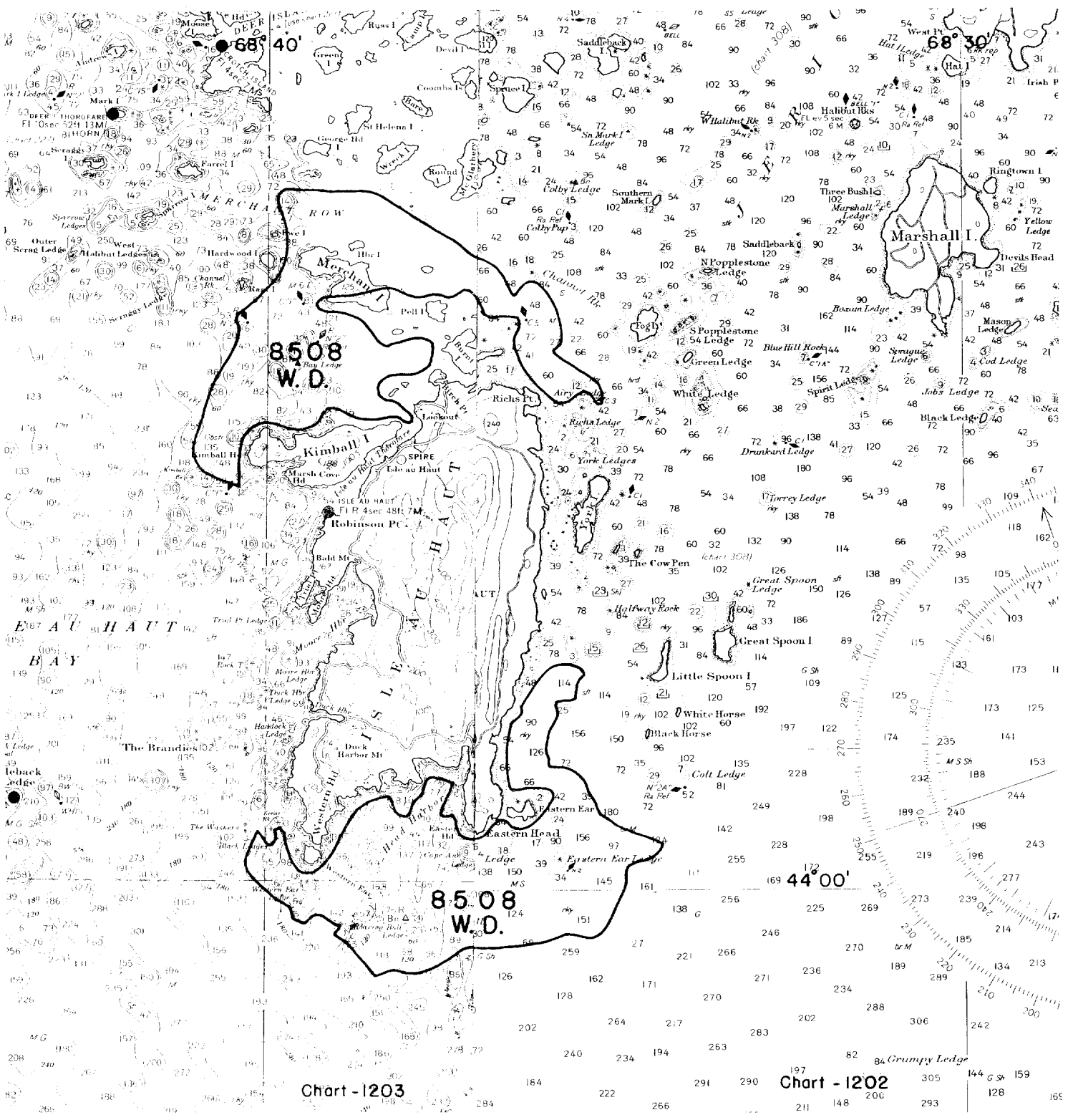


Chart - 1203

Chart - 1202



RECORD OF APPLICATION TO CHARTS

FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. H-8508 W.D.

INSTRUCTIONS

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart.

- 1. Letter all information.
- 2. In "Remarks" column cross out words that do not apply.
- 3. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

CHART	DATE	CARTOGRAPHER	REMARKS
227	3-25-66	A. Johnson	<del>Full Part Before</del> <del>After</del> Verification Review Inspection Signed Via Drawing No. Added one sdg.
308	3-25-66	A. Johnson	<del>Full Part Before</del> <del>After</del> Verification Review Inspection Signed Via Drawing No. Added sdgs
1203	9-29-66	R.E. Elkins	<del>Full Part Before</del> <del>After</del> Verification Review Inspection Signed Via Drawing No. Added one sdg thru chart 308 sdg 21.
310	9-29-66	Dan Patton	<del>Full Part Before</del> <del>After</del> Verification Review Inspection Signed Via Drawing No. Added three soundings through chart 308 - Drawing #21
1106	11/19/66	Frank F. Pavlat	<del>Full Part Before</del> <del>After</del> Verification Review Inspection Signed Via Drawing No. Exam. - No corr. thru Chart 308 Drawing #21
322	3/68	C. Musfeldt	<del>Full Part Before</del> <del>After</del> Verification Review Inspection Signed Via Drawing No. applied (27)
13260	3-7-90	Russell P. Kennedy	Adequately <del>Full Part Before</del> <del>After</del> Verification Review Inspection Signed Via Drawing No. 39
13312	3-13-90	Russell P. Kennedy	Adequately <del>Full Part Before</del> <del>After</del> Verification Review Inspection Signed Via Drawing No. 31
			Full Part Before After Verification Review Inspection Signed Via Drawing No.
			Full Part Before After Verification Review Inspection Signed Via Drawing No.