

8554

WIRE DRAG

Diag. Cht. No. 1203-3.

Form 504	
U. S. COAST AND GEODETIC SURVEY DEPARTMENT OF COMMERCE	
DESCRIPTIVE REPORT	
Type of Survey	WIRE DRAG
Field No.	HI-WA 1454, WD
Office No.	H-8554WD
LOCALITY	
State	MAINE
General locality	GULF OF MAINE
Locality	MUSCONGUS BAY
19 55 & 56	
CHIEF OF PARTY	
Commander John C. Ellerbe	
LIBRARY & ARCHIVES	
DATE	FEB 1 1961

B-1870-1 (1)

8554
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-8554WD

Field No. Wa-H1-1454WD

State MAINE

General locality GULF OF MAINE

Locality MUSCONGUS BAY

Scale 1:10,000 Date of survey June 9 to July 14, 1955
Aug. 9 to Aug. 13, 1956

Instructions dated 2/6/53, 3/9/54 & 2/11/55

Vessel WAINWRIGHT & HILGARD

Chief of party JOHN C. ELLERBE

Surveyed by D.A. JONES, G.L. SHORT, L.G. TAYLOR & J.E. GUTH

Soundings taken by ~~XXXXXXXX~~, graphic recorder, hand lead, ~~XXXX~~

Fathograms scaled by FIELD PERSONNEL

Fathograms checked by FIELD PERSONNEL & NORFOLK PROCESSING OFFICE

Protracted by W.W. FEAZEL (Norfolk Processing Office)

DRAG STRIPS SUBDIVIDED & INKED BY:

~~XXXXXXXXXXXXXXXXXX~~ W.W. FEAZEL

Soundings in ~~XXXXXX~~ feet at MLW, ~~XXXXX~~ and are true depths.

REMARKS: Verification was limited to soundings, 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 fully verified and are to be used for reference purposes only.

Selected detached soundings from the hydrographic development overlay (included in this D.R.) were verified and added to the smooth and A+D sheets in the vicinities of lat. 43° 53.70', long. 69° 15.40' and lat. 43° 53.30', long. 69° 15.90'. These soundings supplement the hydrographic development on H-6984 (1944).

No further processing of the present survey is planned. X.W.U.

W.W. Feazel

DESCRIPTIVE REPORT

To Accompany

Wire Drag Sheet Field No. WA-HI-1454, W. D.

Project CS-265 and CS-1265-WD

Coast of Maine - 1955

Scale 1:10,000

John C. Ellerbe * * * * * Chief of Party

A. PROJECT

Supplemental Instructions dated 2/6/53, 3/9/54, and 2/11/55 22/MEK - S-2-WA&HI.

B. SURVEY LIMITS AND DATES

Sheet covers $43^{\circ} 50.5'N$ to $43^{\circ} 58.0'N$ and $69^{\circ} 12.5'W$ to $69^{\circ} 19.0'W$. Field work began 9 June 1955 and was completed 14 July 1955.

C. VESSELS AND EQUIPMENT

The Ships WAINWRIGHT and HILGARD acted as Guide launch and end launch respectively and Launch No. CS-171 was used as the tender. Standard wire drag equipment was used throughout. The Ship WAINWRIGHT was equipped with fathometer No. 58S, the HILGARD with fathometer No. 138SPX and Launch CS-171 with an unnumbered fathometer.

D. TIDE AND CURRENT STATIONS

Hourly heights for the reduction of soundings and drag depths were obtained from a portable automatic tide gage at Port Clyde, Maine. Reductions were applied without corrections for the entire sheet.

No current stations were observed.

See also Attachment #2.

E. SMOOTH SHEET

To be prepared by the Norfolk Processing Office. In processing field records many situations were considered where the manual required clarification. To insure uniformity of handling by all processors on the party a set of rules was formulated and typed for distribution. These rules are set forth in Attachment #7.

There were situations where, for convenience, uprights were left set at depths greater than project depth. In some cases these depths were not uniform and exceeded the $2\frac{1}{2}\%$ rule so that determining effective depths was relatively involved. In some cases the extra depth covered narrow areas whose limits are not positively known due to lack of positive knowledge of the actual shape of the bight. The smooth sheet plotter should use his judgement in not claiming this extra depth where he can gain time without sacrificing needed coverage by so doing.

F. CONTROL STATIONS

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

Signals shown by red circles on the boat sheet are positive recoveries of marks or remains of former signals; those shown in blue were recovered by other means and are adequately located.

G. SOUNDING 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

In general the wire drag was in good agreement with previous 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.

M. LANDMARKS FOR CHARTS

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

N. FATHOMETER CORRECTIONS

Fathometer No. 58S was used on the Ship WAINWRIGHT throughout the season. One bar check affects the work on this sheet. A curve was plotted and corrections scaled in accordance with Paragraph 882 of the Hydrographic Manual. The length of bar uprights was checked and found to be correct. A 2.0 foot index was used throughout. A check of the length of the stylus arm showed negligible corrections.

Fathometer No. 138SPX was used on the Ship HILGARD throughout the season. The same corrections were determined and applied.

An 808 fathometer with no number was used in Launch CS-171 throughout the season. The length of bar uprights was found to require corrections which were applied. Other corrections were made in the same manner as described for Fathometer No. 58S.

P. TIME

Local time was used to avoid discrepancies.

Eastern Daylight time (60^oM.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
4. Signal locations
5. Aids to Navigation
6. Hang Data
7. Notice to Processors
8. Fathometer Corrections

Submitted,

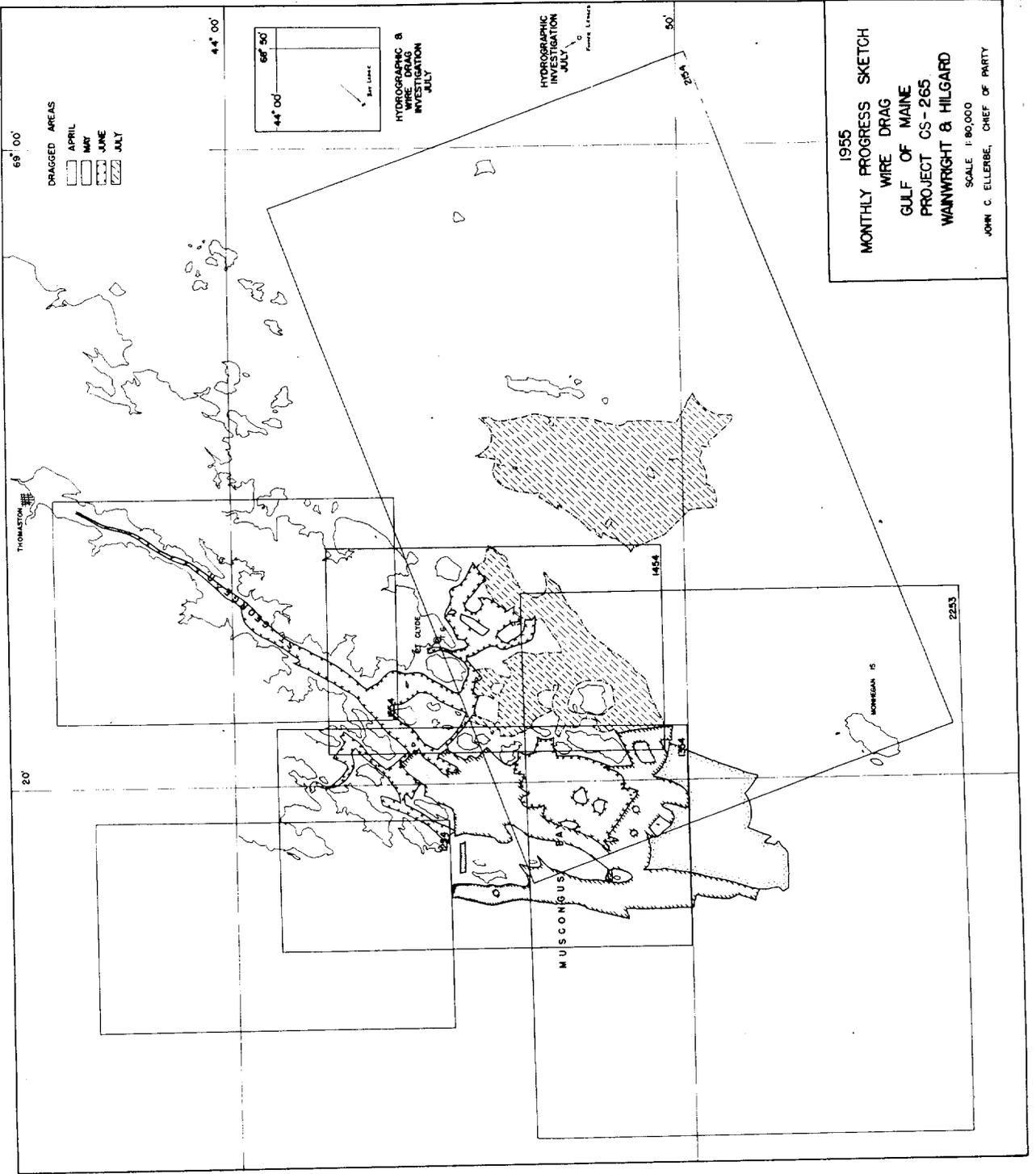
A handwritten signature in cursive script, appearing to read "G. L. Short".

G. L. Short

Lt. Commander, C&GS

Approved & forwarded

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



1955
 MONTHLY PROGRESS SKETCH
 WIRE DRAG
 GULF OF MAINE
 PROJECT CS-265
 WAINWRIGHT & HILGARD
 SCALE 1:80,000
 JOHN C. ELLERBE, CHIEF OF PARTY

STATISTICS

<u>VOL. NO.</u>	<u>DAY LETTER</u>	<u>DATE</u>	<u>NO. SDG.</u>	<u>NO. POS.</u>	<u>STAT. MI.</u>
		1955			
1	A	6/9		5	0.2
1	B	6/10		31	2.5
1	C	6/17		65	4.5
1	D	6/20		10	0.8
1	E	6/21		32	1.9
1	F	6/23		48	3.7
2	G	6/24		38	2.9
2	H	6/27		66	4.9
2	J	6/28		52	3.8
2 & 3	K	6/29	2	57	1.9
3	L	6/30		14	1.1
3	M	7/1		61	3.7
3	N	7/5	3	64	3.8
4	P	7/6		93	5.9
4	Q	7/7		61	4.1
4	R	7/8		24	1.7
4 & 5	S	7/11		102	7.7
				823	
** 1 & 2	T	7/14		43	
** 2	a	8-9-56		63	
** 2	b	8-13-56		54	

** Hydrography

TIDE NOTE

A portable automatic tide gage was installed and maintained by this party at Port Clyde, Maine, Latitude $43^{\circ} 56'$; Longitude $69^{\circ} 16'$.

The height of Mean Low Water above the zero of the tide staff was 3.5 feet.

Gages were maintained and hourly heights scaled from marigrams by party personnel.

Reducers were applied without corrections to the entire sheet.

LIST OF SIGNALS

*See NPO
Signal List*

<u>NAME</u>	<u>SOURCE</u>	<u>NAME</u>	<u>SOURCE</u>
AIM	(Allen I.) Sheet 1354	LOO	Sheet 1554
AIM	(Howard Pt.) " 1554	LOP	H-6967
ALE	T-5621	LOT	H-6969
BAR	See Attachment #4	MAN	Old Man Ledge Beacon
BEAR	H-6967	MAR	Marshall Pt. L.H. 1860
BEL	See Attachment #4	MIX	T-5621
BIM	H-6984	NUT	H-6967
BUR	Burnt I., 2, 1934	OAT	H-6967
CAL	H-6967	ODD	H-6967
CLAM	Sheet 1354	OIL	H-6984
COD	See GILBERT Manuscript 11131S (1954)	OPE	H-6969
COT	See Attachment #4	OX	Sheet 1354
DIP	See GILBERT Manuscript 11131S (1954)	PEG	H-6969
EAT	Sheet 1554	RAG	H-6967
ED	Sheet 1354	REX	H-6984
EEL	H-6967	ROCK	T-5621
EGG	Sheet 1554	ROSS	H-6967
ELM	H-6967	RULL	CAP on H-6967
FERD	Sheet 1354	SAL	H-6969
FLO	(N. Gable C.G. house) T-5621	SAP	H-6967
GEE	Sheet 1354	SIN	Sheet 2253
GNU	WAHI Vol. 4 P. 24	SOD	See Attachment #4
GUS	H-6969	TAB	H-6969
HAM	See Attachment 4	TEA	Sheet 1554
HAY	H-6969	TOP	See Attachment #4
HEM	Ham on H-6969	WAG	H-6969
HIP	See Attachment #4	WAKE	T-5621 & H-6969
HOG	Sheet 1554	WAX	(Hooper Pt.) H-6967
HOR	Old Horse Ledge Beacon	WAX	(Davis I.) H-6967
Hub	H-6967	WAXY	WAHI Vol. 4 P. 35 Called signal WAX
IBEX	H-6969	YAM	See Attachment #4
KEG	H-6967		
LOCO	Sheet 1354		

NORFOLK PROCESSING OFFICE
LIST OF SIGNALS
H-8554WD

TRIANGULATION STATIONS

BUR BURNT ISLAND 2, 1934
HOR OLD HORSE LEDGE, DAYBEACON, 1953
MAN OLD MAN LEDGE, DAYBEACON, 1953
MAR MARSHALL POINT (HERRING GUT), L.H., 1860-1943

MARKED TOPOGRAPHIC STATIONS

CLAM, 1941 T-11131(N)
BEAR, 1943 T-11131(S)
LOP(SHIP) 1943 "
RULL, 1943 "
WAKE, 1953 "
POND, 1943 T-11132(S)

TOPOGRAPHIC STATIONS

SOURCE T-11131(N)

Hog Tea

SOURCE T-11131(S)

Rock Wax

SOURCE T-11135(N)

Flo Tab

SOURCE T-5621

Ale Tree

SOURCE T-8003

Bim Oil Old

SOURCE H-6967

Ain Cal Eat Ed Eel Egg Elm Ferd Fig Hub Keg
Loon No Nut Oat Odd Rag Ross Sap Way

SOURCE H-6969

Aim Gus Hay Hem Ibex Loco Lot Mix Ope Ox Peg
Sal Wag

SOURCE H-6984

Cap Mam Rex Toy

SOURCE BOAT SHEET

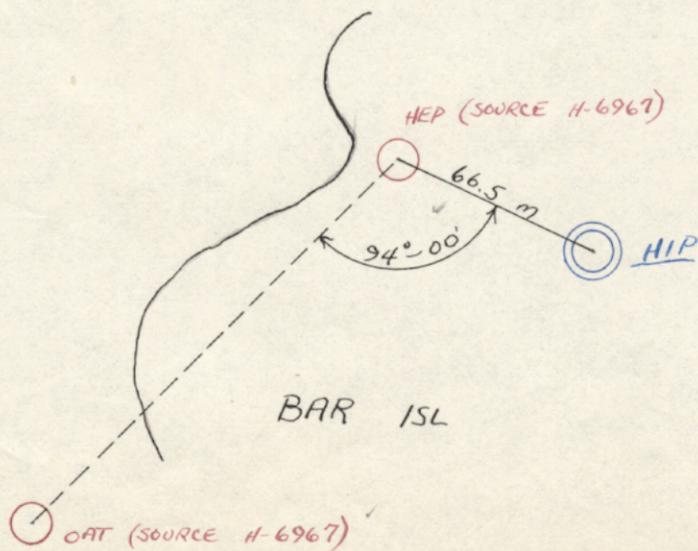
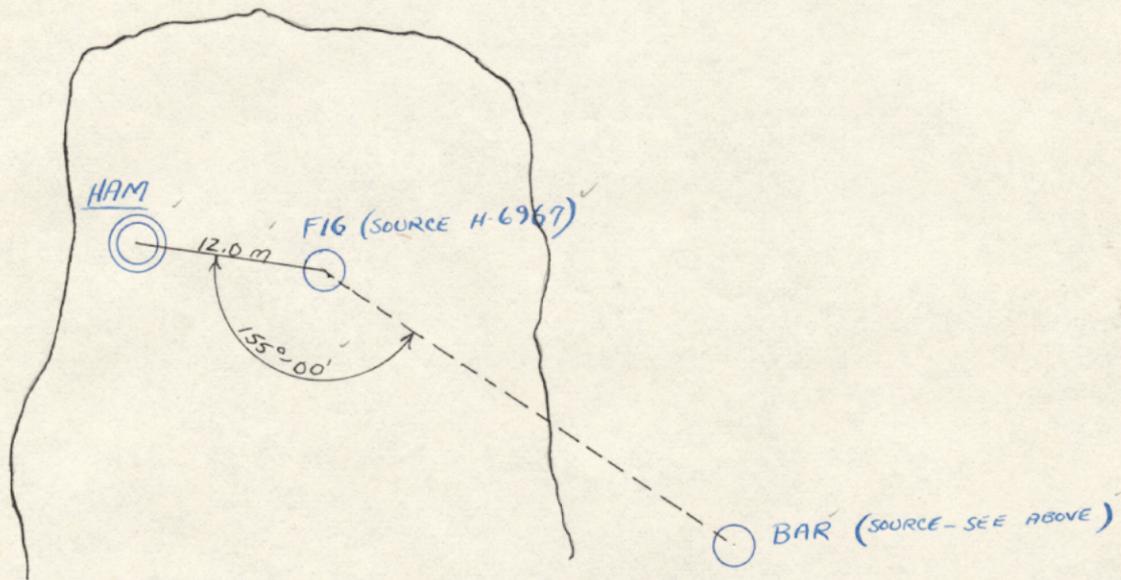
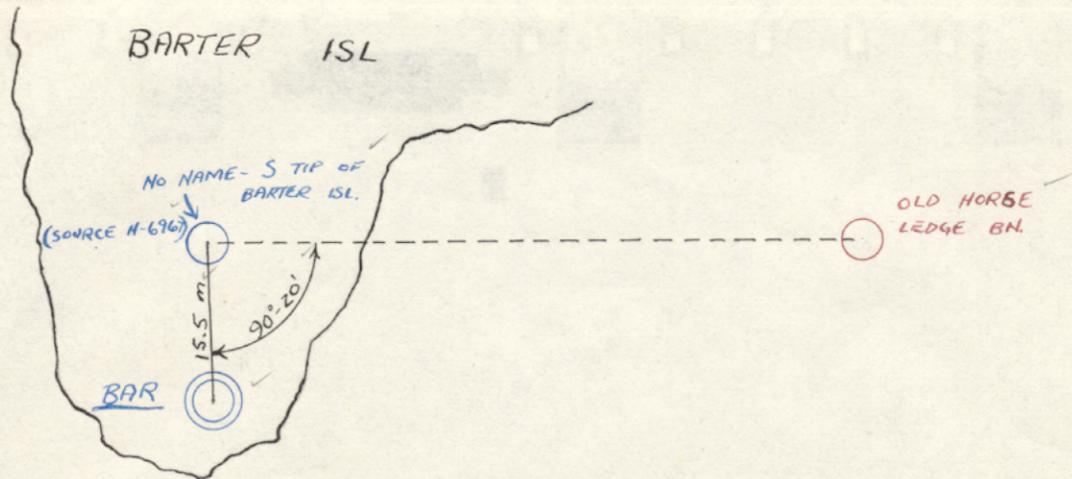
Cod Dip

SOURCE H-8465WD

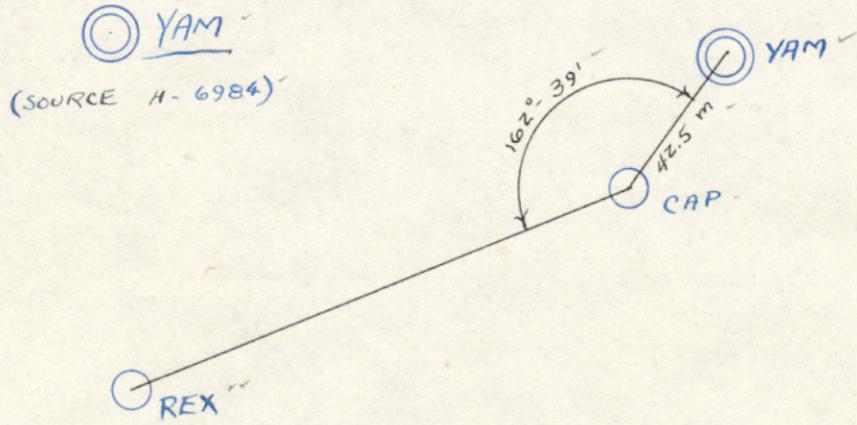
Sin Waxy (Hydro Stations)

HYDROGRAPHIC STATIONS

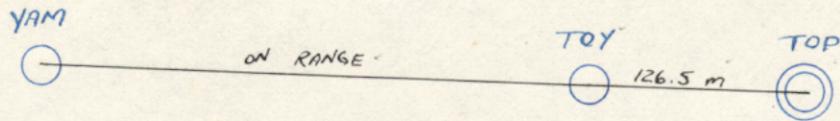
Bar	H-8554WD, Attachment	4	Top	H-8554WD, Attachment	4
Bel	"	4	Yam	"	4
Cot	"	4	Gee	Wa-Hi-1354WD	
Gnu	" , Vol. 4, pg. 24		Loo	Wa-Hi-1554WD	
Ham	" , Attachment	4			
Hip	" , "	4			
Sod	" , "	4			



11/84



⊙ TOP (SOURCE H-6984)





COT

(Source H-6969)

At IBEX	AIM ✓	27-37 ✓
	COT ✓	
	OX ✓	34-24 ✓
At LOCO	AIM ✓	03-32 ✓
	COT ✓	
	OX ✓	11-40 ✓
At GUS	AIM ✓	27-12 ✓
	COT ✓	
	ROCK ✓	62-47 ✓
At AIM	COT ✓	
	ROCK ✓	38-15 ✓



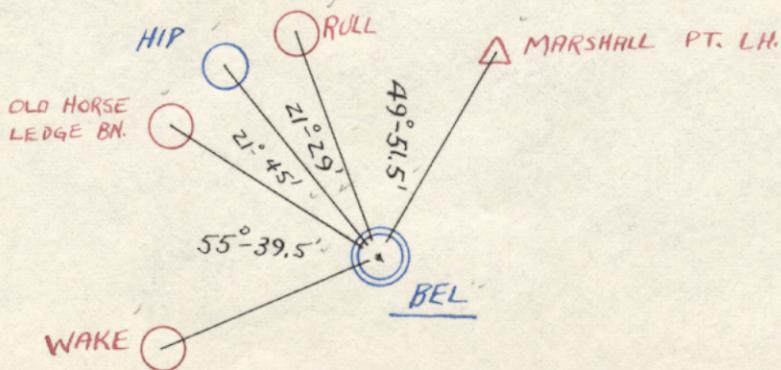
SOD

(Source H-6984)

Same as old signal COD
(Check angles)

At SOD	BEL ✓	64-30 ✓
	Marshall Pt. L.H. ✓	75-39 ✓
	BIN ✓	56-47 ✓
	REX ✓	163-01 ✓
	BEL ✓	

NOTE: ACCURATE POSITION OF BEL IS ON GILBERT MANUSCRIPT (1954) 11131 S.



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AIDS TO NAVIGATION

See N.P.O. List.

<u>OBJECT</u>	<u>RECORDED</u>	<u>SHIP</u>
Channel Rock Buoy RBN	Vol. 1 P. 47	HILGARD
Hooper Rocks Buoy N6	Vol. 1 P. 58	WAINWRIGHT
The Sisters Buoy C5	Vol. 3 P. 40	WAINWRIGHT
Gig Rock Bell Buoy C7	Vol. 3 P. 40	WAINWRIGHT
Hooper Island Ledge Buoy C1	Vol. 3 P. 7	HILGARD
Allen Ledge Buoy C3	Vol. 1 P. 46	HILGARD
Marshall Pt. Ledge Buoy N2	Vol. 2 P. 29	HILGARD
Marshall Pt. Shoal Buoy RBN	Vol. 3 P. 8	WAINWRIGHT
Marshall Ledge Buoy N4	Vol. 3 P. 8	WAINWRIGHT
Mosquito Island Buoy C1	Vol. 3 P. 32	HILGARD
Mosquito Island Ledge Buoy N2	Vol. 3 P. 33	HILGARD
Mosquito Island Bell Buoy 2M1	Vol. 2 P. 39 3 P. 32	HILGARD
Marshall Pt. Lighted Whistle Buoy "1"	Vol. 3 P. 32	HILGARD
Old Cilley Ledge Bell Buoy 20C	Vol. 3 P. 40	WAINWRIGHT
Goose Rock Ledge Buoy C1	Vol. 1 P. 7	WAINWRIGHT
Gay Cove Ledge Buoy C3	Vol. 1 P. 9	HILGARD

*See of loggers hangs
m smooth hook*

HANG DATA

NC = Not cleared

	Latitude	Longitude	General Depth	Shoalest Hang Ft.	Position Number	Maximum Clear Feet	Cleared Pos. No.	Shoalest Sdg. Ft.
✓ 1.	43° 43'	69° 18.0' 10"	22	21	23C	14 NC	29-360	25 21 (Pos. 7c)
✓	43° 54.39'	69° 15.46'		22	35 K	17	43-44 K	20 (Positions 2 and 4k)
✓	43° 54.59'	69° 13.48'		31	32 M	17	23-25 J	26 (Pos. 1m)
✓	43° 54.30'	69° 16.93'	15	19**	43 N	NC.		16
✓	43° 54.60'	69° 14.57'		24	30 K	NC.		
✓	43° 54.78'	69° 16.7'	15	8	48F and 3G	12*	5-9G	13 (Pos. 2f)
✓	43° 51.96'	69° 18.22'		14*	21 S	NC.		
✓	43° 52.94'	69° 17.16'		21	43 Q	NC.		
✓	43° 54.764'	69° 13.5' 54"	18	29	26 J	14	33-35 29-52 J	16 (Pos. 4j)
✓	43° 54.85'	69° 16.05'		17	4 H	NC.		18 - at pos. of hang; (15 ft 30 m to the S.W.)
✓	43° 56.28'	69° 16.71'		22	5 A	12	26-27 G	
✓	43° 50.89'	69° 18.2' 22"	62	20	31 S	47	41-42 34-71 S	51 (Pos. 3s)
✓	43° 56.52'	69° 18.14'		54	20-21 B	NC		
✓	43° 55.85'	69° 16.98'		15	32 E	12	10-11 G	
✓	43° 53.51'	69° 15.45'		17	14 L	11	20-21 M	

*With momentary hang believed to be on kelp

** Buoy at deeper setting on split level drag was inadvertently dragged over the 15-foot sounding of (1).

NOTICE TO PROCESSORS

1. The effective depth of an inclined section shall be assumed to be the effective depth of the shoaler side except as modified by the 2½ percent rule.
2. The drag shall be assumed to have an additional foot of lift between the beginning of the line and the time of assuming normal bight. — *see Addendum 1*
3. The effective depth of a toppled buoy is indeterminate and drag area claimed shall not include the area affected during the time any buoy is toppled.
4. THE 2½% RULE. If the difference in length of the two uprights of an inclined section is greater than 2½ percent of the length of the section, the depth of the deeper upright shall be reduced to the maximum depth that will meet this requirement. (Note that the section beyond the reduced upright may be affected.)
5. When deep sections of the drag lie between sections inclined to lesser depths, each deeper section adjoining an inclined section shall be reduced to the effective depth of the adjacent inclined section.

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 13.7	/ 0.8	to 44.9	-0.2
13.8 to 18.9	/ 0.6	45.0 to 49.9	-0.4
19.0 to 26.6	/ 0.4	50.0 to 55.9	-0.6
26.7 to 38.9	/ 0.2	56.0 on	-0.8
39.0 on	0.0		

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

<u>Depth</u>	<u>Correction</u>	<u>Depth</u>	<u>Correction</u>
0 to 12.5	/ 0.2		
13.0 to 20.5	/ 0.6		
21.0 to 30.0	/ 1.0		

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

<u>Depth</u>	<u>Correction</u>
0 to 16.2	/ 0.6
16.3 on	/ 0.4

NORFOLK PROCESSING OFFICE
 FLOATING AIDS TO NAVIGATION
 H-8554WD

<u>BUOY</u>	<u>LATITUDE</u>	<u>LONGITUDE</u>	<u>DEPTH</u>	<u>POS. NO.</u>	<u>DATE</u>
Chan. Rock Buoy	43-56.16	69-16.81	-	Approx.	6/24/55
Hooper Rocks Buoy 6	54.67	16.79	-	5f	6/23/55
The Sisters Bouy 5	54.25	17.06	37'	6n'	7/ 5/55
Gig Rock Bell Buoy 7	53.88	17.69	80'	5n	7/ 5/55
Hooper I. Ledge Buoy 1	55.34	15.82	27'	8k	6/29/55
Marshall Pt. Ledge Buoy 2	55.10	15.86	27'	7k	6/29/55
Allen Ledge Buoy 3	54.85	16.18	38'	4f	6/23/55
Marshall Pt. Shoal Buoy	55.00	15.90	18'	6k	6/29/55
Marshall Ledge Buoy 4	54.88	15.62	25'	5k	6/29/55
Gunning Rocks Buoy 1	54.88	14.81	41'	9n	7/ 5/55
				1t	7/14/55
Mosquito I. Ledge Buoy 2	55.10	14.60	31'	10n	7/ 5/55
Mosquito I. Bell					
Buoy 2MI	54.72	13.13	82'	8n	7/ 5/55
Marshall Pt. Lighted					
Whistle Buoy 1	53.82	12.60	154'	7n	7/ 5/55
Old Cilley Ledge					
Bell Buoy 2 OC	53.24	14.62	133'	4n	7/ 5/55
Goose Rock Ledge Buoy 1	56.13	18.72	39'	1b	6/10/55
Gay Cove Ledge Buoy 3	56.64	17.97	-	2b	6/10/55
Twobush I. Rock Buoy 1	55.28	18.80	-	11&12c	6/17/55

NORFOLK PROCESSING OFFICE
ADDENDUM
To Accompany

WIRE DRAG SURVEY H-8554 (Wa-Hi-1454 WD)

GENERAL

A considerable amount of difficulty was experienced during the smooth plot of this survey. Much of this may be attributed to the extremely irregular ~~terrain~~ and to the existence of heavy kelp beds in the area. ^{bottom}

All drag hangs have flagged notes on the smooth sheet giving pertinent data available.

Some reprocessing was required in the records and rather extensive revisions were made to some of the drag diagrams.

DISCREPANCIES

The following is a list of splits and areas of insufficient overlap:

<u>LATITUDE</u>	<u>LONGITUDE</u>	<u>LATITUDE</u>	<u>LONGITUDE</u>
43-55.92'	69-17.01'	43-54.30'	69-13.25'
43-54.74'	69-16.61'	43-53.81'	69-15.68'
43-54.66'	69-16.78'	43-55.28'	69-17.13'
43-54.65'	69-16.86'	43-53.00'	69-17.70'
43-54.80'	69-15.81'	43-52.90'	69-17.20'

Some of these splits and the loss of some effective drag area were undoubtedly caused by the use of loose terminology when describing the formation of beginning bights. The term, "Slight Reverse Bight", was used frequently. It was of necessity plotted as a full reverse bight with the consequent loss of much drag area.

In addition to the above list, the areas around most of the navigation buoys, and around some of the shoals, should be examined for other splits as few of them were wrapped in the conventional manner.

Paragraph 2, Attachment 7, Notice to Processors, was not complied with. There is no precedent for this rule and it greatly complicates the sub-division and inking of drag lines.

Continuation

The following lines are being submitted on plotting overlays only. They were not smooth plotted as they were not considered effective drag work. (See explanatory notes on overlays)

Line 5 to 8H, Lat. 43-54.8' and Long. 69-16.0'
Line 23 to 26H, Lat. 43-55.0' and Long. 69-16.0'
Line 36 to 38K, " 43-54.6' and Long. 69-15.4'
Line 11 to 15P, " 43-54.0' and Long. 69-16.0'

Line 27 to 31H is being submitted on a smooth overlay. It is of questionable value due to a hang, apparently caused by sag when the drag was set out. The hang occurs in an area already cleared to a greater depth. (See notes on plotting overlay). Data from this line was used in the flagged note on the smooth sheet and for needed coverage on the A&D sheet.

KELP AREAS

The following lines showed temporary hangs which are believed to have been caused by kelp. (See notes on plotting overlays and in volumes). They were not plotted as grounds on the smooth sheet.

<u>LINE</u>	<u>LATITUDE</u>	<u>LONGITUDE</u>
5 to 9G	43-54.8'	69-16.7'
10 to 20G	55.9'	16.9'
32 to 38G	55.7'	17.8'
1 to 10M	53.8'	15.7'
11 to 27M	53.0'	15.0'

OVERLAYS

All drag lines were plotted on overlay tracings before transfer to the smooth sheet. They are being forwarded because they contain numerous notes, by the smooth plotter, explaining problems encountered and the various methods used to resolve them.

Three smooth overlays are being submitted with the smooth sheet as follows:

Positions 27 thru 31H	Showing a wire drag line.
" 1 thru 43t	Showing hydrographic development
" 1 thru 63a	" " "
" 1 thru 54b	" " "

Norfolk, Va.
24 Jan. 1961

Respectfully submitted,

Hugh L. Proffitt
Hugh L. Proffitt
Cartographer

GEOGRAPHIC NAMES

Survey No. H-8554 W.D.

Name on Survey	Sources										Number	
	A	B	C	D	E	F	G	H	K	<i>B&N</i>		
Allen Island	x											1
Burnt Island	x											2
Caldwell Island	x											3
Gay Island	x											4
Hooper Island	x											5
Marshall Point	x									x		6
McGee Island	x											7
												8
												9
												10
												11
												12
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												26
												27

George M. Bee
GEOGRAPHIC NAMES SECTION
8 FEBRUARY 1961

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. 8554 W.D.

Records accompanying survey: Smooth sheets .1...;
 boat sheets ..2...; sounding vols. ..4...; wire drag vols. ..10...;
 Descriptive Reports ..1...; graphic recorder envelopes ..3...;
 special reports, etc. .1-A & D Sheet; 1-Roll, Wire drag plotting
 overlays and 1-boat sheet overlay.....

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

Number of positions on sheet	1806
Number of positions checked	65
Number of positions revised	2
Number of soundings revised (refers to depth only)	1
Number of soundings erroneously spaced	
Number of signals erroneously plotted or transferred	
Topographic details	Time
Junctions	Time
Verification of soundings from graphic record	Time 2
Special adjustments	Time 71

Pre-Verification by *K. W. Wellman* Total time *73 hrs.* Date *5-5-76*

Reviewed by Time Date

VERIFIER'S REPORT OF HYDROGRAPHIC SURVEY NO. H-8554 W.D.

The verifier should deal with the present hydrographic survey only, as the reviewer considers its relation to previous surveys and published charts. He should be thoroughly familiar with Chapters 3, 7 and 9 of the Hydrographic Manual.

1. The descriptive report was consulted and appropriate notes were made in soft pencil regarding action taken.
2. Soundings originating with the survey and mentioned in the descriptive report have been verified, including latitude and longitude.
3. All reference to survey sheets mentioned in the descriptive report include the registry number and year.
4. Geographic names of hydrographic features if on sheet are in slanting lettering and of topographic features in vertical lettering.
5. 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.
6. All positions verified instrumentally were check marked in the sounding records.
7. All critical soundings are clear and legible and are a little larger than the adjacent soundings.
8. The metal protractor has been checked within the last three months.
9. The protracting and plotting of all bad crossings were verified.
10. All detached positions locating critical soundings, rocks or buoys were verified.
11. The boat sheet was compared with the smooth sheet.

12. The spacing of soundings as recorded in the records was closely followed.
13. The bottom characteristics were shown on outstanding shoals.
14. The reduction and plotting of doubtful soundings were checked.
15. The transfer of contemporary topographic information was carefully examined.
16. All junctions were transferred and overlapping curves made identical.
17. The notation "JOINS H- (19--)" was added in ink for all contemporary adjoining or overlapping sheets now registered. Those not verified are shown in pencil.
18. The depth curves have been inspected before inking.
19. All triangulation stations and transfer of topographic and hydrographic signals were checked.
20. Heights of rocks were checked against range of tide.
21. Rocks transferred from topographic surveys have a dotted curve where shown thereon. Rocks located accurately by hydrographer are encircled by dotted red curve.
22. Unnecessary pencil notes have been removed.
23. Objects on which signals are located and which fall outside of the low water line have been described on the sheet.
24. The low water line and delineation of shoal areas have been properly shown.
25. Degree and minutes values and symbols have been checked.
26. Questionable soundings have been checked on the fathograms.

27. Source of shoreline and signals (when not given in report).
28. All notes on sheet are in accordance with figure 171 in the Hydrographic Manual.
29. All aids located, with those on contemporary topographic sheets, have been shown on survey.
30. Depth curves were satisfactory except as follows:
31. Sounding line crossings were satisfactory except as follows:
32. Junctions with contemporary surveys were satisfactory except as follows:
33. Condition of sounding records was satisfactory except as follows:
34. The protracting was satisfactory except as follows:
35. The field plotting of soundings was satisfactory except as follows:
36. Notes to reviewer:

Verified by

Date

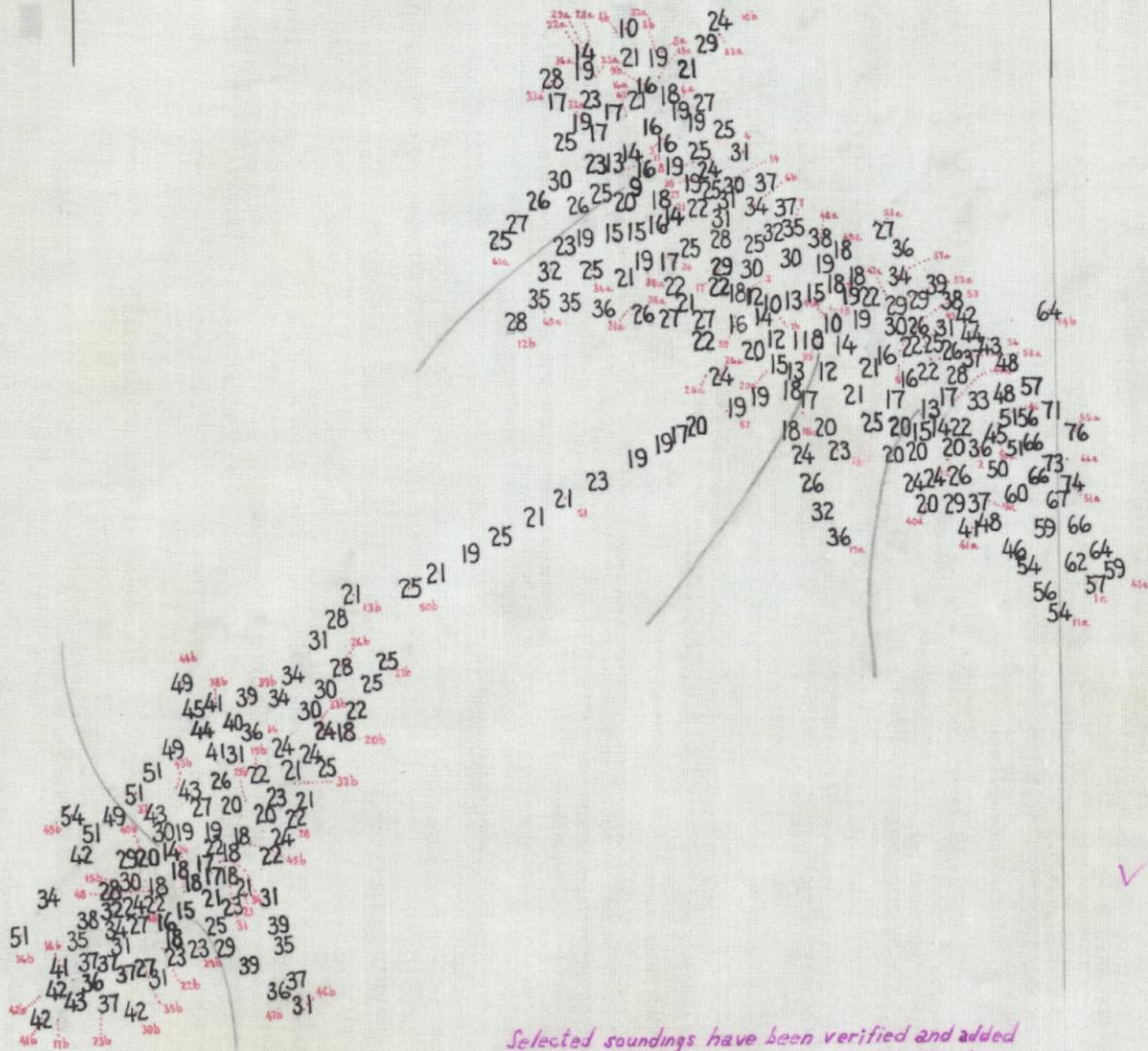
16'

69° 15'

43° 54'

43° 54'

Mam



Selected soundings have been verified and added to the smooth and A+D sheets to supplement the hydrography shown on H-6984 (1944)

53'

53'

OVERLAY TO ACCOMPANY
 WAHI-1454 W.D. H-8554 W.D.
 a & b Day Developments
 N'y. section shoalest soundings of 8 & 9 ft.
 S'y. section shoalest soundings of 14 & 15 ft.
 1a to 63a
 1b to 54b

16'

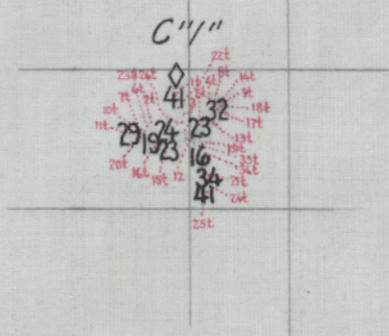
69° 15'

69° 15'

14'

55'

43° 55'



OVERLAY TO ACCOMPANY
 WAHI-1454 W.D. H-8554 W.D.

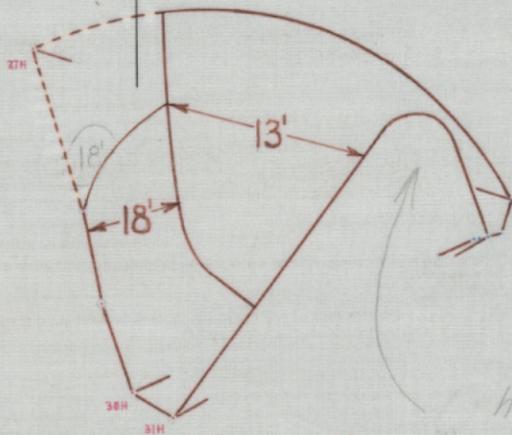
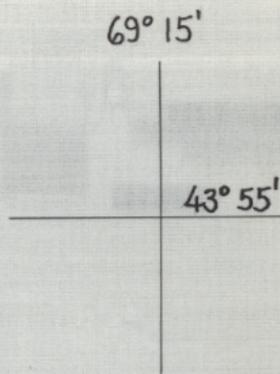
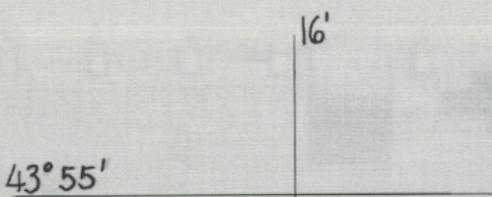
t Day Development
 Shoalest sounding of 16ft. - Line 21 to 22t
 1t to 43t

54'

69° 15'

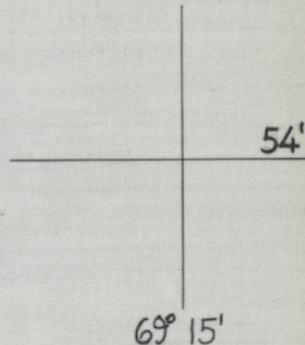
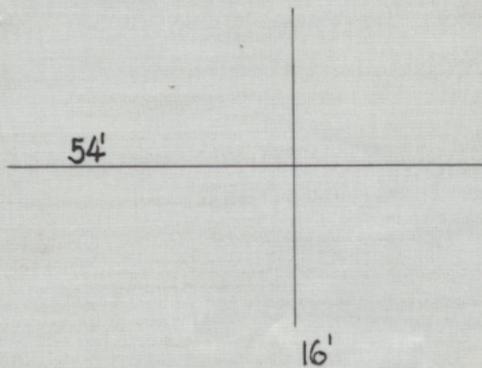
54'

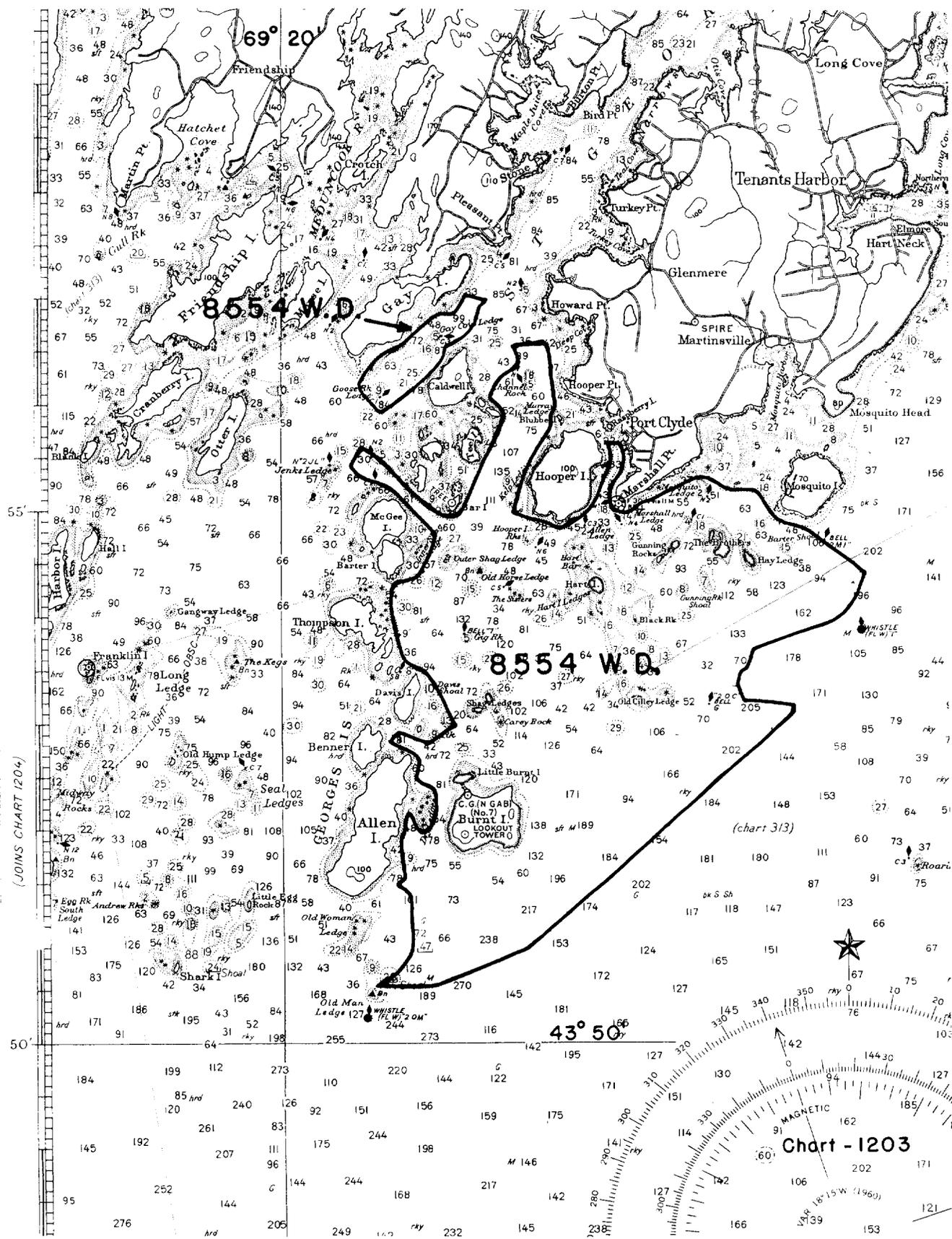
14'



hang -
Due to Sag in the drag

OVERLAY TO ACCOMPANY
WAHI-1454 W.D. H-8554 W.D.
Line 27 to 31H
See Addendum to Descriptive Report





69° 20'

8554 W.D.

8554 W.D.

43° 50'

Chart - 1203

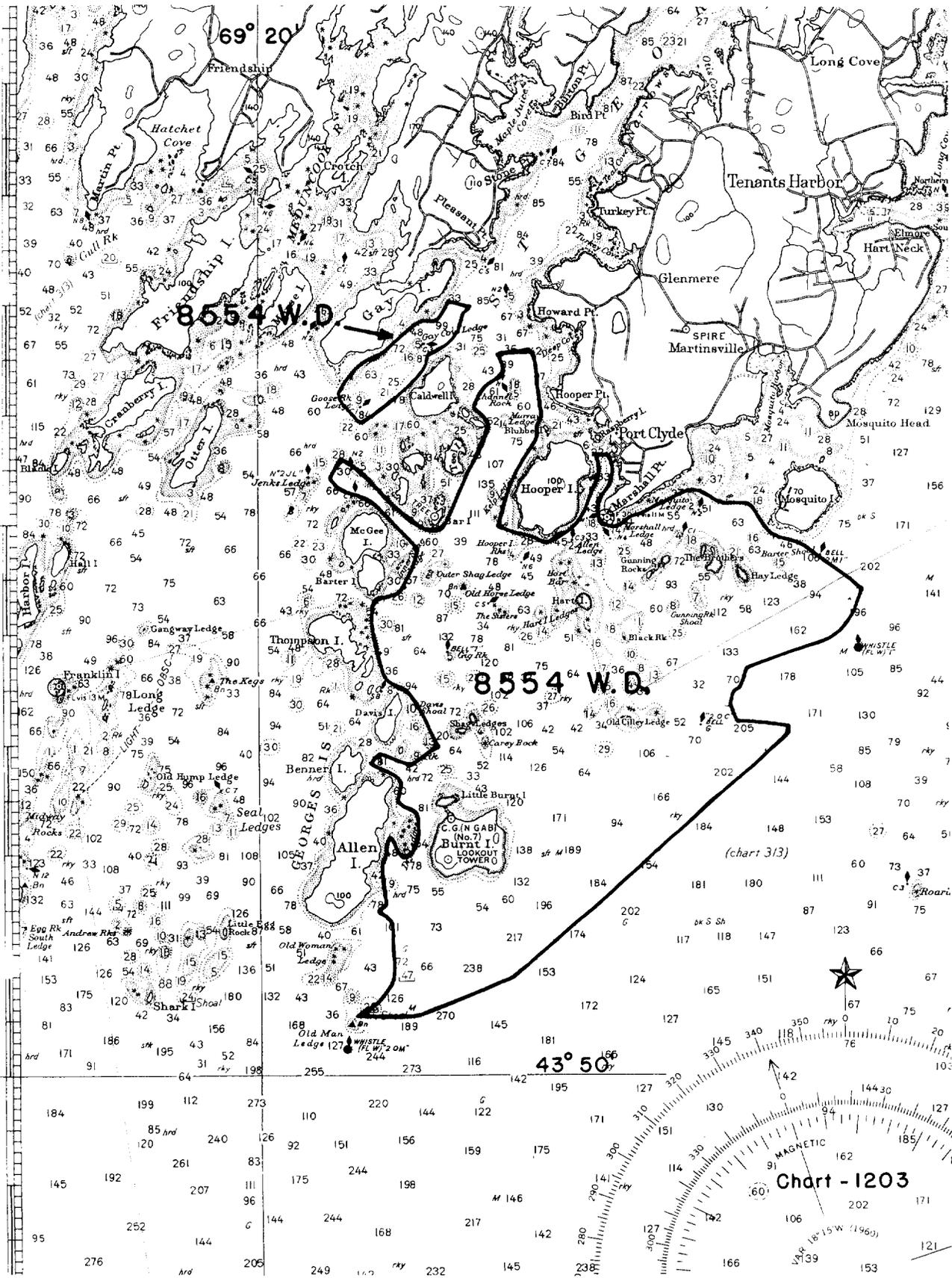
MAGNETIC
18°15'W (1960)

(JOINS CHART 1204)

(chart 313)



42
36
27
31
33
32
63
39
40
52
67
61
90
84
126
62
66
150
12
66
73
153
83
81
171
184
145
95



64
27
85
2321
37
78
13
85
39
27
24
10
27
129
127
171
202
141
96
144
130
44
92
7
39
51
60
73
37
91
75
66
67
10
20
100
127
185
171
121
153

8554 WIRE DRAG

Form 504

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey HYDROGRAPHIC
Field No. Wa-Hi-1454WD Office No. H-8554WD

LOCALITY

State MAINE
General locality GULF OF MAINE
Locality MUSCONGUS BAY

19 56

CHIEF OF PARTY

John C. Ellerbe, Comdr.

LIBRARY & ARCHIVES
FEB 1 1961

DATE

**8554
WIRE DRAG**

D E S C R I P T I V E R E P O R T

SPECIAL HYDROGRAPHIC INVESTIGATION

SHEET WA-HI 1454-WD

PROJECT 1265 AND 1265WD

COAST OF MAINE 1956

VICINITY OF MUSCONGUS BAY

SCALE 1:10,000

AUGUST 1956

John C. Ellerbe - Chief of Party

- - - - -

A. PROJECT:

Supplemental Instructions dated 5 December and letter dated 14 December 1955.

B. SURVEY LIMITS AND DATES:

Latitude $44^{\circ} 53' 47''$	Longitude $69^{\circ} 15' 25''$
Latitude $44^{\circ} 53' 37''$	Longitude $69^{\circ} 15' 09''$
Latitude $44^{\circ} 53' 17''$	Longitude $69^{\circ} 15' 55''$

Field work began on 9 August 1956 and was completed on 13 August 1956.

C. VESSELS AND EQUIPMENT:

A Hired Launch was used for this project. The 808 fathometer No. 139 SF was used.

D. TIDE STATION:

Hourly heights for the reduction of soundings were obtained from the Washington Office and are attached to this report along with letter transmitting same.

E. SMOOTH SHEET:

To be prepared by the Norfolk Processing Office.

F. CONTROL STATIONS:

All control stations were located by conventional methods. All signals are tabulated individually on Attachment No. 2.

G. SOUNDINGS:

All soundings were obtained by using an 808 fathometer.

H. CONTROL OF HYDROGRAPHY:

The standard visual, three point fix, control was used for this project.

J. ADEQUACY OF SURVEY:

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

K. COMPARISON WITH CHART 313:

	Sounding Charted- Feet	Sounding Reduced- Feet
Lat. ³ 44° 53' 47" ^(.78') Long. 69° 15' 25" ^(.42')	10	9.0 9.7
Lat. ⁶³ 44° 53' 37" ^(.63') Long. 69° 15' 09" ^(.15')	13	13.2
Lat. 44° 53' 17" ^(.28') Long. 69° 15' 55" ^(.32')	15	14.0

} on overlays

L. FATHOMETER CORRECTIONS:

Fathometer No. 139 SP was used on the Hired Launch. A bar check on each day effects the work. The bar check corrections are listed on Attachment No. 3.

A zero index was used throughout.

M. TIME:

Standard 60th Meridian time was used throughout the project.

ATTACHMENTS:

- No. 1 Statistics
- No. 2 List of Signals
- No. 3 Fathometer Corrections

Submitted

Jack E. Guth
 Jack E. Guth
 Lieutenant, C&GS

Approved and Forwarded:

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

D.C. Jones

STATISTICS

<u>Vol. No.</u>	<u>Day Letter</u>	<u>Date</u>	<u>Number of Positions</u>	<u>Statute Miles</u>
1	a	9 August 1956	63	8.3
1	b	13 August 1956	54	4.3
		TOTALS	117	12.6

LIST OF SIGNALS

<u>Name</u>	<u>Source</u>
BEL	Recovered - Hydrographic Sextant cuts
FLO	Recovered - Topographic Station
MAM	Recovered - Photogrammetric Location
REX	Recovered - Photogrammetric Location

FATHOMETER CORRECTIONS

Hired Launch - Fathometer No. 139 SP - Initial set at 0.0 ft.

9 August 1956

"A" Scale Correction 0.0 ft.

"B" Scale Correction ~~2.6~~ ft.

13 August 1956

"A" Scale Correction ~~0.2~~ ft.

"B" Scale Correction ~~3.0~~ ft.

RHC

TIDE NOTE FOR HYDROGRAPHIC SHEET

3 March 1961

~~DIVISION OF COASTAL SURVEYS~~

Division of Charts: R.H. Carstens

Plane of reference approved in
14 volumes of sounding records for

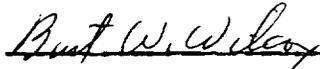
HYDROGRAPHIC SHEET 8554

Locality Muscongus Bay, Maine

Chief of Party: J.C. Ellerbe (1955 & 1956)
Plane of reference is mean low water reading.
3.5 ft. on tide staff at Fort Clyde, Maine
23.0 ft. below B. M. 3 (1944)

Height of mean high water above plane of reference is: 8.9 ft.

Condition of records satisfactory except as noted below:



Chief, Tides and Currents Branch

~~Chief, Division of Tides and Currents~~