

# 8568 WIRE DRAG

Diag. Cht. No. 1203-3.

<p>Form 504 U. S. DEPARTMENT OF COMMERCE COAST AND GEODETIC SURVEY</p> <h2>DESCRIPTIVE REPORT</h2>	
Type of Survey	WIRE DRAG
Field No. <del>Wa-H1-1554WD</del>	Office No. H-8568
LOCALITY	
State	MAINE
General locality	GULF OF MAINE
Locality	ST. GEORGE RIVER
1954-55	
CHIEF OF PARTY	
E.B. BROWN & JOHN C. ELLERBE	
LIBRARY & ARCHIVES	
DATE	MAR 16 1961

COMM-DC 61300

8568  
WIRE DRAG

313  
1203

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-8568

Field No. Wa-H1-1554WD

State MAINE

General locality GULF OF MAINE

Locality ST. GEORGE RIVER

Scale 1:10,000 Date of survey 1954-55

Instructions dated 6 Feb. 1953, 9 March 1954 & 11 Feb. 1955

Vessel WAINWRIGHT & HILGARD

Chief of party E.B. BROWN & JOHN C. ELLERBE

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

Soundings taken by ~~XXXXXXXXXX~~ graphic recorder, hand lead, ~~etc~~

Fathograms scaled by FIELD PERSONNEL

Fathograms checked by " " & NORFOLK DISTRICT OFFICE

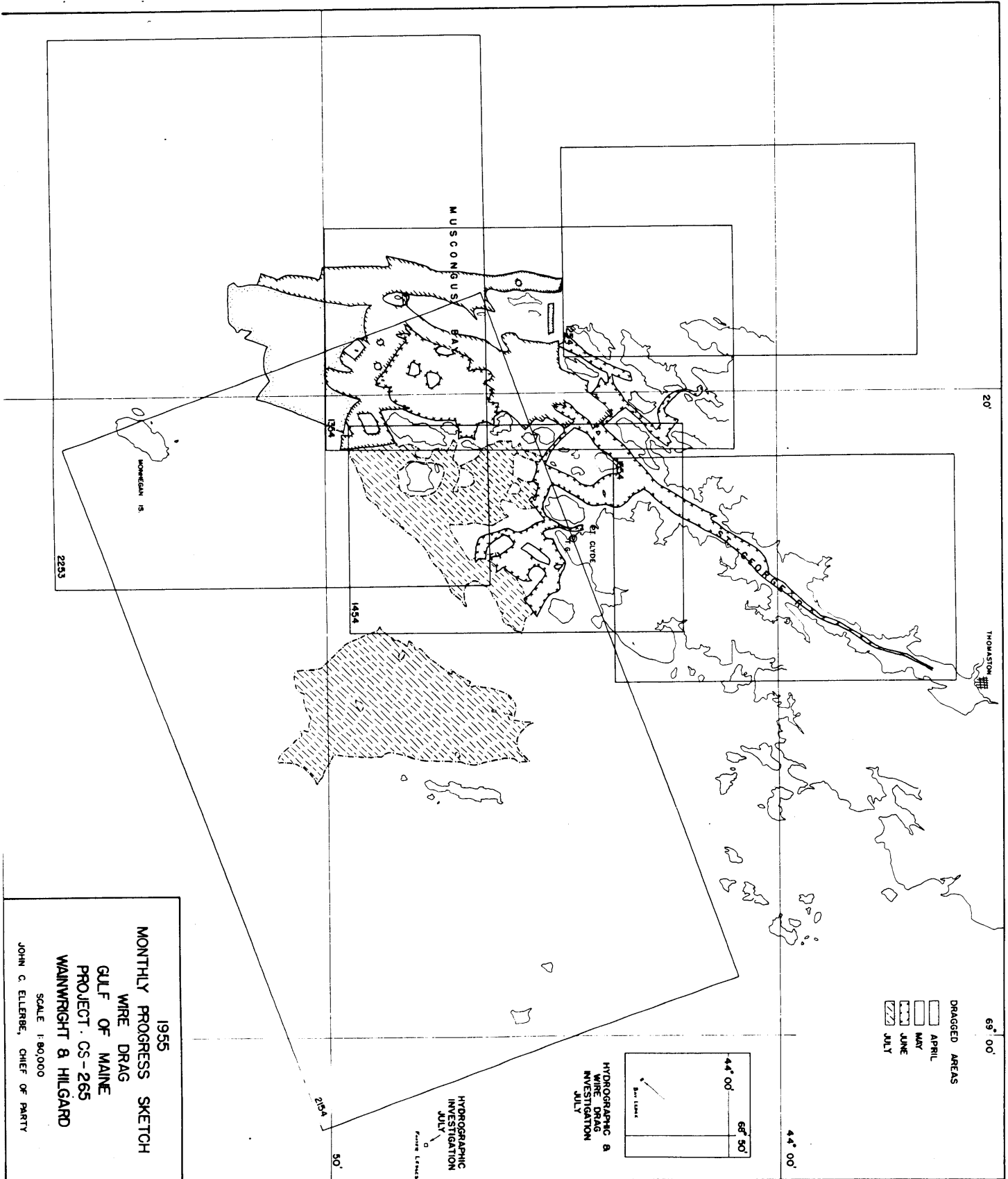
Protracted by W.W. FEAZEL (NORFOLK PROCESSING OFFICE)

DRAG STRIPS INKED BY:  
~~XXXXXXXXXX~~ W.W. FEAZEL " " "

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

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. The smooth plotted positions of several groundings were revised during the present processing. The cleared areas on the A+D sheet should not be regarded as fully verified and are to be used for reference purposes only. No further processing of this survey is planned X.W.W.

*Handwritten mark*



# DESCRIPTIVE REPORT

Wire Drag Field Sheet No. HI-WA-1554, W.D.

Project CS-265, WD  
Coast of Maine 1954 and 1955  
Scale 1:10,000

E. B. Brown	1954	Chief of Party
John C. Ellerbe	1955	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  $43^{\circ} 56.0' N$  to  $44^{\circ} 04.0' N$  and  $69^{\circ} 10.0' W$  to  $69^{\circ} 18.0' W$ . Field work began 9/23/54 and was completed 6/9/55.

## C. VESSELS AND EQUIPMENT

The Ships WAINWRIGHT and HILGARD acted as guide launch and end launch respectively except in narrow river channels when Launch No. CS-171 was used as end launch and a hired lobster boat used as guide launch. An outboard-powered skiff was then used as 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 fathometer 139SPX in 1954 and an unnumbered fathometer in 1955.

## D. TIDE AND CURRENT STATIONS

Hourly heights for the reduction of soundings and drag depths were obtained from portable automatic tide gages at Thomaston and Port Clyde, Maine. The Thomaston gage was used

without corrections on "A" day. For "B" day use the Thomaston gage without correction and -0.4 ft. range correction. The Port Clyde gage was used without time correction and a range correction of plus ( $\frac{1}{2}$ ) 0.4 foot for the portion of the work North of Watts Point in 1955. For the portion of the work below Watts Point in 1955 use the Port Clyde gage without corrections.

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 there 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

*Visual fixes*  
All control stations were located by conventional methods. No survey buoys were used. All signals are tabulated individually on Attachment No. 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

### a. 1954 Season

Fathometer No. 58-S 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 was measured on all fathometers and found to be within the proper limits.

See Attachment 8 for an abstract of corrections.

### B 1955 Season

Fathometer No. 58-S 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 822 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. 58-S.

P. TIME

Local time was used to avoid discrepancies. Eastern Standard time (75° M.T.) was used early in each season and Eastern Daylight Time (60° M.T.) was used subsequent. Date of change in 1955 was 24 April. 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,



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

Approved & Forwarded

John C. Ellerbe  
Commander, C&GS  
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>
1	A	1954 9/23	2	40 ✓	2.6
1	B	9/30		9 ✓	0.8
1	C	1955 6/7		58 ✓	3.9
1	d	6/8/55		82 ✓	5.9
1/2	E	6/9		49 ✓	3.6
				<u>238</u>	

## TIDE NOTE

Portable automatic tide gages were installed and maintained by this party at Thomaston, Maine - Latitude  $44^{\circ} 04.3'N$ , Longitude  $69^{\circ} 10.9'W$  in 1954 and at Port Clyde, Maine - Latitude  $43^{\circ} 56'N$ , Longitude  $69^{\circ} 16'$  in 1955.

Heights of Mean Low Water above the zero of the tide staff were 2.2 and 3.5 feet respectively.

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

Records from the Thomaston gage were used on A and B days. No corrections were used on "A" day. Corrections of zero for time and -0.4 foot for range were applied on "B" day. "C" and "D" days in 1955 used the Port Clyde gage without corrections South of Watts Point and corrections of zero for time and /0.4 foot for work North of Watts Point.

## LIST OF SIGNALS

See N. P. O. Signal List

<u>NAME</u>	<u>SOURCE</u>	<u>NAME</u>	<u>SOURCE</u>
ACK	H-6968(2)	HOG	H-6967(1)
ACT	H-6968(1)	HUM	H-6968(1)
AIM	H-6967(2)	IRE	H-6968(2)
ANT	H-6968(2)	JOY	H-6968(1)
BOB	H-6968(2)	JUT	H-6968(2)
BUM	H-6968(2)	LAY	H-6968(1)
CAM	H-6968(1)	LOO	See Attachment 4
DAM	T-5622(2)	LOP	H-6967(1)
DIP	H-6968(1)	MAC	H-6967(2)
DOC	H-6968(2)	MAL	H-6968(2)
EAT	H-6967(1)	MAN	H-6968(2)
EGG	H-6968(2)	NED	H-6968(1)
FIN	See Attachment 4	OAT	H-6968(1)
FOX	Pricked from manuscript	PUT	H-6968(2)
GAB	H-6968(1)	RAT	H-6968(1)
GEO	St. George Church Spire 2, 1934	RUE	H-6968(1)
GIG	T-1550	SAN	H-6968(1)
HAG	H-6968(2)	SIR	H-6968(1)
HAT	H-6968(2)	TAB	H-6968(1)
HEN	H-6968(1)	TEA	H-6967(2)
HER	H-6968(1)	VIM	H-6968(1)
		YEL	H-6968(1)
		YOU	H-6968(2)

Signals designated (1) are positive recoveries of marks or remains of signals

Signals designated (2) are other recoveries by other means and are adequately located.

NORFOLK PROCESSING OFFICE  
LIST OF SIGNALS  
H-8568

TRIANGULATION STATIONS

GEO ST. GEORGE CHURCH 2, 1934

MARKED TOPOGRAPHIC STATIONS

SOURCE T-11131S

LOP SHIP, 1943

TOPOGRAPHIC STATIONS

SOURCE T-11131N

Hog Ned San Tea

TOPOGRAPHIC STATIONS

SOURCE T-11128S

Gig Yel

SOURCE H-6967

Aim Eat Mac

Source H-6968

Ack	Act	Ant	Bob	Bum	Cam	Dip	Doc	Egg	Elk	Fin
Gab	Gag	Hag	Hat	Hen	Her	Hum	Ire	Joy	Jut	Lay
Mal	Man	Oat	Pix	Put	Rat	Rue	Sir	Tab	Vim	You

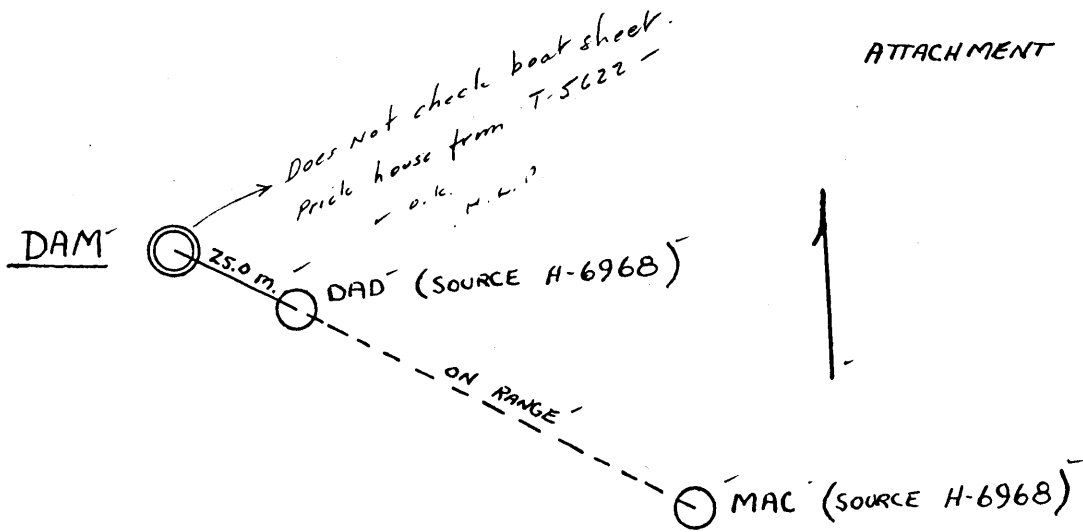
PHOTO-GRAMMETRIC FEATURES

SOURCE T-5622

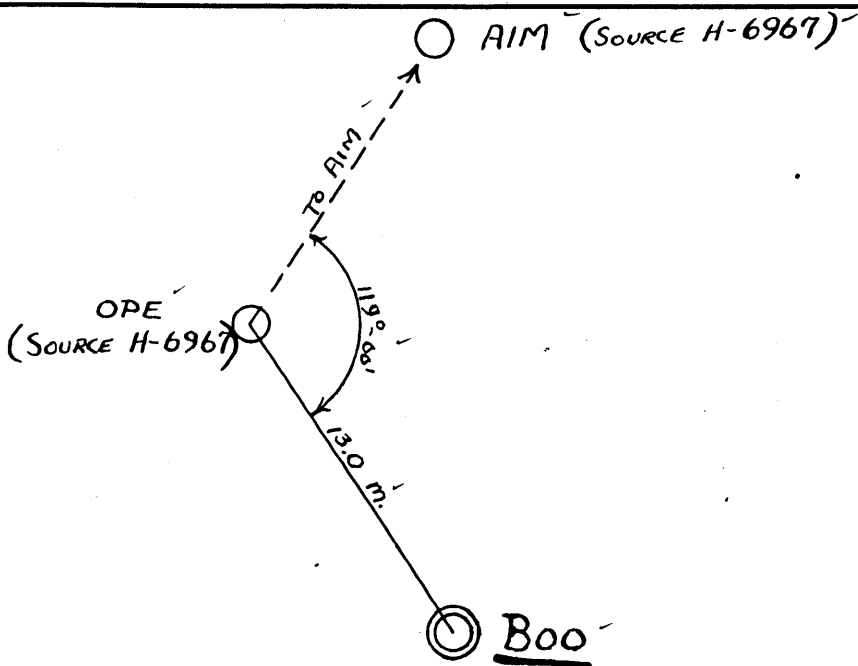
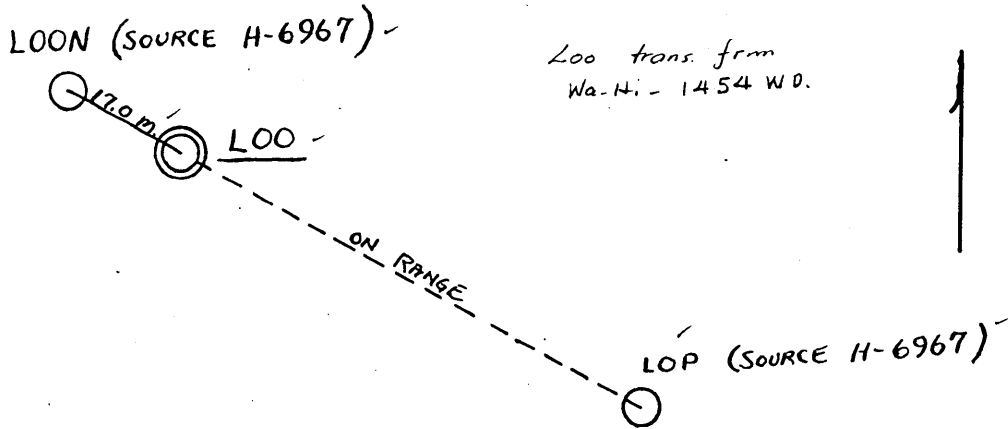
Dam Fox

HYDROGRAPHIC STATIONS

Loo Wa-H1-1454WD



FIN not recovered in 1955



Mr

## AIDS TO NAVIGATION

*See N.P.O. List*

<u>OBJECT</u>	<u>RECORDED</u>	<u>SHIP</u>
St. George River Buoy C13	Vol. 1 P. 29	HILGARD
St. George River Buoy N4	Vol. 1 P. 29	HILGARD
St. George River Buoy C11	Vol. 1 P. 34	HILGARD
St. George River Buoy N2A	Vol. 1 P. 35	HILGARD
St. George River Buoy 9A	Vol. 1 P. 35	HILGARD
St. George River Buoy C9	Vol. 1 P. 1	WAINWRIGHT
St. George River Buoy C7	Vol. 1 P. 2	HILGARD
St. George River Buoy C5	Vol. 1 P. 2	HILGARD
St. George River Buoy N2	Vol. 1 P. 1	WAINWRIGHT

NORFOLK PROCESSING OFFICE  
 FLOATING AIDS TO NAVIGATION  
 H-8568

<u>BUOY</u>	<u>LATITUDE</u>	<u>LONGITUDE</u>	<u>DEPTH</u> (ft)	<u>POS.NO.</u>	<u>DATE</u>
<u>ST. GEORGE RIVER</u>					
Buoy 13	44-03.36	69-11.40	-	2c	6/ 7/55
Buoy 4	02.83	11.72		3c	"
Buoy 11	02.22	12.04		4c	"
Buoy 2A	01.52	12.57		5c	"
Buoy 9A	00.99	13.03		6c	"
Buoy 9	43-59.91	14.24	3940'	2a	9/23/54
Buoy 7	58.37	16.32		4a	"
Buoy 5	57.38	17.17		3a	"
Buoy 2	57.03	16.88	27	1a	"

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>
Vicinity of								
1. $\wedge$	44° 00.21' .18'	69° 13.71' .67'	(2 groundings) 21	21	2A <sup>2</sup>	Not Cleared	--	--
2.	44° 02.34' .31'	69° 11.91' .92'		23	2A <sup>1c</sup>	23 22	39-43 <sup>2</sup> C	--
(Vicinity of)								
3. $\wedge$	43° 57.34' .31'	69° 16.74' .69'	(2 hangs) 23	19 <del>2</del>	133 2E	15	18-20 <sup>6 17</sup> E	19
4. (Vicinity of)	44° 03.35'	69° 11.40'	(2 groundings) 24	24	37.3 C	Not Cleared		
5.	43° 58.86'	69° 15.69'		29	15 D	" "		
6	43° 58.57'	69° 16.07'		28	34.5 E	" "		
7	43° 57.78'	69° 16.80'		30	7.3 B	" "		26 (Pos 1b)

Soundings at Detached Positions (Not cleared)

	<u>Latitude</u>	<u>Longitude</u>	<u>Position No.</u>	<u>Sounding (ft)</u>
8	44° 00.12'	69° 13.72'	6a	19
9	44° 00.10'	69° 13.70'	7a	16
10	43° 59.91'	69° 14.24'	2a	39
11	43° 57.03'	69° 16.88'	1a	27



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  $2\frac{1}{2}$  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. → *Not complied with -  
No precedent for rule -  
greatly complicates sub-division -  
H.L.?*
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  $2\frac{1}{2}$  RULE. If the difference in length of the two uprights of an inclined section is greater than  $2\frac{1}{2}$  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'

## 1954 Season

A Range - Feet

B. Range - Feet

<u>Depth</u>	<u>Correction</u>	<u>Depth</u>	<u>Correction</u>
0 to 13.9	<del>/</del> 0.5	35 to 64.9	-1.0
14.0 to 50.0	0.0	65.0 to 90	-1.5

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

## 1955 Season

A Range - Feet

B Range - Feet

<u>Depth</u>	<u>Correction</u>	<u>Depth</u>	<u>Correction</u>
0 to 13.7	<del>/</del> 0.8	to 44.9	-0.2
13.8 to 18.9	<del>/</del> 0.6	45.0 to 49.9	-0.4
19.0 to 26.6	<del>/</del> 0.4	50.0 to 55.9	-0.6
26.7 to 38.9	<del>/</del> 0.2	56.0 on	-0.8
39.0 on			

FATHOMETER CORRECTIONS

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

1954 Season

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	

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

1955 Season

A Range - Feet

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

FATHOMETER CORRECTIONS

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

1954 Season

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

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

1955 Season

A Range - Feet

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

NORFOLK PROCESSING OFFICE  
ADDENDUM  
To Accompany

WIRE DRAG SURVEY H-8568 (Wa-H1-1554WD)

GENERAL

This appears to be an excellent basic wire drag survey and only minor difficulties were experienced during the smooth plot.

Comparisons were made with prior hydrographic surveys and some diagrams were revised to show more accurate effective drag settings and depths. Pertinent hang data were flagged on the smooth sheet.

OVERLAYS

Drag line 43 to 51C is being submitted on an overlay. It merely confirms the results obtained on other lines, and it's application would only increase the congestion in this area of the smooth sheet. *inserted in D.R.*

SOUNDINGS

Soundings on positions 2 thru 5c (Tender), which are detached locations of navigating buoys, were not smooth plotted. The soundings were obtained in fathoms and there is insufficient data recorded to derive adequate velocity corrections.

Norfolk, Va.  
10 March 1961

Respectfully submitted,



Hugh L. Proffitt  
Cartographer

RHC

## TIDE NOTE FOR HYDROGRAPHIC SHEET

~~Division of Coastal Surveys~~

19 May 1961

Division of Charts R.H. Carstens

Plane of reference approved in  
6 volumes of sounding records for

HYDROGRAPHIC SHEET 8568

Locality St. George River, Maine

Chief of Party: E.B. Brown (1954) J.C. Ellerbe (1955)

Plane of reference is mean low water reading

3.5 ft. on tide staff at Port Clyde

23.0 ft. below B. M. 3 (1944)

2.2 ft. on tide staff at Thomaston

30.0 ft. below B.M. 1 (1944)

Height of mean high water above plane of reference is:

Port Clyde 8.9 ft.

Thomaston 9.4 ft.

Condition of records satisfactory except as noted below:

Burt W. Wilcox

Chief, Tides and Currents Branch

~~Chief, Division of Tides and Currents~~

GEOGRAPHIC NAMES

Survey No. H-8468 W.D.  
5

Name on Survey	Source										K B&W	
	A	B	C	D	E	F	G	H				
St. George River	/										/	1
Fort Clyde (Tide Sta)												2
Thomaston (Tide Sta)												3
												4
												5
												6
												7
												8
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												26
												27

*George M. Bee*  
*Geographic Names*  
*4/20/61*

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. <sup>5</sup> 8468 W.D.

Records accompanying survey: Smooth sheets ...<sup>1</sup>...;  
 boat sheets .2...; sounding vols. .2...; wire drag vols. ...<sup>4</sup>...;  
 Descriptive Reports ...<sup>1</sup>...; graphic recorder envelopes ...<sup>1</sup>...;  
 special reports, etc. 1-A & D Sheet, 1-Overlay and 1-Roll,  
 Pletting Overlays.

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

Number of positions on sheet	.....	476
Number of positions checked	.....	11
Number of positions revised	.....	1
Number of soundings revised (refers to depth only)	.....	
Number of soundings erroneously spaced	.....	
Number of signals erroneously plotted or transferred	.....	
Topographic details	Time	... <sup>0</sup> ..
Junctions	Time	... <sup>0</sup> ..
Verification of soundings from graphic record	Time	... <sup>20</sup> ..
Special adjustments	Time	... <sup>5</sup> ..

Pre-Verification by *N. W. Wellman* ..... Total time <sup>25</sup> hrs Date <sup>2-3-76</sup> .....

Reviewed by ..... Time ..... Date .....  
*Passed R H Carstens*                      *2/3/76*



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.

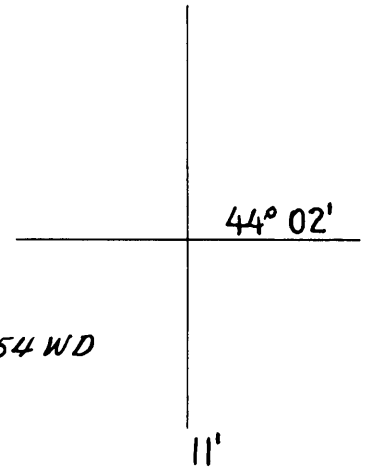
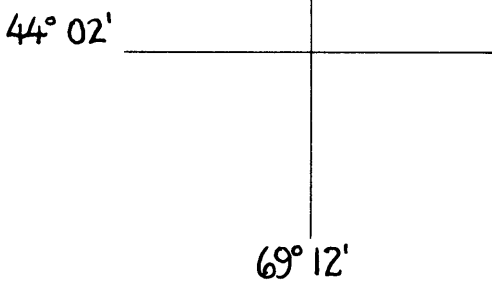
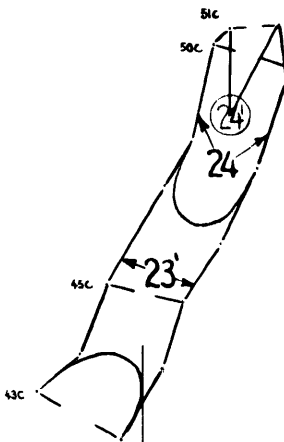
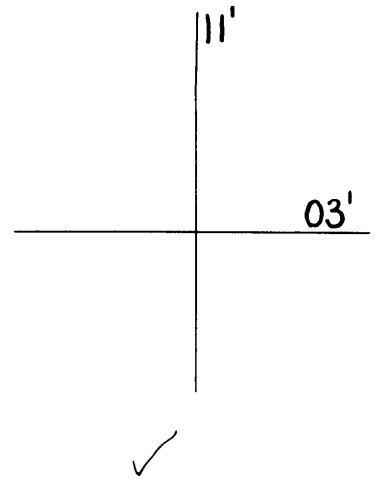
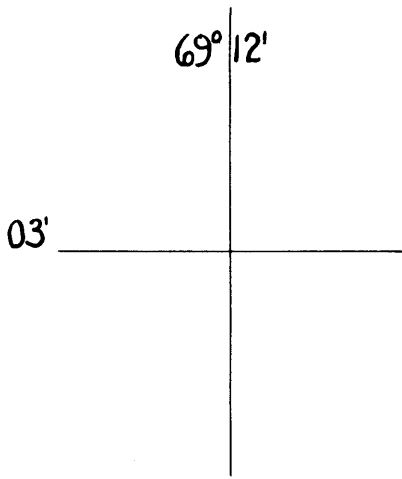
1. The descriptive report was consulted and appropriate notes were made in soft pencil regarding action taken.
2. Soundings originating with the survey and mentioned in the descriptive report have been verified, including latitude and longitude.
3. All reference to survey sheets mentioned in the descriptive 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

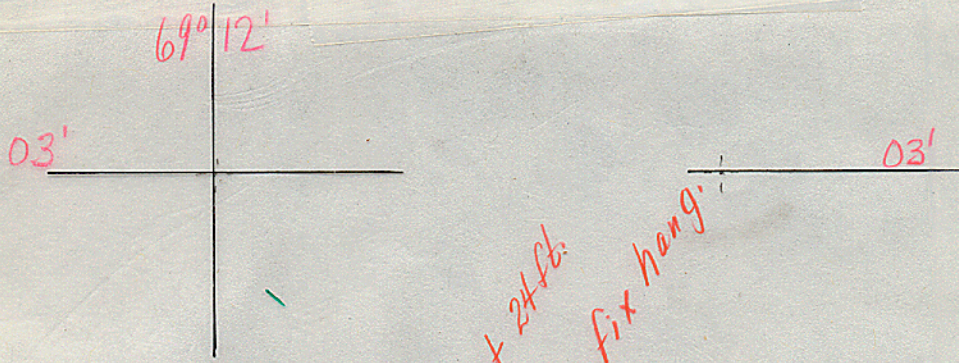
Date



Line 43 to 51C  
 To Accompany WAHI-1554 WD  
 H-8568

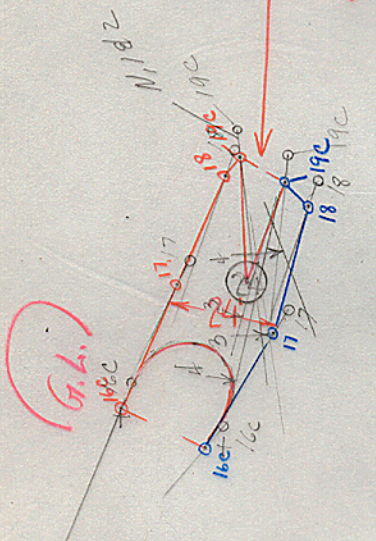
H-8568 W.D.

1 Roll of Drag Strip  
Overlays

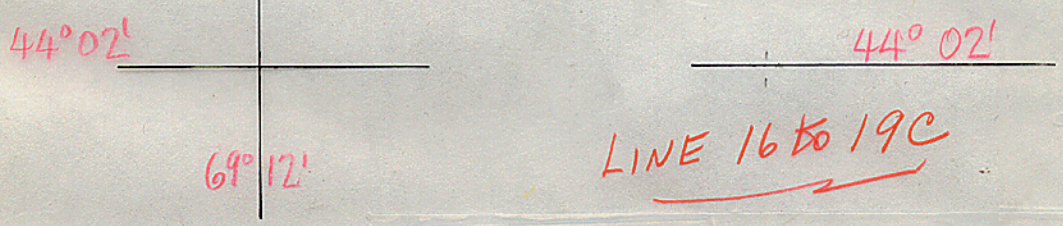


Hung between buoys 2d3 at 24ft.  
on charted 27ft. H-6968.  
Line 1 & 15C used to help fix hang.  
at 1c.

H-8568

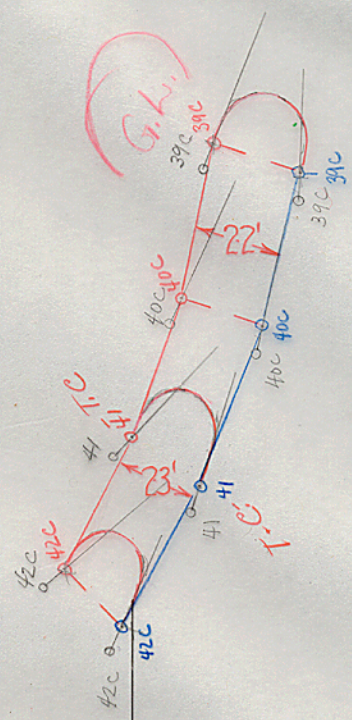
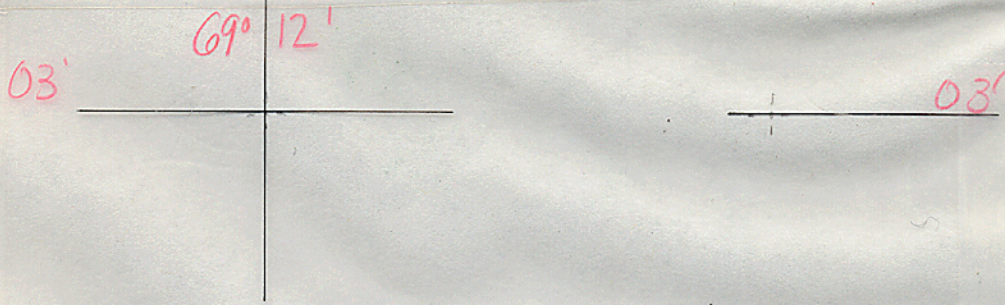


all green

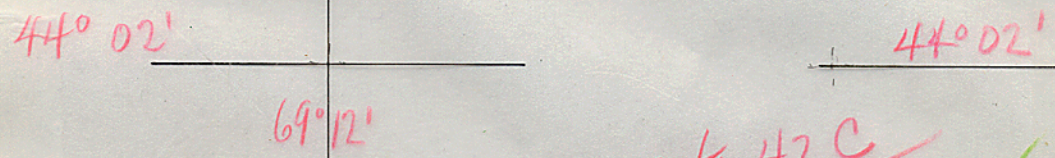


LINE 16 to 19C

H-8568

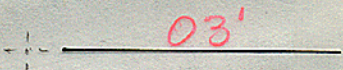
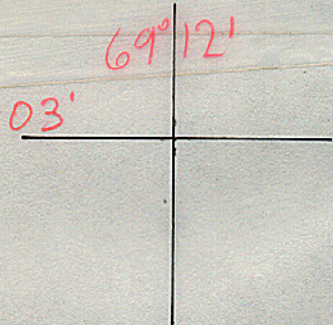


*all given*

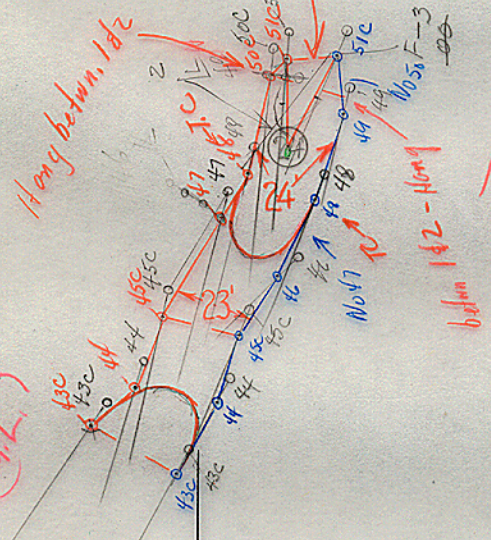


LINE 39 & 42 C  
No humps on grounds ✓

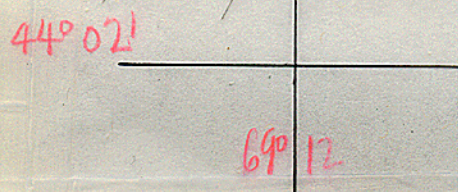
H8568



Hung betwn buoys 1 & 2  
at 24ft. on charted 27ft.  
on H-6968.  
Line 1 & 15C used to help fix  
hang. at 1c.



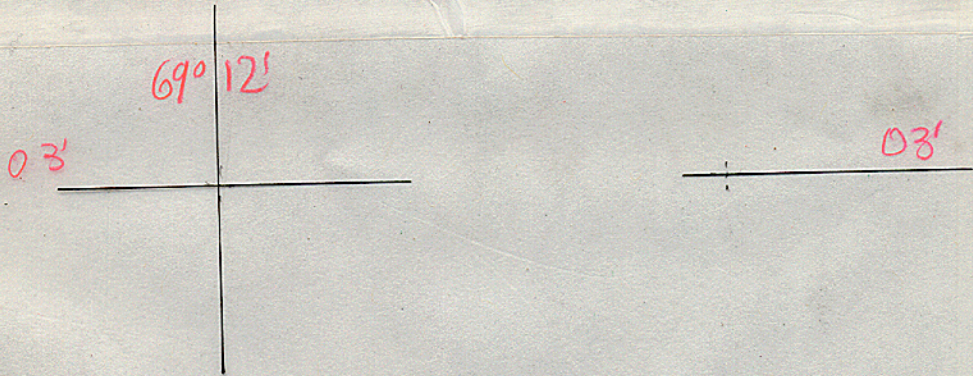
This line Not Smooth Plotted  
Area adequately covered by  
other lines.  
(Plotted on Smooth W.W.F.  
Overlay)



LINE 43 to 51C

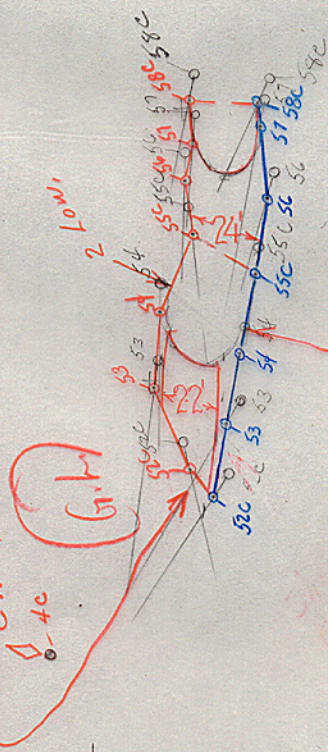


H8568



No Beginning Bight Listed

N & F drawn straight to avoid claiming. Area adequately covered by Line 39 & 42 C - Cleared by 12ft.



44° 02'

69° 12'

44° 02'

LINE 52 & 58 C  
No hangs or grounds

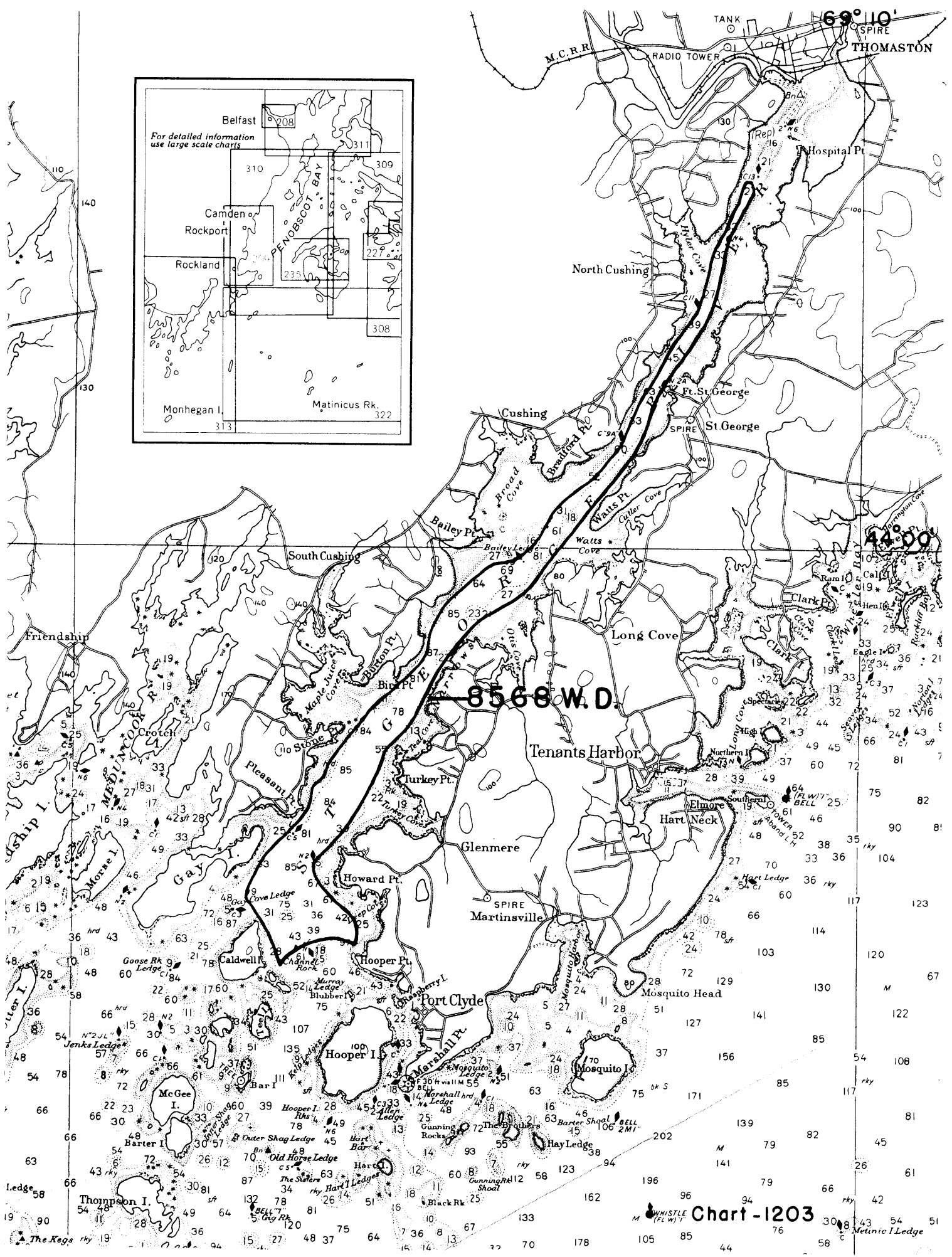
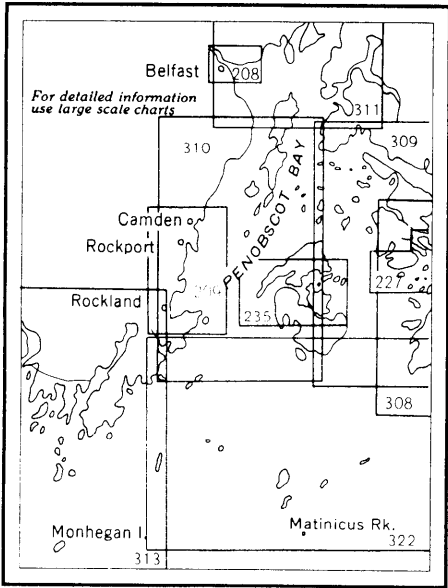


Chart -1203

# NAUTICAL CHARTS BRANCH

SURVEY NO. H-8468 WD.  
5

## Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
5/11/61	1203	<i>W. P. Shook</i>	} <i>Partly Applied</i> Before <del>After</del> Verification and Review
5/12/61	313	<i>W. P. Shook</i>	
5-7-63	1203 Recorr	<i>M. Rogers</i>	Before <del>After</del> Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
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			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review

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.