

8572

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.	WAHI-2154, WD Office No. H-8572
LOCALITY	
State	MAINE
General locality	GULF OF MAINE
Locality	MUSCONGUS BAY
1954 -55	
CHIEF OF PARTY	
Commander John C. Ellerbe	
LIBRARY & ARCHIVES	
FEB 2 1962	
DATE	

B-1870 (1-11)

8572
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-8572

Field No. Wa-H1-2154WD

State MAINE

General locality GULF OF MAINE

Locality MUSCONGUS BAY

Scale 1:20,000 Date of survey 7/6/54 to 8/2/55

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

Vessel WAINWRIGHT & HILGARD

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

Surveyed by E.B. BROWN, JOHN C. ELLERBE, G.L. SHORT, L.G. TAYLOR
J.B. WATKINS, JR. & J.E. GUTH

Soundings taken by ~~FAZEL~~ FAZEL, graphic recorder, hand lead, ~~wire~~

Fathograms scaled by SHIP PERSONNEL

Fathograms checked by SHIP PERSONNEL

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

DRAG STRIPS INKED BY:

Soundings penciled by W.W. FEAZEL

Soundings in ~~XMMXX~~ feet at MLW ~~MMXX~~

Verification was limited to soundings, groundings, hangs and clearances only. This information was
REMARKS: 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; however, it was not considered necessary to revise the affected effective depth drag strips. The cleared areas on the A+D sheet, especially in the immediate vicinity of groundings and hangs, as well as the penciled information remaining on the present survey should not be regarded as fully verified and are to be used for reference purposes only. No further processing of the present survey is planned. W.W.

* Commonly accepted wire drag processing procedures do not require final verification or inking of hang information on known shoals unless such information will benefit the development on the hydrographic survey.

W.W.
FEAZEL

NORFOLK PROCESSING OFFICE
ADDENDUM
To Accompany

WIRE DRAG SURVEY H-8572 (Wa-H1-2154WD)

GENERAL

The processing and smooth plotting of this survey presented a great many problems for the smooth plotter because of the congestion of lines in this irregular area, the presence of heavy kelp - not mentioned in any of the volumes - at most of the hangs, and in quite a few instances, a lack of notes at critical points in the drag lines. Also, numerous revisions had to be made in the drag diagrams so they would accurately show the various effective depths and the locations of hangs.

Prints of prior hydrographic surveys were used extensively to help determine the locations of hangs and to check the clearance of effective depths claimed. All drag lines were drafted on transparent overlays before transfer to the smooth sheet. These overlays are being submitted with the smooth sheet as they contain copious notes explaining problems and discrepancies encountered by the plotter, and also the methods he used to resolve them. Leadered flags on the smooth sheet give all pertinent data concerning each hang. Splits and areas of insufficient overlap are shown on the smooth and A & D sheets.

DISCREPANCIES

Positions 7 thru 12DA were not smooth plotted as the Tender towed the drag on two occasions to clear a hang. This action undoubtedly caused excessive lift. The rejection of these positions causes a large split and it is believed this work should be carefully reviewed to examine the possibility of retaining them. The hang was possibly caused by sag or kelp as charted depths are greater than effective set of drag.

Line 10 - 18P was smooth plotted although an excessive lift of 5 feet was observed. The line was needed to show clearance on 47 foot hang, line 1 - 9P.

Line 42 - 44DA was not smooth plotted. It was not considered effective dragging and the area was adequately covered by other lines. See rough overlay.

Line 6 - 11EA was not smooth plotted. The drag hung at 15' on what was believed to be kelp. The area was later cleared at 17' on line 12 - 19EA. See rough overlays.

Line 14 - 19JA was not smooth plotted as drag was hung at beginning of line and did not clear. See rough overlay.

More

DESCRIPTIVE REPORT

Wire Drag Field Sheet No. WA-HI-2154, W.D. *H-8572*

Project CS-265-WD and CS-1265-WD

Coast of Maine 1954 and 1955

Scale 1:20,000

E. B. Brown and John C. Ellerbe -- -- -- --Chiefs 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 is a skewed projection with corners at $43^{\circ} 59.1'N$;
 $69^{\circ} 01.6'W$; $43^{\circ} 49.5'N$; $68^{\circ} 57.1'W$; $43^{\circ} 44.1'N$; $69^{\circ} 18.4'W$;
 $43^{\circ} 53.7'N$; $69^{\circ} 23.1'W$. A "dog-ear" was added to the northern
corner to include Signals PAW and HIT. Field work began 6 July
1954 and was completed 2 August 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 through-
out. The Ship WAINWRIGHT was equipped with Fathometer No.
58S, the HILGARD with Fathometer No. 138SPX and Launch CS-171
with Fathometer No. 139SPX in 1954 and an unnumbered fathometer
in 1955.

D. TIDES

Hourly heights for the reduction of soundings and drag depths were obtained from a portable automatic tide gage at Port Clyde, Maine.

Data are listed in Attachment #2

No current stations were observed.

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 in Attachment No. 1.

Signals shown by red circles on the boat sheet are positive recoveries of marks or remains of former signals.

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 then to the opposite vessel were taken immediately following 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. 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 ± 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. 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 822 of the Hydrographic Manual. The length of bar uprights was checked and found to be correct. A check of the length of the stylus arm showed negligible corrections. A 2.0 foot index was used throughout

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.

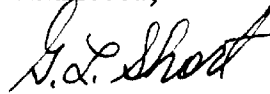
P. TIME

Local time was used to avoid discrepancies. Eastern 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. None
5. Aids to Navigation
6. Hang Data
7. Notice to Processors
8. Fathometer Corrections

Submitted,



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

Approved and Forwarded

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

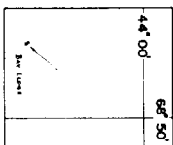
20

1-10-1955

69° 00'

DRAGGED AREAS

- APRIL
- MAY
- JUNE
- ▨ JULY



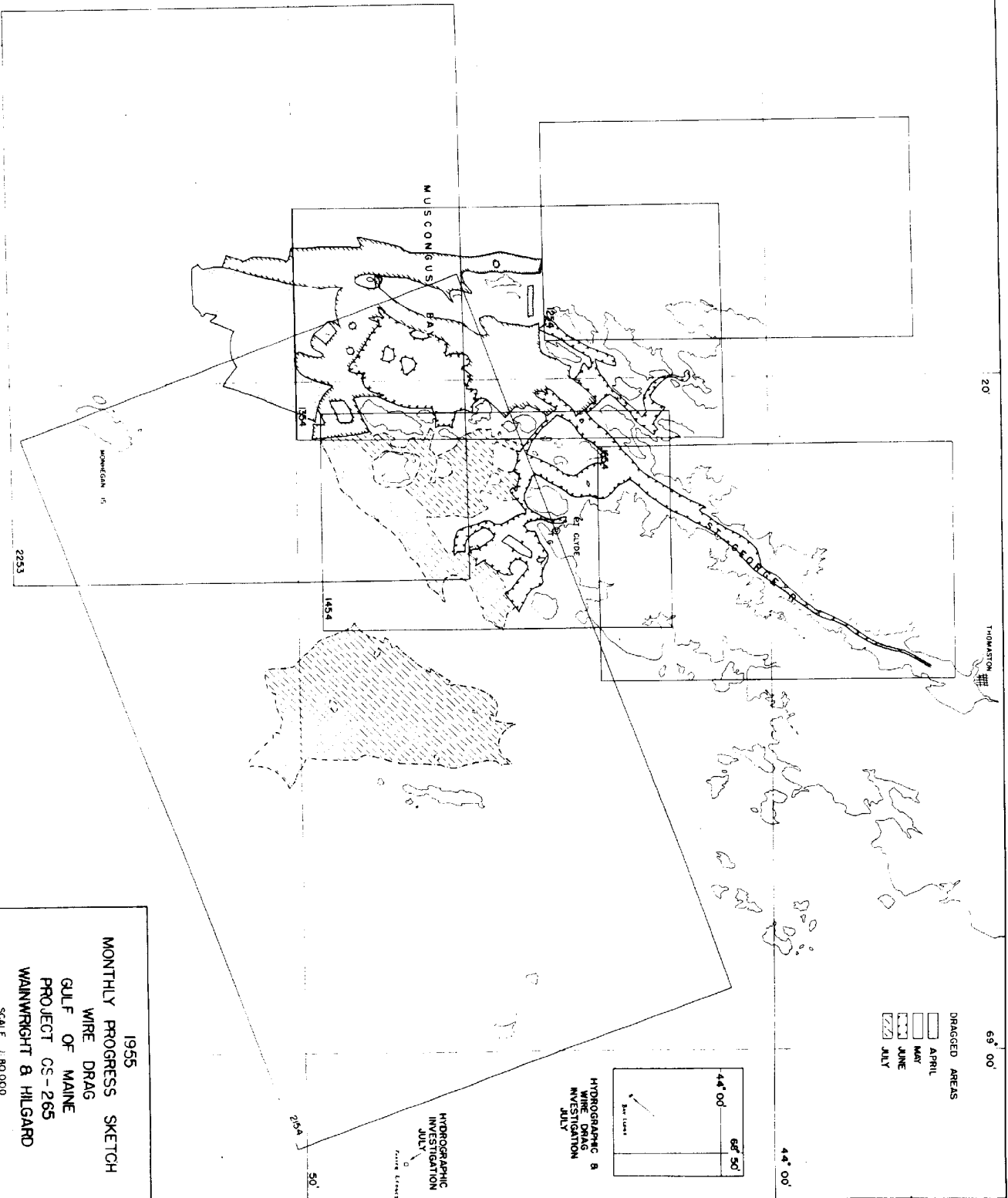
HYDROGRAPHIC & INVESTIGATION JULY

HYDROGRAPHIC INVESTIGATION JULY

70° 04'

50'

44° 00'



1955
MONTHLY PROGRESS SKETCH
WIRE DRAG
GULF OF MAINE

PROJECT OS-265
WANWRIGHT & HILGARD

SCALE 1:80,000
JOHN C. ELLERBE, CHIEF OF PARTY

STATISTICS

<u>VOL. NO.</u>	<u>DAY LETTER</u>	<u>DATE</u>	<u>NUMBER OF POSITIONS</u>	<u>STAT. MI.</u>	
		1954			
	A	7/6	14	1.1	
	B	7/8	63	5.1	
	C	7/9	44	4.0	
	D	7/12	47	3.4	
	E	7/15	32	3.0	
	F	7/16	32	3.3	
	G	7/20	31	3.0	
	H	7/22	77	6.9	
	J	7/23	47	4.9	
	K	8/2	63	5.9	
	L	8/3	19	2.5	
	M	8/4	50	5.1	
	N	8/5	41	4.9	
	P	8/9	48	5.9	
	Q	8/11	17	2.3	
	R	8/13	38	4.6	
	S	8/17	23	1.4	
	T	8/18	63	5.3	
	U	8/19	10	1.4	
	V	8/23	54	6.4	
	W	8/26	57	6.4	
	X	8/27	42	3.9	
	Y	8/30	75	7.4	
	Z	9/2	44	5.0	
	AA	9/3	8	0.9	
	BA	9/7	3	-	
	CA	9/21	42	3.8	
			<u>1084</u>	<u>107.8</u>	1954 TOTALS
		1955			
7	DA	7/13	44	4.8	
7	EA	7/18	55	4.9	
7	FA	7/19	75	6.2	
7	GA	7/21	31	1.4	
8	HA	7/26	23	2.1	
8	JA	7/28	65	5.1	
8	KA	7/29	34	3.5	
8	LA	8/2	37	3.2	
			<u>364</u>	<u>31.2</u>	1955 TOTALS
			1448	139.0	GRAND TOTAL

TIDE NOTE

A portable automatic tide gage at Port Clyde, Maine Latitude $43^{\circ} 56'$, Longitude $69^{\circ} 16'$ was used for all tide reducers. The gage was installed and maintained by the Ship GILBERT in 1954 and all hourly heights scaled by GILBERT personnel. All times used were Eastern Standard Time. No range or time correction was applied. Height of mean low water was 3.5 feet above staff zero.

In 1955 the gage was installed and maintained by party personnel. Eastern Daylight time was used. No range or time correction was applied. Mean Low Water was again 3.5 feet on the staff.

LIST OF SIGNALS

See NPO Signal list

<u>NAME</u>	<u>SOURCE</u>	<u>NAME</u>	<u>SOURCE</u>
ABE	Vol. 8 P. 49&50 WAIN	MET	Tri. Sta. MET 1944
BEL	GI-2354	MON	Tri. Sta. Monhegan I. L.H. 1859, 1933
BIG	T-8007; Broken-off chimney in center of biggest and most southerly house on the island.	NIC	T-8004
		PAW	GI-2354
BLACK	T-8004	POT	WA-HI-1654
BOX	WA-HI-1654	REE	WAIN Vol. Also T-8007
BUR	Tri. Sta. Burnt I. 2, 1934	SAT	WA-HI-1654
COD	GI-2354	TIN	Tri. Sta. Metinic I. 1858, 1934
DIP	GI-2354	TWO	Twobush, L.H. Tri. Sta. 1902, 1934
EVA	GI-2354	WAT	WA-HI-1654
GAB	T-11133-S	WET	WA-HI-1654
GNU	WA-HI-1454	WHISTLE	Marshall Pt. Lighted Whistle Buoy 1 - See Attachment #5 Sheet 1454
GUT	Herring Gut L.H. Tri. Sta. 1860, 1934, 1943	WIT	T-8004
HIT	Whitehead I. L.H. Tri. Sta. 1902, 1934		
HOG	Tri. Sta. HOG 1944		
KID	T-8004 Also Vol. 2 HIL.		
LAN	T-8004		
LOP	WA-HI-1654		

AIDS TO NAVIGATION

*See NPO List
of floating Aids*

<u>OBJECT</u>	<u>RECORDED</u>	<u>SHIP</u>
Metinic Island Ledge Buoy "RBC"	Vol. 7 P. 26	WAINWRIGHT
Black Ledges (Roaring Bull) Buoy C"3"	Vol. 6 P. 4	HILGARD

HANG DATA

Latitude	Longitude	General Depth	Shoalest Hang Ft.	Position Number	Maximum Clear Feet	Cleared Pos. No.	Shoalest Sdfr. Ft.
✓ 1. 43° 53.71'	69° 06.22' 18'	54	47	829P	15' 44	18-18P	48 (130 meters west of hang Pos. 1-p)
✓ 2. 43° 53.67' 57'	69° 05.87' 87'	54	48 ⁵	51M	43	36-41N	--
✓ 3. 43° 52.47' 47'	69° 03.82' 82'	47	43	63K and 3K	40	12-19M	48 ⁵
✓ 4. 43° 54.22' 22'	68° 59.91' 91'	--	29	24B and 1b	26	33-36 26-40B	29
✓ 5. 43° 55.05' 05'	69° 00.23' 23'	--	30	44B	26	25-28F 15-20B	--
✓ 6. 43° 56.49' 49'	69° 02.98' 98'	--	32	10A	27	12-13 8-14C	--
✓ 7. 43° 55.51' 51'	69° 01.58' 58'	--	26	28J	24	5-7K	--
✓ 8. 43° 55.64' 64'	69° 01.47' 47'	10	26	10K11J	5	10-11K and 12-19K	10
✓ 9. 43° 55.51' 51'	69° 03.75' 75'	32	29 (NP)	44C	-- (Not cleared)		23 (Sdfr. at pos. 9h)
✓ 10. 43° 53.31' 31'	69° 04.19' 19'	66	50	* 1M day	--	Not cleared	42 (Pos. 3M- 44E -44F)
✓ 11. 43° 51.08' 08'	69° 09.71' 71'	24	18	23OHA and 5ha	16	1-10JA	18
✓ 12. 43° 52.92' 92'	69° 10.68' 68'	39	28 ²	28DA and 4da	22	1-5 EA 34-44DA	28 ⁴
✓ 13. 43° 54.23' 23'	69° 07.53' 53'	34	26 ⁵	4T	24	40-50T	26

* Drag hung at start of line. No clearing strip due to many lobster pots.
(Hang depth indeterminate)

See 1st good hangs on 500' north sheet.

Relevancy Report Aug 54 - L-799/54

H-8572 W.D.

Hang Data (Continued)

NC = Not Cleared

	Latitude	Longitude	Hang or Grounding Depth (ft.)	Sounding or Hang Position Number	Cleared Depth (ft.)	Cleared Position Number	Shoalest Sounding (ft.)
14.	43°53.41'	69°08.54'	24	19T	24	68-69FA	-
15.	43°56.09'	69°08.69'	-	6ca	46	37-38CA	48
16.	43°56.12'	69°08.73'	50	12-13CA	46	37-38CA	47
17.	43°55.35'	69°03.98'	44	54-H, 3h	NC	-	44
18.	43°55.33'	69°04.11'	44	54-H, 4h	NC	-	47
19.	43°54.95'	69°02.50'	20	18-19H	NC	-	-
20.	43°54.83'	69°02.52'	20	18-19H, 10h	NC	-	22
21.	43°53.64'	69°05.95'	-	1m	47	6-7P	52
22.	43°53.75'	69°10.15'	-	3ea	NC	-	36
23.	43°51.71'	69°11.85'	26	4DA	NC	-	-
24.	43°50.92'	69°12.50'	42	15X, 3x	42	1-5W	46
25.	43°49.13'	69°09.65'	55	27-28X, 5x	49	38-39X	52
26.	43°50.80'	69°10.27'	9	66JA	NC	-	-
	43°50.80'	69°10.39'	9	66JA	NC	-	-
	43°50.73'	69°10.43'	9	71JA	NC	-	-
27.	43°51.09'	69°09.68'	-	3ha	16	6-10JA	18
	43°51.07'	69°09.80'	-	4ha	16	6-10JA	18
28.	43°51.08'	69°09.60'	-	2ha	18	19-23HA	21
29.	43°50.57'	69°10.70'	10	35KA	10	6-17LA	-
	43°50.63'	69°11.10'	10	35KA & 4ka	10	6-17LA	20
30.	43°50.64'	69°10.57'	-	1ka	NC	-	9
31.	43°50.64'	69°10.49'	10	11LA	NC	-	-
	43°50.63'	69°10.33'	10	13LA	NC	-	-
	43°50.62'	69°10.22'	10	13LA	NC	-	-
32.	43°54.25'	69°08.11'	-	1BA	26	18-21S	32
	43°54.29'	69°08.19'	-	2BA	26	18-21S	32
33.	43° 56.16'	69° 08.58'	57	13 CA, 7ca	46	35-41CA	51

This page containing descriptions of hang items 14-3³ was added during preverification processing and was not part of the original Descriptive Report. *X.W.W.*

RULES FOR 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 used - No precedent for rule - Can't be shown except in Normal bight - I. L. P.*
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 uprights 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'

1953 Season

A Range - Feet		B Range - Feet	
<u>Depth</u>	<u>Correction</u>	<u>Depth</u>	<u>Correction</u>
0 to 28.0	-0.5		
28.1 - 50.0	-1.0	35.0 - 90.0	-2.5

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	/ 0.5	35.0 to 64.9	-1.0
14.0 to 50.0	0.0	65.0 to 90.0	-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	/ 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		

FATHOMETER CORRECTIONS

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

1953 Season

Use zero correction throughout

Ship HILGARD - Fathometer No. 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	-5.5

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

1955 Season

A Range - Feet

<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

FATHOMETER CORRECTIONS

Launch No. CS-171 - Fathometer No. 53 - Initial set at 0.5'

1953 Season

Use zero correction throughout

Launch No. 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 No. 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
LIST OF SIGNALS
To Accompany

WIRE DRAG SURVEY H-8572 (Wa-H1-2154WD)

TRIANGULATION STATIONS

BUR BURNT ISLAND 2, 1934
GUT MARSHALL POINT (HERRING GUT) L.H., 1860-1943
HIT WHITEHEAD L.H., 1859-1943
HOG HOG, 1944
MET MET, 1944
MON MONHEGAN LIGHT, 1859-1934
TIN METINIC, 1858-1934
TWO TWO BUSH ISLAND L.H., 1902-43

TOPOGRAPHIC STATIONS

T-11132(S)

T-11133(S)

WIT

GAB

T-11135(S)

H-8176

BOX POT SAT WAT
WET

BEL COD DIP EVA PAW

H-7054

H-6992

BIG HOE ROC

LOP

TOPOGRAPHIC FEATURES

T-11132(S)

T-8004

BLACK

LAN NIC

HYDROGRAPHIC STATIONS

ABE VOL. 8, pg. 49 & 50
GNU Wa-H1-1454WD (H-8554)
KID VOL. 2, pg. 9
REE VOL. 1, pg. 1

WAINWRIGHT
HILGARD
WAINWRIGHT

NORFOLK PROCESSING OFFICE
 FLOATING AIDS TO NAVIGATION

H-8572

<u>BUOY</u>	<u>LATITUDE</u>	<u>LONGITUDE</u>	<u>DEPTH</u>	<u>POS. NO.</u>	<u>DATE</u>
Northern Triangles Buoy 1	43-56.60	69-01.87	50'	1c	7/9/54
Two Bush Chan. Shoal Buoy	43-57.02	69-02.00	35'	2c	"
Alden Rock Buoy	43-55.41	69-04.05	43'	5h	7/22/54
Metinic Isalnd Ledge Buoy	43-53.75	69-10.16	36'	3ea	7/18/55
Marshall Pt. L'td. Whistle Buoy 1	43-53.85	69-12.62	-	1aa	9/3/54
Black Ledges (Roaring Bull) Buoy 3	-51.72	69-12.05	72'	1w	8/26/54

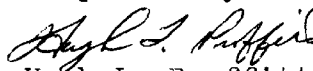
OVERLAY TEMPLATES

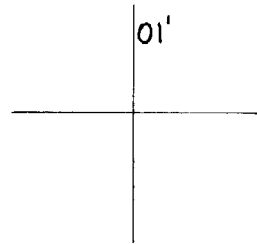
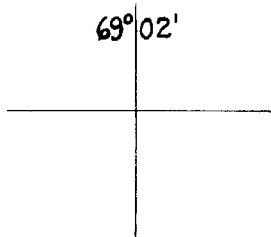
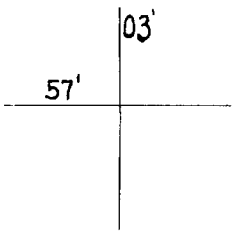
The following lines are being submitted on smooth overlays to avoid undue congestion on the smooth sheet. In all cases the areas affected were cleared by other lines at the same, or at greater effective depths.

30 to 36J
37 to 47J
8 to 11K
27 to 34CA

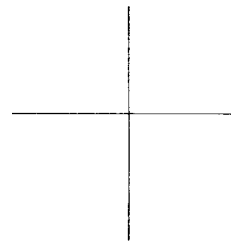
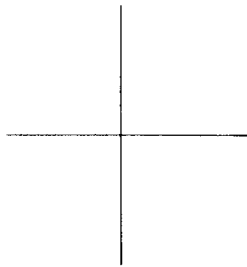
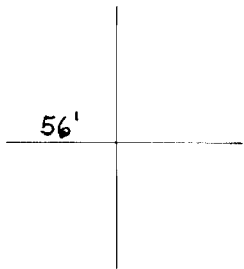
Norfolk, Va.
Feb. 6, 1962

Respectfully submitted,

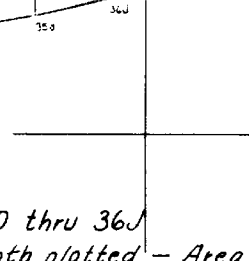
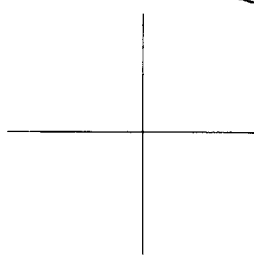
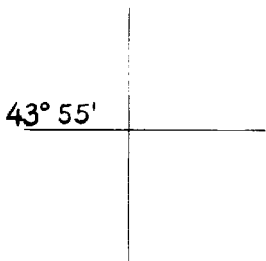
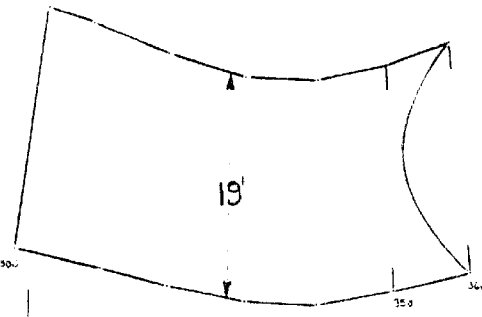

Hugh L. Proffitt
Cartographer



57'



56'



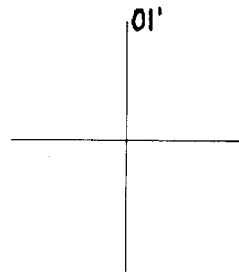
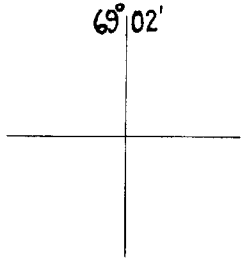
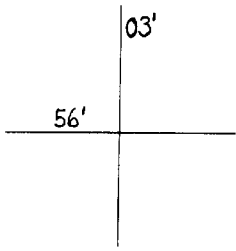
43° 55'

LINE 30 thru 36
Not smooth plotted - Area cleared by a
greater depth.

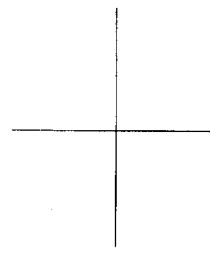
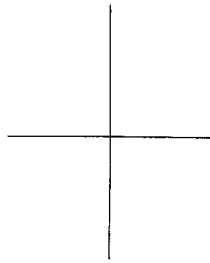
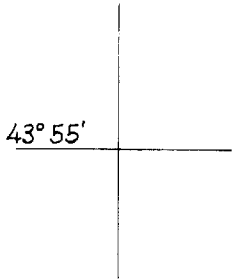
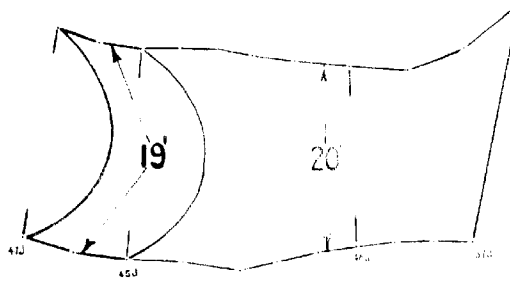
03'

69° 02'

01'

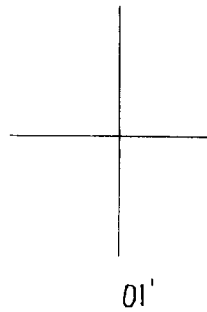
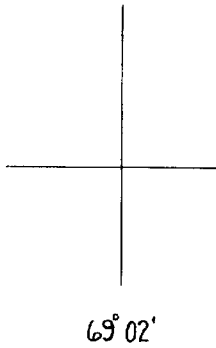
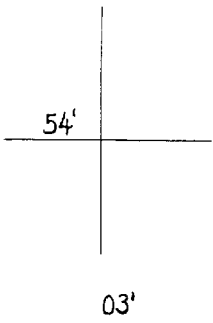


56'

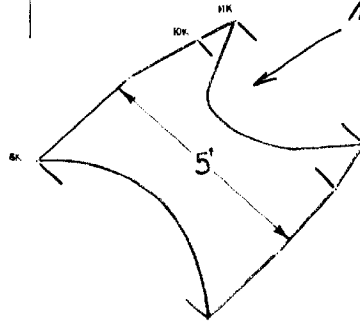
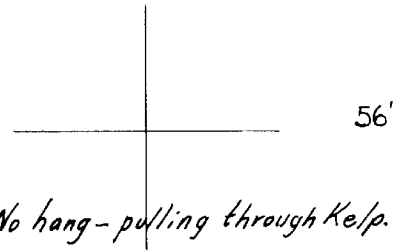
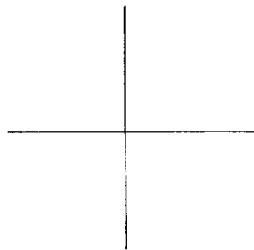
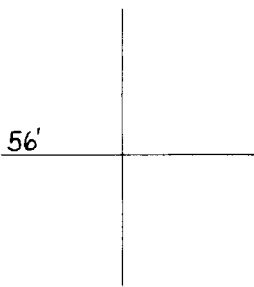
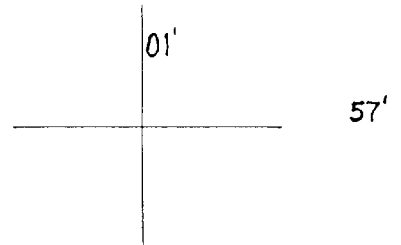
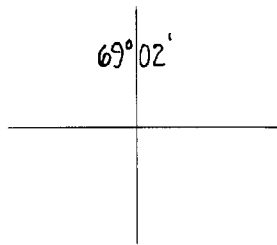
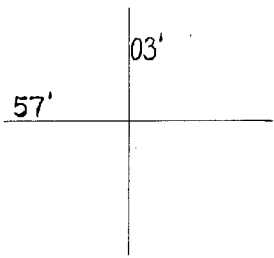


43° 55'

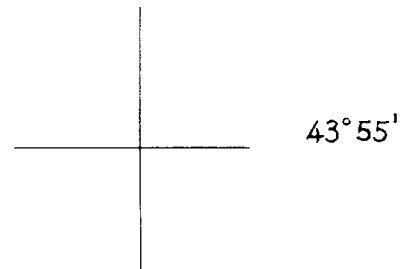
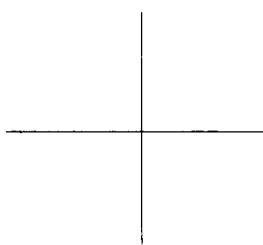
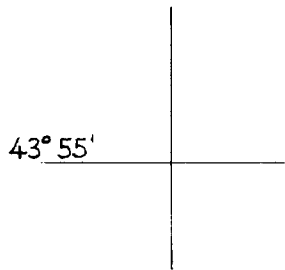
*LINE 37 thru 47J
Not smooth plotted — Area cleared by
a greater depth.*



54'



No hang-pulling through Kelp.

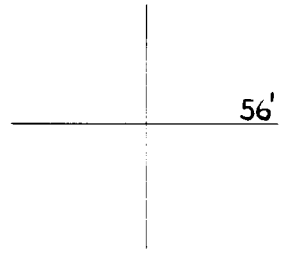
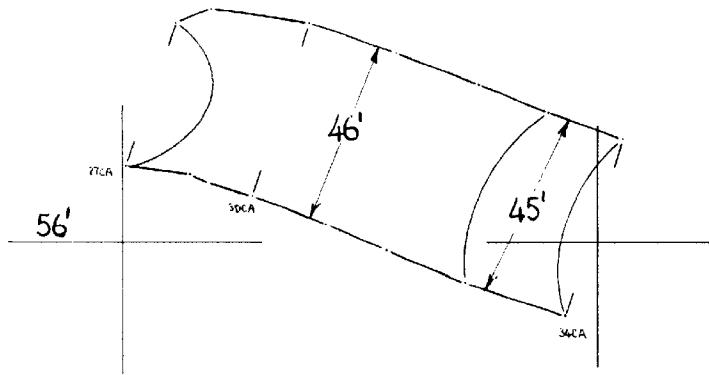
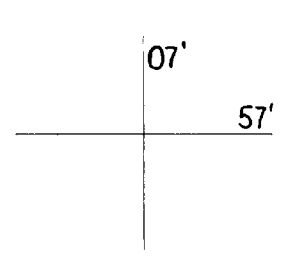
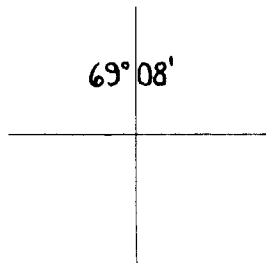
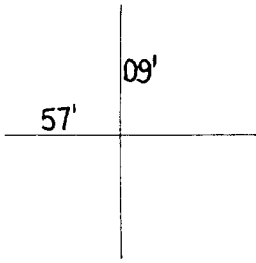


03'

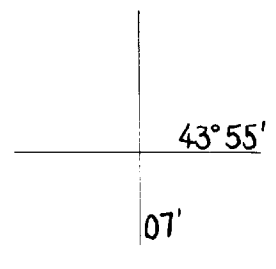
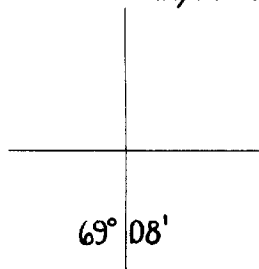
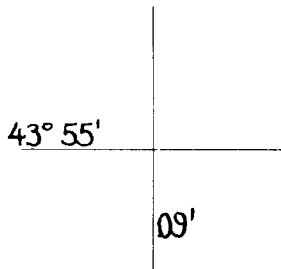
69° 02'

01'

*LINE 8 thru 11K — Not smooth plotted —
 Line 12 thru 19K covers the area, except for a small area to N.W.
 Include this N.W. area on the A&D sheet.*



*Line 27 thru 34CA
Not smooth plotted. Area cleared by same
depth on Line 35 thru 42CA*



RHC

TIDE NOTE FOR HYDROGRAPHIC SHEET

~~Division of Hydrography and Topography~~

June 4, 1962

Division of Charts: R. H. Carstens

Plane of reference approved in
19 volumes of sounding records for

HYDROGRAPHIC SHEET 8572

Locality Muscongus Bay, Maine

Chief of Party: J. C. Ellerbe (1954-1955)
Plane of reference is mean low water reading
3.5 ft. on tide staff at Port Clyde
23.0 ft. below B. M. NO 3 (1944)

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

Condition of records satisfactory except as noted below:

NOTE: Tide reducers for positions listed below have been
revised in red and verified.

Vol. Pos.
4 1T to 4T

J. M. Symons
Chief, Tides and Currents Branch
~~Chief, Tides and Currents Branch~~

GEOGRAPHIC NAMES

Survey No. H-8572 W.D.

Name on Survey	1203									
	A	B	C	D	E	F	G	H	K	
	On Chart No.	On previous survey No.	On U. S. Quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List		
Georges Islands	x								x	1
Large Green Island	x									2
Little Green Island	x									3
Marshall Point	x									4
Metinic Island	x									5
Mosquito Island	x									6
										7
										8
										9
										10
										11
Additional names for ledges, rocks and shoals, consult charts 313 and 1203										12
										13
										14
										15
										16
										17
										18
										19
										20
										21
										22
										23
										24
										25
										26
										27

George M. Bee
Geographic Names
27 March 1962

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. 8572 W.D.

Records accompanying survey: Smooth sheets 1...;
 boat sheets 2...; sounding vols 4...; wire drag vols. 15...;
 Descriptive Reports 1...; graphic recorder envelopes 1...;
 special reports, etc. 1-A & D Sheet; 1-Roll, rough overlays...
 drag lines and 4-Smooth overlays, drag lines.....

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

Number of positions on sheet
Number of positions checked 60
Number of positions revised 3
Number of soundings revised (refers to depth only)
Number of soundings erroneously spaced
Number of signals erroneously plotted or transferred
Topographic details	Time 0
Junctions	Time 0
Verification of soundings from graphic record	Time 50
Special adjustments	Time 27

Pre-Verification by *X.W. Wallman* Total time 77 hrs. Date 2-2-76

Reviewed by Time Date
James R. ... 2/3/76

VERIFIER'S REPORT OF HYDROGRAPHIC SURVEY NO. H- 8572 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

US GOVERNMENT PRINTING OFFICE

NAUTICAL CHARTS BRANCH

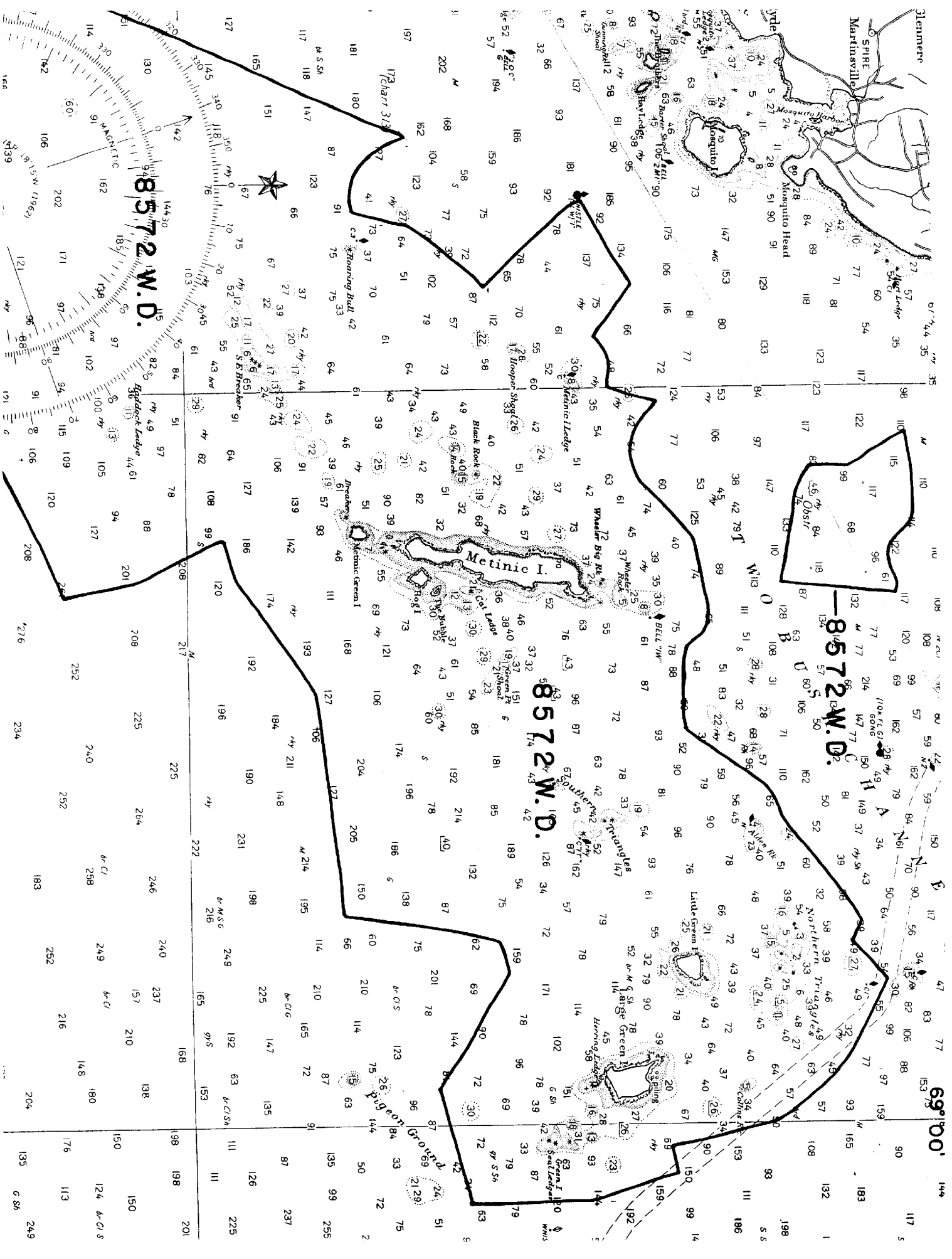
SURVEY NO. H-8572 W.D.

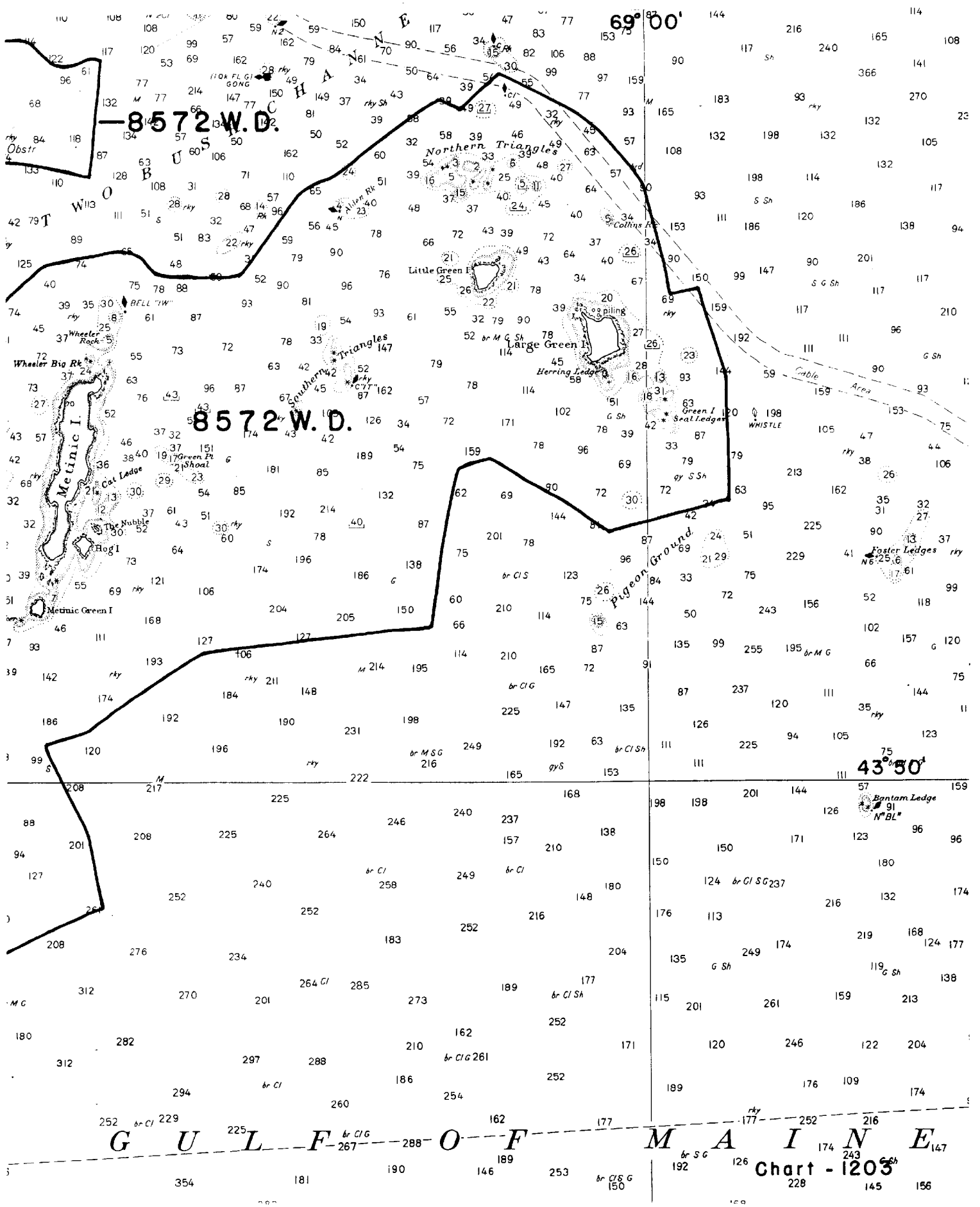
Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
3-23-62 12-16-63	322 checked	Earl M. Prosser REELKID	Before After Verification and Review <i>Revised several soundings - Partly applied</i>
3-23-62	313	Earl M. Prosser	Before After Verification and Review <i>to add depth</i>
3/29/62	1000	Earl M. Prosser EMB	Before After Verification and Review <i>3 soundings</i>
8/27/62	313	John W Knoop	Replotted one sounding, adjusted depth curves Before After Verification and Review
8-31-62	1203	W. Rogers	Before After Verification and Review
9-25-62	1106	G.R. Johnson	Before After Verification and Review <i>Partly Applied through cht 1203, drg #19</i>
9-25-62	71	G.R. Johnson	Before After Verification and Review <i>Partly Applied through cht 1106 drg #17</i>
10-16-62	70	G.R. Johnson	Before After Verification and Review <i>Partly Applied through cht 71 drg #16</i>
5-7-63	1203	Revised M. Rogers	Before After Verification and Review
2-14-90	13003	Ed Martin	Before After Verification and Review <i>Drg 61 Adequately applied, no further processing required</i>
2-23-90	13260	Russell Kennedy	Adequately Applied <i>Drg 39 (47)</i>
2-23-90	70 (13006)	Russell Kennedy	Adequately Applied <i>Drg 47</i>

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.





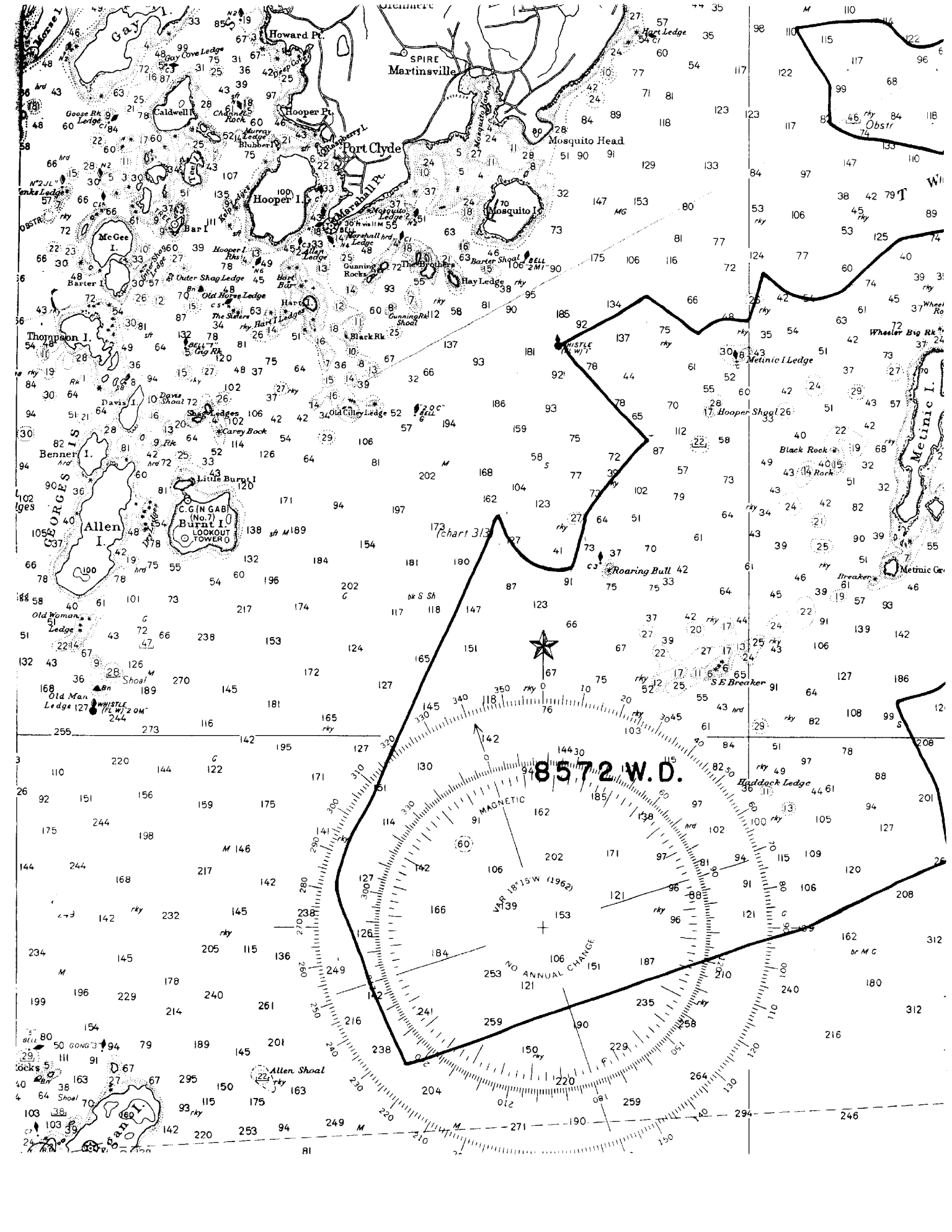
8572 W.D.

8572 W.D.

43° 30'

Chart - 1203

G U L F O F M A I N E



SPIRE
Martinsville

Port Clyde

Hooper I.

McGee I.

Thompson I.

Benner I.

Allen I.

Little Burnt I.

Burnt I.

Old Woman Ledge

Old Man Ledge

Whistle (FL W) 2 OM

Whistle (FL W) 2 OM

Whistle (FL W) 2 OM

Whistle (FL W) 2 OM

Whistle (FL W) 2 OM

Whistle (FL W) 2 OM

Whistle (FL W) 2 OM

Whistle (FL W) 2 OM

Whistle (FL W) 2 OM

Whistle (FL W) 2 OM

Whistle (FL W) 2 OM

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