

8697

WIRE DRAG

Diag. Cht. No. 1202-2.

Form 504 U. S. DEPARTMENT OF COMMERCE COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
Type of Survey	WIRE DRAG
Field No.	Wa-Hi-1257WD
Office No.	H-8697
LOCALITY	
State	MAINE
General locality	COAST OF MAINE
Locality	EAST OF ISLE AU HAUT
19 57-58	
CHIEF OF PARTY	
NORMAN E. TAYLOR	
LIBRARY & ARCHIVES	
DATE	JUL 13 1965

COMM-DC 61300

8697
WIRE DRAG

76
71
308
227
1202
1106

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-8697

Field No. Wa-Hi-1257WD

State MAINE

General locality COAST OF MAINE

Locality EAST OF ISLE AU HAUT

Scale 1:10,000 Date of survey 7-16-57 to 8-5-58

Instructions dated 10-22-57; 10-9-56; 2-11-55 & 12-5-55

Vessel WAINWRIGHT & HILGARD

Chief of party NORMAN E. TAYLOR

Surveyed by N.E. TAYLOR, J.E. GUTH, R.H. HOULDER, J.R. PLAGGMIER

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

Fathograms scaled by SHIP PERSONNEL

Fathograms checked by SHIP PERSONNEL

Protracted by W.W. FEAZEL (Norfolk Office)

Drag strips inked W.W. FEAZEL " "

~~Soundings recorded~~ by W.W. FEAZEL " "

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

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, especially in the immediate vicinity of groundings and hangs, as well as the pencilled 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.

Done as per HDEG requirement

K.W.W.

Passed EUC 4/8/76

JWD

DESCRIPTIVE REPORT

WIRE DRAG FIELD SHEET NUMBER WA-HI 1257 WD

Project 15010

COAST OF MAINE

Scale 1:10,000

NORMAN E. TAYLOR - CHIEF OF PARTY

A. Project

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

B. Survey Limits and Dates

The sheet covers Latitude 44-00.0 to 44-08.7, Longitude 68-29.7 to 68-36.5

This sheet is joined by WD sheet 1157 on the east and 1158 on the west. Field work began on 16 July 1957 and was completed on 5 August 1958. Progress was satisfactory excepting for adverse weather conditions and for time spent removing lobster pots in drag areas.

C. Vessel and Equipment

The Ships WAINWRIGHT AND HILGARD were employed as guide and end launches respectively, and Launch CS-181 was employed as tender.

Standard wire drag equipment and methods were used throughout the project.

D. Tide Stations

Hourly heights for the reduction of drag depths were obtained from portable automatic tide gage located at Burnt Coat Harbor, Maine. See Attachment Number 1.

E. Smooth Sheet

To be prepared by party personnel or the Norfolk Processing Office.

F. Control Stations

All control stations were located by conventional methods. See Attachment Number 2.

No discrepancies were encountered with any signals located by triangulation or air photo methods. Signals were considered adequate in number, size and spacing.

G. Drag Test

Tests of the drag followed the method outlined in the manual.

H. Control of Wire Drag

Standard dual control methods were used with cuts to end buoys and vessels, cuts indicated as positive if the signal was to the left of the ^{object}vessel and negative if the signal was to the right of the ^{object}vessel. The length of the tow line is the distance from the center of the wheelhouse to the end buoy.

I. Hydrography

In accordance with Chart 308 and 309 of the original Instructions, dated 14 February 1955, Hydrography was performed on Wire Drag Sheet 1257 at Latitude 44-08.2, Longitude 68-31.7 using visual control.

Velocity and phase corrections for fathometer 58 SP were taken from Descriptive Report WAHI-1256.

Additional information is a part of this report, is Tides, Control, etc.

J. Adequacy of the Survey

This survey is considered complete and adequate.

L. Comparison with prior Surveys and Charts

In general, the wire drag was in agreement with Chart 308 and 309, and with Hydrographic Sheets H-7152 and 7773. Any differences were reported at once in the form of Chart Letters.

N. Dangers and Shoals

See Attachment Number 3.

For tabulation of hangs and clears, and special investigations, see attachments.

All newly found dangers and shoals were previously reported by chart letter.

P. Aids to Navigation

See Attachment Number 4.

U. Time

60 th meridian time was used throughout this sheet.

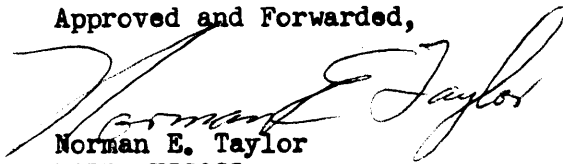
Z. List of Attachments

1. Tide Notes
2. List of Control Stations
3. Dangers and Shoals
4. Aids to Navigation
5. Statistics

Submitted,

John R. Flaggmier
LCDR, USC&GS

Approved and Forwarded,



Norman E. Taylor
LCDR, USC&GS
Chief of Party

Attachment Number 1

A portable tide gage was installed at Burnt Coat Harbor, Swans Island, Maine, Latitude 44-08.6, Longitude 68-27.0

A portable tide gage was installed at Douglas Cove, Isle Au Haut, Maine, Latitude 44-04.23, Longitude 68-36.07.

Comparison of the above gages indicated zero tidal differences, therefore, tide gage at Burnt Coat Harbor was used. Hourly heights were obtained from marigrams. 60th meridian time was used and the zero of the tide staff was furnished from the Washington Office.

Attachment Number 2

List of Control Stations

Project 15010

Sheet WA-HI-WD-1257

<u>Station Name</u>	<u>Origin</u>	<u>Manuscript</u>
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1. Triangulation

BUT	Halibut Rocks Lt. 194 ⁴ 6	8555
COLBY	Colby Ledge Beacon 1934	8554
EAST	Eastern 1945	8553
HAT	Hat Isalnd 1907-34	8570
HID	Horse 1945	8553
LAS	Douglas 1945	8554
MAR	Marshall Is. 1907-34	8554
NIP	Turnip 1945	8553
ORE	Shore 1945	8553
POO	Great Spoon Is. 1868-1934	8553
POP	Popple 1945	8554

2. Topographic

BLACK	Black 1944	8554	RS-548-549
BUSH	Bush 1944	8554	" " "
COOL	Cool 1945	8554	" " "
IT	It 1944	8554	" " "
SAD	Saddle 1944	8554	" " "
TUT <i>Boat sheet</i>	Turk 1945	8554	" " "

3. Photo-Hydro

ABE <i>Boat sheet</i>	8554
AIR " "	8554
ARK " "	8559
ASH " "	8554
BEN " "	8553
CAD " "	8554
DOE " "	8554
DOG " "	8554
END " "	8554
EON	8554
HIP <i>Boat sheet</i>	8554
ONE " "	8554
ONE (Duplicate)	8554
PAN <i>Boat sheet</i>	8554
SOB " "	8554
TIN " "	8553
URN " "	8554
WIN " "	8554
WIT	8554
YEL <i>Boat sheet</i>	8554
ZOO " "	8554

4. Hydro

TUR	Vol 5. Page 9
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Attachment Number 3

DANGERS AND SHOALS

See flagged data
smooth sheet

N.C. = Not cleared

Grounding, Hang and Clear Data

Latitude	Longitude	Hang Depth(ft)	Pos. No.	Clear Depth(ft)	Pos. No.	Previous Recorded Depth
✓ 44-07.877	68-31.086	12.5	2928BA	10.5	18BA	16
44-04.960	68-32.40	34.0	49B	14.5	9FA	15
✓ 44-06.00	68-32.583	30.5	1312E	28	24E	31
44-05.68	68-32.22	29	29E	11	47R	14
44-04.58	68-30.74	32.0	15H	24.5	3FA	26
44-04.63	68-31.65	29	20J	27.5	7J	27
44-04.10	68-32.90	59.0	58J	17.0	25Q	17
44-02.3553	68-34.71	30.0	79J	27	15K	51
✓ 44-02.877	68-34.61	14.35	74K	12	10K	12
44-03.59	68-33.60	34.5	80K	30	8G	32
✓ 44-01.8893	68-35.743	54.55	16NP	22.5	50DA	25
44-01.20	68-34.48			27	48N	29
44-01.20	68-34.06	29	51N	8	21U	8
44-04.10	68-32.90	36	19Q	17	25Q	17
✓ 44-03.1807	68-33.7865	32.1	50S	30.29	422S	38
44-05.90	68-33.40			26.5	34R	29
✓ 44-02.206	68-34.30	22	25S	21	30S	27
44-02.0	68-34.6	32.5	11U	10.5	22T	12
44-01.9	68-34.9	35	7T	16.5	28T	19
✓ 44-06.41	68-34.60	22.25	4940V	22	44-45Y	25
44-05.8	68-35.6			21	51Y	22
✓ 44-05.12	68-34.849	31.510	25X	10 NC.	10Z	11
✓ 44-01.9081	68-35.7581	54.5	16M	21 22.5	4950DA	25
✓ 44-02.51	68-35.226	18.7	55EA	18.4	4544EA	26
44-03.1	68-35.1	25.5	61EA	23.5	66EA	31
44-04.6	68-30.7	33.5	13H	24.5	3FA	26
44-05.0	68-31.4	35.5	45B	14	9FA	15
44-03.7	68-34.35	39.5	30AA	14.5	36AA	16
44-02.5	68-34.7	27.5	22K	26.5	16K	31
✓ 44° 07.82'	68° 30.87'	20	42 A	15	52-53 Z	
✓ 44° 07.78'	68° 31.24'	20	42 A	10	18-19 BA	
44° 07.79'	68° 31.06'	7	72 Z	6	1-6 BA	
44° 07.77'	68° 31.01'	14	56 Z	12	28-31 BA	
44° 06.97'	68° 31.26'	36	13 C	N.C.		
44° 05.42'	68° 34.06'	12	34 X	N.C.		
44° 05.57'	68° 34.49'	11	31 X	N.C.		
44° 05.60'	68° 34.15'	12	39 X	N.C.		
44° 05.55'	68° 34.16'	12	39-40 X	N.C.		
44° 05.49'	68° 33.95'	13	43 X	N.C.	(Note: Seven 13 ft. groundings in vicinity of given Lat.-Long.)	
44° 05.70'	68° 33.85'	10	49-50 X	N.C.		
44° 05.66'	68° 33.79'	16	49 X	N.C.		
44° 05.62'	68° 33.78'	17	50 X	N.C.		
44° 05.14'	68° 31.65'	20	54-55 B	N.C.		
44° 05.14'	68° 31.70'	20				
44° 04.48'	68° 30.72'	36	35 B	24	12 FA	
44° 04.49'	68° 30.75'	35	36 B	24	12 FA	
44° 05.14'	68° 34.51'	9	10 Z	N.C.		
44° 01.96'	68° 34.01'	22	23 and 25 S	N.C.	(Note: Three groundings in vicinity of given Lat.-Long.)	

ATTACHMENT NUMBER 3, CONTINUED

DANGERS AND SHOALS

*See flagged data
EN Smooth sheet*

Special Investigations

To be Wire Draged within 2 feet of hang or shoalest charted depth.

<u>Latitude</u>	<u>Longitude</u>	<u>Shoalest Charted Depth</u>	<u>Hang Depth</u>	<u>Cleared Depth</u>	<u>Remarks</u>
44-08.1	68-31.6	36			Hydro Investigation
44-07.8	68-31.1	16	12.5	10.5	See preceding page
44-07.7	68-31.8	12		12	
✓ 44-06.40	68-34.62	25	24.3	22	[Hung at Pos. 40Y-Cleared by Pos. 44-45Y]
44-05.8	68-35.6	22		21	
44-05.6	68-35.1	28		25.5	
44-05.9	68-33.4	29		26.5	
44-06.0	68-32.5	31	30.5	28	
44-05.7	68-32.2	14	29	11	
44-05.2	68-34.5	11	11.5	10	
44-04.6	68-31.6	27	29	27.5	
44-05.0	68-31.4	15		14	
44-04.6	68-30.7	26		24.5	
44-04.1	68-32.9	17	36	17	
44-03.8	68-34.6	21	35.5	19	
44-03.7	68-34.3	16	39.5	14.5	
44-02.7	68-34.6	12	14.5	12	
44-01.8	68-35.7	25	54	22.5	
44-01.8	68-34.9	19	35	16	
44-02.0	68-34.6	12	32.5	10.5	
44-01.2	68-34.5	29		27	
44-01.2	68-34.0	8		8	

Grounding, Hang and Clear Data (Cont. from P. 6)

<u>Latitude</u>	<u>Longitude</u>	<u>Hang Depth(ft)</u>	<u>Position No.</u>	<u>Clear depth(ft)</u>	<u>Position No.</u>
44° 03.86'	68° 34.72'	32	31 DA	19	39-40 AA
44° 03.84'	68° 34.76'	32			
44° 03.77'	68° 34.25'	30	16 G	14	36-37 AA
44° 03.38'	68° 34.61	23	9 EA	N.C.	
44° 03.26'	68° 35.05'	25	19 EA	N.C.	
44° 03.24'	68° 34.84'	25	20 EA	23	13-14 EA
44° 03.17'	68° 35.08'	25	23 EA	22	66-67 EA
44° 03.16'	68° 35.15'	25			
44° 00.99'	68° 35.43'	53	39 P	N.C.	
44° 00.72'	68° 35.51'	53	40 P	N.C.	
44° 02.54'	68° 35.25'	27	22 DA	14	44-45 EA
44° 02.76'	68° 33.05'	30	20 R	N.C.	
44° 02.93'	68° 33.52'	29	40 S	19	5 S
44° 02.48'	68° 35.26'	22	40 CA	19	50-51 CA
44° 02.22'	68° 33.37'	38	24 N	N.C.	
44° 02.24'	68° 33.49'	38			
44° 02.54'	68° 34.69'	28	23 K	N.C.	
44° 02.01	68° 34.85	56	17-18 T	35	6 T
44° 01.66'	68° 34.12'	30	58 N	N.C.	
44° 01.24'	68° 34.07'	29	50 N	6	21-22 U

Attachment Number 4

AIDS TO NAVIGATION

*See Norfolk office
list.*

<u>Aid</u> (Buoy)	<u>Latitude</u>	<u>Longitude</u>	<u>Locality</u>	<u>Page</u>	<u>Volume</u>	<u>Ship</u>
Black Can 1A	44-05.52	68-32.22	E. Isle au Haut	2	2	WAIN.
Black Can 1	44-04.66	68-32.46	"	2	2	WAIN.
Nun 2A	44-01.808	68-34.00	"	19	5	WAIN.
Red Spar 2	44-04.94	68-34.67	"	33	6	WAIN.
Black Can 3	44-05.13	68-35.22	"	44	6	WAIN.
C-1	44-04.15	68-34.81	"	28	9	WAIN.

Attachment Number 5

STATISTICS

<u>Volume</u>	<u>Day Letter</u>	<u>Date</u> (1957)	<u>No. of Pos.</u>	<u>Stat. Miles</u>	<u>Sq. Stat. Miles</u> <i>Naut.</i>
1	A	7/16	62	3.3	1.9
1	B	7/17	68	3.5	1.4
1	C	7/19	28	2.0	0.6
1	D	7/24	40	2.0	1.4
2	E	7/25	41	1.9	1.4
2	G	8/5	36	3.0	1.5
2	H	8/6	65	2.8	1.6
3	J	8/7	79	4.1	2.9
3	K	8/9	40	1.6	0.5
3	L	8/12	47	3.0	3.0
3-4	M	8/14	16	1.0	0.8
4	N	8/16	63	4.1	2.5
4	P	8/20	52	2.5	1.4
			<hr/>	<hr/>	<hr/>
			637	34.8	20.9
			(1958)		
5	Q	5/6	60	3.3	1.0
5	R	5/13	51	2.0	0.8
5	S	5/14	53	3.3	1.0
6	T	5/15	31	2.0	0.6
6	U	5/16	23	1.3	0.3
6	V	5/22	51	2.2	0.9
6	W	5/26	48	2.8	1.2
6	X	5/27	72	2.5	1.1
7	Y	5/30	54	3.0	1.2
7	Z	5/31	51	1.8	0.7
8	AA	6/3	42	2.5	0.8
8	BA	6/4	16	0.5	0.2
8	CA	6/18	34	0.4	0.2
8	DA	6/19	47	2.2	0.7
9	EA	6/20	57	2.5	0.7
9	FA	7/14	12	0.6	0.2
9	GA	8/5	6	0.3	0.1
			<hr/>	<hr/>	<hr/>
9	1958 Total		708	33.2	11.7
			<hr/>	<hr/>	<hr/>
			637	34.8	20.9
			<hr/>	<hr/>	<hr/>
Sheet Total			1,345	68.0	32.6

2690

NORFOLK HYDROGRAPHIC PROCESSING BRANCH
 FLOATING AIDS TO NAVIGATION

H-8697

<u>BUOY</u>	<u>LATITUDE</u>	<u>LONGITUDE</u>	<u>DEPTH</u>	<u>POS. NO.</u>	<u>DATE</u>
Bell Halibut Rocks/Buoy 1	44-08.15'	68-31.65'	-	1b	7-17-57
Blue Hill Rock Buoy 1A	05.51	32.22	-	1e	7-25-57
Drunkard Ldge. Buoy 1	06.66	32.52	-	2e	"
Airy Ledge Buoy 3	05.14	35.22	-	1w	5-26-58
York I. Rock Buoy 1	04.15	34.81	-	1fa	7-14-58
*Seven Foot Shoal Buoy 2	04.94	34.69	-	13z	5-31-58
**Colt Ledge Buoy 2A	01.08	33.99	-	1q	5- 6-58

* No fix - position approximate

** See Addendum

2/13/76

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEY

TIDE NOTE FOR HYDROGRAPHIC SHEET

Processing Division: Atlantic Marine Center:

Hourly heights are approved for Form 411

Tide Station Used (NOAA Form 77-12): Burnt Coat Harbor

Period: July 16, 1957 - August 5, 1958

HYDROGRAPHIC SHEET: H-8697


~~OPR~~ Project 15010

Locality: East of Isle au Haut, Maine

Plane of reference (mean ~~lower~~ low water): 3.4 ft. (1957)
3.0 ft. (1958)

Height of Mean High Water above Plane of Reference: 9.5 ft.

Remarks: Tide reducers were applied direct.



Chief, Tides Branch

Memorandum

TO : Norfolk Regional Officer
Coast & Geodetic Survey

DATE: July 21, 1964

In reply refer to: 211

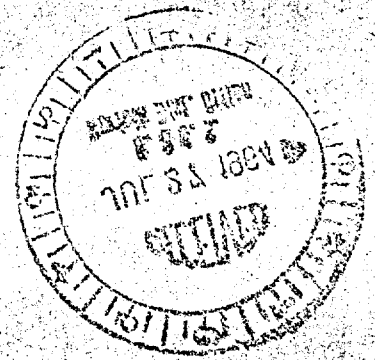
FROM : The Director

SUBJECT: Transfer of Boat Sheet Positions of Photo-Hydro Signals,
Wire Drag Surveys, Maine

Your request for permission to transfer boat sheet positions of hydrographic signals to the smooth sheet is approved.

Transfer shall be by dm's and dp's using extreme care to account for scale distortion on the boat sheet. Signals transferred in this manner should be listed in your smooth plot report so that the positions can be checked by the Hydrographic Records Section if necessary.

James C. Sweeney
for H. Arnold Karo



The Director
Coast & Geodetic Survey
Dept. of Commerce Bl'dg.
Washington, D.C. 20230

July 10, 1964

Norfolk Regional Officer
Coast & Geodetic Survey
102 West Olney Road
Norfolk, Va. 23510

Permission to ~~Use~~ Boat Sheet Positions of Photo-hydro Stations,
Request for

This office has been unable to locate the prints of air-photo compilations showing the positions of photo-hydro stations on parts of three surveys along the Coast of Maine, and it requested that permission be given to transfer the needed stations directly from the boat to the smooth sheets.

The numbers of the affected surveys and of the missing compilation are as follows:

Wire Drag Surveys H-8697 (Wa-Hi 1157WD) & H-8508 (Wa-Hi 1158WD)

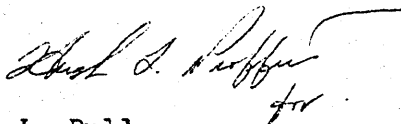
MAP INDEX 136-K-N, VICINITY OF ISLE AU HAUT

T-8552 (RS 551 & 552)
T-8553 (RS 599)
T-8554 (RS 548 & 549)

Hydrographic Survey H-8513 (Wa-Hi 1158)

VICINITY OF GOULDSBORO BAY

T-8589



J. Bull
Captain, C&GS
Norfolk Regional Officer

HLP:hlp

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

IN REPLY REFER TO: 6314

TO: Norfolk Regional Officer
Coast and Geodetic Survey
102 West Olney Road
Norfolk, Virginia 23510

DATE: July 22, 1964

Your reference:
Memo., same subject,
dated 7/1/64

FROM: Chief, Photogrammetry Division

SUBJECT: Photo-Hydro Support Data - Project PH-156,
Blue Hill Bay, Maine

Blueline tracings of maps T-8588, T-8589 and T-8643 S/2 were mailed to you July 16, 1964. The blueline tracings of map T-8647 N/2 and S/2 which you have on hand are our most recent surveys and are suitable for smooth sheet shoreline.

The shoreline for maps listed below is obtainable from the Revision Survey(s) indicated in the following tabulation:

<u>Map No.</u>	<u>Revision Survey(s)</u>
T-8551	RS-546, RS-547
T-8552	RS-551, RS-552
T-8553	RS-599
T-8554	RS-548, RS-549
T-8555	RS-542, RS-543

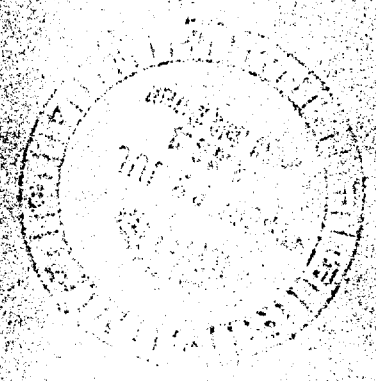
Will try to use old Blueline

Negatives of these revision surveys were not made but supposedly, the original manuscripts were transferred to you from the Hydrographic Party. (See my memorandum dated June 29, 1964). If blueline tracings are required, forward the original manuscripts to Washington for processing.

Some of the revision surveys may consist of skeleton details for locating photo-hydro signals, that is, a projection on which horizontal control stations, photo centers and shoreline pass points were plotted. The mean-high-water line and along-shore details were omitted because an examination of the new photography indicated that no changes were necessary. In those cases, smooth sheet shoreline may be taken from the original

planimetric maps. Request blue line tracings of the appropriate maps wherever those conditions apply.

J. E. Waugh
J. E. Waugh



RECEIVED
BUREAU OF LAND MANAGEMENT
WASHINGTON, D.C.

NORFOLK HYDROGRAPHIC PROCESSING BRANCH
ADDENDUM
To Accompany

WIRE DRAG SURVEY WA-HI-1257WD (H-8697)

GENERAL

All drag strips were plotted on transparent overlays before being transferred to the smooth sheet. These rough overlays will be submitted with the smooth sheet as they contain numerous notes by the smooth plotter pointing out discrepancies and explaining the methods used to resolve them. Due to the sparcity of notes in the sounding and drag volumes, and the complete lack of investigation on hangs by either fathometer or leadline, it was necessary to rely largely on soundings from prior hydrographic surveys to position the drag at groundings. All temporary hangs, some of which could very well have been on kelp, were plotted because they were not disposed of with field notes in the volumes or by further investigation.

Final data on each hang were flagged on the smooth sheet, and the many splits and areas of insufficient overlap are clearly delineated on the smooth and A.& D sheets.

CONTROL

The air-photo compilations (T-8554 & 8553) furnished this office by the field party did not show the locations of photo-hydro stations. Every applicable department in the Bureau was contacted in an effort to find these compilations. Finally, with permission of Washington Office, photo-hydro stations were transferred directly from the boat sheet. See the attached copies of correspondence relating to control and shoreline problems. The use of these boat sheet locations gave no indications of sub-standard control.

HYDROGRAPHY

Hydrographic developement covered by positions 1 through 22A is being submitted on a smooth overlay. A fathogram was received.

OVERLAYS

Line 16 through 20J is plotted on a smooth overlay. It has a deep between two shoal settings and it was left uncorrected to show the hang at 29 feet which was cleared at 26 ft. (1 - 9J) and 25 ft. (10 - 15J)

The following lines are being submitted on smooth overlays to avoid congestion on the smooth sheet. They were not needed to increase effective depths or area dragged.

14-17K; 57-61Z; 62-82Z; 69-75Z; 16-21BA; 35-43CA; 44-54CA; 42-46DA
and 62-64EA

ADDENDUM
Continued

FLOATING AIDS

Colt Ledge Buoy 2A falls within the limits of drag line 17-47P. It is probable that the buoy was positioned after the line was run, or removed temporarily while dragging operations were in progress.

DISCREPANCIES

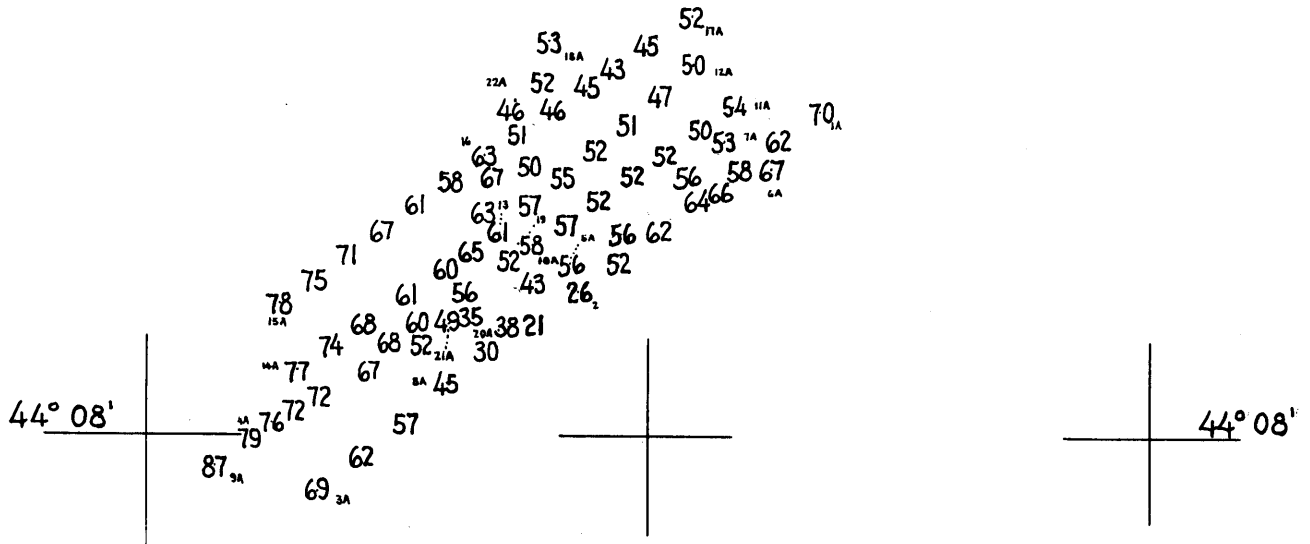
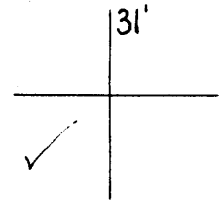
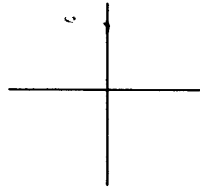
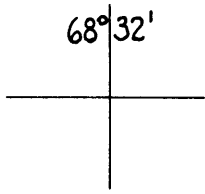
The following lines are not considered effective dragging - see the smooth plotter's notes on the accompanying rough overlays.

22-24J and 27-30J

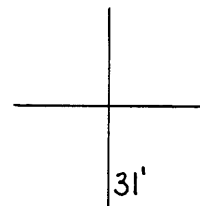
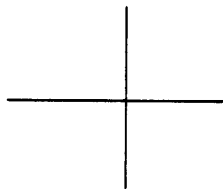
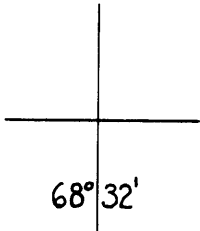
Respectfully submitted,


Hugh L. Proffitt
Carto. Tech.

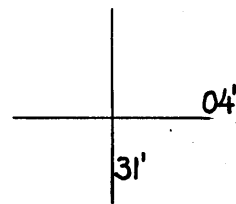
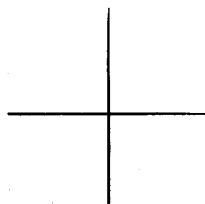
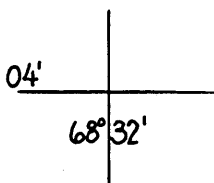
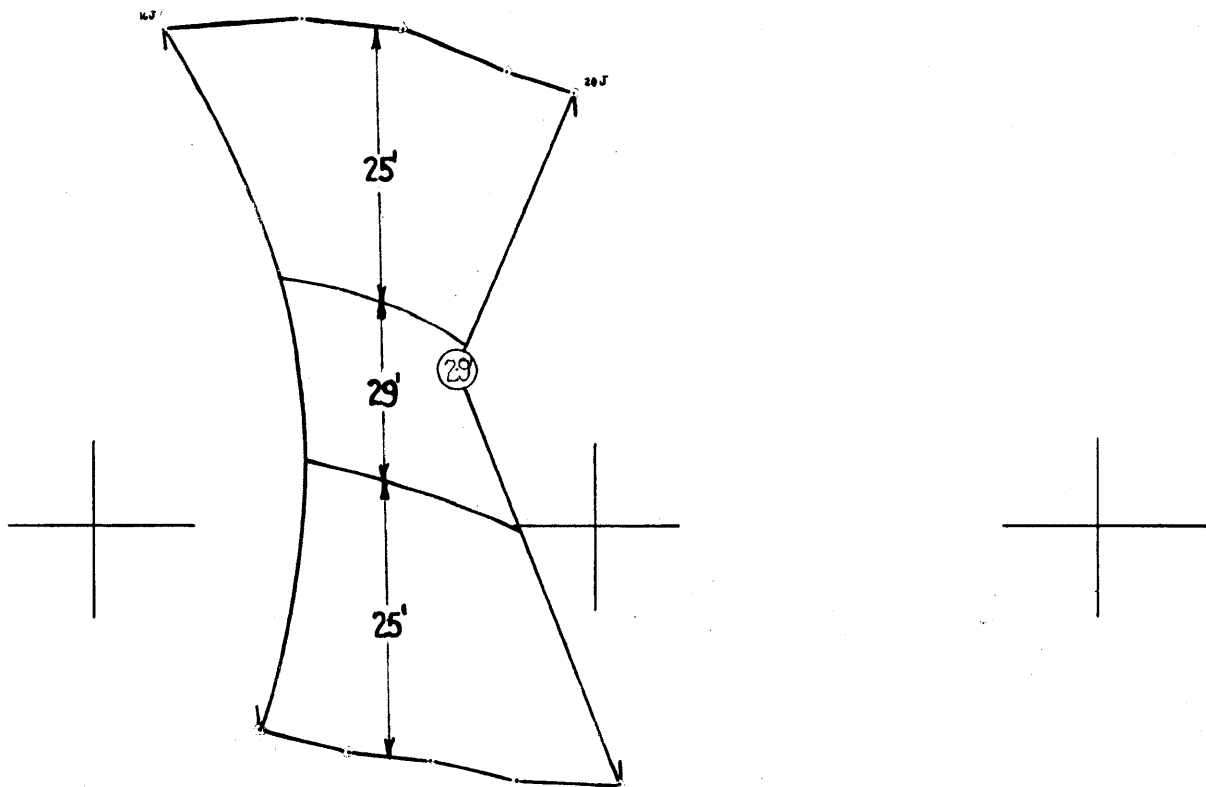
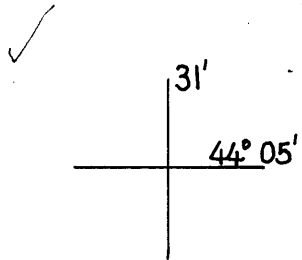
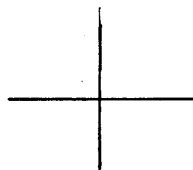
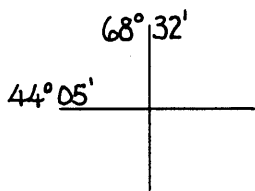
Norfolk, Va.
July 7, 1965



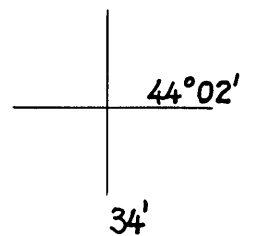
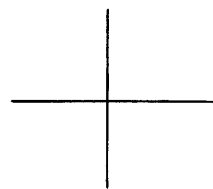
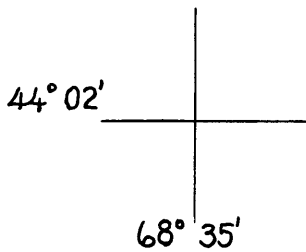
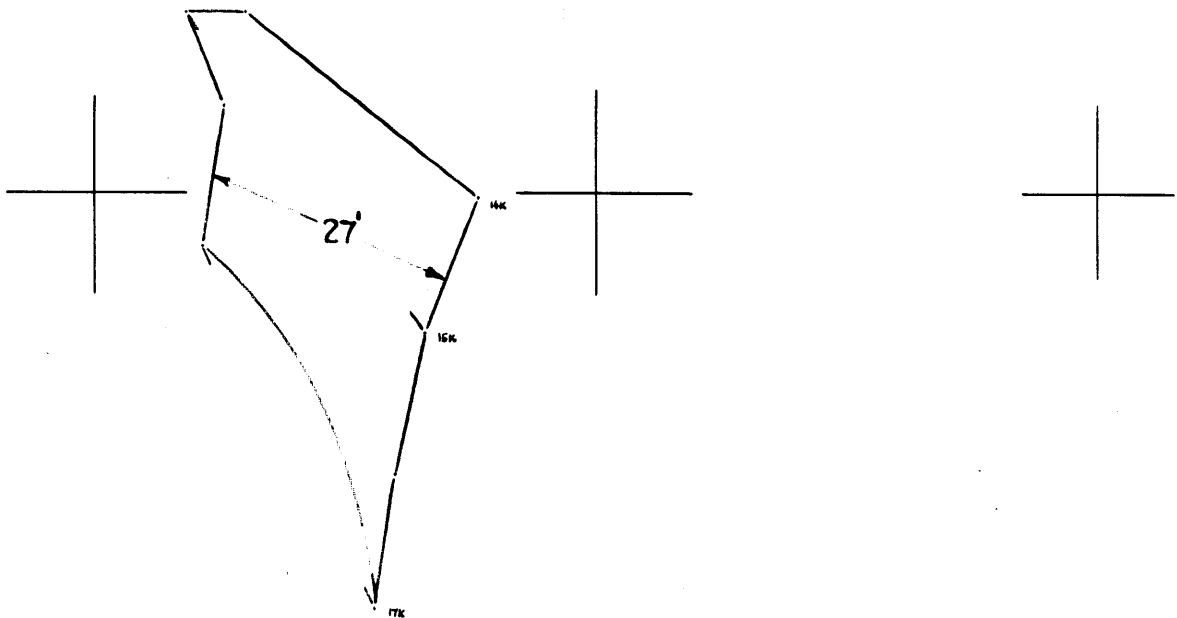
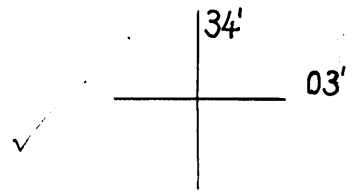
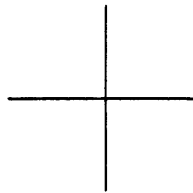
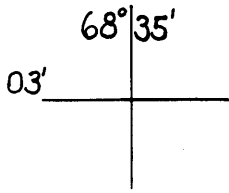
Selected soundings transferred to smooth sheet to supplement hydrography on H-7772 (1949)



DEVELOPMENT OVERLAY
TO ACCOMPANY
WAHI-1257 WD REG. NO. H-8697
Positions 1 thru 22A



OVERLAY TO ACCOMPANY
 WAHI-1257 WD H-8697
 Line 16 to 20J - Contrary to the rule that a deep cannot be between
 two shoals. Line plotted to show hang at 29 ff.



OVERLAY TO ACCOMPANY

WAHI-1257 WD

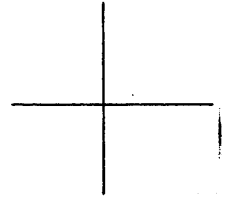
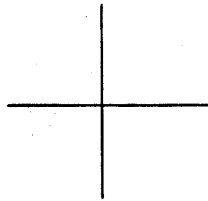
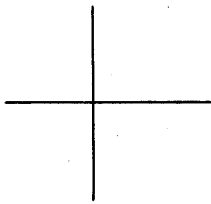
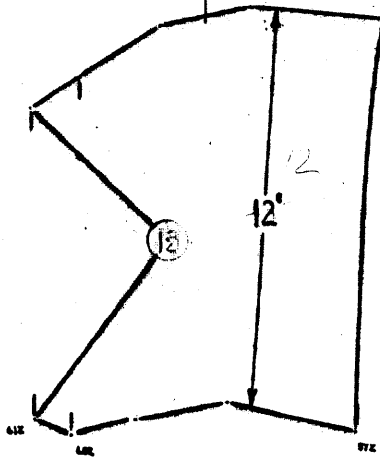
H-8697

Line 14 to 17K - Begins with N to F straight and does not clear hang at Lat. 44-02.54, Lon 68-34.7. Area cleared by greater depth.

44° 08'

68° 31'

44° 08'



OVERLAY TO ACCOMPANY
WAHI - 1257 W.D. H-8697
Line 57 to 61Z - Area adequately covered by
other lines.

07'

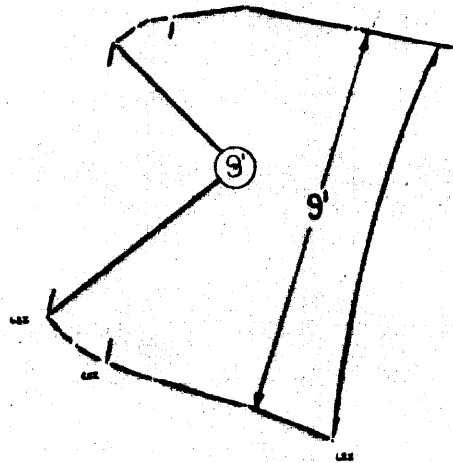
68° 31'

07'

44° 08'

68° 31'

44° 08'



OVERLAY TO ACCOMPANY

WAHI-1257 W.D.

H-8697

Line 62 to 68Z - Not smooth plotted - Area hung at from
15ft. on line 52 to 56Z to 7ft. on line 7 to 15 BA - 69 to 75Z.

07'

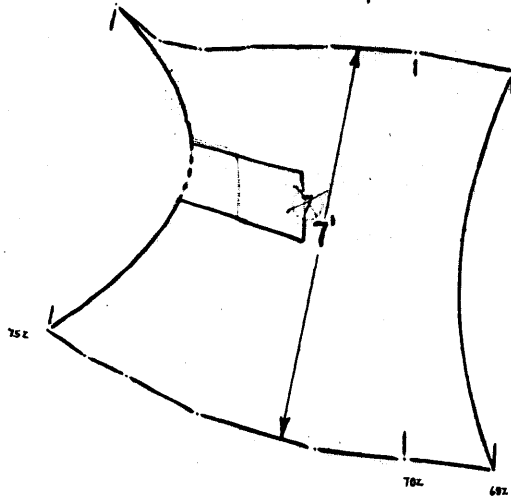
68° 31'

07'

44° 08'

68° 31'

44° 08'



Disregard hang at 7 ft
(Area cleared by 10 ft)

Hang on BA day, referred to below, was cleared by 7 ft. and 12 ft.
It is considered disproved and was not inked on the smooth sheet.

OVERLAY TO ACCOMPANY

WAHI-1257 W.D.

H-8697

Line 69 to 75Z - Not smooth plotted - Area also of hang and
clear on line 7 to 15 BA at 7 ft.

07'

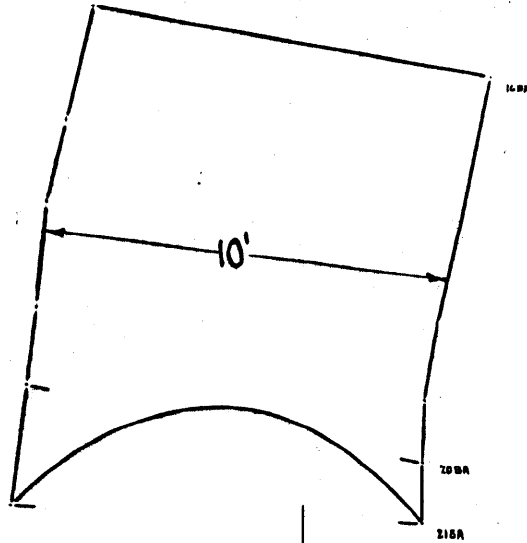
68° 31'

07'

44° 08'

68° 31'

44° 08'



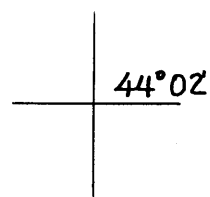
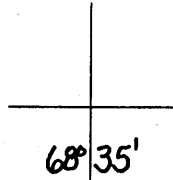
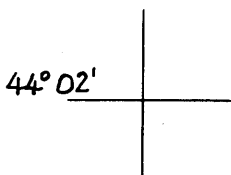
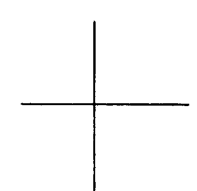
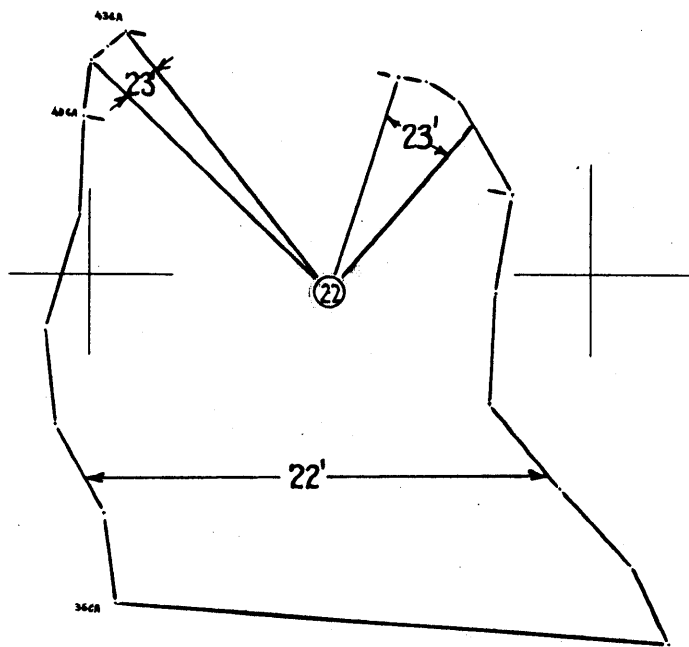
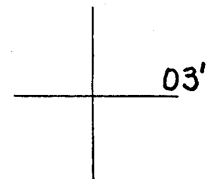
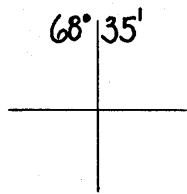
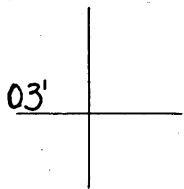
OVERLAY TO ACCOMPANY
WAHI -1257 W.D. H-8697

Line 16 to 21 BA - Not smooth plotted - Drag pulled from North and believe
it lifted over area of hangars of from 7 to 15 ft. - Cleared area considered valid

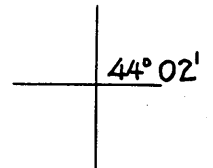
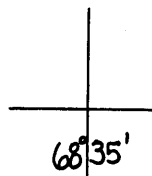
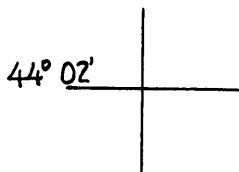
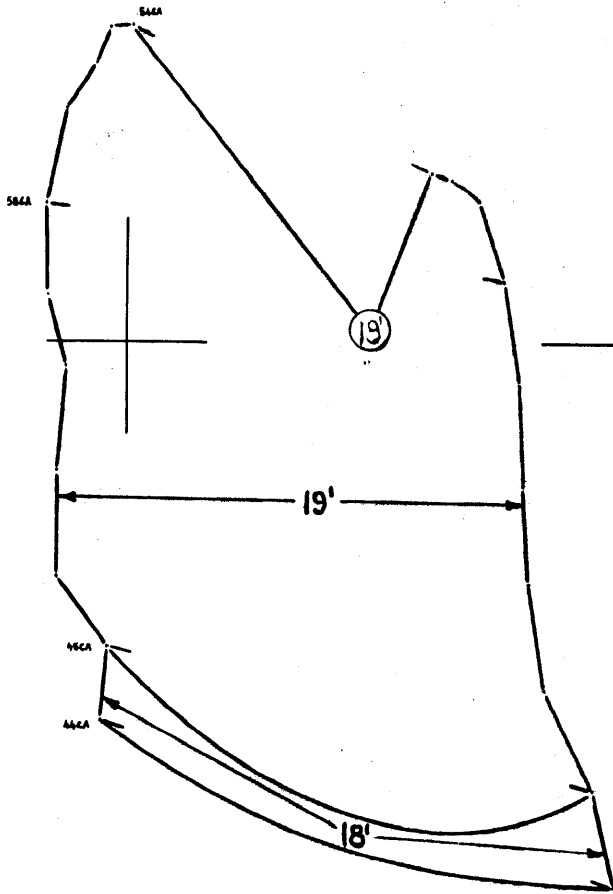
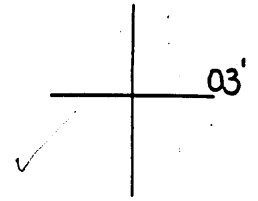
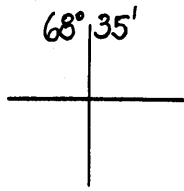
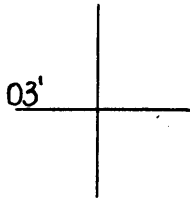
07'

68° 31'

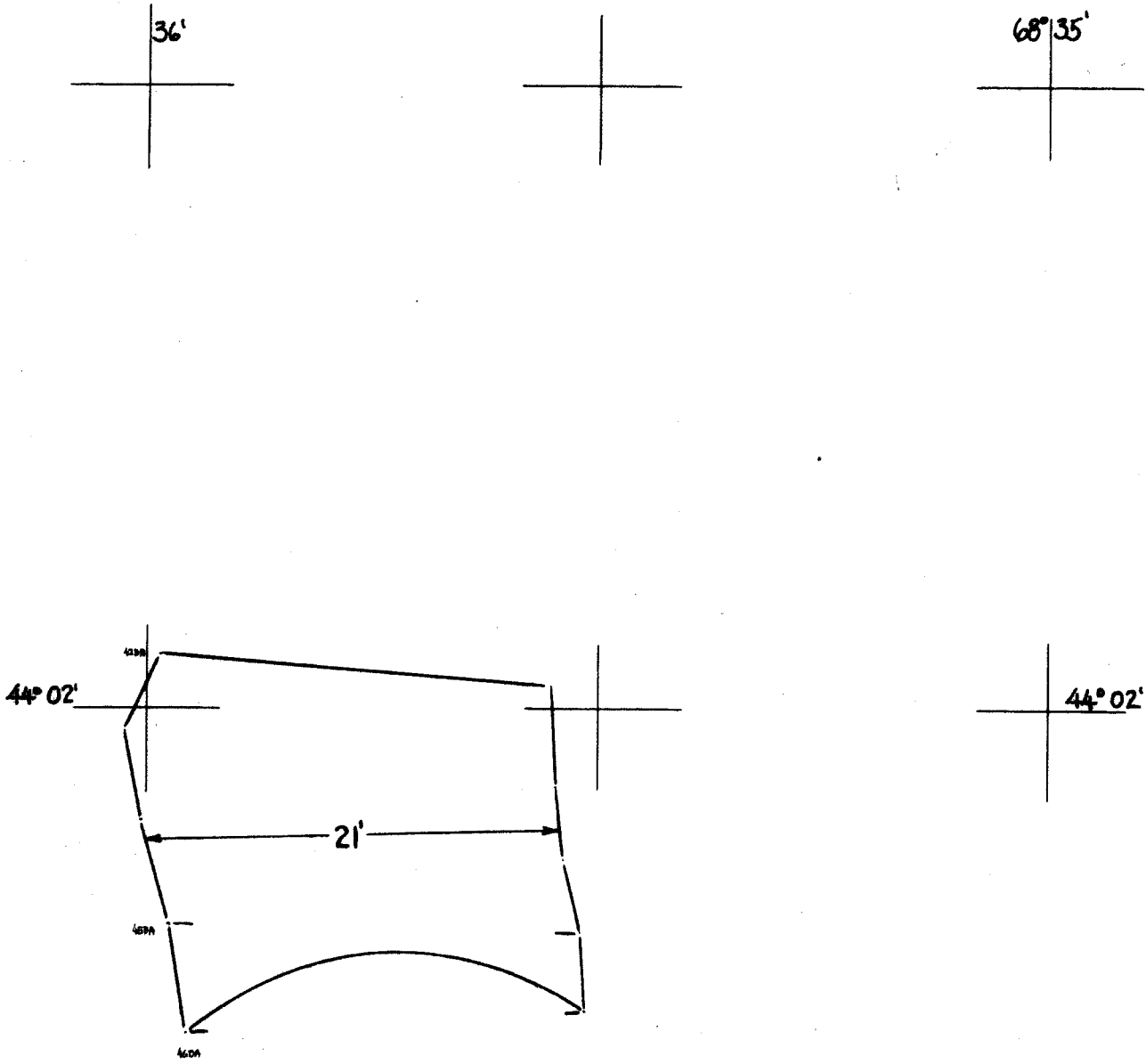
07'



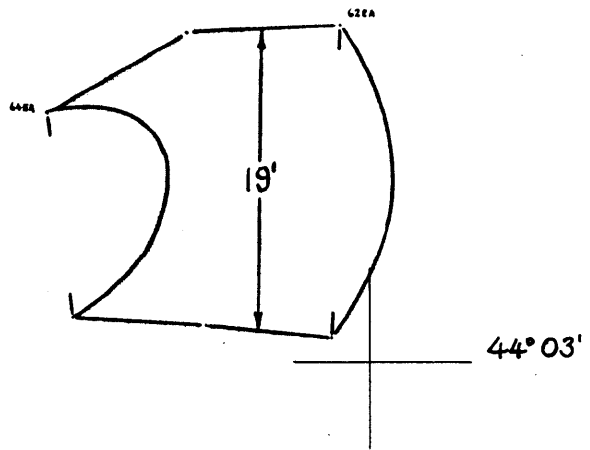
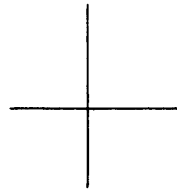
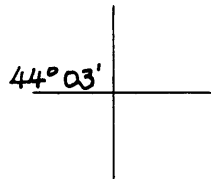
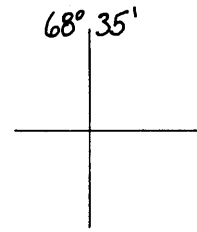
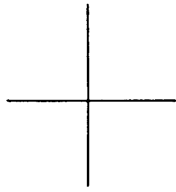
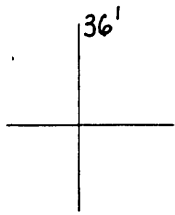
OVERLAY TO ACCOMPANY
WAHI-1257 W.D. H-8697
Line 35 to 43CA - Not smooth plotted - Not plotted on
boat sheet. See lines 44 to 54CA & 49 to 57EA



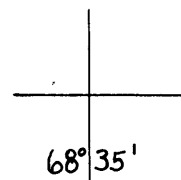
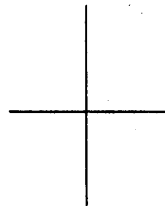
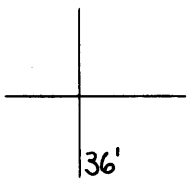
OVERLAY TO ACCOMPANY
WAHI-1257 W.D. H-8697
Line 44 to 54 CA - Not smooth plotted - Not plotted on boat sheet.
See lines 35 to 43CA & 49 to 57 EA.



OVERLAY TO ACCOMPANY
 WAHI-1257 W.D. H- 8697
 Line 42 to 46 DA- Not smooth plotted - Area cleared
 by 21 & 22 ft. on line 47 to 53DA



OVERLAY TO ACCOMPANY
 WAHI-1257 W.D. H-8697
 Line 62 to 64EA - Not smooth plotted - Area cleared by
 greater depth. See line 65 to 69EA



HYDROGRAPHIC SURVEY STATISTICS
HYDROGRAPHIC SURVEY NO. H-8697 W.D.

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

RECORD DESCRIPTION		AMOUNT	RECORD DESCRIPTION		AMOUNT	
SMOOTH SHEET		1	BOAT SHEETS		2	
DESCRIPTIVE REPORT			OVERLAYS		11	
DESCRIPTION	DEPTH RECORDS	HORIZ. CONT. RECORDS	PRINTOUTS	TAPE ROLLS	PUNCHED CARDS	ABSTRACTS/ SOURCE DOCUMENTS
ENVELOPES	1					
CAHIERS	1					Drag Settings
VOLUMES	21					
BOXES						
T-SHEET PRINTS (List)						
SPECIAL REPORTS (List) 1-A&D Sheet and 1-Roll, Rough plotting overlays.						

OFFICE PROCESSING ACTIVITIES

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

PROCESSING ACTIVITY	AMOUNTS			
	PRE-VERIFICATION	VERIFICATION	REVIEW	TOTALS
POSITIONS ON SHEET				2690
POSITIONS CHECKED	79			
POSITIONS REVISED (Hangs and/or groundings)	8			
DEPTH SOUNDINGS REVISED	1			
DEPTH SOUNDINGS ERRONEOUSLY SPACED				
SIGNALS ERRONEOUSLY PLOTTED OR TRANSFERRED				
	TIME (MANHOURS)			
TOPOGRAPHIC DETAILS	0			
JUNCTIONS	0			
VERIFICATION OF SOUNDINGS FROM GRAPHIC RECORDS	2			
SPECIAL ADJUSTMENTS	0			
ALL OTHER WORK	111			
TOTALS	113			
PRE-VERIFICATION BY <i>Kenneth W. Wellman</i>	BEGINNING DATE 3-5-76		ENDING DATE 4-7-76	
VERIFICATION BY	BEGINNING DATE		ENDING DATE	
REVIEW BY	BEGINNING DATE		ENDING DATE	

VERIFIER'S REPORT
HYDROGRAPHIC SURVEY, H-8697 W.D.

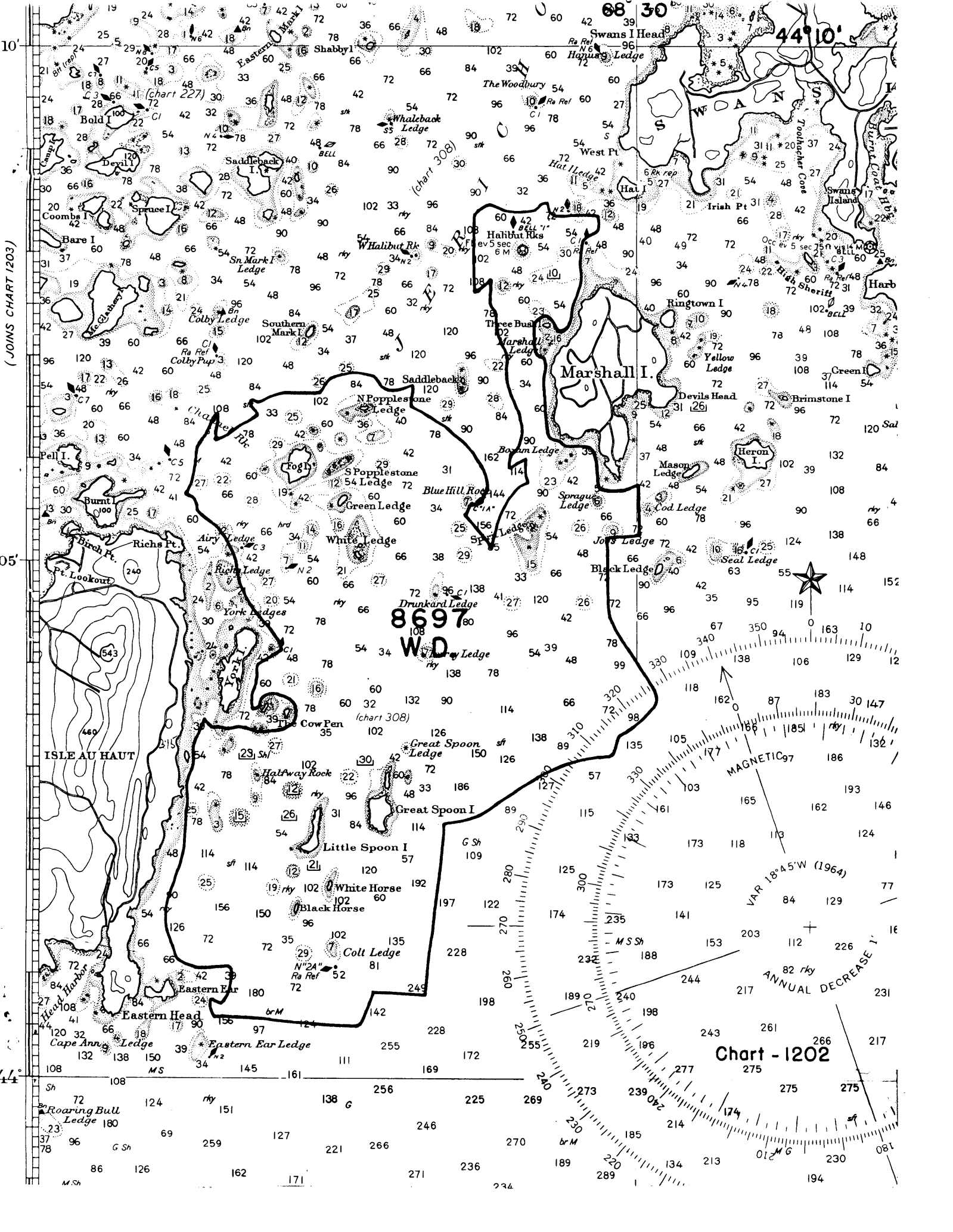
INSTRUCTIONS - This form serves to identify items of a check list in verification together with items which are separately reported to the Reviewer. The form is not to be forwarded to the Reviewer. A report, which is prepared for the Reviewer, should identify items by number and letter and will be filed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

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

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

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

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



(JOINS CHART 1203)

05'

11'

68 30 44° 10'

8697
W.D.

Chart - 1202

MAGNETIC 97
VAR 18° 45' W (1964)
ANNUAL DECREASE 1'

ISLE AU HAUT

Marshall I.



Roaring Bull Ledge

Cape Ann Ledge

Eastern Head

Eastern Ear Ledge

Black Horse

White Horse

Little Spoon I.

Great Spoon I.

Cow Pen

York Ledges

Richs Pt.

Burnt Ledge

Pell I.

Colby Ledge

Spruce I.

Devil I.

Bald I.

Shabby I.

RECORD OF APPLICATION TO CHARTS

FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. H-8697 W.D.

INSTRUCTIONS

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

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

CHART	DATE	CARTOGRAPHER	REMARKS
1202 R	12/17/65	John P. Wen	Full Part Before After Verification Review Inspection Signed Via Drawing No. <i>Examined, no critical correction</i>
1106	1/13/66	John P. Wen	Full Part Before After Verification Review Inspection Signed Via Drawing No. <i>Examined, no critical correction</i>
308	3/26/66	H. Johnson	Full Part Before After Verification Review Inspection Signed Via Drawing No. <i>No Corr.</i>
227	4-25-69	Franco B. Pover	Full Part Before After Verification Review Inspection Signed Via Drawing No. <i>Examined, no critical corrections</i>
13006	2-12-90	Russell P. Kennedy	Full Part Before ^{<i>Adequately</i>} After Verification Review Inspection Signed Via Drawing No. <i>47</i>
13260	2-23-90	Russell P. Kennedy	Full Part Before After Verification Review Inspection Signed Via Drawing No. <i>39</i>
13312	3-13-90	Russell P. Kennedy	Full Part Before ^{<i>Adequately</i>} After Verification Review Inspection Signed Via Drawing No. <i>31</i>
			Full Part Before After Verification Review Inspection Signed Via Drawing No.
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