

8820

Diag. Cht. No. 1209-3.

<p>Form 504</p> <p>U. S. DEPARTMENT OF COMMERCE</p> <p>COAST AND GEODETIC SURVEY</p> <p><b>DESCRIPTIVE REPORT</b></p>	
<p>Type of Survey <u>HYDROGRAPHIC</u></p>	
<p>Field No. <u>Wh 10-1-64</u> Office No. <u>H-8820</u></p>	
<p>LOCALITY</p> <p>State <u>MASSACHUSETTS</u></p> <p>General locality <u>NANTUCKET SOUND</u></p> <p>Locality <u>EDGARTOWN HARBOR AND</u></p>	
<p>APPROACHES</p> <p><u>19 64</u></p> <p>CHIEF OF PARTY</p> <p><u>H.R. LIPPOLD, JR.</u></p>	
<p>LIBRARY &amp; ARCHIVES</p> <p>DATE <u>11-6-67</u></p>	

COMM-DC 61300

8820

**HYDROGRAPHIC TITLE SHEET**

H-8820

INSTRUCTIONS - The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

FIELD NO.

Wh 10-1-64

State MASSACHUSETTS

General locality NANTUCKET SOUND

Locality EDGARTOWN HARBOR AND APPROACHES

Scale 1:10,000 Date of survey 9 June to 30 Sept. 1964

Instructions dated 11 March 1963 Project No. OPR-369

Vessel USC&GS SHIP WHITING

Chief of party H.R. LIPPOLD, JR.  
J.D. BOON, J.L. GAMMON

Surveyed by R.M. BUFFINGTON, J. COLLINS, J.W. DROSENDAHL, D.G. HICKERSON

Soundings taken by echo sounder, ~~hand lead~~, pole XXXXXX

Graphic record scaled by SHIPS PERSONNEL

Graphic record checked by SHIPS PERSONNEL

Protracted by W.W. FEAZEL & D.R. MUNFORD

Soundings penciled by D.R. MUNFORD

Soundings in ~~fathoms~~ XXXXX feet at MLW XXXX ~~MLW~~

REMARKS: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

*J.J.G.*

*KWW 1-3-96*

DESCRIPTIVE REPORT TO ACCOMPANY  
HYDROGRAPHIC SURVEY H-8820  
FIELD No. WH-10-1-64

Scale 1:10,000  
Ship WHITING

H.R. Lippold, Jr., Comdg.  
1964

Surveyed by:

CDR H.R. Lippold, Jr.  
LTCDR R.M. Buffington  
LT James Collins  
LTJG J.W. Drosendahl  
LTJG B.G. Hickerson  
LTJG J.D. Boon III  
ENS J.L. Gammon

A. Project

Authorization for this survey is contained in revised instructions for Project OPR-369, dated 11 March, 1963, amended 19 June, 1963, and supplemented 7 April, 1964.

B. Area Surveyed

The area surveyed is included between Lats.  $41^{\circ} 20.5'N$  to  $41^{\circ} 25.0'N$  and between Longs.  $70^{\circ} 24.0'W$  to  $70^{\circ} 33.5'W$ . Soundings were taken along the coasts of western Martha's Vinyard and Chappaquiddick Islands, extending into all navigatable bays and inlets, including Cape Poge Bay and Katama Bay. Hydrography was begun on 9 June and ended 30 September, 1964, upon completion of the project.

The only adjoining survey is H-8821 (1:10,000) 1964 to the North. Prior surveys are:

<u>Registry No.</u>	<u>Scale</u>	<u>Date</u>
✓ H-1844	1:20,000	1888
H-2090	1:10,000	1892
H-2210	1:10,000	1894
H-4898	1:10,000	1928
H-182		
H-222		
H-239		
H-527		
H-1126		
H-1829	1/10 (1896)-1-	

### C. Sounding Vessels

Soundings were taken using launches I & II of the WHITING and a flat-bottomed skiff powered by out-board. Lower case day-letters were assigned as follows: Launch I- blue; launch II- red; skiff- green. The WHITING took 10 bottom samples indicated by violet capital day-letters.

### D. Sounding Equipment

Depths recorded aboard launches I & II were obtained using Ratheon DE-723 fathometers, serial numbers 249 and 251 respectively, from beginning of season until 7 September. On 7 September, launch II experienced fathometer difficulty and installed unit number 249 from launch I; launch I had finished its work on WH-10-1-64 prior to this date. The initial trace setting was 1 foot, the resulting recorded depths agreeing very favorably with the actual ones. at this setting. Corrections to fathometer soundings were derived from bar checks averaged over several selected time intervals during the season. Pole soundings between 0 and 11 feet, were taken from the skiff in shallow areas and in inlets inaccessible to the launches.

### E. Smooth Sheet

The plotting of the smooth sheet is to be done by the Norfolk Processing Office.

### F. Control

Hydrography was controlled both visually using three-point fixes and electronically, using HIRAN (launch II only). HIRAN fixes were taken in all open areas with the exception of the area south of the islands. Bays and inlets were covered visually. Visual signals include triangulation stations plotted on the boat sheet and photogrammetric signals pricked through from manuscripts T-10642 and T-10643. A photogrammetrist, Mr. Bob Tibbetts of party 6420, was assigned to the project by Washington. HIRAN stations ashore were located over triangulation stations GAMMON, 1954 and DEAD NECK, 1963. Corrections to electronic distances have been abstracted and are present in Table II. These are based on readings taken at known positions and positions determined visually sighting on triangulation marks.

*"C" day  
#1  
also in  
Hiran*

### G. Shoreline

The shoreline was transferred from blue line manuscripts T-10642 and T-10643A. Some discrepancies have been indicated on the boatsheets in dashed red lines, particularly around the southern entrance to Katama Bay.

### H. Crosslines

Crosslines were run to the extent of about 10 per cent. Agreement was generally within 1 foot, an exception being the Edgartown Harbor Channel at such places as the bottom gradient became too steep to accurately define at 1 foot depth intervals. Other instances of disagreement may be found in the south shore area in which heavy swells, currents, and breakers combined with minimum choice among visual signals made hydrography difficult.

### I. Junctions

The junction with H-8821 to the north is very good, depths agreeing within 1 foot. Also junctions with H-8846 (1965) and H-8847 (1964) agreement has been accomplished.

### J. Comparison with Prior Surveys

One <sup>"C"</sup> pre-survey review item was checked for <sup>ON</sup> this sheet. A channel connecting East Cape Poge Bay with Muskeget Channel was reported by the Army Corps of Engineers to be closed in 1937. This was confirmed insofar as no such channel presently exists. Concur.

Prior surveys were conducted in the 1800's with the exception of H-4898.1928. It is to be noted that for offshore areas, most of the prior surveys agree very well with the present one; i.e. within one or two feet. Some differences exist in the Hawes Shoal area where 11 foot soundings were found instead of the 5 foot soundings reported. However, most differences are confined to inshore areas at certain locations; e.g. the shoreline north of Edgartown lighthouse has been extended, the shoreline near Wasque Point has regressed, and numerous openings to South Katama Bay have closed, the Bay itself having a tendency towards shoaling here. The 1928 survey was restricted to the channel in the immediate vicinity of Edgartown, this area showing little change.

#### K. Comparison with the Chart

Comparison with chart 346, scale 1:20,000, 8th ed., revised 6/26/61, points out essentially the same differences as described in section J. Other changes are as follows:

1. Cape Poge Bay has shoaled as much as 15 feet south-east of North Neck and deepened by about 5 feet in its northwest section.
2. Numerous shoals and bars such as Tom Shoal on the eastern shore of Chappa quiddick Island have shifted their positions.
3. The area north of Edgartown known as Middle Flats has five rocks indicated that should appear on this sheet; However, lines run at 10 meter spacing proved the existence of only one rock having a diameter of about 12 feet, lying in 8 feet of water, and being awash at low tide. The rock is marked by a small unpainted tree trunk placed there by the Edgartown harbor master. In general, the Flats appear to have deepened by about 2 or 3 feet. *Other rocks carried forward to Smooth Sheet.*
4. In the area between Norton Point and Wasque Point there are pronounced differences in shoreline position and hydrography as far out as the sheet extends. Shore features are obviously undergoing active change at present as evidenced by freshly eroded cliffs and the presence of numerous tree trunks and other vegetation dumped from them onto the beaches.
5. A wreck shown at Lat.  $41^{\circ}23.07'N$ , Long.  $70^{\circ}29.62'W$ , was not found after an extensive search out to a depth of 10 feet in clear water. Another wreck was found as indicated at Lat.  $41^{\circ}23.17'N$ , Long.  $70^{\circ}30.13'W$ , in 5 feet of water. Only the wreck's outline was visible, nothing protruding above bottom.

#### L. Adequacy of Survey

This survey is complete and adequate and should supersede all prior surveys.

#### M. Aids to Navigation

All aids to navigation were found as indicated in List of Lights, Vol. I, 1963, and on chart 346. Determined positions agreed closely with those given. No other aids were noted with the exception of the small tree trunk mentioned in section K.

N. Tides

Two portable automatic tide gages were installed, one in Katama Bay at Lat.  $41^{\circ}21.48'N$ , Long.  $70^{\circ}28.33'W$ , another in Edgartown Harbor at Lat.  $41^{\circ}23.20'N$ , Long.  $70^{\circ}30.19'W$ . MLW values on the tide staffs for Edgartown and Katama Bay are 2.3 feet and 2.2 feet respectively. The time meridian used is  $60^{\circ}W$ . The records of the Katama Bay gage apply in Katama Bay only, elsewhere Edgartown tides are used. Both stations were operative during the entire season except the Edgartown gage on June 9. For this day, Boston tide data was furnished on request, to which a time difference of  $+1/2$  hour and a range ratio of 0.2 was applied as instructed.

O. Other

It should be noted that hydrography east of Chappaquiddick Island between HIRAN arcs 18.95 and 19.65 statute miles from station GAMMON was rejected on boatsheet A and rerun on boatsheet B. Soundings on boatsheet A did not agree with those of subsequent crosslines, this being attributed to a malfunction of the fathometer during hydro day Y. The second group of soundings appear adequate in all respects.

An enlarged overlay of the Edgartown ferry landing with adjacent soundings accompanies the boatsheets.

Settlement and squat corrections are presented in Table III.

P. Statistics

<u>Vessel</u>	<u>Number of positions</u>	<u>Nautical miles soundinglines</u>
Launch I	405	45.3
Launch II	3522	628.1
Skiff	1873	121.5
Ship	10	0
Total	<del>5810</del> 5763	794.9

Total area surveyed: 18.2 Sq. Naut. Mi.  
 Number of bottom samples: 38

Respectfully submitted,  
*John D. Boon III*  
 John D. Boon III  
 LTJG, USCGS

TABLE I

## VELOCITY CORR'N

LAUNCH 1

OPR-369 1964

Depth (ft.)	Corr'm (ft.)	Interval
0.0-5.6	-0.6	
5.7-6.6	-0.4	
6.7-8.0	-0.2	
8.1-10.0	0.0	
10.1-12.8	+0.2	
12.9-18.1	+0.4	
18.2-22.1	+0.6	
22.2-26.3	+0.8	
26.4-31.3	+1.0	
31.4-36.2	+1.2	
36.3-40.0	+1.4	
40.1-43.1	+1.6	
43.2-46.4	+1.8	
46.5-50.6	+2.0	9 JUNE thru 25 JULY 1964
50.7-54.4	+2.2	
54.5-58.3	+2.4	
58.4-60.9	+2.6	
61.0-64.2	+2.8	
64.3-71.2	+3.0	
71.3-79.3	+3.2	
79.4-88.0	+3.4	
88.1-95.0	+3.6	
95.1-103.0	+3.8	
103.1-111.0	+4.0	
111.1-118.5	+4.2	
118.6-126.5	+4.4	
126.6-134.5	+4.6	
134.6.....	+4.8	
3.5- 4.5	-1.0	
4.6- 5.3	-0.8	
5.4- 6.2	-0.6	
6.3- 7.2	-0.4	
7.3- 8.5	-0.2	
8.6-10.4	0.0	
10.5-13.0	+0.2	1 OCT. thru 10 OCT. 1964
13.1-19.3	+0.4	
19.4-27.0	+0.6	
27.1-33.0	+0.8	
33.1-37.8	+1.0	
37.9-41.8	+1.2	
41.9-45.1	+1.4	
45.2...	+1.6	

TABLE I(cont)

VELOCITY CORR'N

LAUNCH 2 OPR-369 1964

Depth(ft)	Corr'n(ft)	Interval
<5.5	-0.6	9 June-19 June, 1964
5.5-6.1	-0.4	
6.2-7.4	-0.2	
7.5-9.7	0.0	
9.8-13.6	/0.2	
13.7-19.5	/0.4	
19.6-28.0	/0.6	
28.1-42.5	/0.8	
>42.5	/1.0	
< 5.5	-0.4	
5.5-6.2	-0.2	
6.3-8.0	0.0	
8.1-11.0	/0.2	
11.1-16.0	/0.4	
16.1-24.2	/0.6	
24.3-31.6	/0.8	
31.7-38.3	/1.0	
38.4-44.4	/1.2	
44.5-50.1	/1.4	
50.2-55.4	/1.6	
55.5-60.3	/1.8	
60.4-65.0	/2.0	
65.1-69.5	/2.2	
69.6-73.8	/2.4	
73.9-79.9	/2.6	
80.0-87.3	/2.8	

TABLE I(cont)

VELOCITY CORR'N

LAUNCH 2 OPR-369 1964

Depth(ft.) Corr'n(ft.) Interval

<5.0	-0.8
5.0-5.4	-0.6
5.5-6.0	-0.4
6.1-7.2	-0.2
7.3-9.0	-0.0
9.1-11.5	/0.2
11.6-14.6	/0.4
14.7-18.6	/0.6
18.7-23.2	/0.8
23.3-27.4	/1.0
27.5-31.5	/1.2
31.6-35.0	/1.4
35.1-38.4	/1.6
38.5-42.5	/1.8
42.6-59.1	/2.0
59.2-62.5	/2.2
62.6-65.9	/2.4
66.0-69.0	/2.6
69.1-72.3	/2.8
72.4-	/3.0

14 July-7 Sept.(pos. 12) 1964

<5.9	-0.6
5.9-7.2	-0.4
7.3-9.3	-0.2
9.4-13.8	0.0
13.9-22.1	/0.2
22.2-30.5	/0.4
30.6-37.5	/0.6
37.6-42.0	/0.8
42.1-45.5	/1.0
45.5-48.4	/1.2
48.5-50.8	/1.4
50.9-	/1.6

7 Sept.(pos. 13)- 9 Oct. 1964

TIDE NOTE FOR HYDROGRAPHIC SHEET

January 18, 1967

~~Nantucket Bay, Duxbury~~ Atlantic Marine Center

Plane of reference approved in  
33 volumes of sounding records for

HYDROGRAPHIC SHEET 8820

Locality: Nantucket Sound, Mass.

Chief of Party: H. R. Lippold, Jr. (1964)

Plane of reference is mean low water

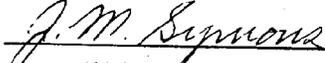
Tide Station Used (Form C&GS-681):

Edgartown, Mass.  
Katama Bay, Mass.

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

Edgartown 2.0 feet  
Katama Bay 1.4 feet

Remarks

  
Chief, Tides and Currents Branch

NORFOLK HYDROGRAPHIC PROCESSING BRANCH  
LIST OF SIGNALS  
H-8820

TRIANGULATION STATIONS

CUP WASQUE POINT HOUSE CUPOLA, 1932  
GAR EDGARTOWN SPIRE, 1845  
HAR EDGARTOWN LIGHT, 1956  
MID MIDWAY, 1949  
POG CAPE POGGE L.H., 1961  
TAN EDGARTOWN STANDPIPE, 1932-43  
TOW EDGARTOWN, METH. EPISCOPAL CH. TOWER, 1928-32

TOPOGRAPHIC STATIONS SOURCE T-10642

AVA BET CAN DIN EEL LEE KIT

SOURCE T-10643A

ABE	AIM	ANN	ART	BAG	BAN	BAY	BIT	BUD	CAT	COD
COP	COW	COY	DEL	DIP	DOG	DOM	DUD	DUN	EAT	EGG
EGO	EVA	FEZ	FIT	FOX	GAL	GAS	GOT	GUM	HAD	HER
HIS	HOG	ICE	IDA	IKE	INK	JAY	JIM	JOY	KEY	KIM
LEG	LEO	LIP	MAW	MAX	MOP	NAT	NED	NIX	OAR	ODD
OWE	PAT	PEG	QUO	RAG	ROB	SAD	SAL	SAM	TAX	TEE
TOM	USE	VAN	VIC	VIM	WAX	WAY	WET	YET	YOI	YOW
ZOO	ZOT									

SOURCE T-10643

ATE	BIG	BOG	BUS	CUT	DAY	DOW	EEK	END	FAD	FIT
FOR	GUS	HAT	ILL	JAN	JIB	JIG	JOB	KEG	KIL	LAG
LET	MAD	MOP	NEY	NIL	NUT	ODE	OWL	PAL	PAM	QUA
RAT	ROT	RUT	SIT	TON	UKE	VET	VIC	VIM	YAM	ZOO

SOURCE HYDROGRAPHIC STATIONS

HIP Vol. 4, Pg. 15  
WHY Vol. 24, Pg. 47  
WEE Vol. 25, Pg. 4

NORFOLK HYDROGRAPHIC PROCESSING BRANCH

ADDENDUM  
To Accompany

HYDROGRAPHIC SURVEY H-8820 (Wh 10-1-64)

GENERAL

This appears to be an excellent basic survey. Soundings are in good agreement at crossings and depth curves follow normal patterns except in areas of sandwaves, and along the exposed and highly changeable Southerly portion of the survey.

SHORELINE

Lat. 41-20.95' Long. 70-28.50' -- Shoreline was changed to agree with position 80g (gr).

DISCREPANCIES

Lat. 41-23.36' Long. 70-29.05' -- This office was unable to move the 3 foot sounding on position 9ld, Lch. 2, although it appears to be displaced to the Westward.

*Position appears OK. maybe small sand ridge  
RHC*

Respectfully submitted,

*Hugh L. Proffitt*

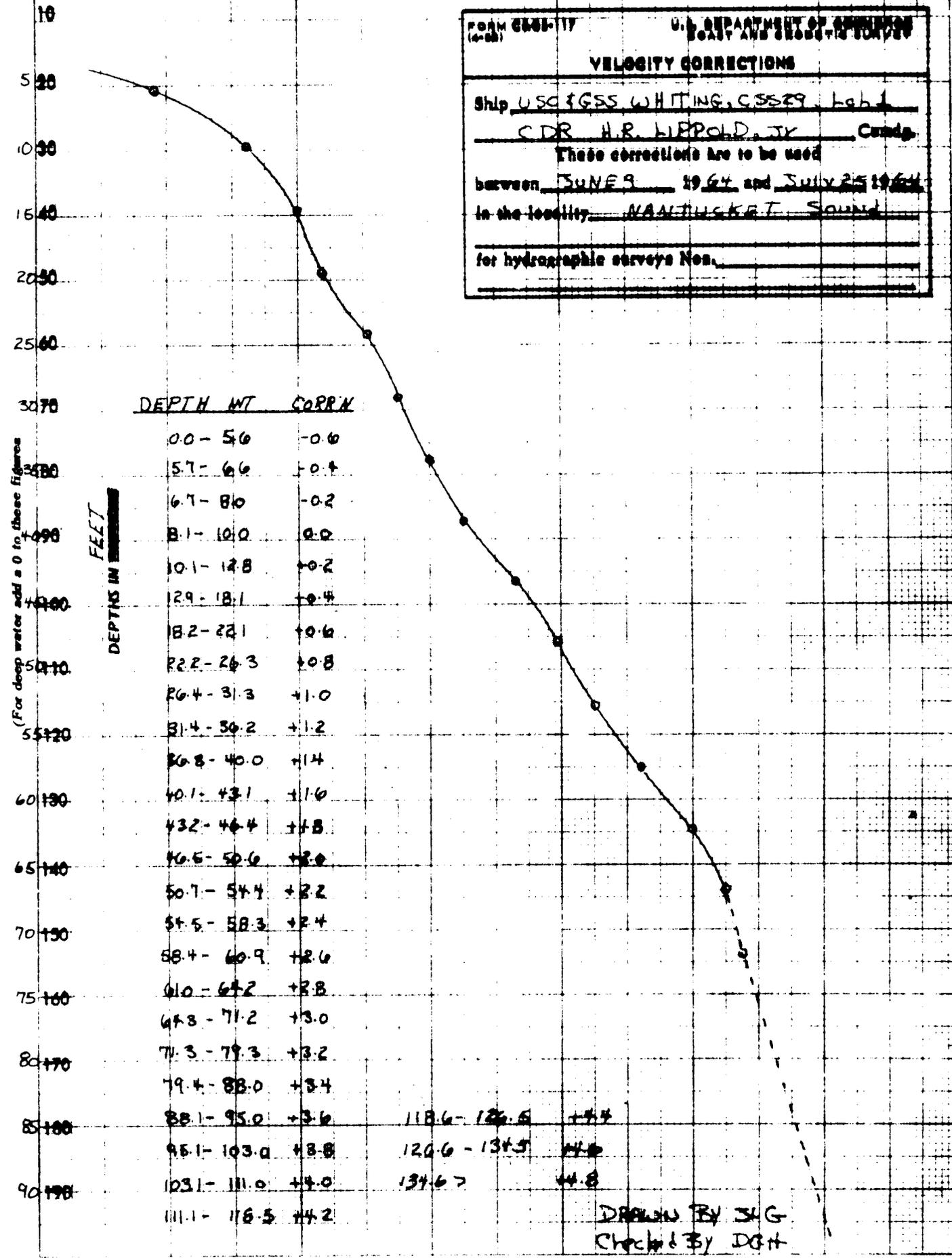
Hugh L. Proffitt  
Chief, Processing Branch

Norfolk, Va.  
17 October 1967

(Let 1 inch equal 4 fathoms for deep water and 1 inch equal 0.4 fathom for shallows)  
 -0.8 -0.4 0.0 +0.4 +0.8 +1.2 1.6 2.0 2.4 2.8 3.2 3.6 4.0

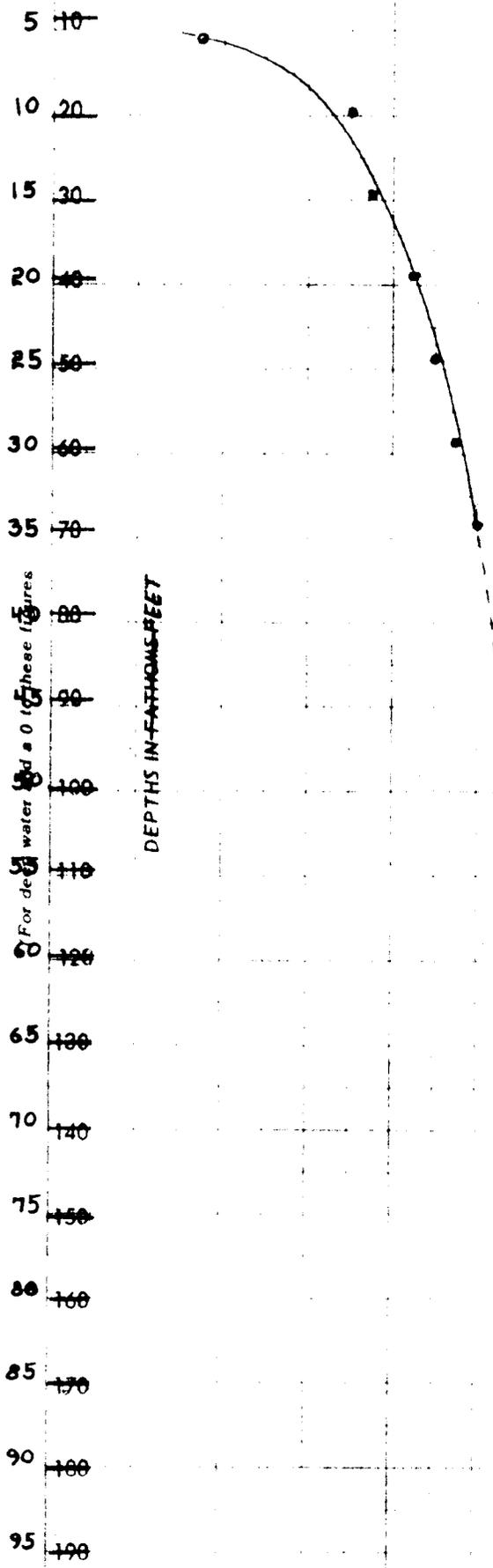
CORRECTIONS IN FEET, FATHOMS

FORM 650-11 (4-55)	U.S. DEPARTMENT OF COMMERCE NAVY AND MARINE CORPS
<b>VELOCITY CORRECTIONS</b>	
Ship <u>USCGC WHITING, CSSE9, Lch 1</u>	
Comd. <u>CDR H.R. LIPPOLD, JR</u>	
These corrections are to be used between <u>JUNE 9</u> 19 <u>64</u> and <u>JULY 25</u> 19 <u>64</u>	
in the locality <u>NAANTUCKET SOUND</u>	
for hydrographic surveys Nos. _____	



U.S. GOVERNMENT PRINTING OFFICE: 1955 O 271,000

CORRECTIONS IN FEET, FATHOMS



FORM **CG-117** (4-62) U.S. DEPARTMENT OF COMMERCE  
 COAST AND GEODETIC SURVEY

**VELOCITY CORRECTIONS**

Ship USCGC GSS WHITING 5527, LAUNCHER  
LT. CDR. H.A. LIPPOLD, JR. Comdr.  
 These corrections are to be used  
 between 9 JUNE 1964 and 19 JUNE 1964  
 in the locality WANTWICK SOUND  
 for hydrographic surveys Nos. \_\_\_\_\_

DEPTH, INT.	CORR'N
< 5.5	- 0.6
5.5 - 6.1	- 0.4
6.2 - 7.4	- 0.2
7.5 - 9.7	0.0
9.8 - 11.3	+ 0.2
11.4 - 12.5	+ 0.4
12.6 - 18.0	+ 0.6
18.1 - 42.5	+ 0.8
> 42.5	+ 1.0

DRAWN BY: *RMP*  
 CHECKED BY: *JDB*

U.S. GOVERNMENT PRINTING OFFICE: 1962 O 548 117

1 inch equal 4 fathoms for deep water and 1 inch equal 1 fathom for shallow water

CORRECTIONS IN FEET, FATHOMS

FORM C&GS-117  
(4-52)

U.S. DEPARTMENT OF COMMERCE  
COAST AND GEODETIC SURVEY

VELOCITY CORRECTIONS

Ship WHITING, CSS-29, LAUNCH 2

Lt. Cdr. Lippitt

Comdr.

These corrections are to be used  
between 20 JUNE 1964 and 13 JULY 1964  
in the locality NANTUCKET SOUND

for hydrographic surveys Nos. \_\_\_\_\_

5 +0  
10 +20  
15 +30  
20 +40  
25 +50  
30 +60  
35 +70  
40 +80  
45 +90  
50 +100  
55 +110  
60 +120  
65 +130  
70 +140  
75 +150  
80 +160  
85 +170  
90 +180  
95 +190

DEPTH IN FATHOMS - FEET

For deep water add a 0 to these figures

DEPTH INT	CORR'M
< 5.5	-0.4
5.5 - 6.2	-0.2
6.3 - 8.0	0.0
8.1 - 11.0	+0.2
11.1 - 16.0	+0.4
16.1 - 21.2	+0.6
21.3 - 31.6	+0.8
31.7 - 38.3	+1.0
38.4 - 44.4	+1.2
44.5 - 50.1	+1.4
50.2 - 57.4	+1.6
57.5 - 64.3	+1.8
64.4 - 80.0	+2.0
65.1 - 69.8	+2.2
69.9 - 73.8	+2.4
73.9 - 79.9	+2.6
80.0 - 87.3	+2.8

DRAWN BY: RMP

CHECKED BY: J.D.B.

(Let 1 inch equal 4 fathoms for deep water and 1 inch equal 0.4 fathom for shoal.)

-0.8 -0.4 0.0 0.4 0.8 1.2 1.6 2.0 2.4 2.8 3.2 3.6 4.0  
CORRECTIONS IN FEET, FATHOMS

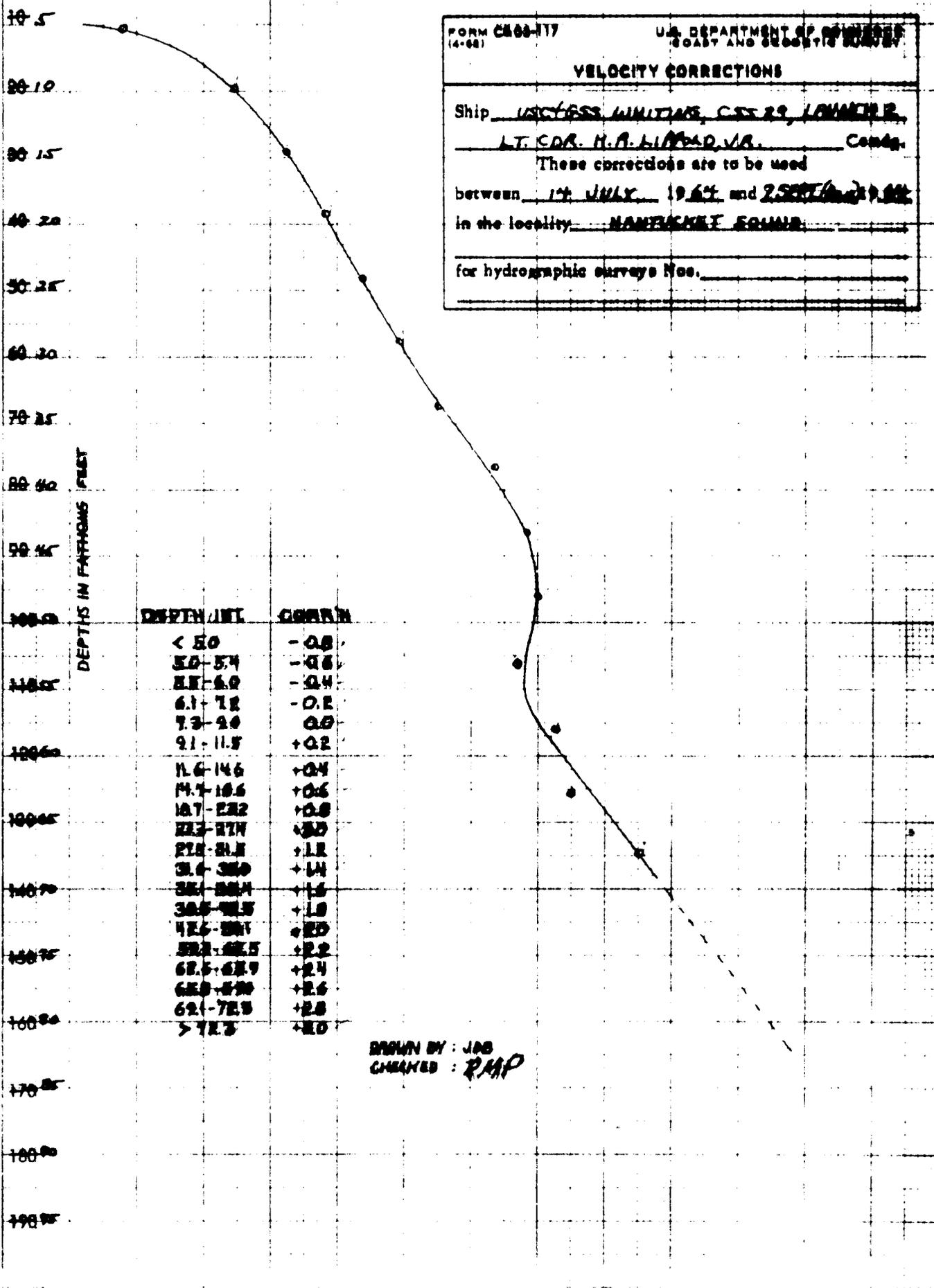
FORM CG-00-117 (4-62) U.S. DEPARTMENT OF COMMERCE  
COAST AND GEODETIC SURVEY

**VELOCITY CORRECTIONS**

Ship USCGC WINGATE, CGC 29, LOWELL, R.  
LT. CDR. H. A. LIPMAN, USN. Comdg.

These corrections are to be used  
between 17 JULY 1964 and 25 SEP 1964  
in the locality NANTUCKET SOUND

for hydrographic surveys Nos. \_\_\_\_\_



(For deep water add a 0 to these figures)

DEPTH IN FATHOMS (FEET)

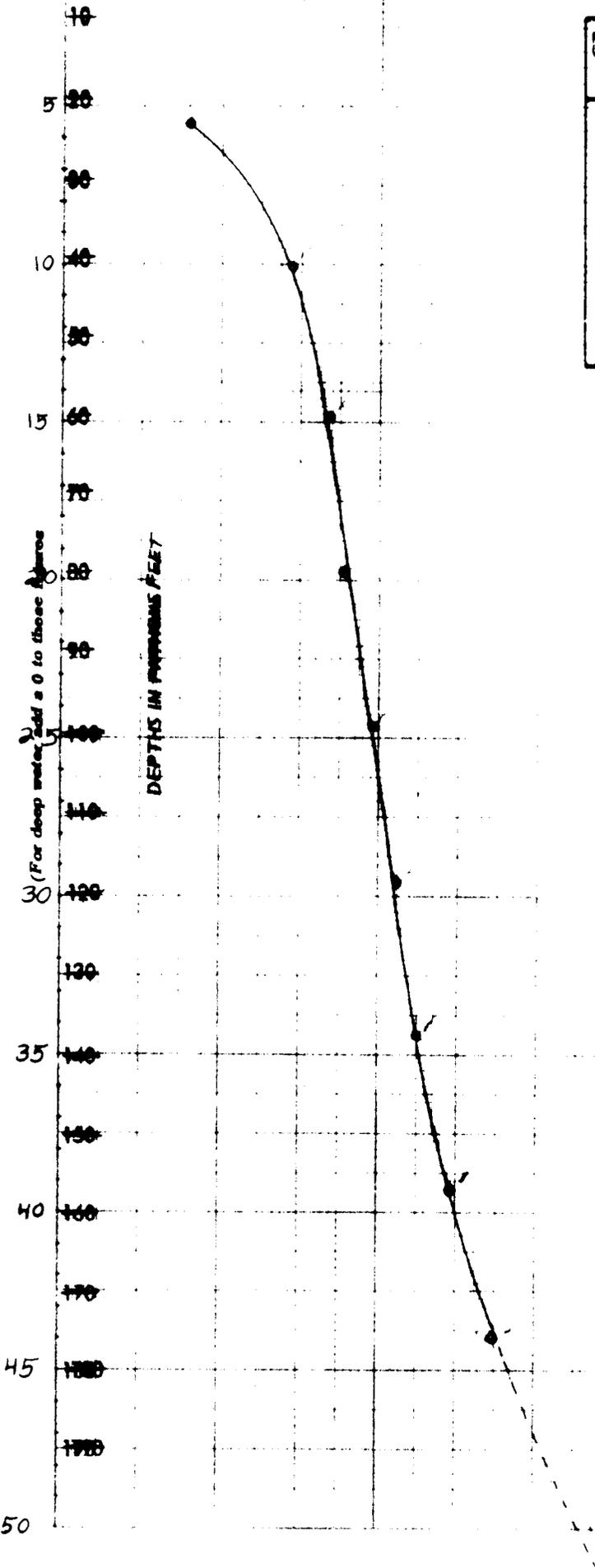
DEPTH (FEET)	CORRECTION
< 50	-0.8
50-54	-0.8
55-59	-0.4
60-64	-0.2
65-69	0.0
70-74	+0.2
75-79	+0.4
80-84	+0.6
85-89	+0.8
90-94	+1.0
95-99	+1.2
100-104	+1.4
105-109	+1.6
110-114	+1.8
115-119	+2.0
120-124	+2.2
125-129	+2.4
130-134	+2.6
135-139	+2.8
> 140	+3.0

DRAWN BY: JAS  
CHECKED: RMP

17 1/2 X 20 TO THE IN. P. 1600-10-2  
KUPPEL & BISSER

CORRECTIONS IN FEET, FATHOMS

FORM 6468-117 (4-64)	U.S. DEPARTMENT OF COMMERCE NAVY AND COAST GUARD
<b>VELOCITY CORRECTIONS</b>	
Ship <u>USCGC WHITING, CSS 29, LAUNCH 2</u>	
LT. CDR. <u>H. R. LIPPOLD, JR.</u> Comd.	
These corrections are to be used between <u>7 SEPT. (Pos. 13) 1964</u> and <u>9 OCT. 1964</u> in the locality <u>NANTUCKET SOUND</u>	
for hydrographic surveys Nos. _____	



DEPTH INT'L	CORRN
< 5.9	- 0.6
5.9 - 7.2	- 0.4
7.2 - 9.3	- 0.2
9.3 - 13.8	+ 0.0
13.8 - 22.1	+ 0.2
22.1 - 30.5	+ 0.4
30.5 - 37.5	+ 0.6
37.5 - 42.0	+ 0.8
42.0 - 45.4	+ 1.0
45.4 - 48.4	+ 1.2
48.4 - 50.8	+ 1.4
> 50.8	+ 1.6

DRAWN BY: *RAP*  
CHECKED BY: *RFL*

K&E 20 X 20 TO THE IN. H. 358 1077  
KUPFFEL & BESSER

TABLE II

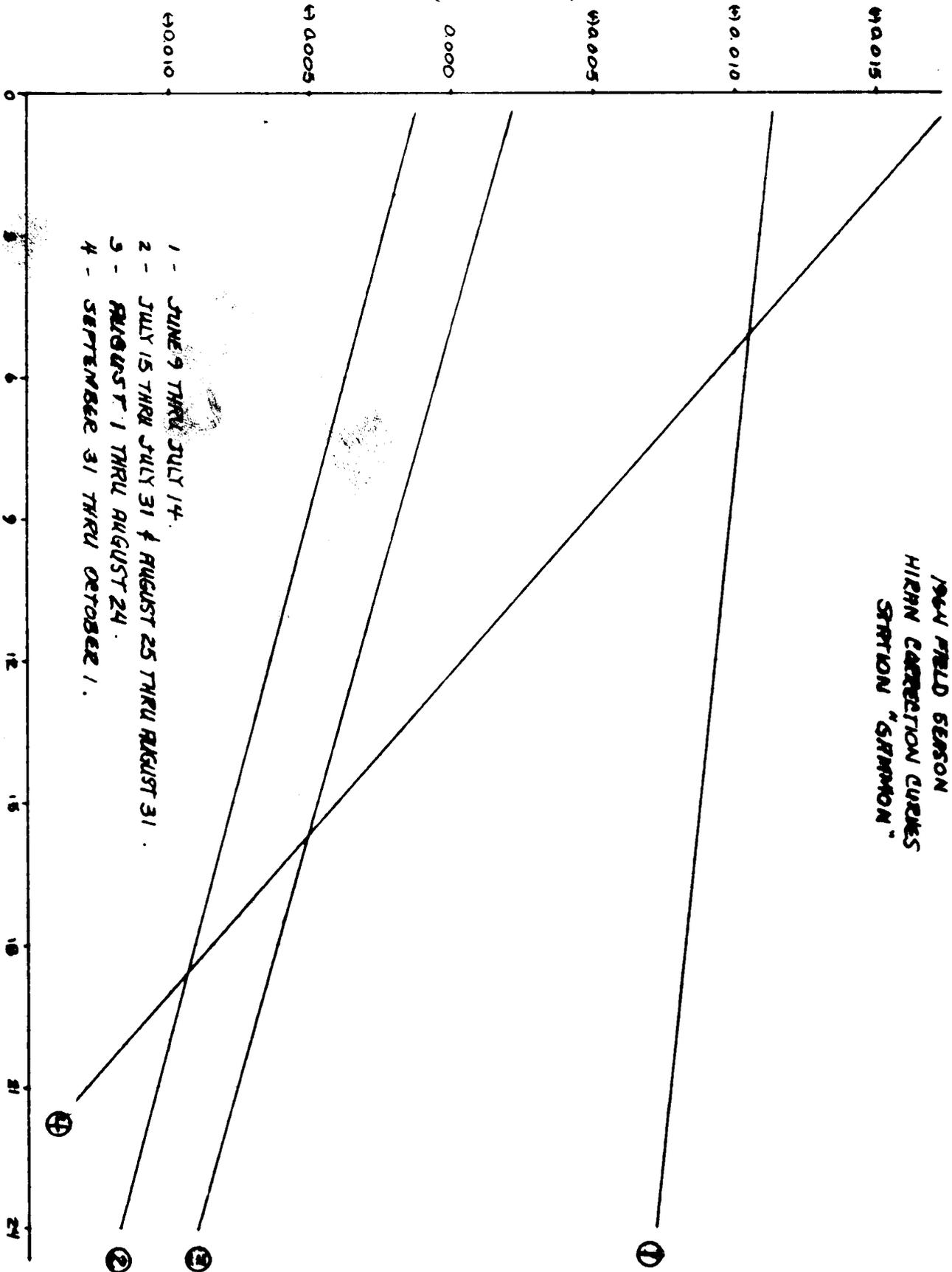
## HIRAN CORRECTIONS

OPR-369 1964 Launch II

<u>Date</u>	<u>Gannon</u> dist. (STA. MI.) corr.	<u>Neck</u> dist. (STA. MI.) corr.
1 June-14 July	2.000-20.000 +.015	3.900-4.949 +.040 4.950-6.199 +.035 6.200-7.319 +.030 7.320-8.549 +.025 8.550-9.699 +.020 9.700-10.999 +.015 11.000-12.049 +.010 12.050-13.349 +.005 13.350-14.449 .000 14.450-15.619 -.005 15.620-16.799 -.010 16.800-17.999 -.015 18.000-19.200 -.020
15 July-31 July	3.000-14.999 -.005 15.000-20.000 -.010	2.000- 9.199 +.005 9.200-19.600 .000
1 Aug-24 Aug	2.000-9.499 .000 9.500-20.000 -.005	2.000- 7.499 +.025 7.500-19.399 +.020 19.400-20.000 +.015
25 Aug-31 Aug	3.000-14.999 -.005 15.000-20.000 -.010	2.000- 9.199 +.005 9.200-19.600 +.000
1 Sept-1 Oct	2.000-3.399 ++.015 3.400-7.499 +.010 7.500-10.199 +.005 10.200-14.299 .000 14.300-17.049 -.005 17.050-20.000 -.010	3.400-12.499 +.030 12.500-18.599 +.025 18.600-20.000 +.020

CORRECTIONS  
(STATUE MILES)

LEARNER # 2  
PROJECT OPR - 869  
1964 FIELD SEASON  
HIRN CORRECTION CURVES  
STATION "SHIMMON"

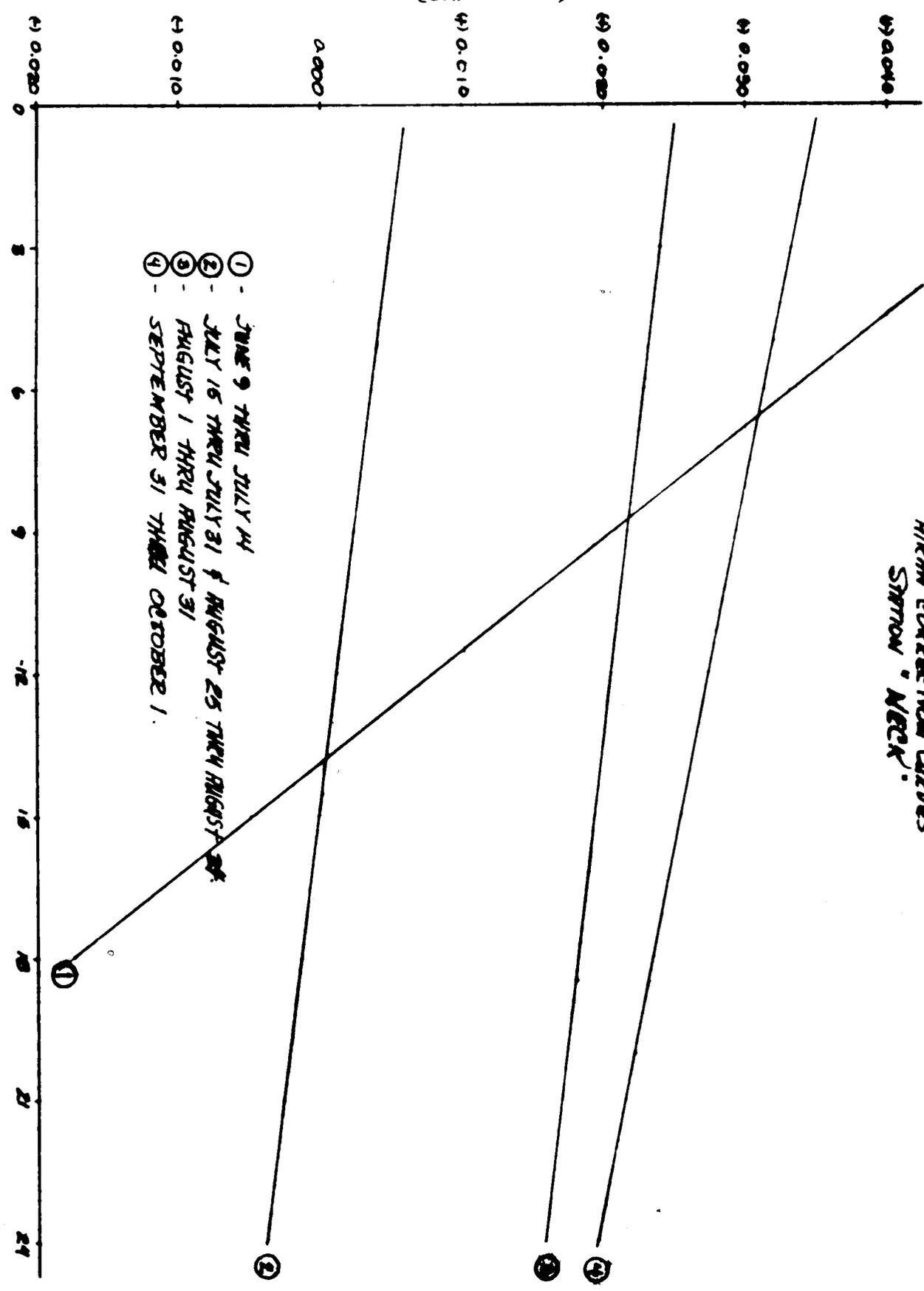


- 1 - JUNE 9 THRU JULY 14.
- 2 - JULY 15 THRU JULY 31 & AUGUST 25 THRU AUGUST 31.
- 3 - AUGUST 1 THRU AUGUST 24.
- 4 - SEPTEMBER 31 THRU OCTOBER 1.

ELECTRONIC DISTANCE  
(STATUE MILES)

NUMBER 2  
 PROJECT DNR - 869  
 1964 FIELD SEASON  
 HIRSH CORRECTION CURVES  
 STATION "NECK"

CORRECTIONS  
(STATUTE MILES)



ELECTRONIC DISTANCE  
 (STATUTE MILES)

TABLE III

SETTLEMENT & SQUAT CORRECTION

Launches I & II

Speed(RPM)	Correction(feet)
0-1000	0.0
1000-2400	+0.2
2400-	0.0

APPROVAL SHEET

The boatsheet and records for the area surveyed are complete and approved. the boatsheet and sounding volumes were examined daily during the survey. The area surveyed is complete and adequate for charting.

12/5/64



James Collins  
LT, USC&GS  
Commanding ship WHITING



Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. *H-8820*

Records accompanying survey: Smooth sheets *1*...;

boat sheets *2*...; sounding vols. *33*...; wire drag vols. *None*...;

Descriptive Reports *1*...; graphic recorder envelopes *1-Cahier*...;

special reports, etc. ....

.....

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

Number of positions on sheet	<i>5763</i>
Number of positions checked	<i>261</i>
Number of positions revised	<i>None</i>
Number of positions revised (refers to depth only)	<i>None</i>
Number of soundings/erroneously spaced	<i>None</i>
Number of signals erroneously plotted or transferred	<i>None</i>
Topographic details	Time <i>5 hrs.</i>
Junctions	Time <i>45 hrs.</i>
Verification of soundings from graphic record	Time <i>40 hrs.</i>
Special adjustments	Time <i>None</i>

Verification by *Fred Bean*..... Total time *396 hrs.* Date *8/24/67*

Reviewed by ..... Time ..... Date .....

GEOGRAPHIC NAMES

H-8820

Name on Survey	A. ON CHART NO. 261										K
	B. ON PREVIOUS SURVEY NO.	C. ON U.S. QUADRANGLE MAPS	D. FROM LOCAL INFORMATION	E. ON LOCAL MAPS	F. P.O. GUIDE OR MAP	G. RAND McNALLY ATLAS	H. U.S. LIGHT LIST				
- Bluefish Point											
- Caleb Pond	✓										1
- Cape Poge	✓										2
- Cape Poge Bay	✓										3
- Cape Poge Gut	✓										4
- Chappaquidick Point	✓										5
- " Island	✓										6
- Edgartown	✓										7
- " Beach											8
- Harbor	✓										9
- Fel Pond	✓										10
- Katama	✓										11
- " Bay	✓										12
- Katama Point	✓										13
- Little Neck	✓										13
- Long Point	✓										14
- Martha's Vineyard	✓										14
- Mattaket Point	✓										15
- Middle Flats	✓										16
- Mill Rock	✓										17
- Muskeget Channel											18
- North Neck	✓										19
- Norton Point	✓										20
- Pocha Pond	✓										21
- Sengokontaktet Pond	✓										22
- Simon Point	✓										23
- Snows Point	✓										23
- Spindle Rock											24
- Tom Shoal	✓										25
- TRAPPS Pond	✓										25

WASQUET POINT

GEOGRAPHIC NAMES

Survey No. H-8820

Name on Survey	Source of Name											
	A	B	C	D	E	F	G	H	K			
Cape Poge ✓												1
Cape Poge Bay ✓												2
Chappaquiddick Island ✓												3
Edgartown ✓												4
Edgartown Harbor ✓												5
Eel Pond ✓												6
Katama ✓												7
Katama Bay ✓												8
Katama Point ✓												9
Marthas Vineyard ✓												10
<sup>Ma Ha Kisset Bay</sup> Norton Point ✓												11
Sengokocket Pond ✓												12
Snows Point ✓												13
Wasque Point ✓												14
Long Point												15
Muskeget Channel												16
Spindle Rock												17
Chappaquiddick Pt												18
Cape Poge Gut												19
North Neck												20
Pocha Pond												21
Tom Shoal												22
Middle Flats												23
Mill Rock												24
Trapps Pond												25
Caleb Pond												26
Edgartown Beach												27

Names approved

DEC. 13, 1967

*Frank W. Fickett*

1

VERIFIER'S REPORT OF HYDROGRAPHIC SURVEY NO. H-

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- (1922)" 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 ~~dot~~ ~~where shown thereon.~~ **SUPERCEDED** Rocks located accurately by hydrographer are encircled by ~~hand-drawn circles.~~
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 <sup>82</sup>~~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:  
*Some slight displacement was encountered in Edgartown Channel where the crossline ran parallel to the channel whereas the general scheme of hydro ran nearly crosswise, better showing the exact cut of the channel henceforth, the sdgs of the general scheme was shown preference as it is definitely indicative that this crossline is in proper alignment with the edge of the channel, resulting in much straighter depth curves.*
32. Junctions with contemporary surveys were satisfactory except as follows:  
*this survey was conducted in two (2) different seasons, (1964 & 1965). the 1965 work using HIRAN control with ARCS extending across land masses and the 1964 work with visual control. Result, some disagreement was encountered in depths. Henceforth, the shaller sdgs were shown preference wherever necessary to avoid any doubt since this area is predominantly sand ridged, and constantly changing.*
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:  
*see item 31 & 32.*

Verified by *Fred Bean*

Date *8/24/67*

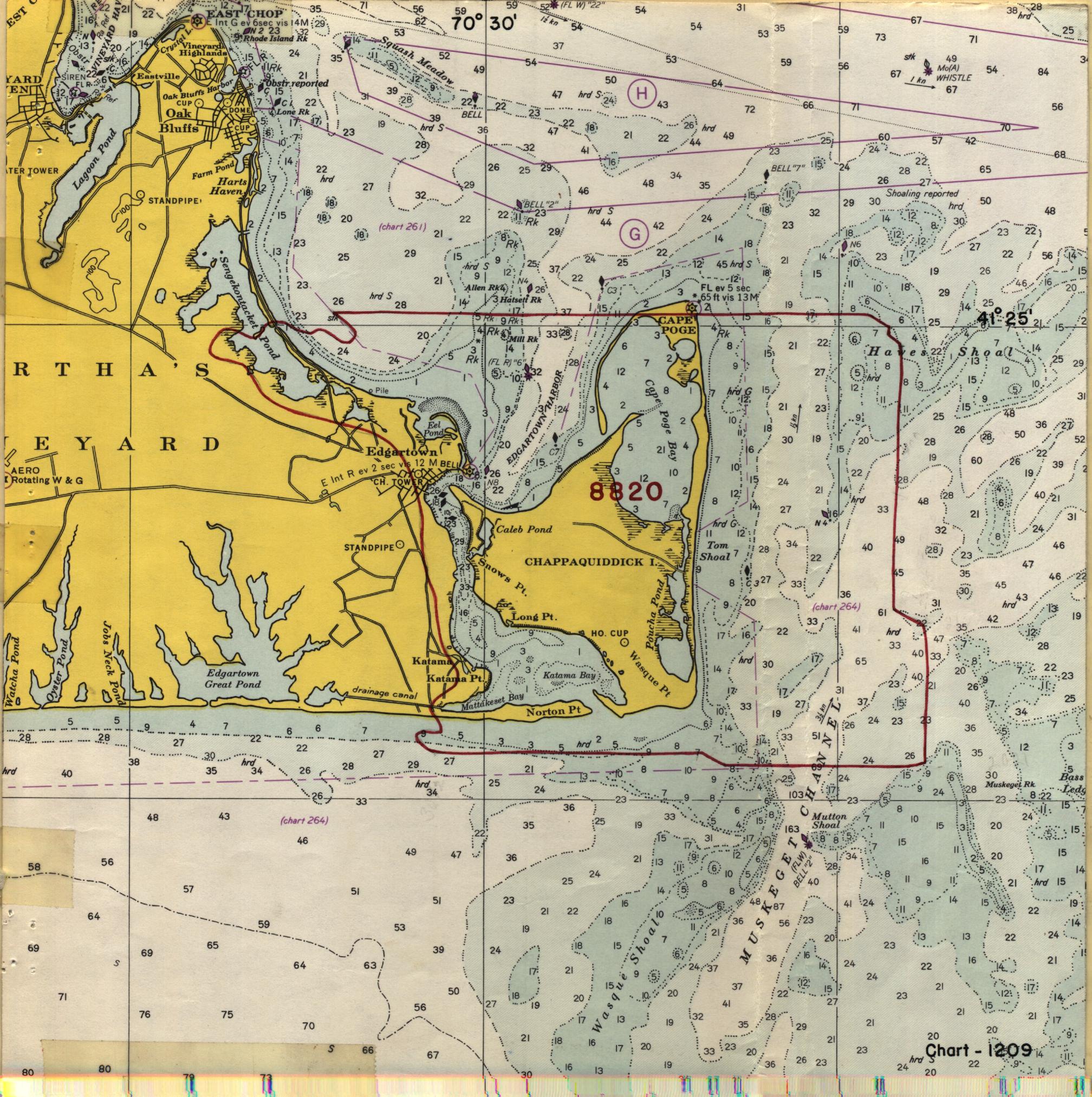


Chart - 1209

RECORD OF APPLICATION TO CHARTS

FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. H-8820

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
1209	10-21-64	J. Beeler	<del>Full Part Before After Verification Review Inspection Signed Via</del> Drawing No. <del>Exam for Critical Soundings</del> <i>(Not by larger scale per time limit)</i>
		<i>replaced by KE</i>	
265	11-26-69	D. Chapman	<del>Full Part Before After Verification Review Inspection Signed Via</del> Drawing No. 6 <i>Exam for Critical Corr. only (No. Corr)</i>
261	4-28-70	J. Beeler	<del>Full Part Before After Verification Review Inspection Signed Via</del> Drawing No. <i>Revised, not fully Sdgs + Curves; Added Hydro in Cape Page Channel</i>
264	4-28-70	J. Beeler	<del>Full Part Before After Verification Review Inspection Signed Via</del> Drawing No. 6 <i>Revised (not full) sdgs + curves</i>
1209	6-25-70	B. Fennanders	<del>Full Part Before After Verification Review Inspection Signed Via</del> Drawing No. <i>End until fully appd to Chart 264</i>
13241	1-2-92	L. Chapman	<del>Full Part Before After Verification Review Inspection Signed Via</del> Drawing No. 14 <i>Adequately Applied</i>
13233	11-4-92	L. Chapman	<del>Full Part Before After Verification Review Inspection Signed Via</del> Drawing No. <i>Re-examined, No further application necessary</i>
			<del>Full Part Before After Verification Review Inspection Signed Via</del> Drawing No.
			<del>Full Part Before After Verification Review Inspection Signed Via</del> Drawing No.
			<del>Full Part Before After Verification Review Inspection Signed Via</del> Drawing No.