FE211

Diagrams 1238-2 & 1243-2

NOAA FORM 76-35A

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

DESCRIPTIVE REPORT

(HYDROGRAPHIC)

Type of Survey ... Wire Drag

Field No. ... RH-10-2-71

Office No. ... FE-211WD

LOCALITY

State ... South Carolina & Florida

General Locality ... Winyah Bay, S.C. and Jacksonville Beach, Fla.

Locality ... Winyah Bay Entrance &

... Mayport, Fla.

1971

CHIEF OF PARTY

... LCDR M.N. Walter

LIBRARY & ARCHIVES

DATE ... January 26, 1972

☆ U.S. GOV. PRINTING OFFICE: 1976—669-441

NOTE: A new system for registering Field Examinations (FE's) was established in 1980. All FE's are now consecutively numbered as shown hereon. The date shown in the new format is the actual date of survey. This material was previously registered as;

FE No.2 1971

FE211

F E No. 2
1971
WIRE DRAG

1238-2
1243-2

FE211

Diag. Cht. Nos. 1238-2 & 1243-2.

FORM C&GS-504

U.S. DEPARTMENT OF COMMERCE
ENVIRONMENTAL SCIENCE SERVICES ADMINISTRATION
COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Type of Survey WIRE DRAG
SP-AMC-6-RU/HE-71
Field No. RH-10-2-71WD *Office No.* F.E.No.2-1971
Wire Drag

LOCALITY

State SOUTH CAROLINA and FLORIDA

General locality WINYAH BAY, S.C. and
JACKSONVILLE BEACH, FLA.

Locality WINYAH BAY ENTRANCE and
MAYPORT, FLA.

19 71

CHIEF OF PARTY

LCDR MERRITT N. WALTER

LIBRARY & ARCHIVES

DATE JAN 26 1972

USCOMM-DC 37022-P66

Charts 569
1110
1111
1238
1243

F E NO. 2 1971 WIRE DRAG

FE-211 (1971) WD

FORM C&GS-537
(5-66)

U.S. DEPARTMENT OF COMMERCE
ENVIRONMENTAL SCIENCE SERVICES ADMINISTRATION
COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

REGISTER NO.

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.
RH-10-2-71WD

State SOUTH CAROLINA and FLORIDA

General locality WINYAH BAY, S.C. and JACKSONVILLE BEACH, FLA.

Locality WINYAH BAY ENTRANCE and MAYPORT, FLA.

Scale 1 : 10,000 Date of survey 22 JUL 1971 - 29 JUL 71

Instructions dated 14 JULY 1971 Project No. SP-AMC-6-RU/HE-71

Vessel NOAA SHIPS RUDE & HECK

Chief of party LCDR MERRITT N. WALTER

Surveyed by M. N. WALTER

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

Graphic record scaled by Ship Personnel

Graphic record checked by " "

Protracted by Billy J. Stephenson Automated plot by MANUAL

Drag Strips inked by:

Soundings penciled by Billy J. Stephenson

Soundings in ~~fathoms~~ feet at MLW ~~MLLW~~ Actual Based on ~~Predicted~~ Tides

REMARKS: Verification was limited to sounding, hang and clearances only. This information was inked and appropriately annotated on the smooth sheet. The smooth plotted position of the hang on Sheet 1 of 3 was revised during the present processing. The cleared areas on the smooth sheets as well as the remaining penciled information 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. C.D.M. 12/2/81

Applied to Stds 2-14-72
ACS.

Reviewed for N.M. 2-18-72 C&H

USCOMM-DC 37009-P66

DESCRIPTIVE REPORT
TO ACCOMPANY
WIRE DRAG FIELD NO. RH-10-2-71
PROJECT SP-AMC-6-RU/HE-71
WINYAH BAY ENTRANCE AND JACKSONVILLE BEACH
1971
LCDR MERRITT N. WALTER
NOAA SHIPS RUDE & HECK

A. AUTHORITY - Project instructions, SP-AMC-6-RU/HE-71, Wire Drag, HECTOR WRECK near Winyah Bay Entrance, S.C. and GULF AMERICA WRECK near Jacksonville Beach, Florida dated 14 July 1971.

B. CHARACTER AND LIMITS OF THE WORK - The purpose of this project is to locate and clear by wire drag the HECTOR WRECK, GULF AMERICA WRECK, and a 37 foot sounding.

The locality of the survey is (1) a one-half mile radius from position 32° 59' 50" N 79° 05' 50" W (Reference Chart 1238), (2) a one-half mile radius from position 30° 16' 40" N 81° 13' 40" W (Reference Chart 1243), and (3) a one-quarter mile radius from position 30° 19' 33" N 81° 18' 17" W (Reference Chart 1243).

C. CONTROL - Raydist control and a combination of visual and raydist control were utilized on this survey.

A listing of all signals used is given in Attachment I.

D. DATE OF SURVEY - Dragging for SP-AMC-6-RU/HE-71 began 22 July 1971 and was completed 29 July 1971.

E. TIDAL REDUCERS - Wire Drag at Winyah Bay Entrance - Preliminary reduction of each days data was made using predicted tides for the standard tide gage at Charleston, S.C. from Eastern Daylight Savings Time.

Tide data for all strips was corrected as follows:
High Water ($-0^h\ 27^m$ -0.1 ft)
Low Water ($-0^h\ 27^m$ 0.0 ft)

Wire Drag off Jacksonville Beach - Preliminary reduction of each days data was made using predicted tides for the standard tide gage at Mayport, Fla. from Eastern Daylight Savings Time.

Tide data for all strips was corrected as follows:
High Water ($-0^h\ 25^m$ +0.7 ft)
Low Water ($-0^h\ 18^m$ 0.0 ft)

See Attachment II for tide corrections to be applied to actual tides.

F. SPLITS - There are no splits in the SP-AMC-6-RU/HE-71 project.

G. GROUNDINGS AND HANGS - See Attachment III, List of Groundings and Hangs.

H. GENERAL NOTES - Morning and evening raydist calibrations at Winyah Bay Entrance were made by running the Winyah Bay Range A and turning the right angle to Georgetown Lighthouse.

Buoy R"4" and Buoy "WR4" were circle calibrated by the HECK. These buoys were later used as established positions for checking raydist lane count.

Morning and evening raydist calibrations at Mayport, Fla. were made by running the St. Johns Lighthouse - Mayport Tank range and turning the right angle to Calibration Building.

Wreck Buoy "WR" was circle calibrated by the HECK and later used as an established position for checking raydist lane count.

I. CURRENTS - Drag strips planned with the use of C&GS Tidal Current and Tide Tables gave satisfactory results.

J. DISCREPANCIES AND COMPARISON WITH PREVIOUS SURVEY AND CHARTS - See Attachment IV, Item Investigation.

K. PERSONNEL AND EQUIPMENT - During the SP-AMC-6-RU/HE-71 project the ships RUDE and HECK acted as guide and end vessels, respectively. The RUDE and HECK launches were alternated as the drag tender. Reconnaissance hydrography was done by the RUDE and HECK strictly for the purpose of figuring upright settings. This hydrography should not be used for charting. Cuts to the end buoy and opposite vessel were made by gyro repeaters. Reconnaissance hydrography was not processed or smooth plotted. Fathograms were not forwarded.

The distance from the mast to end buoy was 265 meters when an 800 ft towline was used.

Standard wire drag equipment was used throughout the survey. Maximum length of drag used was 9600 feet while 3600 feet was the minimum.

Officers onboard during SP-AMC-6-RU/HE-71 work were: LCDR M.N. Walter, CDR J. Collins, LT G.R. Schaefer, LTJG A.Y. Bryson, and LTJG M.M. Ethridge.

L. MISCELLANEOUS - Greenwich Mean Time was used throughout the project.

See wire drag volume (~~entry following C day~~ Two page typed report at front of volume) for description of wire drag operations conducted on the HECTOR WRECK.

M. RECOMMENDATIONS - This survey is considered adequate with respect to the wire drag requested.

Submitted by,

Max M. Ethridge

LTJG Max M. Ethridge

APPROVAL SHEET

All records of this survey prior to smooth plotting are hereby approved. The SP-AMC-6-RU/HE-71 field work was personally supervised by the undersigned, and the boat sheets and records were inspected daily. This survey is considered complete and adequate for charting. No additional field work is recommended.

Merritt N. Walter
LCDR NOAA

TABLE OF ATTACHMENTS

ATTACHMENT I

CONTROL SIGNALS

for Winyah Bay Entrance

NAME	STATION	LAT - LONG	SOURCE	YEAR
RED	WINYAH RAYDIST ESTABLISHED BY WIRE DRAG PARTY	33° 13' 31.73" N 79° 12' 09.83" W		1971
GREEN	MOORE RAYDIST ESTABLISHED BY WIRE DRAG PARTY	32° 56' 22.62" N 79° 39' 28.97" W		1971
	WINYAH BAY RANGE A FRONT LIGHT	33° 11' 33.45" N 79° 10' 04.95" W		
	WINYAH BAY RANGE A REAR LIGHT	33° 11' 33.46" N 79° 10' 31.33" W		
	GEORGETOWN LIGHTHOUSE	33° 13' 20.88" N 79° 11' 07.01" W	G-1886	1942
WRECK	HECTOR WRECK MARKER BUOY ESTABLISHED BY WIRE DRAG PARTY	33° 00' 04.8" N 79° 06' 08.5" W	Temporary buoy on wreck.	1971
WR4	WRECK BUOY "WR4" LOCATED BY WIRE DRAG PARTY	32° 59' 07" N 79° 04' 53½" W	Buoy temporarily moved by C.G. for Ru/He W.D. See note at end of B day in Wire Drag Volume.	1971

→ Temporary location of wreck buoy. This buoy was moved so it would not interfere with dragging operations.

ATTACHMENT I
(Continued)

CONTROL SIGNALS

For Jacksonville Beach

NAME	STATION	LAT - LONG	SOURCE	YEAR
	MAYPORT TANK	30° 23' 14.14" N 81° 24' 41.68" W		
	ST. JOHNS LIGHTHOUSE	30° 23' 09.29" N 81° 23' 53.52" W		
	CALIBRATION BUILDING ESTABLISHED BY WIRE DRAG PARTY	30° 23' 44.30 N 81° 23' 42.27" W		1971
RED	ST. JOHNS RAYDIST ESTABLISHED BY WIRE DRAG PARTY	30° 23' 09.29" N 81° 23' 52.89" W		1971
GREEN	BOM RAYDIST ESTABLISHED BY WIRE DRAG PARTY	29° 55' 00.83" N 81° 17' 32.45" W		1971

U.S. DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SURVEY
Rockville, Md. 20852

Date: September 30, 1971

Reply to Attn of: C3312-229-MCFOB

Subject: Hourly Heights off Jacksonville

To: Chief, Verification Branch
Processing Division
Atlantic Marine Center

I enclose hourly heights for Mayport for July 1971. To correct tabulated heights to mean low water, subtract 1.62 feet.

Tides at the wreck site, 30°18'N and 81°16'W, occur about 30 minutes earlier than at Mayport. The range ratio is 1.156.

Saul C. Berkman

Saul C. Berkman
Acting Chief, Processing Section
Tides Branch
Oceanographic Division

Enclosures

SP-AMC-6-RU-HE-71

U.S. DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SURVEY
Rockville, Md. 20852

Date: September 30, 1971

Reply to Attn of: C3312-228-MCFOB

Subject: Hourly Heights for Hector Wreck

To: Chief, Verification Branch
Processing Division
Atlantic Marine Center

I enclose hourly heights for Charleston, S.C., for July 1971. To correct tabulated heights to mean low water, subtract 4.34 feet.

Tides at Hector Wreck occur about 45 minutes earlier than at Charleston. The range ratio is 0.846.

Saul C. Berkman

Saul C. Berkman
Acting Chief, Processing Section
Tides Branch
Oceanographic Division

Enclosures

SP-AMC-6-RU/HE-71

ATTACHMENT II

TIDAL NOTE

Winyah Bay Entrance Item

Hourly tide heights were supplied by the Rockville Office (Chief, Tides Section) for Myrtle Beach, S.C., time meridian 75° W. Height is ft below mean low water.

Tide corrections recommended by the Rockville Office are as follows:

In accordance with the enclosed letter of Sept. 30, 1971, Ref: C3312, tides on Hector wreck were referred to gage at Charleston, S.C.

Time correction was -45 minutes
Ratio range correction was 0.846

Jacksonville Beach Items

Hourly tide heights were supplied by the Rockville Office (Chief, Tides Section), for Daytona Beach, Florida, time meridian 75° W. Height datum is ft below mean low water.

Tide corrections recommended by the Rockville Office are as follows:

In accordance with the enclosed letter of Sept. 30, 1971, Ref: C3312, tides on the items in the vicinity of Jacksonville Beach were referred to Mayport gage.

Time correction was -30 minutes
Range ratio was 1.156

Hugh L. Proffitt
Chief, Verification Br., AMC

ATTACHMENT III

GROUNDINGS AND HANGS

POSIT NO AND DAY LETTER	BUOY NO.	LAT	LONG	GROUND EFF DEPTH	CLEAR BY STRIP	CLEAR EFF DEPTH	REMARKS
15A Strip 1	7-8	33°00'04.0"	79°06'08.5"	~~NONE~~ 21'	C2	~~10~~ 9'	HECTOR WRECK
~~7~~ 13C Strip 2	2-3	33°00'04.0"	79°06'08.5"	~~11~~ NO HANG	C2	~~10~~ 9'	HECTOR WRECK
*1B		33°00'04.0" 79°06'08.5" Least depth sounding of 13' obtained by diver using tester. All B day strips rejected in field.					HECTOR WRECK

* The drag tester is used to determine lift or sag of the bottom wire and consists of a pipe and a graduated wire.

ATTACHMENT IV

ITEM INVESTIGATION

HECTOR WRECK Source is pre-1928. A small scale chart covering this area already had the wreck charted when Chart 1238 (New 11531) was first constructed in 1928. See Chart History. logged

The sunken wreck of the ship HECTOR charted at 32° 59' 50" N 79° 05' 50" W was located on 22 July 1971 at 33° 00' 04.0" N 79° 06' 08.5" W with a least depth of ~~12~~ 13 ft MLW.

Because of extensive diver investigation the wreck was cleared in one direction only in accordance with project instructions. The clearing strip was run on 24 July 1971 with an effective depth of ~~10~~ 9 ft MLW. CONCUR

Recommend the wreck now be charted at 33° 00' 04.0" N 79° 06' 08.5" W and shown as cleared by wire drag to ~~10~~ 9 ft MLW.

(Wreck position will fall within a Fish Haven with an authorized minimum depth of 9 ft. (CL-1201/81) on the next edition of chart 11531 (old 1238). See current chart standard.

The wreck is presently charted as cleared to an effective depth of 9 ft. (Chart 11531 13th. ed. Mar. 22/80). It should be retained as presently charted.

ATTACHMENT IV
(Continued)

GULF AMERICA WRECK Source: NM 18 1942

The sunken wreck of the S/S GULF AMERICA charted at 30° 16' 40" N 81° 13' 40" W was investigated with a one-half mile radius search. The wreck was not located.* (logged)

LCDR Hutto, Commanding Officer of Coast ~~Gaurd~~ Guard Base Mayport, Florida reported that the mooring chain of Wreck Buoy "WR" (at its charted location) showed chafing against metal on the lower end in 1965, when his command, the USCG SWEETGUM serviced the buoy.

Recommend the charted wreck at 30° 16' 40" N 81° 13' 40" W be removed from charts of the area.

This position falls within a Fish Haven with an authorized minimum depth of 50 ft. Chart 11488 (old 1243) 14th Ed. Dec. 29/79

* The charted position is cleared to an effective depth of 48 ft. (D day). The wreck is not presently charted (Chart 11488, 14th. Ed. Dec. 29/79).

Reported 37 ft Sounding Source: Bp. 58049 (Boat Sheet of H-8462)

The 37 ft sounding charted at 30° 19' 33" N 81° 18' 17" W was investigated with a one-quarter mile radius search. No obstruction was located. The charted position was cleared to an effective depth of 44 ft. (E DAY)

Recommend the 37 ft sounding be removed from charts of the area. CONCUR

Sounding is not charted on Chart 11488 (old 1243) 14th ED. Dec. 29/79. No attempt was made to determine when this sounding was removed from the chart.

ATTACHMENT V

STATISTICS

DATE	DAY LETTER	STRIP NO.	VOL NO.	POSITIONS	LINEAL NAUTICAL MILES	SQUARE NAUTICAL MILES
22 Jul 71	A	I	I	15	1.4	1.4
23 Jul 71	B	NONE	I	NONE	NONE	NONE
24 Jul 71	C	I	I	7	0.7	0.4
24 Jul 71	C	II	I	8	0.8	0.5
27 Jul 71	D	I	I	~~37~~ 29	1.6	1.9
29 Jul 71	E	I	I	14	1.3	1.0

VERIFICATION BRANCH
ADDENDUM
To Accompany

WIRE DRAG INVESTIGATION RH 10-2-71WD

GENERAL

The field requested and ~~recieved~~ received registry number H-9259 for this investigation. Because of the small amount of dragging and the fact that it was smooth plotted on three smooth sheets, this survey was treated as a field examination in this office. The registry number was not used on any of the records as it is believed it should be returned to Hydro Data Section for reissue.
The registry number, H-9259, was cancelled ... this survey is known as F.E. 211. (1971) W.D.

All field plotting of drag strips was done on paper overlays which are being forwarded. The Mylar boat sheets, which are blank, were held in this office.

WIRE DRAG RESULTS

Processing of all wire drag records was done by personnel of this Branch.

Wire drag on HECTOR WRECK was plotted on sheet designated 1 of 3. The item was hung at an effective depth of 21 feet and cleared at 9 feet. A shoal sounding of 13 feet was obtained with the drag tester with diver assistance. CONCUR

The drag results appear to be adequate except the effective clearance of the 13 foot sounding should have been deeper. CONCUR

The investigation of wreck GULF AMERICA was plotted on sheet designated 2 of 3.

The drag cleared the charted location with an effective depth of 47⅝ feet. If the wreck is located in the charted position it is assumed that it was demolished, as was customary on wrecks in similar depths. A conformation of this wreckage by a deeper drag or diver investigation would have been a check on the charted location. CONCUR

logged

The investigation of the charted 37 FOOT SOUNDING was plotted on sheet 3 of 3.

The item was cleared with an effective depth of 44 feet.

Hugh L. Proffitt
Chief, Verification Br., AMC

Norfolk, Va.
Jan. 19, 1972

FORM 197
(3-16-55)

GEOGRAPHIC NAMES

Survey No. F.E.No.2-1971 WD

Name on Survey	On Chart No. A	On previous survey No. B	On U. S. quadrangle Maps C	From local information D	On local Maps E	P. O. Guide or Map F	Rand McNally Atlas G	U. S. Light List H	K	
										1
										2
										3
										4
										5
										6
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										24
										26
										27

FORM C&GS-946
(REV. 11-65)
(PRESC. BY HYDROGRAPHIC MANUAL 20-2, 6-94, 7-13)

U.S. DEPARTMENT OF COMMERCE
ENVIRONMENTAL SCIENCE SERVICES ADMINISTRATION
COAST AND GEODETIC SURVEY
NAUTICAL CHART DIVISION

HYDROGRAPHIC SURVEY STATISTICS

HYDROGRAPHIC SURVEY NO. F.E.No.2-1971 WD

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

RECORD DESCRIPTION	AMOUNT	RECORD DESCRIPTION	AMOUNT
SMOOTH SHEET	3	BOAT SHEETS	
DESCRIPTIVE REPORT	1	OVERLAYS	

DESCRIPTION	DEPTH RECORDS	HORIZ. CONT. RECORDS	PRINTOUTS	TAPE ROLLS	PUNCHED CARDS	ABSTRACTS/ SOURCE DOCUMENTS
ENVELOPES						
CAHIERS						
VOLUMES						
BOXES						1

T-SHEET PRINTS *(List)*

SPECIAL REPORTS *(List)*

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				
POSITIONS CHECKED		8		
POSITIONS REVISED		0		
DEPTH SOUNDINGS REVISED		0		
DEPTH SOUNDINGS ERRONEOUSLY SPACED		0		
SIGNALS ERRONEOUSLY PLOTTED OR TRANSFERRED		0		
	TIME (MANHOURS)			
TOPOGRAPHIC DETAILS				
JUNCTIONS				
VERIFICATION OF SOUNDINGS FROM GRAPHIC RECORDS				
SPECIAL ADJUSTMENTS				
ALL OTHER WORK		24		
TOTALS		24 / 4		

PRE-VERIFICATION BY Verification		BEGINNING DATE	ENDING DATE
VERIFICATION BY Charles O. Swanson	Verification Check By K.W. Wellman	BEGINNING DATE 12/2/81 / 12-7-81	ENDING DATE 12/4/81 / 12-10-81
REVIEW BY		BEGINNING DATE	ENDING DATE

USCOMM-DC 36271-P65

FORM C&GS-946A
(REV. 11-65)
(PRES. BY HYDROGRAPHIC MANUAL, 6-94)

U.S. DEPARTMENT OF COMMERCE
ESSA
COAST AND GEODETIC SURVEY

VERIFIER'S REPORT

HYDROGRAPHIC SURVEY, H - F.E.No. 2-1971 WD

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
Note: The verifier should first read the Descriptive Report for general information and problems.		
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	✓	
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	✓	
3. All reference to survey sheets mentioned in the Descriptive Report should include registry number and year. Remarks Required: -- None	N/A	
Part II - SHORELINE AND SIGNALS		
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	N/A	
5. The transfer of contemporary topographic information was carefully examined and reconciled with the hydrography. Remarks Required: -- Discuss remaining differences.	N/A	
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	N/A	
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.	N/A	
Part III - JUNCTIONS		
Note: Make a cursory comparison preliminary to inking soundings in area of overlap.		
8. All junctions of contemporary or overlapping sheets were transferred in colored ink and overlapping curves were made identical. Remarks Required: -- None	N/A	
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	N/A	

Part III - JUNCTIONS (Continued)	CL	R
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.**	N/A	
Part IV - VOLUMES		
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	✓	
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	✓	
Part V - PROTRACTING		
13. All positions verified instrumentally were check marked in color in the sounding records, and verifier initialed the processing stamp. Remarks Required: -- None	✓	
14. The protracting and plotting of all unsatisfactory crossings were verified. Remarks Required: -- None	N/A	
15. All detached positions locating **critical** soundings, rocks, buoys, breakers, obstructions, kelp, etc., were verified and the position numbers are legible. Remarks Required: -- None	✓	

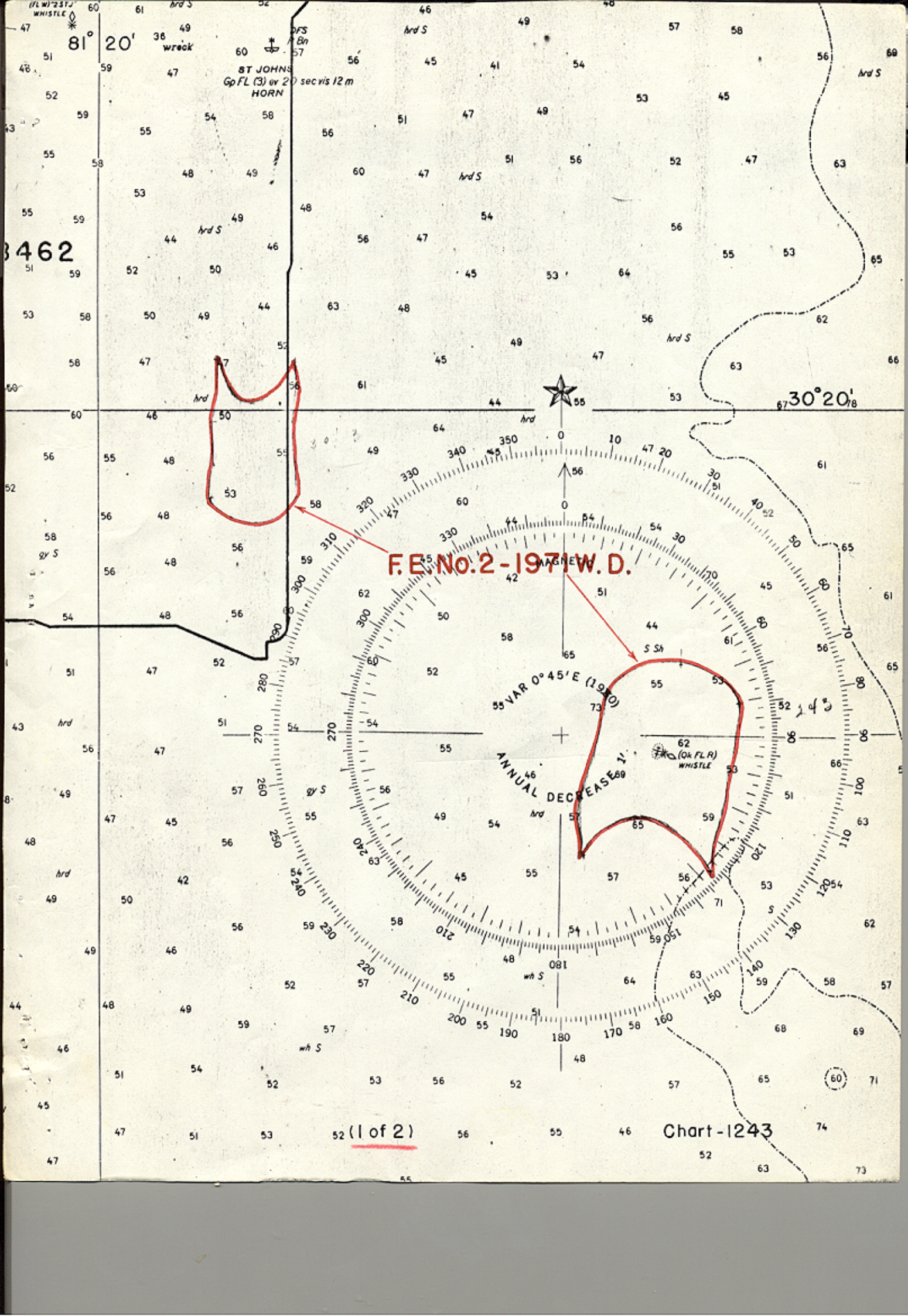
USCOMM-DC 36272-P65

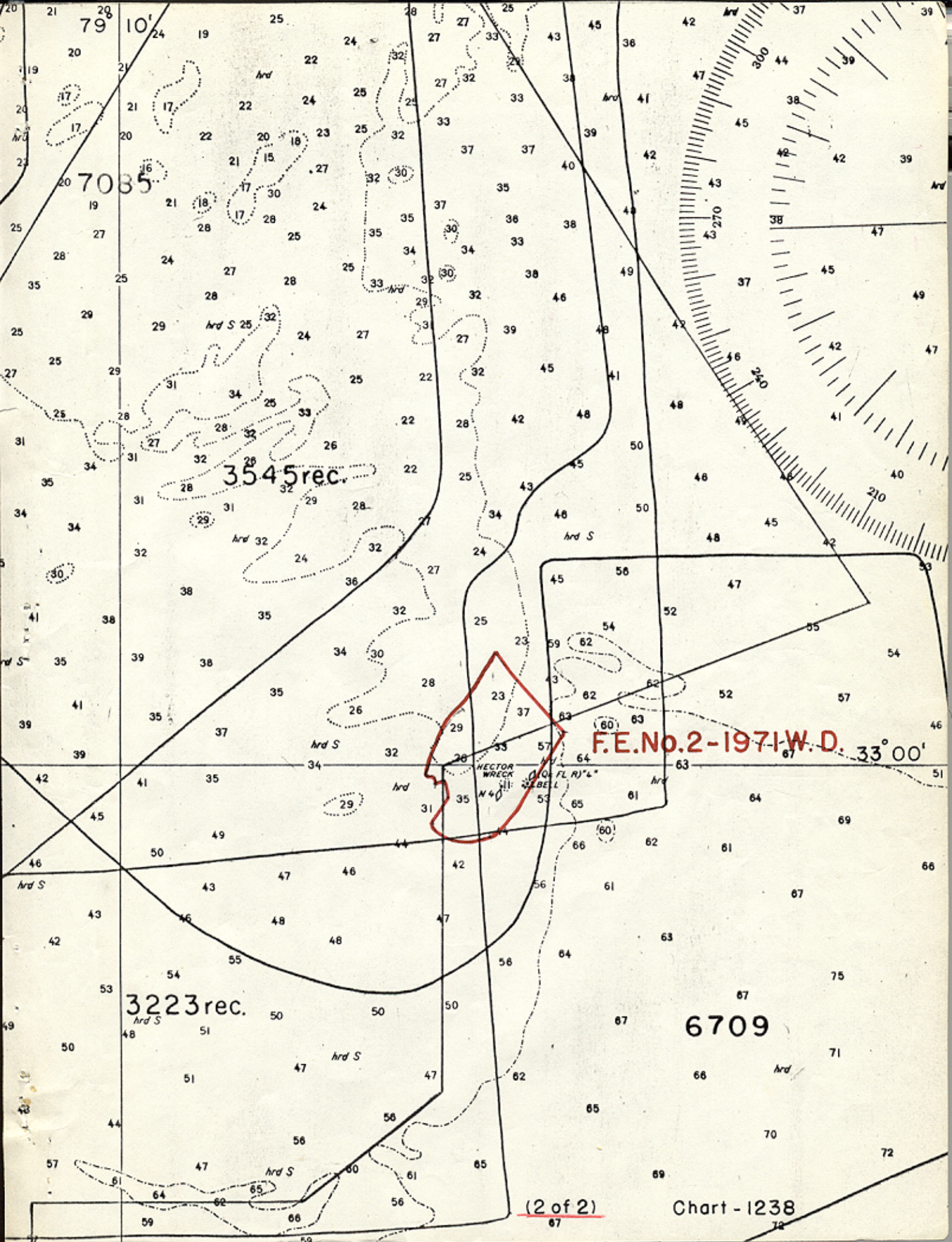
Part V - PROTRACTING (Continued)	CL	R
16. The protracting was satisfactory except as follows: Remarks Required: -- Refers to protracting in general except for specific faults repeated often, or faults in control information, which required considerable replotting or adjustments.	✓	
17. The protractor has been checked within the last three months. Remarks Required: -- Date of check, type of protractor and number.	N/A	
Part VI - SOUNDINGS		
18. All soundings are clear and legible, and critical soundings are a little larger than adjacent soundings. Remarks Required: -- None	N/A	
19. Sounding line crossings were satisfactory except as follows: Remarks Required: -- Discuss adjustments.	N/A	
20. The spacing of soundings as recorded in the records was closely followed; Remarks Required: -- None	N/A	
21. The scanning, reduction, spacing, plotting of questionable soundings have been verified. Remarks Required: -- None	N/A	
22. The smooth plotting of soundings was satisfactory except as follows: Remarks Required: -- Refer to legibility, errors in spacing, and errors in numbers - but not to errors in scanning.	✓	
Part VII - CURVES		
23. The depth curves have been inspected **before** inking. Remarks Required: -- By whom was the penciled curves inspected.	N/A	
24. The low-water line and delineation of shoal areas have been properly shown in accordance with the following: 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 Remarks Required: -- None	N/A	
25. Depth curves were satisfactory except as follows: (This statement should not refer to the manner in which the curves were drawn). 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.	N/A	

Part VIII - AIDS TO NAVIGATION	CL	R
26. All fixed aids located together with those on the contemporary topographic sheets, have been shown on the survey. Remarks Required: -- Conflicts of any nature listed.	N/A	
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. Remarks Required: -- None	N/A	
Part IX - BOAT SHEET		
28. The boat sheet was constantly compared with the smooth sheet with reference to notes, position of sounding lines and supplemental information. Remarks Required: -- None	N/A	
29. Heights of rocks awash were correctly reduced and compared with topographic information. Remarks Required: -- Note excessive conflicts with topographic information.	N/A	
Part X - GENERAL		
30. All information on the sheet is shown in accordance with figures 82 and 83 in the Hydrographic Manual (Pub. 20-2). Remarks Required: -- None	N/A	
31. Unnecessary pencil notes have been removed from the sheet. Remarks Required: -- None	✓	
32. Degree, minute values and symbols have been checked; also electronic distance arcs have been properly identified and checked on the smooth sheet. Remarks Required: -- None	✓	
33. The bottom characteristics are adequately shown. Remarks Required: -- None	N/A	
Part XI - NOTES TO THE REVIEWER		
34. Unresolved discrepancies and questionable soundings.	✓	
35. Notation of discrepancies with photogrammetric survey inserted in report of unreviewed photogrammetric survey or on copy.	N/A	
36. Supplemental information.	N/A	

Verified by ITEMS MARKED N/A DID NOT CONCERN THIS WIRE DRAG SURVEY.
C.D.M 12/4/81

Date


81° 20'
30°20'
3462
ST JOHNS
Gp FL (3) ev 20 sec vis 12 m
HORN
wreck
F.E. No. 2-1971 W.D.
VAR 0° 45' E (1970)
ANNUAL DECREASE 1'
MAGNETIC
(Oc FL R)
WHISTLE
(1 of 2)
Chart - 1243


79° 10'
7085
3545rec.
3223rec.
6709
F.E.No.2-197 I.W.D.
33° 00'
HECTOR WRECK
(2 of 2)
Chart - 1238

(3-25-63) NAUTICAL CHART DIVISION

RECORD OF APPLICATION TO CHARTS

FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. F.E.No. 2-1971 WD

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
369	1-26-73	G Moore	~~Full~~ Part Before ~~After~~ Verification Review Inspection Signed Via
			Drawing No. Prev Applid H.O. deleted H.O. A.P. & L-1444/71
1111	3-12-73	G Moore	~~Full~~ Part Before ~~After~~ Verification Review Inspection Signed Via
			Drawing No. Prev APPLD H.O. A.P. & L-1444/71, Bp 81836
1110	10-20-72	Lillis	~~Full~~ Part Before ~~After~~ Verification Review Inspection Signed Via
			Drawing No. No Critical Cor R
1001	8-7-73	R.A. Lillis	~~Full~~ Part Before ~~After~~ Verification Review Inspection Signed Via
			Drawing No. No Critical Corrections
1238	8/13/73	J. Sherman	~~Full~~ Part ~~Before~~ After Verification Review Inspection Signed Via
			Drawing No. Prev applid H.O. A.P. & L-1444/71
1143	7/8/74	Gerald Kurtz	~~Full~~ Part Before ~~After~~ Verification Review Inspection Signed Via
			Drawing No. P. Applid
11490	11/27/89	P Hunt	Full ~~Part Before~~ After Verification Review Inspection Signed Via
			Drawing No. 14
11480	11-29/89	Ed Martin	Full ~~Part Before~~ After Verification Review Inspection Signed Via
			Drawing No. 37 Considered fully applyd (~~unable to locate smooth sheets at this time~~)
			Full Part Before After Verification Review Inspection Signed Via
			Drawing No.
			Full Part Before After Verification Review Inspection Signed Via
			Drawing No.

FORM C&GS-8352 SUPERSEDES ALL EDITIONS OF FORM C&GS-975. USCOMM-DC 8558-P63