

792

Diag. Cht. No. 1210-1

83
SHA
792ab

Department of Commerce and Labor
COAST AND GEODETIC SURVEY

Superintendent. _____

State: _____

DESCRIPTIVE REPORT. *Only*
Draftsmen

Sheet No. _____

LOCALITY:
Rhode Island
Narragansett Bay

1861 + 1904

CHIEF OF PARTY: _____

U. S. C. & G. SURVEY.
LIBRARY AND ARCHIVES

7928

Correction have been
made H. L. P.

Department of Commerce and Labor

COAST AND GEODETIC SURVEY

Washington

REFERRED TO
1385

DRAWING SECTION.

W. W. D.
1-12-06.

See Sheet 2770 F.C.S.

Verification of Hyd Sheet 792^a

This sheet was verified about Nov. 1904,
but the verification was not complete because
of the impossibility of detecting the faulty
character of portions of it through internal
evidence.

A recent comparison with Hyd. Sheet
2770 indicates that the shoal soundings of
4# to 4 1/4 fms., N. N. E. of Dyers Id are
errors of the recorder, probably. The
curves of equal depth, the soundings of
two examinations and the drag work all
fail to show any indication of such
shoals.

The error appears to be due to the
recorder, who mistook the leadman's

2 fms - d ft for 5 fms - d ft - on account
of the similarity in sound of 5 & 9 - a
difference of 24 ft as indicated on tracing
#1 & #2 and shown on tracing #3 herewith.

By direction of the Office the charts of this
locality - have been corrected accordingly
and note made in sounding record -

It is recommended that these soundings
and their corresponding curves be corrected
on original sheets - 792^a, 792^{bis} & 2770 -

The correction for leadline error was not
applied for 2 days, Sept 6, 1904 -

The tide staff was at Jamestown where
the range is less by nearly $\frac{1}{4}$ fm than on
the working ground. An approximate
correction was supplied by the Tidal Div -
and applied to the soundings - It is probable,
a gauge should have been established
on working ground -

The examination covers the ledge very

well; but The area was not dragged
and only one lead was used. There
was no descriptive report with Sub-

J. J. Watkins

1-9-06

~~2770~~

7921

Applied Ch 350-4/7/55-NWB,