

3974

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Add. WK.

Diag. Cht. No. 1206-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey HYDROGRAPHIC

Field No. Office No. H-3974

LOCALITY

State NEW HAMPSHIRE & MAINE

General locality APPROACHES TO PORTSMOUTH HARBOR

Locality BOON I LEDGE TO MERRIMACK RIVER,

OFF SHORE

1917

CHIEF OF PARTY

J. H. Peters

LIBRARY & ARCHIVES

DATE OCTOBER 11, 1917

B-1870-1 (1)

3974

&

Add. WK.

3974A

PROGRESS CHART

SHOWING CONDITION OF RECORDS OF

Hydrographic Sheet No. 3974 Field No. 4

Wire drag survey of Approaches to Portsmouth N.H.

Scale 1-40,000 Date of Survey _____

Surveyed by J.H. Peters

Day	DATE	Signaled angles compared	Distances entered	Distances checked	Length of upright entered	Length of upright checked	Correction entered	Correction checked	Drag depth entered	Drag depth checked	Reducers entered	Reducers checked	Effective depth entered	Effective depth checked	Effective depth diagram entered	Effective depth diagram checked	Positions plotted	Dragged strip traced	Tracing checked	Area subdivided	Subdivision checked	Transferred and inked	Compared with chart
A	May 24	L	—	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓							
B	May 31	L	—	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓							
C	June 4	L	—	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓							
D	" 6	L	—	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓							
E	" 18	L	—	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓							
F	" 19	L	—	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓							
G	" 25	L	—	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓							
H	" 26	L	—	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓							
I	" 27	L	—	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓							
L	" 28	L	—	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓							
M	" 29	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓							
N	July 3	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓							
O	" 5	L	—	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓							
P	" 6	L	—	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓							
Q	" 4	L	—	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓							
R	" 12	L	—	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓							
S	" 16	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓							
T	" 28	L	—	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓							
U	Aug 13	L	—	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓							
V	" 18	L	—	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓							
W	" 27	L	—	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓							
X	" 28	L	—	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓							
Y	" 31	L	—	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓							
Z	Sept 4	L	—	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓							

PROGRESS CHART

SHOWING CONDITION OF RECORDS OF

Hydrographic Sheet No. 3974 Field No. 4

Wire drag survey of Approaches to Portsmouth, N. H.

Scale 1:40,000 Date of Survey _____

Surveyed by J. H. Peters

Day	DATE	Signed angles compared	Distances entered	Distances checked	Length of upright entered	Length of upright checked	Correction entered	Correction checked	Drag depth entered	Drag depth checked	Reducers entered	Reducers checked	Effective depth entered	Effective depth checked	Effective depth diagram entered	Effective depth diagram checked	Positions plotted	Dragged strip traced	Tracing checked	Area subdivided	Subdivision checked	Transferred and inked	Compared with chart
A	Sept. 5	✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓							
B	7	✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓							
C	10	✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓							
D	11	✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓							

Department of Commerce
Coast and Geodetic Survey

C. Lester Jones
Superintendent

Descriptive Report
to accompany
Hydrographic Sheet # 3974

Approaches to Portsmouth
New Hampshire.

by

Wire Drag Party No. 1
J. H. Peters,
Chief of Party

1917

Scale 1—40,000

Summary Report to accompany
Hydrographic Sheet No. 3974
Approaches to Portsmouth

Locality -

This sheet embraces the off shore work on the approaches to Portsmouth Harbor, extending Eastward from Cape Mudge, west of Maine, and including the waters in the vicinity of Bom Island and Bom Island Light, also the area outside the Isles of Shoals and South Eastward off the coast of New Hampshire and Massachusetts.

Depth Sounded -

Off the Isles of Shoals the prevailing effective drag depth used was from 75 to 900 feet, N. & W. Around Bom Island and off Cape Mudge the depths used ranged from 90 feet down to 25 and 30 feet over the ledges. To the Southeast between Portsmouth and Newburyport the depths ranged from 70 to 20 feet, N. & W.

Sights. —

The work around Born Island is incomplete, with several unmeasured spots in the area which has been worked over, due to the early disbanding of the party in the latter part of September.

Shoals —

The most important shoals were located in the rocky area between Born Island and Cape Melville and North of Born Island, soundings 20 to 30 feet less than charted being found in some cases.

Control —

The survey was controlled by hydrographic signals previously ~~established~~ ^{located} by triangulation.

Tidal Reductions.

The tidal reduction for the work was obtained from semi-hourly readings of a tide staff located at Kitter's Point, Me., in Peppers Cove. The datum used is Mean Low Water, as established at Portland, Me.

Currents -

The currents here are uncertain and strong enough to make it necessary when using a long drag to drag with the tide. On several days, when dragging the area between Portsmouth and Newburyport, a strong lower current was encountered, setting in the opposite direction from the tide at the surface. This sub-surface current was strong enough to almost stop the drag, although both launches were towing at full speed with the surface current.

Respectfully submitted
Edward M. Wilbur
and C + S.

Statistics for Hydrographic
Sheet No. 3974

Day	Angles	Stat. Miles	No. Soundings
A	68	2.4	3
B	66	8.0	0
C	84	3.0	0
D	178	6.5	0
E	228	7.4	1
F	245	8.3	2
G	166	6.5	0
H	202	6.0	0
I		5.6	0
K	192	6.5	2
L	258	0.9	0
M	54	1.1	0
N	54	4.0	1
O	161	7.8	0
P	285	3.3	3
Q	153	2.0	3
R	140	3.3	11
S	148	5.7	0
T	237	7.8	0
U	283	6.0	0
V	253	7.0	5
W	279	6.7	1
X	241	4.8	2
X	235	5.0	1
Y	213	6.0	1
A'	228	3.6	5
B'	183	4.8	1
C'	217	3.2	2
D'	146		
<u>Total</u>	<u>5297</u>	<u>147.8</u>	<u>44</u>

	5488	109.9	99
E	133	1.6	3
F	342	5.0	6
G	Rejected		1
H	372	6.0	8
J	291	4.6	5
K	238	2.0	9
L	144	1.7	0
M	187	3.1	3
N	321	3.5	2
O	437	6.0	3
P	421	5.5	3
Q	453	4.6	3
Totals	803	159.5	145

ADDRESS
U. S. COAST AND GEODETIC SURVEY
WASHINGTON, D. C.

REFER TO NO. 5-VEC

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

LIBRARY

HYDROGRAPHY ETC., (HT)

Place with descriptive report
of hydrographic sheet No. 3974

February 12, 1917
Drawing Section.

Division of Hydrography and Topography: *HCH*

Division of Charts: *Library*

Tidal reductions have been approved in
5 volumes of wire-drag and sounding records for

HYDROGRAPHIC SHEET 3974

Approaches to Portsmouth, N.H.
John H. Peters in 1917

Plane of reference is
Mean low water, reading

3.0 ft. on tide staff at Kittery Point, Me.

L. P. Shidy
Acting Chief, Section of
Tides and Currents.

H. D. Sheet No 3974

The greater part of the work on this sheet was done in 1917 by J. H. Peters and was left in an incomplete state owing to the sudden disbanding of the party.

The soundings were replotted in the office on the smooth sheet, but the drag work was verified on the boat sheet in order to save the time necessary for an entire replotting.

The additional work, done in 1919 by J. H. Hawley, was plotted on the smooth sheet by the field party and verified in the office in the usual manner.

All of the work on Hyd. 3977, which was done in 1917 by J. H. Peters and had not been plotted, was plotted on the smooth sheet of Hyd. 3974.

The Area and Depth tracing was made to include all of the drag work on Hyd 3974 (both seasons) and also the drag work on Hyd 3977.

The position of the 86 ft sounding, about $2\frac{1}{4}$ mi. south of Isle of Shoals L. H. was taken from the boat sheet as no fix was obtained.

A tracing which accompanies the sheet shows the discrepancies which exist, between the soundings as they were shown on the boat sheet and as they could be plotted on the smooth sheet from the records.

R. L. Johnston

3974

DEC 23 1919

Department of Commerce and Labor
COAST AND GEODETIC SURVEY

E. Lester Jones

Superintendent.

State: Maine

DESCRIPTIVE REPORT. *

Wire Drag Hydro. ¹ Sheet No. 3974

LOCALITY:

Vicinity of York Harbor, Me.

*For additional work done by Wire
Drag Party No. 2 only.

1919

CHIEF OF PARTY:

J.H.Hawley

11-4645

3974

3974

3974

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET
Wire Drag

The finished Hydrographic Sheet is to be accompanied by the following title sheet, filled in as completely as possible, when the sheet is forwarded to the Office.

U. S. Coast and Geodetic Survey.

Register No. 3974

(Additional work)

State . . . **Maine**

General locality . . . **Portsmouth, N.H. to Portland, Maine.** . . .

Locality . . . **Off York Harbor**

Chief of party . . . **J.H. Hawley**

Surveyed by . . . **Wire Drag Party No. 2**

Date of survey . . . **September-October, 1919**

Scale **1/40,000**

Soundings in . . . **Feet**

Plane of reference . . . **Mean Low water**

Protracted by **W.P.D.** . . . Soundings in pencil by **W.P.D.** . . .

Inked by **A.M.W.** Verified by *R.L.G.*

Records accompanying sheet (check those forwarded):

Des. report, Tide books, Marigrams, Boat sheets,

Sounding books, Wire-drag books, Photographs.

Data from other sources affecting sheet

Remarks:

Wire drag work first done on this sheet in 1917 by wire drag party No. 1. Above title refers only to work done by party No. 2 in 1919.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

The finished Hydrographic Sheet is to be accompanied by the following title sheet, filled in as completely as possible, when the sheet is forwarded to the Office.

U. S. Coast and Geodetic Survey.

Register No. ~~3974~~ 3974. ^a

State . . . **Maine**

General locality . **Portsmouth, N.H. to Portland, Me.**

Locality **Off York Harbor**

Chief of party . . . **J.H. Hawley**

Surveyed by **Wire Drag Party No. 2**

Date of survey . . . **September-October, 1919**

Scale **1/40,000**

Soundings in **Feet**

Plane of reference . . . **Mean Low Water**

Protracted by Soundings in pencil by **W.P.D.**

Inked by . . . **W.P.D.** Verified by . *PLJ*

Records accompanying sheet (check those forwarded):

Des. report, _____ Tide books, _____ Marigrams, _____ Boat sheets,

_____ Sounding books, _____ Wire-drag books, _____ Photographs.

Data from other sources affecting sheet

Remarks:

Tracing of sheet 3974 showing supplemental soundings obtained during course of wire drag work.

Soundings to be plotted on original H. O. sheet.

PROGRESS CHART

SHOWING CONDITION OF RECORDS OF

Hydrographic Sheet No. 3974 Field No. _____

Wire drag survey of Coast of Maine - Portsmouth to Portland

Scale 1:40,000

Date of Survey Sept 13, 1919 to

Surveyed by Wire Drag Party No 2, J.H. Hawley, Chief

Day	DATE	Signaled angles compared	Distances entered	Distances checked	Length of upright entered	Length of upright checked	Correction entered	Correction checked	Drag depth entered	Drag depth checked	Reducers entered	Reducers checked	Effective depth entered	Effective depth checked	Effective depth diagram entered	Effective depth diagram checked	Positions plotted	Positions checked	Positions plotted	Area subdivided	Subdivisions checked	Transferred and inked	Compared with chart
A	Sept. 13	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓		✓	✓
B	" 18	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓		✓	✓
C	" 24	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓		✓	✓
D	" 26	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓		✓	✓
E	" 27	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓		✓	✓
F	Oct. 3	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓		✓	✓
G	" 21	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓		✓	✓

This Progress Chart, checked to show the condition of the office work, should be forwarded to the office with the records.

DESCRIPTIVE REPORT
To accompany Wire Drag Hydrographic
Sheets Nos. 3974 ~~3975~~

Sheet No. 3974 was used by wire drag party No. 1, J.H.Peters, Chief of Party, in 1917 for the survey of the approaches to Portsmouth Harbor. Additional work was done on this sheet in the vicinity of York Harbor by Wire Drag Party No. 2 in 1919 and this report applies only to the additional work.

Work was done on this sheet on 7 days. The work joins that done in 1917 to the southward and eastward and overlaps the work done by party No. 2 in 1919 on the adjoining sheet to the northward. The limit of the work on the adjoining sheet is shown by a black dotted line on this sheet.

Nine shoals were found by the drag but it appears that two of these shoals were discovered in 1917 during the previous work and positions 1 and 2 B, showing the locations of these shoals, are accordingly rejected in the sounding record.

The work on October 21, 1919 (G day) was done to cover a split left by party No. 1 in 1917, the limits of the split being shown on a blue print furnished by the office. After position 11G the drag parted but this fact was not known on the guide launch until after the drag was taken in. The time of parting was noted on the end launch as being 11:19 and, making an allowance on 1 minute for possible error, the line was accordingly continued and ended at 11:18. It will be noted on the smooth sheet that there is a possibility that the drag caught and parted on the 51-foot shoal discovered in 1917. No evidence of grounding, however, was noted on the towing launches or on the tender which was patrolling the drag, and the drag was not aground when taken up.

During the course of the drag work the drag was tested for lift as often as practicable and such tests are entered on the left hand page of the record. Thus on page 3 of the record the entry 10:10 1 U.T. @ 2 shows that the drag was tested by the tender at 10:10 and at buoy No. 2 was lifting 1 foot. A similar entry without buoy number signifies a general test over the entire drag.

For inking in depths the standard color scheme is used as follows:

19 feet and under	Brown
20 to 29 feet	Yellow
30 to 39 feet	Blue
40 to 59 feet	Red
60 to 79 feet	Purple
80 feet and over	Orange

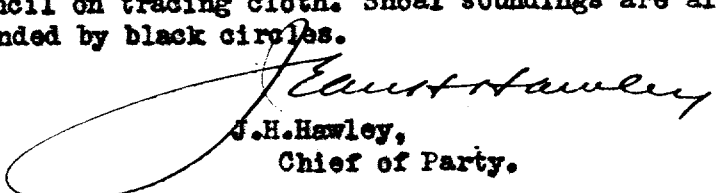
Sheet No. 3974a

This sheet is a tracing of the projection of sheet No. 3974 on which are plotted the supplemental soundings obtained by the tender during the

course of the drag work. For this work a registering sheave was used and vertical casts were obtained at buoys and at the time shown in the sounding record.

Supplemental soundings are entered in the smooth sounding record, on pages separate from the soundings on shoals, in the following order: Number of buoy at which sounding was obtained - time - depth in fathoms. On the opposite page are entries showing the drag position at the time the soundings were obtained. Thus the first entry on page 2 shows that the sounding was obtained at F buoy when this buoy had traversed one-half the distance between positions 1 and 2; the 4th entry shows that the sounding was obtained at No. 5 buoy when the drag had traversed four-tenths of the distance between positions 6 and 7, etc.

The sheet is plotted by laying the tracing in its proper position over the smooth sheet and entering the soundings in their proper positions as shown by the drag positions on the smooth sheet seen through the tracing. The soundings are inked on account of the difficulty of showing the soundings clearly in pencil on tracing cloth. Shoal soundings are also shown on this sheet, surrounded by black circles.


J. H. Hawley,
Chief of Party.

3974

STATISTICS SHEET NO. ~~4 (field number)~~

Day	Date 1919	Vol.	Drag Length feet	Miles Statute	Positions	Soundings on Shoals	Soundings Sup.
A	Sept. 13	1	4000	4.4	31	1	0
B	" 18	1	5000	4.0	29	2	6
C	" 24	1	4000	9.0	53	1	30
D	" 26	1	4000	6.0	39	3	19
E	" 27	1	4000	7.5	54	2	3
F	Oct. 3	1	3600	7.0	43	0	0
G	" 21	1	4000	<u>1.5</u>	<u>11</u>	<u>0</u>	<u>0</u>
				39.4	260	9	58

TIDAL DATA

For work done in 1919 on sheet No. 3974 by Wire Drag Party No. 2.

Tide gauge at Cape Porpoise, Maine.

Soundings in feet at mean low water.

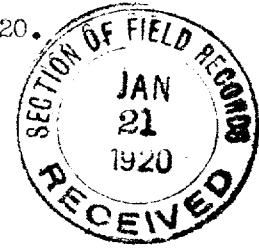
Mean low water (plane of reference)	Reading on gauge
Highest tide observed	2.7 feet
Lowest tide observed	10.9 feet
	-1.3 feet

AND REFER TO NO.

41-EMK

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

January 20, 1920.



Division of Hydrography and Topography:

Division of Charts:

Tidal reductions are approved in
1 volume of wire drag and 1 volume
sounding records for

HYDROGRAPHIC SHEET 3974

Off York Harbor, Maine
J.H.Hawley in 1919

Plane of reference is
Mean low water, reading

2.7 ft. on tide staff at Cape Porpoise.

Condition of records, very satisfactory.

G. V. Rude

Chief, Section of Tides
and Currents.

E. R.

ADDRESS THE DIRECTOR
U. S. COAST AND GEODETIC SURVEY
AND REFER TO No. 4-DEM

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

September 22, 1924.

SECTION OF FIELD RECORDS

Report on Wire Drag Sheet No. 3974

Approaches to Portsmouth Harbor

Surveyed in 1917 and 1919

Instructions dated April 13, 1917 and June 17, 1919.

Chiefs of Party, J. H. Peters, J. H. Hawley.

Surveyed by J. H. Peters and J. H. Hawley.

Protracted and inked by field party.

Verified and Area and Depth Sheet by R. L. Johnston.

1. The depth and extent of dragging generally satisfy the specific instructions except that the drag should have been carried to the 3-fathom curve between latitude $42^{\circ} 53'$ and $43^{\circ} 00'$ and also the area around Boon Island more completely dragged. These omissions were probably caused by the premature termination of the season's work.

It might be noted that certain of the areas that have been dragged to 35 feet and less might be considered inadequate for purposes of charting wire dragged areas as not being sufficiently close to the charted depths. This is particularly true of the area west of York Ledge and of the inshore area north and south of York Harbor Entrance.

2. The least water was found on all shoals discovered except as follows:
 - a. The 40-foot sounding in latitude $42^{\circ} 58'$, longitude $70^{\circ} 45'$ was not cleared. A large split in the work occurs here. This should be covered when the work is extended further inshore.
 - b. The 51-foot sounding (grounding depth) in latitude $42^{\circ} 57'$ longitude $70^{\circ} 44'$ was not cleared. A 51-foot drag grounded here, but 57 was the shoalest depth obtained. 51 feet should be charted here for the present, and a drag should cover this as there is deep water surrounding this indicating a possibility of much shoaler water.
 - c. The 86-foot sounding in latitude $42^{\circ} 56'$, longitude $70^{\circ} 37 \frac{1}{2}'$ was not cleared. There is a large split in the work here occasioned by the grounding.

- d. The 53-foot sounding (grounding depth) in latitude $43^{\circ} 06 \frac{1}{2}'$ longitude $70^{\circ} 34 \frac{1}{2}'$ was not cleared. The adjoining sheet does not overlap this spot sufficiently.
- e. The 61-foot sounding in latitude $42^{\circ} 55'$, longitude $70^{\circ} 42 \frac{1}{2}'$ was not subsequently cleared. The drag grounded here set at 72 feet. A large split in the work was left here. When work is resumed here the least water should be determined over this shoal.
- f. The 48-foot sounding in latitude $42^{\circ} 54'$, longitude $70^{\circ} 44'$ should also be cleared when work is resumed here.
- g. The 66-foot sounding in latitude $43^{\circ} 08'$, longitude $70^{\circ} 27'$ should be dragged over to determine the least water.
- h. The 26-foot sounding in latitude $43^{\circ} 06'$, longitude $70^{\circ} 29'$ has not been cleared. A good sized split in the work occurs here and should be covered when work is resumed here as there may be additional shoals within the area.
- i. The 16-foot sounding in latitude $43^{\circ} 07 \frac{1}{2}'$, longitude $70^{\circ} 26 \frac{1}{2}'$ does not represent the least water over this shoal. A 17-foot drag grounded here, but no clearance depth obtained.
- j. The 25-foot sounding in latitude $43^{\circ} 07'$, longitude $70^{\circ} 31'$ has not been cleared. The 25 is not an actual sounding but represents the depth at which the drag was set when it parted. In the 1917 work of Peters the drag grounded here at 35 feet and 45 feet and the shoalest depth obtained was 31 feet and a split left in the work. In 1919 Hawley in covering this split reports his drag as parting in the immediate vicinity of the shoal. After a careful study it appears that the drag parted on the 31 foot spot, and 25 feet should be charted here as this was the depth at which the drag was set at the position before parting. However, since this 25-foot sounding is somewhat doubtful, it is recommended that when this spot is examined a drag with a greater effective depth than 25 feet be carried over in order to verify the existence of this 25. (See Descriptive Report, Hawley, 1919, for this sheet.)
- k. The 27-foot spunding in latitude $43^{\circ} 09'$, longitude $70^{\circ} 36 \frac{1}{2}'$. This lies along the edge of the drag and fairly close inshore.
- l. The 26-foot sounding (grounding depth) in latitude $43^{\circ} 06 \frac{1}{2}'$, longitude $70^{\circ} 35'$ has not been cleared and shoaler water may exist here.

m. The 40-foot sounding in latitude $43^{\circ} 07'$, longitude $70^{\circ} 35'$ was cleared by a 22 foot drag. This is insufficient and a deeper drag should be carried over this. Attention is called to the fact that at the grounding on which this 40-foot sounding was obtained the records note a grounding at buoy No. 6, which was set to 26 feet. The 40-foot sounding plots at buoy No. 8. From a study of the subsequent dragging and of the direction to the ground it would appear that the note in the record is erroneous.

n. The 35-foot sounding in latitude $42^{\circ} 54 \frac{1}{2}'$, longitude $70^{\circ} 46'$, although shown as barely cleared by a 35-foot drag may not actually have been cleared. The sounding was plotted on the Area and Depth sheet from the boat sheet where it may not have been shown very accurately. No other record for this sounding could be found and no record of a grounding in this locality could be found. It is possible that the sounding was taken from the guide launch and not recorded. Since this is the shoalest sounding in this vicinity it should be charted but investigated whenever work is done in this locality again.

3. The supplemental hydrography is suitable for correcting the charts only in places where there are extended blank areas. Otherwise, by order of the Chief, Division of Charts, the supplemental hydrography shall be disregarded.
4. The insufficient overlaps within the sheet and with adjoining sheets are indicated by appropriate notes on the Area and Depth Sheet. There are only two or three such instances.
5. There are a number of splits on this sheet all of which are shown on the Area and Depth sheet. Most of these are a result of the drag grounding and failure to obtain a clearance depth, due to the premature termination of the season's work. Additional work will therefore have to be done to cover these places which are outlined in detail in Paragraph 2. In addition to these the area around Boon Island should be dragged as well as the area around Hampton Shoal Ledge where the ground is very much broken. The drag should also be carried closer inshore.
6. There are a number of places where the drag grounded at a certain depth and either a deeper sounding or no sounding at all was obtained. In all such cases a note was put on the Area and Depth sheet showing the depth of grounding and the depth to be charted.
7. The Area and Depth sheets represents a compilation of the work of J. H. Peters for 1917 and J. H. Hawley for 1919. It also includes all the work of H. 3977 ~~done in 1917 by J. H. Peters~~ which has been plotted on the same smooth sheet with Hawley's work of 1919. There is no smooth sheet for Peters work on H. 3974. The boat sheet was accepted as a smooth sheet and subdivision of areas shown on it in pencil.

8. Attention is called to the fact that the 51-foot sounding shown on the charts in latitude $43^{\circ} 05'$, longitude $70^{\circ} 34'$ was taken from the boat sheet. No record for this exists and may be a sounding taken from the launch while dragging.
9. Reviewed by A. L. Shalowitz, September, 1924.

Applied to new chart 211 26 Nov. 1957 H. MacEwen