

6343 WIRE DRAG

U. S. COAST & GEODETIC SURVEY
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12-17-38
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Form 504
Rev. April 1935
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

~~Hydrographic~~ WIRE DRAG 404
Sheet No. ~~209, 308~~

State ~~Virginia, Maryland, New Jersey~~

LOCALITY

Atlantic Coast, offshore

~~Chincoteague Bay, Va., to~~
~~off Barnegat Inlet to off Corson Inlet~~
~~Beach Haven Inlet, N. J.~~

1938

CHIEF OF PARTY

Frank S. Borden

6343 WIRE DRAG

50

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

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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.

Field No. ~~6543 W. D.~~ 404

REGISTER NO. H-6343 W.P.

State New Jersey

General locality Atlantic Coast - Offshore

Locality ~~Atlantic City~~ Off Barnegat Inlet to off Corson Inlet

Scale 1:40,000 Date of survey August - September 19 38

Vessel MARINDIN & RODGERS

Chief of Party Frank S. Borden

Surveyed by S. B. Brenell

Protracted by J. C. Bull

Soundings penciled by ---

Soundings in fathoms feet ---

Plane of reference M. L. W.

Subdivision of wire dragged areas by J. C. Bull

Inked by J. C. Bull

Verified by --- H. F. Stegman

Instructions dated March
~~April 4~~ and May 14, 19 38

Remarks: _____

DESCRIPTIVE REPORT

WIRE DRAG SHEETS Nos. 1, 2 AND 3.

Atlantic Coast, 1938

Frank S. Borden, Chief of Party,

Submitted by: S. B. Grenell.

Note: This report covers three smooth sheets. The field work was originally plotted on five separate boat sheets but condensed to three sheets in smooth plotting by the use of inserts. The report will be submitted in triplicate so that a copy may be attached to each sheet for the review.

FLOATING EQUIPMENT

The floating equipment consisted of the wire drag launches Marindin and Rodgers and one tender. During the early part of the season, one of the launches from the OCEANOGRAPHER was used as a tender; later, a motor surfboat was secured from the Coast Guard and the launch returned to the OCEANOGRAPHER.

PERSONNEL

The personnel for the party was furnished jointly by the OCEANOGRAPHER and LYDONIA and consisted of four officers and eleven men. The officers were S. B. Grenell, H. & G. E.; F. E. Oleson, Mate; J. C. Bull, A. L. Wardwell and C. F. Chenworth, Aids. Mr. Chenworth relieved Mr. Oleson early in the season.

The crew were divided into the following classifications:
1 Bos'n's Mate as Dragmaster, 1 radio operator-recorder, 2 engineers, 2 cooks, 5 seamen.

SURVEY METHODS

Dual launch control was used throughout the season. All drag equipment was standard and all operations were carried on in accordance with the instructions in the manual "Construction and Operation of the Wire Drag and Sweep".

CONTROL AND PROJECTIONS

The projections and control for the boat sheets were furnished by the OCEANOGRAPHER and LYDONIA. Part of the items were controlled by shore fixes and part by survey buoys planted and located by the OCEANOGRAPHER. Preliminary buoy locations were used on the boat sheets but adjusted buoy locations were available for the smooth sheets.

SMOOTH PLOTTING

The reduction of records and smooth plotting has been done entirely by officers attached to the field party. Each item has been carefully reviewed and compared with the boat sheet and is taken up in a separate paragraph in the following discussion.

TIDE REDUCERS

All reducers for Sheet #1, except for Item #35, were from a portable automatic gage at the Coast Guard basin, Ocean City, Md. Reducers for Item #35 were from a gage at Assateague Anchorage.

Reducers for Sheets #3 and #4 were from the standard automatic gage at Atlantic City, New Jersey.

SHEET No. 3. - 6343 W.D.

ITEM #14 1 - 16C (Insert)

P. D. wreck reported on H. O. Daily Memorandum #6094-5, Aug. 16, 1928. At the advice of Commander Borden, a strip was dragged along the 12 fm. ridge covering the approximate position of the wreck and a 63' sounding obtained by the OCEANOGRAPHER in developing the area. The development was made as a check on an abrupt shoaling of one fathom on the survey of 1937. The effective depth of the drag was 59' and there was no grounding. Further dragging was considered unnecessary because of the excessive depths. Par. 3a(1),
review.

ITEM #15. 1 - 23A

The wreck of the barge AMERICAN was found as reported. The drag hung on the wreckage at 41' and 42' and cleared at 38' and 39' in two directions. Recommend charting a depth of 40' at this point. Par. 2b, 3a(2)
review.

ITEM #16 1 - 24P

The wreck of the barge PALMER was found in approximately the position reported. The drag hung at 48' and 45' and cleared at 42' and 43' effective depth in two directions. Recommend charting 44' at this point. Par. 3a, 3a(3)
review.

ITEMS #17 AND #18 1 - 10D; 1 - 13E; 1 - 38R

These two P. D. wreck positions were so close together that they were dragged as a unit. The reported positions were both covered within 3' of the bottom with no grounding. It was planned to carry another strip to the north-eastward but due to adverse weather conditions and shortage of time, this was not done. Local fishermen say there are no known wrecks in this area. 3a(4)+(5)
Par. 3a, 3a(4)
review.

6' on #17 and 1' on #18

ITEM #37 1 - 17H; 1 - 30J

The reported position of the wreck of the tug SAGAMORE sunk in 1937, was covered at effective depths from 50' to 52' for an approximate area of 9 sq. mi. There was no grounding in this area. Par. 3a(6)
review.

ITEM #21 1 - 25A (Insert)

The reported position of the wreck of the steam tug PRINCESS, 1928, was covered by a single strip of effective depth from 55' to 58' with no grounding. This strip follows the shoalest ridge in the area covering a small, 60' bank developed in 1937. No additional work was considered necessary due to the excessive depths surrounding. Par. 3a, 3a(7)
review.

ITEM #22 1 - 14B (insert)

The reported position of the wreck of an unknown vessel destroyed by the Coast Guard in 1926 (H. O. Notice to Mariners #33) was covered by a

Sheet No. 3 continued

strip of effective depth of 56' to 57'. This area was covered with difficulty due to the presence of a great number of lobster pots. There was a solid bank of pots to the northwest and north making it impossible to extend dragging operations in these directions. In order to cover the small area shown, it was necessary to cut the marker flags from several groups of pots caught in the bight of the drag.

Par. 3a(8)
review.

ITEMS FROM H-6264

#1, 1 - 6B, The 33' sounding secured on an early survey was covered at an effective depth of 37' and disproved.

Par. 3b(1),
review.

#6, 1 - 4S, The 36' shoal covered to an effective depth of 31'.

Par. 3b(2),
review.

ITEMS FROM H-6271

#4, 7 - 13B, The 29' shoal and the old 25' sounding were covered at an effective depth of 28' with no ground.

Par. 3c(1),
review.

#5, 1 - 33F; 1 - 18Q

The crests of the shoal ridges indicated in the instructions were covered by various strips ranging in effective depth from 17 to 24 feet. Two obstructions were found during the dragging and are listed below as "a" and "b".

Par. 3c(2),
review.

"a" Lat. 39-20.9; Long. 74-21.0, the drag hung at 21' on the wreckage of the tug MORAN (local information) which burned and sank here several years ago. No shoal sounding could be obtained and the position was covered at effective depths of 17' and 19'. Recommend charting a depth of 20'.

use the 544 page

"b" Lat. 39-22.5; Long. 74-19.7, the drag hung at 27' on a small bit of wreckage reported by local fishermen to be an old anchor. The drag was only a foot or two off the bottom when hung. This point was covered at 21' effective depth.

#6, 14 - 18B, The crest of the shoal was covered at 20 feet, effective depth, with no ground.

Par. 3c(3),
review.

EXTRA ITEMS LOCATED BY FISHERMEN

Mr. Bert Giberson, a fisherman from Atlantic City, N. J., went out with the drag party one day and located the following wrecks for us from cross ranges on shore objects. These wrecks will be designated by their local names.

CARFLOAT WRECK 1 - 13N

This is the wreck of a carfloat on which the drag hung at 40' and 45' and cleared at 35' effective depth. This wreck is partly sanded over.

Par. 3d(1)
review.

COALBARGE WRECK 1 - 15M

This is the wreck of a coalbarge on which the drag hung at 45' and cleared at 40' and 42' effective depth in two directions. Par. 34 (2),
review.

FIG IRON WRECK 16 - 27N

This is the wreck of a barge loaded with pig iron on which the drag hung at 43' and cleared at 42' effective depth. Par. 34 (3),
review.

FLOUR WRECK 1 - 14L

This is the wreck of a large freighter loaded with flour which sank in 1918. It was supposed to have been torpedoed. Par. 34 (4)
review.

The wreck was twice blown up but still extends about 3 fathoms above the surrounding depths. The drag hung at 55 and 42 feet and cleared at 37 and 38 feet effective depth.

UNKNOWN WRECK 1 - 15K

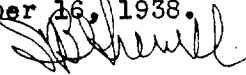
The approximate position of this wreck was reported by Mr. Giberson, whose information had previously proved reliable. The wreck is apparently of a large vessel because on several occasions, boats have anchored on opposite ends of the wreck about 100 yards apart. Also, they have reported seeing the rigging and superstructure when the water was very clear and the light favorable. The general depths at this point are from 8 to 10 fathoms. Par. 34 (5)
review.

The probable position of the wreck is in the angle south of the two strips shown; about Lat. 39-26.0, Long. 74-08.0. Further dragging in this area was prevented by several strings of lobster pots, which were not removed at the end of our season. It is recommended that further search be made for this wreck at the earliest opportunity.

Approved and forwarded:

Frank S. Borden,
Commanding OCEANOGRAPHER.

Respectfully submitted:
December 16, 1938.


S. B. Grenell,
H. & G. Engr.

HYDROGRAPHIC SURVEY NO. H-6343 W.D.

Smooth Sheet Yes

Boat Sheet Two

Records; Sounding 0 Vols., Wire Drag 3 Vols., Bomb Vols.

Descriptive Report Yes

Title Sheet Yes

List of Signals ---

Landmarks for Charts (Form 567) ---

Statistics None

Approved by Chief of Party Report only

Recoverable Station Cards (Form 524) -----

Special Chart for Lighthouse Service -----
(Circular Nov.30, 1933)

Hydrography: Total Days 17; Last Date Sept. 12, 1938

Remarks _____

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. 6343 (1938) W.D.

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

Number of positions on sheet	..392
Number of positions checked146
Number of positions revised1
Number of soundings recorded150 (approx)
Number of soundings revised0
Number of soundings erroneously spaced0
Number of signals erroneously plotted or transferred0

Date: March 14, 1939

Verification by H.F. Stegman

Time: 27½ hrs.

Review by J.A. McCormick, March 21, 1939. Time: 30 hrs.

GEOGRAPHIC NAMES

Survey No. H-6343 W.D.

Name on Survey	On Chart No. 1217, 1216		On previous survey No.		On U. S. quadrangle Maps		From local information		On local Maps		P. O. Guide or Map		Rand McNally Atlas		U. S. Light List	
	A,	B,	C,	D	E	F	G	H	K							
<u>Corson Inlet</u>	1217															1
 	 															2
<u>Ocean City (N.J.)</u>	1217															3
<u>strathmere</u>	1217															4
<u>sea Isle City</u>	1217															5
<u>Atlantic City</u>	1217															6
<u>Brigantine Beach</u>	1217															7
<u>Beach Haven</u>	1216															8
<u>Barnegat Inlet</u>	1216															9
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																24
Names underlined in red approved															25	
by <u>RTE</u> on 3/31/39															26	
																27

Remarks

Decisions

	Remarks	Decisions
1		
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7		
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9	<i>off limit of survey - For title only</i>	
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MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
 DESCRIPTIVE REPORT
~~PHOTOSTAT OF~~

} No. H-6343 W.D.
 } ~~No. 1~~

{ received Jan. 23, 1939
 { registered Feb. 15, 1939
 { verified
 { reviewed
 { approved

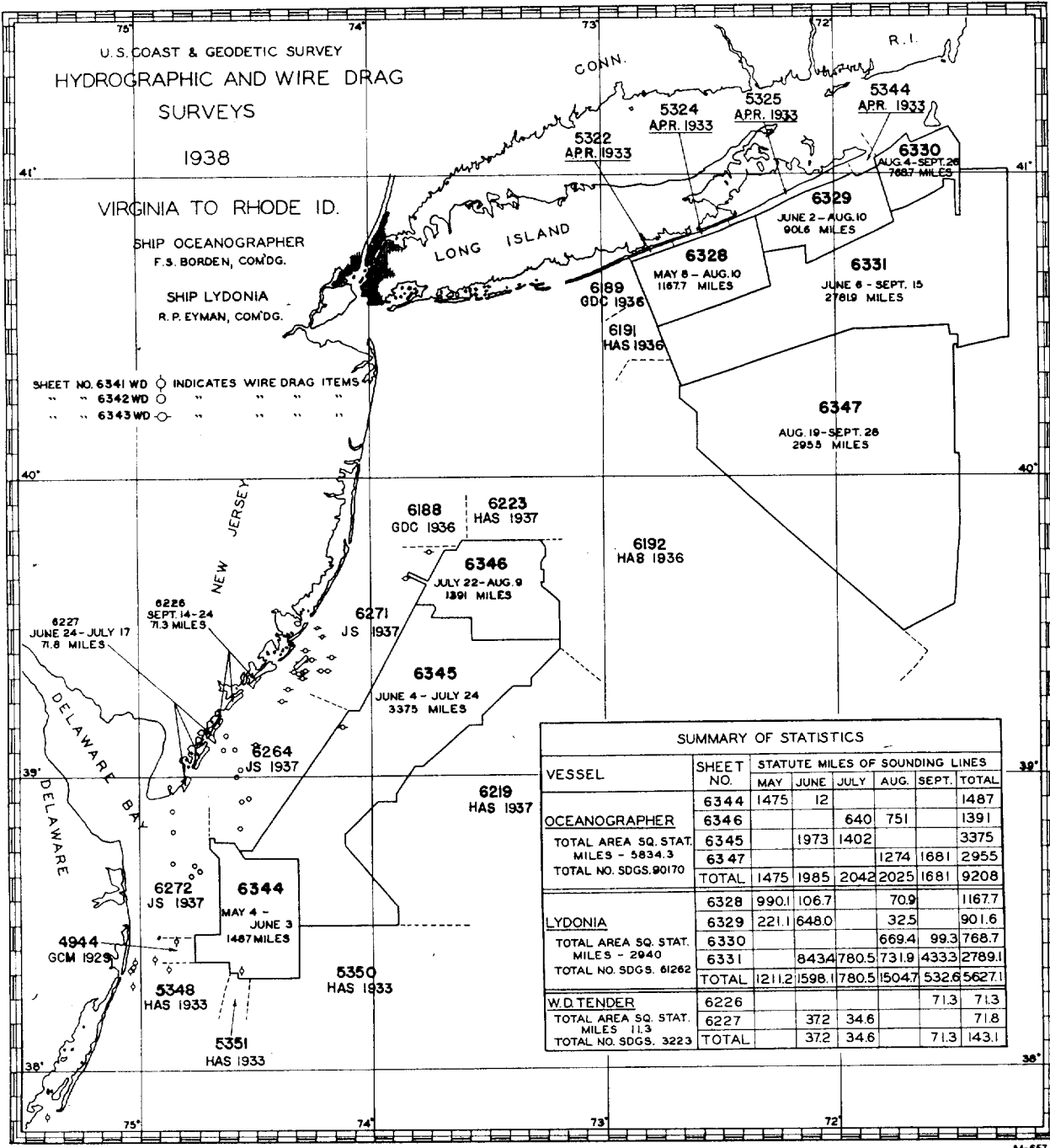
This is forwarded in order that your attention may be directed to the matters as indicated below. Please initial in column 3 as an acknowledgement that your attention has been thus directed. The complete original records are available if desired. If you cannot give this your immediate attention, please initial, note, and forward to the next section marked, calling for the records at your convenience.

ROUTE	Initial	Attention called to
20		
22		
24		
25		
26		
30		
40		
62		
63		
82		
83		See H-4341
88		
90		

RETURN TO

82	T. B. Reed
----	------------

TBR



LCC

TIDE NOTE FOR HYDROGRAPHIC SHEET

March 6, 1939.

Division of Hydrography and Topography:

✓ Division of Charts: Attention: Mr. E. P. Ellis

Plane of reference

~~Tide Reducers etc~~ approved in ^{and with}
3 volumes of sounding/records for
~~of water datum~~

HYDROGRAPHIC SHEET 6343

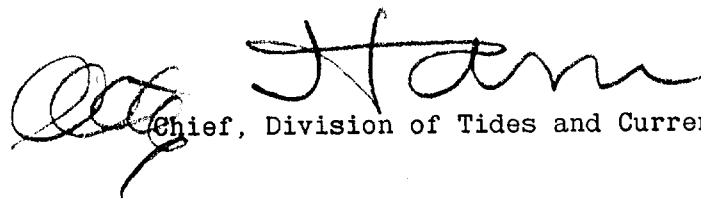
Locality Barnegat Inlet to Corson Inlet, N. J. Coast.

Chief of Party: F. S. Borden in 1938.

Plane of reference is mean low water reading
4.1 ft. on tide staff at Atlantic City
15.8 ft. below B.M. 32

Height of mean high water above plane of reference is 4.1 feet.

Condition of records satisfactory except as noted below:


Chief, Division of Tides and Currents.

VERIFICATION REPORT ON H-6343 (1938) W.D.

Because of the peculiar nature of the survey, minor criticisms of records and field plotting have been omitted from the review.
J.A.M. Cormick.

1. CONDITION OF RECORDS.

The records are neat and legible, and conform to the requirements of the Wire Drag Manual except that:

- a. Day letters on D to L days were shown in pencil in the Sounding Vols. ✓
- b. A' and B' days in vol. 3 were in pencil, as A and B days. ✓
- c. Check angles and bottom characteristics were not recorded for many of the tandem positions.
The bottom characteristics are contained in the descriptive matter, usually they are wrecks. Positions are manually checked by later parties. J.A.M. ✓
- d. Compass courses were not recorded. ✓

2. SHORELINE AND SIGNALS

- a. Shoreline - This is an offshore survey and the shoreline has not been shown on the sheet. ✓
- b. Buoy control for this sheet, with the exception of buoys "285" and "Fig", was furnished by the 1938 work of the Oceanographer. (Probably on H-6345, and H-6346 - not yet received in the office). Buoys "285" and "Fig" were located on this survey as shown in the index of Vol. 1.
Topo signals originate with T-640a⁽¹⁹³⁶⁾, T-6501 b⁽¹⁹³⁵⁻³⁶⁾ and T-6503 a⁽¹⁹³⁵⁻³⁶⁾ Graphic Control, and T-5638 and T-5644 (Airphoto Topographic). ✓

3. JUNCTIONS WITH CONTEMPORARY SURVEYS.

This survey consists of a number of investigations of wrecks and shoals. There are no previous Wire Drag Surveys in the area covered by this sheet.

One day's work on this sheet consists of hydrography run in the vicinity of $\phi-39^{\circ}22.3$ $\lambda-74^{\circ}21.0$. (Pos 19-276) These soundings were transferred to H-6196 (1936) and H-6271 (1937) (Note: About 40% of the recorded soundings were plotted on H-6343 W.D. and transferred - the remaining soundings could not be plotted at the scale of this sheet.) The agreement of soundings transferred from H-6343 W.D. with those of H-6196 and H-6271, was satisfactory.

The locations of wrecks and shoal soundings determined on H-6343 W.D. were transferred to H-6271 (1937) and H-6264 (1937)

4. FIELD PLOTTING.

Field plotting was neat but incomplete. The following work was added by the verifier:

- a. Latitude and longitude of datum triangulation station.
- b. Making of Δ Hotel 1931-32.
- c. Tide changes at pos. 3H and 16 R.
- d. Minor additions and corrections, such as changing color of

See reviewer's note at beginning of this report.

pos nos 7-18B. Correcting drag bight at grounding, pos 12P. Adding ✓
arrows showing effective depth limits, etc.

146 positions were checked by the verifier.

1 position was changed.

No soundings were revised.

Time on verification 27½ hours

Mar. 14, 1939

Respectfully submitted

Harold F. Stegman

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 6343 (1938) W.D. FIELD NO. 404

Barneгат Inlet to Corson Inlet, Atlantic Coast - Offshore, New Jersey.
Surveyed in August - September 1938, Scale 1:40,000
Instructions dated March 4, and May 14, 1938 (OCEANOGRAPHER).

Wire Drag.

Dual Control.

Chief of Party - F. S. Borden.
Surveyed by - S. B. Grenell.
Protracted by - J. C. Bull.
Subdivision of wire dragged areas by - J. C. Bull.
Inked by - J. C. Bull.
Verified by - H. F. Stegman.

1. Shoreline and Signals.

- a. No shoreline is shown.
- b. Topographic signals originate with graphic control surveys T-6401a (1936), T-6501b (1935-36), and T-6503a (1935-36); and topographic maps T-5638 and T-5644.
- c. Buoy signals "2BS" and "Fig" were located by shore fixes recorded in the drag volumes of the present survey. All other buoy signals were located by the OCEANOGRAPHER by means of taut wire and sun azimuth. The location data for the latter group, when received from the field, will probably be filed with the sounding volumes of H-6344 (1938), H-6345 (1938) or H-6346 (1938).

2. Junctions with Wire Drag Surveys.

The present survey consists of a series of shoal investigations. There are no overlaps with other wire drag surveys.

3. Results of Survey.

a. Specific items covered by instructions of March 4, 1938.

- (1). Item 14. (Chart 1217). The P. D. wreck charted in lat. 39° 10.0', long. 74° 08.0', originates with data in H. O. Daily Memoranda 6094-95 of August 16, 1928. On the present survey, a strip, to the north and east of the reported position, and approximately 3-1/2 miles long by a mile wide, was dragged to an effective depth of 59 feet. A shoal indication of 63 feet on H-6345 (1938) was thought to be a possible clue to the wreck and was cleared but the actual charted position of the wreck was not covered. The drag work has not proved that the wreck is not in the charted position. No matter how doubtful that position might

be, it is still the best information available and should have been the focal point of the investigation. The wreck symbol should be retained on the chart.

- (2). Item 15 (Chart 1217). The wreck, covered 42 feet, charted in lat. $39^{\circ} 15.2'$, long. $74^{\circ} 22.9'$ originates with Chart Letter 165 of 1926. It was located by the drag approximately 0.5 mile south of the charted position. The drag grounded with an effective depth of 41 feet and cleared with an effective depth of 39 feet. Surrounding depths on H-6264 (1937) are 54 to 60 feet. ✓
what the 60's
1937
- (3). Item 16 (Chart 1217). The P. D. wreck charted in lat. $39^{\circ} 21.0'$, long. $74^{\circ} 11.7'$, originates with Chart Letter 546 of 1927. The drag found it approximately 0.3 miles to the northeast of the reported position in depths of 60 feet on H-6271 (1937). The drag grounded with an effective depth of 45 feet and cleared with an effective depth of 43 feet. ✓
- (4). Item 17 (Chart 1217). The P. D. wreck charted in lat. $39^{\circ} 28.0'$, long. $74^{\circ} 12.2'$, originates with H. O. Notice to Mariners 15 of 1932. The reported position falls in depths of 55 to 57 feet on H-6271 (1937) and was cleared on the present survey with an effective drag depth of 46 feet. As the drag disproves the existence of a wreck in the reported position, the symbol should be removed from the chart. The position is only $\frac{3}{8}$ mile from the edge of the dragged area, however, and an additional strip would be desirable on the northeast. ✓
- (5). Item 18 (Charts 1216 and 1217). The wreck charted in lat. $39^{\circ} 29.2'$, long. $74^{\circ} 14.0'$, appears on the first edition (July 1914) of Chart 1216. It was not traced back beyond that time. The charted position falls in depths of 42 feet on H-6271 (1937) and was cleared with an effective drag depth, of 41 feet on the present survey. As in the preceding paragraph, existence of the wreck in the charted position is disproved and the symbol should be removed from the charts but additional drag work is desirable because of the proximity of the charted position to the northeastern limits of the dragged area. It is interesting to note that present existence of a 30 foot depth from H-1558 (1882-83) charted about midway between wrecks discussed here and in the preceding paragraph was disproved by a 41 foot effective drag depth. This confirms the disposition made in the review and descriptive report of H-6271 (1937). ✓
- (6). Item 37. (Chart 1217). Chart Letter 95 of 1937 reported that the Tug Sagamore sank in approximate

lat. $39^{\circ} 23.5'$, long. $74^{\circ} 11.0'$. The wreck was not charted because of the approximate position and the depths of 56 to 63 feet in this vicinity on H-6271 (1937). An area three miles square, with the reported position as a center, was dragged to effective depths of 50 to 53 feet without grounding. The reported wreck should not be charted.

- (7). Item 21 (Chart 1216). The P. D. wreck charted in lat. $39^{\circ} 39.8'$, long. $73^{\circ} 51.2'$, originates with Chart Letter 161 of 1928 and falls in depths of 91 feet on H-6271 (1937). The reported position was cleared on the present survey with an effective drag depth of 57 feet. The wreck symbol should be removed from the chart.
- (8). Item 22 (Chart 1216). The P. D. wreck, covered 42 feet, charted in lat. $39^{\circ} 45.0'$, long. $73^{\circ} 45.0'$ originates with H. O. Notice to Mariners 33 of 1926 and falls in depths of 77 to 81 feet on H-6271 (1937). As the reported position was cleared on the present survey with an effective depth of 57 feet, the 42 foot depth and the descriptive matter should be removed from the chart. The position is within $1/4$ mile of the western limits of the dragged area, however, and extension of the drag work in this direction is desirable.

b. Instructions of May 14, 1938, Addl. Work on H-6264 (1937).

- (1). Item 1. (Chart 1217). The vicinity of the 33 foot sounding (erroneously charted as 38) in lat. $39^{\circ} 17.6'$, long. $74^{\circ} 21.0'$, on H-116 (1843) was dragged to an effective depth of 37 feet. Least depth in the vicinity on H-6264 is 42 feet. The 38 should be removed from the chart.
- (2). Item 6. (Chart 1217). The 36 foot ridge in lat. $39^{\circ} 09.1'$, long. $74^{\circ} 30.6'$, on H-6264 was cleared with an effective drag depth of 31 feet.

c. Instructions of May 14, 1938, Addl. Work on H-6271 (1937).

- (1). Item 4 (Chart 1217). The 29 foot shoal in lat. $39^{\circ} 24.0'$, long. $74^{\circ} 15.3'$, on H-6271 was cleared with an effective depth of 28 feet. The 25 foot sounding (charted) 200 meters to the southwest on H-116 (1843) was disproved and should be removed from the chart.
- (2). Item 5 (Chart 1217). Shoals extending from lat. $39^{\circ} 20.4'$, long. $74^{\circ} 22.4'$, to lat. $39^{\circ} 23.6'$, long. $74^{\circ} 17.2'$, on H-6271 (1937) were dragged with effective depths of 17 to 24 feet and some addi-

tional hydrography was executed in the vicinity of lat. $39^{\circ} 22.0'$, long. $74^{\circ} 21.0'$. A grounding of 27 feet on an obstruction in $39^{\circ} 22.5'$, long. $74^{\circ} 19.7'$ falls in depths of 28 to 30 feet on H-6271 and was cleared with an effective depth of 21 feet. A grounding of 21 feet on an obstruction in lat. $39^{\circ} 20.9'$, long. $74^{\circ} 21.0'$ falls in depths of 26 to 27 feet on H-6271 and was cleared with an effective depth of 19 feet.

Paragraphs 7e and 8a(1), review of H-6271 (1937), called for retention on the chart of two 25 foot soundings in approximate lat. $39^{\circ} 22.4'$, long. $74^{\circ} 19.4'$, until investigated with the drag. The instructions did not specifically mention these soundings and no special investigation was made. The northerly of the two was cleared with an effective depth of 25 feet but the southerly was not covered. The latter originates with a 26 foot sounding on H-116 (1843). The former could not be traced but is probably from a survey of similar age. Both fall in depths of 31 feet on H-6271 (1937). In view of the shifting sand bottom and the many similar changes noted in this area, further investigation of these two soundings is not considered warranted and they should be removed from the chart.

- (3). Item 6 (Chart 1217). The 22 foot shoal in lat. $39^{\circ} 25.5'$, long. $74^{\circ} 16.1'$, on H-6271 (1937) was cleared with an effective depth of 20 feet.

d. Dangers discovered from local reports (All on Chart 1217).

- (1). A grounding of 40 feet on a wreck in lat. $39^{\circ} 20.3'$, long. $74^{\circ} 19.2'$, falls in depths of 54 feet on H-6271 (1937). Cleared with an effective depth of 35 feet.
- (2). A grounding of 45 feet on a wreck in lat. $39^{\circ} 19.5'$, long. $74^{\circ} 18.0'$, falls in depths of 54 to 59 feet on H-6271 (1937). Cleared with an effective depth of 42 feet.
- (3). A grounding of 43 feet on a wreck in lat. $39^{\circ} 21.2'$, long. $74^{\circ} 17.2'$, falls in depths of 51 feet on H-6271 (1937). Cleared with an effective depth of 42 feet.
- (4). A grounding of 42 feet on a wreck in lat. $39^{\circ} 21.2'$, long. $74^{\circ} 12.8'$ falls in depths of 59 to 63 feet on H-6271 (1937). Cleared with an effective depth of 38 feet.
- (5). Two strips were dragged in approximate lat. $39^{\circ} 26.0'$ long. $74^{\circ} 08.0'$, in an effort to locate a wreck locally

reported to lie in about this position. H-6271 (1937) shows depths of 60 to 65 feet in the vicinity. The wreck was not located and further work was not done because of lobster pots in the area. The reported information is considered sufficiently reliable to warrant the charting of a P. D. wreck in lat. 39° 26.0' long. 74° 08.0'. Additional field examination should be made at the earliest opportunity.

e. Aids to Navigation.

Floating aids located during the course of the survey are in substantially the same positions as those shown on the latest chart.

4. Additional Field Work Recommended.

- ✓ a. Examine further the area in the vicinity of lat. 39° 26', long. 74° 08' for wreck reported by local fishermen (see par. 3d(5), this review). Wreck located on H-6461 (1939) W.D. No 574?
- b. Extend drag work in vicinity of P. D. wreck charted in lat. 39° 10', long. 74° 08', to cover that position and the surrounding area to a distance of one mile on all sides. (see par. 3a(1), this review). Accomplished
- c. Not as essential as work recommended in preceding paragraphs but still desirable is the extension of drag work discussed in par. 3a(4), (5) and (8) to cover the areas surrounding the reported positions to a distance of at least one mile on all sides. 3a(4) + (5)
Accomplished on H-6461.

5. Reviewed by - J. A. McCormick, March 21, 1939.

Inspected by - E. P. Ellis.

Examined and approved:




T. B. Reed,
Chief, Section of Field Records.



Chief, Division of Charts.


Chief, Section of Field Work.


Chief, Division of H. & T.

applied to drawing of chart 1217 april 24, 1939
Applied to drawing of chart 1216 may 24, 1939

J. G. h.
H. MacCurran