

# 6461 WIRE DRAG

6461 WIRE DRAG

Form 504 Rev. April 1935	
DEPARTMENT OF COMMERCE U. S. COAST AND GEODETIC SURVEY	
<b>DESCRIPTIVE REPORT</b>	
WIRE DRAG <del>Topographic</del> <del>Hydrographic</del>	Sheet No. H - 6461
State	New Jersey
LOCALITY	
Long Beach	
1939	
CHIEF OF PARTY	
F. S. Borden	

40

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

REG. NO.

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. 403

REGISTER NO. H - 6461

State New Jersey

General locality Long Beach

Locality Off Beach Haven

Scale 1:40,000 Date of survey June 15 - July 13, 1939

Vessel G.L. Marindin - E.L. Rodgers

Chief of Party F.S. Borden

Surveyed by K.S. Ulm

Protracted by K.S. Ulm

Soundings penciled by K.S. Ulm

Soundings in ~~fathoms~~ feet Effective Depths In Feet

Plane of reference M.L.W.

Subdivision of wire dragged areas by K.S. Ulm

Inked by K.S. Ulm

Verified by Harold F. Stegman

Instructions dated March 4, 1938

Remarks: Dual Control - Visual Fixes



to 17A and 11D to 14D as the overlap is not quite a full section. Although special care was taken in plotting in the field, the split did not show up on the boat sheet. However it is felt that with dual control this need not be considered as a split.

Lat. 39° 31'  
Long. 74° 10'

GROUNDINGS AND SHOALS

There are listed below in tabular form, the grounding and shoals located:

POSITION NO. AND DAY LETTER	LATITUDE AND LONGITUDE	GROUNDING EFFECTIVE DEPTH FEET	LEAST SOUNDING DEPTH FEET	DEPTH PLOTTED FEET	CLEARED EFFECTIVE DEPTH FEET	
1 c	0 39 26.2 74 08.3	53	49	NOT PLOTTED	31,32,39 34,35,37	✓
1 d	39 32.7 74 11.4	49	54	49	46,45	✓
2 d	39 32.7 74 11.4	49	57	NOT PLOTTED	46,45	✓
1 f	39 28.2 74 11.7	50	52	NOT PLOTTED	48	✓
2 f	39 28.3 74 11.7	50	53	53	45	✓
1 g, 2 g, 3 g	39 28.2 74 11.7	48	48	48	45	✓
1 h AND 3 h	39 26.2 74 08.3	47 43	40	40	31,32,34, 35,37,39	✓
2 h	39 26.3 74 08.2	47 43	53	43 Not plotted	34,38,39, 35,31,32	✓
1 j	39 26.3 74 08.27	38 34	37	34	35,31,32 See page 4 para. 1	✓
32 B	39 32.5 74 12.0	45	-	45	NOT CLEARED	✓
OPP. G.L. 54 E	39 30.0 74 10.7	51	50 upright	50 Not Plotted.	48,46	✓ 50 ft. on H-6271

GENERAL

Uncharted Wreck:

This wreck was reported to the wire drag party, Lieut. S.B. Grinnel in charge, near the end of the 1938 season by a fisherman from Atlantic City. Several strips were dragged in the vicinity but the season ended before a grounding was made on the wreck. Captain Borden gave instructions to make a further search for this wreck during the 1939 season.

Mr. Rodgers a fisherman from Beach Haven came out with the party one day and gave a location of the wreck which was within a hundred meters of the final location. Mr. Rodgers also gave valuable assistance to the party in contacting fisherman so that lobsters and black fish pots were removed from the vicinity of the obstructions.

Fishermen claim to have seen the cross trees of the wreck when the water has been exceptionally clear. The latest date that any one has reported having seen it appears to have been in 1937. As to the origin there seems to be quite a list of speculation. However several local fishermen seem to think it was a ship named the "CAROLINA". They base their opinion on information received from survivors of this ship that were landed at Atlantic City. There is a story to the effect that the Coast Guard Cutter Champ-lain had attempted to destroy this wreck by depth charges several years ago. The writer was unable to check this story.

Field work could only be accomplished on this item on exceptionally clear days due to the distance from the control. Also difficulty was encountered due to numerous lobster and Black fish pots set out in this area. However after notices were posted and fishermen contacted the area was cleared in the vicinity of the wreck.

Two main obstructions were found about 125 meters apart. The first of which is shown by tender positions 1c, 1h, and 3h; the second by tender positions 2h and 1j. These obstructions lay in general depths of 65 feet at M.L.W. Considerable difficulty was encountered in obtaining hand lead soundings on top of the obstructions due to small area of the top which is believed to have been the top of masts.

The shoalest depth a sounding of 40 feet was found at 3h. This sounding could not be verified. It was cleared by 39 feet from the south on strip 14J to 17J. It is recommended that it be charted as 40 feet at M.L.W. A shoal sounding of 37 feet at M.L.W. was obtained at tender position 1j. However on strip 1K to 6K the drag grounded opposite position 4K.G.L. and slipped off at position 5K.G.L. The drag at the time had an effective depth of 34 feet. The distance

and cut from the G.L. at positions 4K and 6K checks position 1J. So it is recommended that position 1J be charted as 34 feet. This was cleared with 35 feet from the Northwest, strip 1J to 13J. This may be explained by the fact that the mast may be leaving in a Southeasterly direction as when the drag grounded on strip 1K to 6K it was being towed from the Southeast. Later this was covered from the Northwest with 31 feet effective depth, strip 7K to 18K, and from the Southeast by 32 feet effective depth, strip 19K to 25K.

In plotting the smooth sheet it was necessary to make three overlays due to the numerous drag strips. However all groundings were plotted on the smooth sheet.

On A day strip 25A to 41A was not plotted. This strip was dragged before the lobster and black fish pots had been removed from the area. The drag went aground and on investigation by the tender it was impossible to tell whether the drag was aground on the lobster pots or the wreck. The writer believes this strip gives no additional information on the wreck that wasn't covered by subsequent work so no effort was made to smooth plot this strip. *Plotted by Verifier. HJS.*

On strip 1C to 18C it appears from cuts to the end launch from the guide launch and cuts to the guide launch from the end launch and distances taken from the end launch by a range finder that there is a slight displacement of the end launch line. The writer believes this is due to a mistake in identity of signal BEA. As the main object of this survey was to locate the wreck and clear it no attempt was made to adjust the end launch line. The distance between the grounding, position 18C.G.L. and 18C.E.L. is slightly longer than the drag. The cut from 19C.E.L. and the distance from 18C.E.L. does not check. However the cut and distance at 18C.G.L. checks the position of the grounding fairly well. So it is believed that these discrepancies are due to the displacement of the end launch line. *Negligible amount. HJS.*

Strip 17H to 23H was not plotted as the drag grounded on lobster pots and area was covered by subsequent work.

Strip 19J to 22J was not plotted as the tender made the mistake of lowering instead of raising the drag 2 feet as instructed. This area is covered by subsequent work.

On strip 19K to 24K the visibility became very poor. On position 19K to 22K the strip plots wider than the length of the drag. This may be explained by the poor visibility along with the sensitive fix that was being taken at the time. This does not effect the position of the strip that covers the wreck. After position 24K the guide launch was unable to get a fix so the G.L. line is ended on a cut from the end launch and the guide launch line is run parallel to the E.L. line.

The following table is given to assist the verifier in locating the plotting of various strips in this area:

<u>STRIP</u>	<u>PLOTTED</u>
25 A - 41 A	<del>Not</del> Plotted on Smooth sheet
1 C - 18 C	Smooth Sheet
17 H - 23 H	Not Plotted
24 H - 28 H	Smooth Sheet
29 H - 35 H	Overlay No. 1
1 J - 13 J	Overlay No. 1
14 J - 17 J	" No. 2
19 J - 22 J	Overlay No. 2
23 J - 26 J	Not Plotted
1 K - 6 K	Overlay No. 3
7 K - 18 K	Smooth Sheet
19 K - 24 K	Smooth Sheet

Items No. 17, No.18, And No.19:

No definite local information could be obtained concerning this wreck. However old time fishermen recall fishing around wrecks in the vicinity where these wrecks are plotted many years ago. They claim that these wrecks have broken up to such an extent that they haven't been fished on for several years.

On the groundings in Latitude  $39^{\circ} 28.2$  and Longitude  $74^{\circ} 11.7'$  a minimum sounding of 48 feet at M.L.W. was found in general depths of 56 feet. There were several obstructions in this area which were hard and may have been <sup>either</sup> rocks or wreckage. These obstructions are about 0.4 of a naut mile, Northeast of plotted position of Item 17. These obstructions were cleared with 45 feet effective depth from two directions.

In Latitude  $39^{\circ} 32.7'$  and Longitude  $74^{\circ} 11.4'$  a grounding was made with an effective depth of 49 feet in general depths of 57 feet. The shoalest sounding obtained was 54 feet although the tender investigation for over an hour. It appears that this grounding was made on a mast or fish stake. Fishermen claim to have picked up good sized planks while dragging in this area. This obstruction was cleared with an effective depth of 45 feet from the Northeast and 46 feet from the Southwest.

On position 35E the near buoy was fouled by what appeared to be a broken off fish stake. In picking up the drag it was impossible to clear N buoy and the big weight was lost. This grounding was not cleared because of it's proximity to a fish pond. The writer felt that in an attempt to clear this grounding due to the closeness of the fish pond that quite a bit of damage might be done to the launches and drag equipment. Broken off fish stakes may be expected to be found in the immediate vicinity of fish ponds. The Army engineers at the Atlantic City Office, attempted to keep these broken off stakes destroyed, but due to the small size of their field force this work is often behind schedule.

Lat. 39° 32'  
Long. 74° 12'

On strip 1B to 5B the N buoy was bobbing so the area claimed is from Buoy No. 1 up to position 5.5 B.G.L. when the buoy was raised 3 feet. The tender reported general depths in this area was 44 feet at M.L.W. This area was not cleared as it has been covered by the drag party in the 1938 season.

Lat. 39° 29'  
Long. 74° 14'

Opposite position 5E buoys N and 1 bobbed on and effective depth of 51 feet. Soundings were taken and the general depth found to be 50 feet at M.L.W. Buoys N and No. 1 were raised 3 feet and cleared. This area was later cleared with 46 feet effective depth strip 11F to 21F. This agrees with the soundings on Sheet field number 401 (H-6271) LYDONIA 1937. On setting out on A day the drag touched bottom from buoys 9 to F due to being further inshore than intended. Buoys 7 to F were raised 5 feet and cleared. No area is claimed until these changes were made. Most of this area is cleared with 46 feet effective depth on strip 1E to 24E.

Lat. 39° 30'  
Long. 74° 10'

Lat. 39° 32'  
Long. 74° 11'

Opposite position 19.5 E.G.L. to 20.5 E.G.L. buoys F and 12 touched bottom as indicated in the record and is so plotted. Soundings in this area from Sheet Field No. 401 (H-6271) LYDONIA 1937 gives general depths of 43 feet while the drag had an effective depth of 41 feet. Although the drag touched bottom in this area it did not hang up and trial soundings by the tender gave 41 to 43 feet at M.L.W.

Lat. 39° 31'  
Long. 74° 13'

COMPARISON WITH PREVIOUS SURVEYS AND CHARTS 1216

Groundings not plotted. Weights often touch in depths 2 ft. deeper than bottom wire.

A charted sounding of 43 feet (chart 1216), Latitude 39° 29' 0, Longitude 74° 11.9, was covered with 51 feet effective depth without any indication of grounding. 43 does not appear on latest prints.

In Latitude 39° 31.4 and Longitude 74° 13.0 a sounding of 43 feet at M.L.W. from Sheet Field number 401 (H-6271) LYDONIA 1937 was cleared with 46 feet effective depth without any indication of grounding. 43 retained although discrepancy may be due to natural changes.

Item 19, charted on chart 1216 as 39 feet Latitude 39° 30.9 and Longitude 74° 10.9 was cleared with 49 feet effective depth without any indication of grounding.

With the exception of the above items and previously discussed groundings there are no soundings on Chart 1216 and Sheet Field No. 401 LYDONIA

H-6271 (1937)

1937 that are shoaler than the dragged depths. ✓

PERSONNEL AND EQUIPMENT

Standard wire drag equipment was used throughout this survey. Lieut. (j.g.) K.S. Ulm was in charge of the guide launch. Lieut. (j.g.) F.A. Riddell was in charge of the end launch through June 16th and ENSIGN J.C. Bull was in charge of end launch through the remainder of the sheet. ✓

Respectfully submitted,

*Kenneth S. Ulm*  
Kenneth S. Ulm  
Jr. H. And G. Engr.  
C. And G. Survey.

Forwarded:

*John H. Brittain*  
John H. Brittain  
Norfolk Processing Office.

LIST OF SIGNALS  
TO ACCOMPANY WIRE DRAG SHEET H-6461

<u>HYDRO NAME</u>	<u>TRIANGULATION NAME</u>
Arl	Beach Arlington Stand Pipe 1932
Brig	Brigantine Beach Water Tank South Of 1936
Clar	Claridge Hotel Dome 1932
Have	Beach Haven Water Tank 1932
Stand	Standpipe 1932
Tuck	Tuckerton Radio Tower 1931 - 1932

RECOVERABLE TOPO STATIONS

<u>HYDRO NAME</u>	<u>TOPO SHEET</u>	<u>DESCRIPTION</u>
Ben	T 6401a	C.G. Observation Tower 1935
Hoe	T 6401b	Observation Tower 1935
Hop	T 6400b	C.G. Flag Tower 1936
Liz	T 6400b	N. Gable Of House 1936
New	T 6501b	New Tank 1936
Wood	T 6399a	Wood Tank 1935

SEXTANT LOCATION

Oke	Water Tank
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Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. **.H6461** Wire Drag

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

Number of positions on sheet	<i>520.</i>
Number of positions checked	<i>...29 plus 32 plotted</i>
Number of positions revised	<i>...1.</i>
Number of soundings recorded	<i>...13.</i>
Number of soundings revised	<i>...0.</i>
Number of soundings erroneously spaced	<i>—</i>
Number of signals erroneously plotted or transferred	<i>None</i>

Date: *Aug. 26*

Verification by *H.F. Stegman*

Time: *43 hrs*

Review by *J.A. McCormick 8/30/40* Time: *10 hrs.*



DESCRIPTIVE REPORT TO ACCOMPANY  
WIRE DRAG SHEET H-6461

AUTHORITY

Supplemental Instructions for Project H.T. 207 dated March 4, 1938. ✓

CHARACTER AND LIMITS OF THE WORK

The work consists of wire drag investigations of reported wrecks ✓  
from Beach Haven south to Brigantine Inlet.

The scale of the sheet is 1:40,000. ✓

The position interval was ten minutes except at beginning and ends ✓  
of lines and changes in course and speed.

Dual and visual fixes were used throughout the sheet. ✓

Effective depths ranged from 31 to 55 feet. ✓

CONTROL AND DATUM

This sheet is on the North American 1927 Datum. Control used was  
triangulation established in 1932 and 1936, and recoverable topo  
stations established by Lieut. B.H. Rigg in 1935 and Lieut. John A. ✓  
Bend in 1936. For topo sheet numbers see List Of Signals attached to  
this report. Signal OKE which is a new water tank was located by  
sextant cuts. This was sent in on Form 567, Landmarks for Charts, To  
the Washington Office.

DATES OF SURVEY

Ten days work was done by the Launch MARINDIN as guide launch, and ✓  
Launch RODGERS as end launch on June 15, 16, 24, 25, 26, 28, and July 2, 3, 11,  
and 13.

TIDAL REDUCERS

Tidal reducers were taken from the hourly heights of the Standard ✓  
Gage at Atlantic City (steel pier), supplied by the Division Of Tides  
And Currents, Washington, D.C.

JUNCTIONS

The limits of the work done on <sup>H-6343 (1938)WD</sup> ~~beams~~ <sup>It</sup> No. 17 and No. 18 by Lieut. S.  
B. Grinnel in 1938 is shown on the sheet by a ~~dark pencil~~ <sup>dashed</sup> line. These  
limits were taken from the boat sheet and should be checked by the veri-  
fier. Checked and inked.

SPLITS

According to the wire drag manual a split may be shown between 14 <sup>A</sup>

H6461

STATISTICS TO ACCOMPANY  
WIRE DRAG SHEET H-6461

<u>Date</u> <u>(1939)</u>	<u>Letter</u> <u>Day</u>	<u>Volume</u> <u>No.</u>	<u>Statute</u> <u>Miles</u>	<u>Positions</u>	<u>Drag Length</u> <u>Feet</u>	<u>Tender</u> <u>Soundings Positions</u>	
June 15	A	1	3.4	78	7000	-	-
" 16	B	1	2.7	29	7000	-	-
" 24	C	1	2.1	37	7000	1	1
" 25	D	1	3.5	49	7000	2	2
" 26	E	1	4.8	59	6500	1	0
					6000		
" 28	F	1	3.2	40	7000	2	2
					4000		
July 2	G	1	3.8	49	3000	3	3
					7000		
" 3	H	2	4.3	66	4000	3	3
" 11	J	2	3.1	55	3000	1	1
" 13	K	2	2.8	46	3000	0	0
<u>TOTALS</u>							
<u>FOR</u>							
<u>SHEET</u>			33.7	508		13	12

Area = 19.0 Square Statute Miles.

RAC  
ERK

## TIDE NOTE FOR HYDROGRAPHIC SHEET

Division of Hydrography and Topography:

July 8, 1940

✓ Division of Charts: Attention: Mr. H. R. Edmonston

Tide Reducers are approved in  
4 volumes of sounding <sup>and wire drag</sup> records for

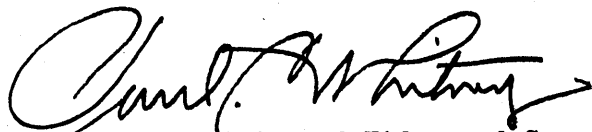
HYDROGRAPHIC SHEET 6461

Locality Off Beach Haven and Long Beach, N. J.

Chief of Party: Frank S. Borden in 1939  
Plane of reference is mean low water, reading  
4.2ft. on tide staff at Atlantic City ✓  
15.8ft. 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.

GEOGRAPHIC NAMES

Survey No.

**H6461**  
(Wire Drag)

Name on Survey	A. On Chart No.	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	K.
<u>Long Beach</u>									1
<u>Beach Haven</u>									2
									3
									4
									5
									6
									7
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									10
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									24
									25
									26
									27

Names underlined in red appear  
by L. Heck on 7/25/40

Remarks

Decisions

1		396741
2		395742
3		
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HYDROGRAPHIC SURVEY NO. H6461 Wire Drag

Smooth Sheet Yes

Boat Sheet Two

Records; Sounding 1 Vols., Wire Drag 3 Vols., Bomb     Vols.

Descriptive Report Yes

Title Sheet Yes

List of Signals Yes

Landmarks for Charts (Form 567) No

Statistics Yes

Approved by Chief of Party Yes

Recoverable Station Cards (Form 524) None

Special Chart for Lighthouse Service No  
(Circular Nov.30, 1933)

Hydrography: Total Days 10 ; Last Date July 13, 1939

Remarks \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# MEMORANDUM

## IMMEDIATE ATTENTION

SURVEY  
DESCRIPTIVE REPORT  
PHOTOSTAT OF

No. H 6461 Wire Drag  
~~No. H 6461~~

received June 20, 1940  
registered July 5, 1940  
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	✓	TRC	Pages 2-6
26			
30			
40			
62			
63			
82			
83			
88			
90			

RETURN TO

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

✓ TRC

VERIFIER'S REPORT OF HYDROGRAPHIC SURVEY NO. H

Verified and Inked by *H. F. Stegman*

Date *Aug. 26, 1940*

1. The descriptive report was consulted and appropriate action taken. ✓
2. Soundings originating with the survey and mentioned in the descriptive report have been verified, including latitude and longitude. ✓
3. All references to survey sheets mentioned in the descriptive report include the registry number and year. ✓
4. Geographic names of hydrographic features are in slanting lettering and of topographic features in vertical lettering. ✓
5. All items effecting 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. ✓
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. *Soundings and groundings were transferred to H-6271 (1937)* ✓
17. The notation "JOINS H " was added for all contemporary adjoining or overlapping sheets now registered.  
*The limits of H-6343 (1938) WD are shown with dashed black line. There are no groundings in the common area.* ✓
18. The depth curves have been drawn to include the significant depths.
19. All triangulation stations and transfer of topographic and hydrographic signals were checked by the field party.
20. Heights of rocks were checked against range of tide.
21. Rocks transferred from topographic survey have a dotted curve where shown thereon.
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 (see letter of October 20, 1934).
25. Degree and minutes values and symbols have been checked. ✓
26. Source of shoreline and signals (When not given in report).  
*Signals in report. Shoreline not shown.* ✓
27. Depth curves were satisfactory except as follows:

28. Sounding line crossings were satisfactory except as follows:

29. Junctions with contemporary surveys were satisfactory, ~~except as follows:~~ ✓

30. Condition of sounding records was satisfactory ~~except as follows:~~ ✓

31. The protracting was satisfactory ~~except as follows:~~ ✓

32. The field plotting of soundings was satisfactory, ~~except as follows:~~

*The strip from pos 25A to 41A was not plotted in the field - see page 4, paragraph 3. This strip was plotted by the verifier as it increased ~~the limits of~~ the area dragged in the vicinity of the wreck at  $\phi$ -39°-26.3,  $\lambda$ -74°-08.2, by about 15% ✓*

33. Notes to reviewer:

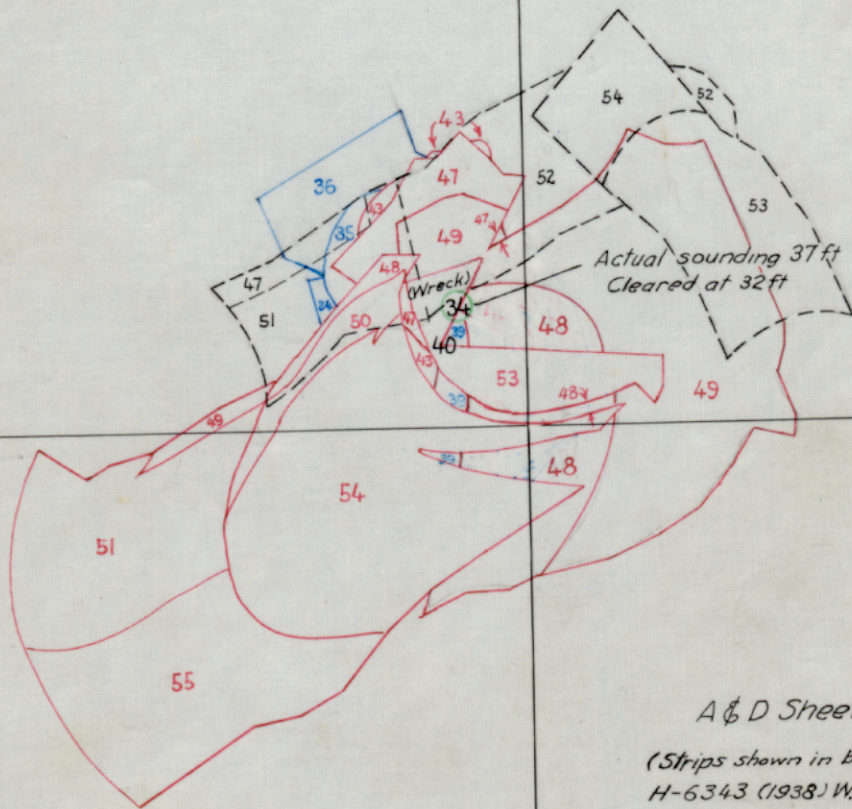
*The A&D tracing of the "Uncharted wreck" investigation mentioned in section 32 above, and overlay tracings Nos 1, 2, and 3, are in the Descriptive Report. ✓*

*Harold F. Stegman*



74° 08'

39° 26'



A & D Sheet, H-6461 (1939)  
(Strips shown in black are from  
H-6343 (1938) W.D.)

1:40,000



OVERLAY NO. 1  
FOR SHEET H-6461(W.D.)

28'

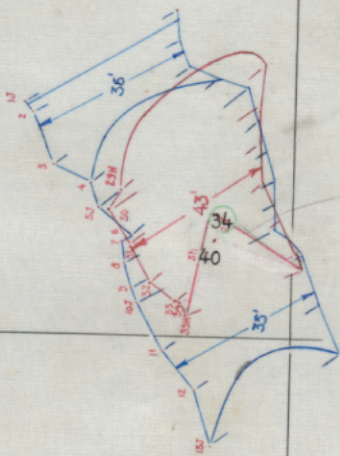
26'

39° 24'

74° 10'

08'

06'





OVERLAY NO. 2  
FOR SHEET H-6461(W.D.)

28'

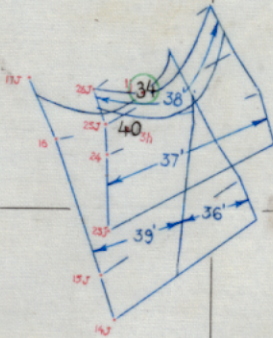
26'

39° 24'

74° 10'

08'

06'





OVERLAY NO. 3  
FOR SHEET H-6461(W.D.)

28'

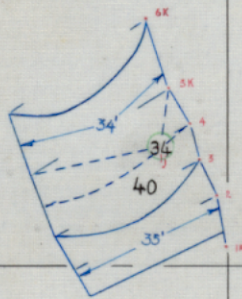
26'

39° 24'

74° 10'

08'

06'



DIVISION OF CHARTS

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 6461 (1939) W.D. FIELD NO. 403

New Jersey; Long Beach; Off Beach Haven  
Surveyed in June - July 1939, Scale 1:40,000  
Instructions dated March 4, 1938 (OCEANOGRAPHER)

Wire Drag

Dual Control

Chief of Party - F. S. Borden.  
Surveyed by - K. S. Ulm.  
Protracted by - K. S. Ulm.  
Subdivision of wire dragged areas by - K. S. Ulm.  
Inked by - K. S. Ulm.  
Verified by - H. F. Stegman.  
Reviewed by - J. A. McCormick, August 30, 1940.  
Inspected by - H. R. Edmonston.

1. Purpose of Survey.

Purpose of the survey was further search for several wrecks which could not be found when drag work was accomplished on H-6343 (1938) W. D. in the vicinities of the reported positions.

2. Results of Survey.

- a. A grounding of 34 feet on a wreck in latitude  $39^{\circ} 26.35'$ , longitude  $74^{\circ} 08.25'$ , falls in depths of 64 to 66 feet on H-6271 (1937). Cleared with an effective depth of 32 feet. The clearing depth has already been applied to Chart 1217 (New Print of March 12, 1940) from advance information in Chart Letter 437 of 1939. No change necessary.
- b. A sounding of 48 feet on an obstruction in latitude  $39^{\circ} 28.20'$ , longitude  $74^{\circ} 11.65'$ , falls in depths of 55 feet on H-6271 (1939). Cleared with an effective depth of 45 feet. The obstruction is probably the wreck of a barge reported in this vicinity in H. O. Notice to Mariners 15 of 1932. Not charted.
- c. A grounding of 45 feet on an obstruction in latitude  $39^{\circ} 32.55'$ , longitude  $74^{\circ} 12.00'$ , falls in depths of 55 feet on H-6271 (1937). Not cleared because of proximity to fish pound. Not charted.
- d. A grounding of 49 feet on an obstruction in latitude  $39^{\circ} 32.70'$ , longitude  $74^{\circ} 11.40'$ , falls in depths of 57 feet on H-6271 (1937). Cleared with an effective depth of 46 feet. Not charted.

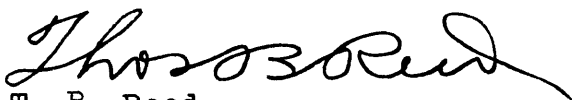



- e. The "39 wreck" charted in latitude 39° 31', longitude 74° 11' from Chart Letter 59 of 1926 was cleared with an effective depth of 49 feet and should be removed from the charts.


3. Comment.

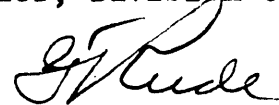
Item numbers noted on the smooth sheet refer to paragraphs in the original instructions. The present survey satisfactorily clarifies several doubtful points on H-6343 (1938) W. D.

Examined and approved:

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

  
F. S. Boram  
Chief, Division of Charts.

  
Raymond P. Egan  
Chief, Section of Field Work.

  
G. H. Hude  
Chief, Division of H. & T.



Applied to Chart 1217

12/10/40 S.R.

Applied to Chart 1108  
" " " 1216

Feb. 11, 1941  
Feb. 1940

G.H.S.  
J.H.S.