8483

Diag. Cht. Nos. 1000-3 and 1107.

Form 504

U. S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Type of Survey HYDROGRAPHIC
Field No. HY-4258 Office No. H-8483
LOCALITY
State Massachusetts .
General locality Georges Bank
Locality South Georges Bank
1958, 19 <u>59</u>
CHIEF OF PARTY
G. R. Fish M. E. Wennermark
LIBRARY & ARCHIVES
DATE APR So 1900

COMM-DC 61300

FORM	53	7
(8-15-5		

U.S. DEPARTMENT OF COMMERCE COAST AND GEODETIC SURVEY

REGISTER NO.

· HYDROGRAPHIC TITLE SHEET	H-8483
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. HY-4258
StateMASSACHUSETTS	
General locality GEORGES BANK	
Locality SOUTH GEORGES BANK	
Scale 1:40,000 Date of sur	3 Oct 1958 - 5 Oct. 1958 6 May 1959 - 10 July 1959
Instructions dated 28 Nov. 1956, Supplementals: 28 Feb. 19	
Vessel USC&GSS HYDROGRAPHER	
Chief of party Gilbert R. Fish, Maurice E. Wennermark D.M. Whipp, W. R. Kachel, W.D. Barbee, JL. I Surveyed by D. W. Moncevicz, P.A. Martus, R.R. Floyd, I	Tlynn, L. S. Brown tz
Soundings taken by echo sounder, Bonbleack scien	
Fathograms scaled by Ship's personnel	
Fathograms checked by Ship's personnel	
Protracted by L. S. Brown, D. W. Moncevicz	
Soundings penciled by Ship's personnel	
Soundings in fathoms at MLW MXXXXX	
REMARKS: Off shore survey - Raydist controlled.	
2111 0/10	
XWW 8/45/92	146

DESCRIPTIVE REPORT

to accompany Hydrographic Survey H-8483 (HY-4258)

Georges Bank South Georges Bank 1958-1959

Ship HYDROGRAPHER

Scale 1:40,000

G.R. Fish - M.E. Wennermark Chief of Party

A. Project:

Project No. CS-401. Original instructions dated 28 November 1956, (reference 22/MEK, file S-2-HY). Supplemental instructions dated 28 February 1957 (reference 22/MEK, file S-2-HY), 23 October 1957, (reference 22/MEK, file S-2-HY) and 16 October 1958 (reference 22/MEK, file S-2-HY).

B. SURVEY LIMITS AND DATES:

This survey covers an area in the southern part of Georges Bank in the Gulf of Maine. The approximate sheet limits are Latitude 40° 55' N to 41° 14' N and Longitude 67° 58' W to 68° 38' W.

Field work on this sheet during 1958 began on 3 October 1958 and ended on 5 October, 1958. The field work was resumed on 6 May 1959, and the sheet was completed on 10 July 1959.

This survey makes a junction with the following prior surveys:

H-5170	1:100,000	1931
H-5270	1:40,000	1932
H-5271	1:40.000	1932

This survey makes a junction with the following contemporary surveys:

H-8489	1:100,000	1958 (HY-10158)
H-8453	1:40,000	1958 (HY=4158)

C. VESSEL AND EQUIPMENT:

The Hydrography on this survey was accomplished by the Ship HYDROGRAPHER.

The turning radius at sounding speed (120 RPM or approximately 10 knots) of the HYDROGRAPHER is 80 to 120 meters depending upon the prevailing wind and current.

808J type fathometers were used for the entire survey. The following serial numbers were used: 57-31 and 153 SPX.

D. TIDE AND CURRENT STATIONS:

Tide reducers for this survey are feferenced to the standard Tide Gage at Boston, Mass.

Time differences of minus one hour and minus one half hour and a ratio of ranges of 0.5 were furnished by the Washington Office.

Predicted tide curves for the reduction of boat sheet soundings were also furnished by the Washington Office.

There were no current stations on this sheet.

E. SMOOTH SHEET:

The smooth sheet projection and Raydist arcs were hand ruled by the Washington Office. The soundings were smooth penciled aboard the ship.

F. CONTROL STATIONS:

All Hydrography on this sheet was controlled by Raydist using two stations as follows:

R₂ at Southwest Harbor, Maine, Latitude 44° 14' 47.65" North, Longitude 68° 17' 37.61" West.

The geographic position of this station was determined by F.B. Quinn Boston District Officer, in 1955.

R₁ at Wellfleet, Cape Cod, Mass., Latitude 41° 56' 31.426" North, Longitude 69° 59' 11.303" West.

The geographic position of this station was determined by K.S. Ulm, Boston District Officer, in 1957. It is the same as Reference Mark I of Triangulation station FRAZIER 1957.

G. SHORELINE AND TOPOGRAPHY:

There is no shoreline or topography shown on this sheet, as this is an offshore survey.

H. SOUNDINGS:

All depths were measured using 808J type fathometers. Adequate checks and tests were made to verify the accuracy of the soundings obtained with the fathometers. For further information see separate reports on Fathometer and Velocity Corrections, Ship HYDROGRAPHER, for the years 1958 and 1959.

I. CONTROL OF HYDROGRAPHY:

Raydist control was used throughout the work on this sheet. A complete explaination of Raydist control and calibration is included in separate Raydist Reports submitted 9 December 1957, 15 August 1958, 28 October 1958, and 1959, Raydist-Shoran Report (Ship HYDROGRAPHER). Reference should also be made to letters to the Director of 18 March 1958, 10 October 1958, and 27 October 1958. Also refer to Technical Bulletin No. 5, by Captain Gilbert R. Fish entitled Raydist on Georges Bank.

Raydist stations were located as indicated in Section F of this report. The Raydist dials were set at Texas Tower #2 (Southwest Tower Leg) and at survey buoys located by runs from T.T. #2.

The Raydist values (lanes) used for the T. T. #2 - Southwest Leg during 1958 and 1959 were:

 $R_1 = 4068.6$

 $R_2 = 6264.4$

This value determined in 1957 has become known as the "1957 datum" or "the 1957 position of Texas Tower No. 2". In 1958 a new value for the Tower position was determined. It being; $R_1 = 4068.3$ and $R_2 = 6269.0$, and based on R_1 and R_2 lane widths of 149.87307 feet.

The "1957 datum" is based on the same R_1 lane width but a R_2 lane width of 149.83652 feet. This R_2 lane width of 149.83652 feet was originally in error when given to the HYDROGRAPHER for use. In 1958 the new and more precise R_2 lane width was relayed to the HYDROGRAPHER as $R_2 = 149.87307$.

The boat sheet and smooth sheet of HY-4258 is based on the old 15 ty lane value of R2, that is R2 = 149.83652, and also on the "1957 position of Texas Tower No. 2". Thus the boat sheet and smooth sheet may have to be shifted to account for the change in lane width, and the Texas Tower position error.

Apply to be lanes to R2 values to correct.

On page 2 of a Letter to the Director dated 10 October 1958, Subject: Revised Position of Texas Tower No. 2, Georges Bank, and Change in Smooth Sheet Datum, a R₂ correction formula is given for correcting sheets to the final datum (1958 tower location) and the new lane width.

By using this formula the correction for the center of sheet HY-4258 ist6.2 lanes. This+6.2 lanes (to be added to R_2 values) holds within 0.1 lane for the extreme limits of this sheet.

The lane width discrepancies and Tower positions are discussed in the Raydist Report for 1958 and the Addendum to the 1958 Raydist Report previously submitted to the Washington Office. Abstracts of the Raydist correctors are included at the end of this report.

J. ADEQUACY OF SURVEY:

This survey is complete and adequate to supersede prior surveys for charting.

Depth curves can be adequately drawn at the junctions.

Junctions with adjoining surveys have been inspected and are satisfactory.

Non standard depth curves of 15 and 25 fathoms were added to the smooth sheet in addition to the standard depth curves to aid in delineating the rough character of the bottom.

K. CROSSLINES:

Crosslines were run to approximately 5 - 10% of the regular system of sounding lines.

L. COMPARISON WITH PRIOR SURVEYS:

This survey was compared with the following prior surveys:

H-5170	1:100,000	1931
H-5270	1:40,000	1932
H-5271	1:40,000	1932

In general, the comparisons are good. Because of closer line spacing, more accurate control and continuously recording fathometers it is recommended that the new depths and contours be used except as mentioned in section N of this report.

The development of various shoals was more complete on this new survey than on prior surveys. Some of the shoalest soundings found are tabulated in Sections M and N of this report.

M. COMPARISON WITH CHART:

This survey was compared with Chart No. 1107, scale 1:400,000.

The 80 fathoms sounding at approximate Latitude 41° 01.71 N, Longitude 68° 27.4 Wwas not verified. The shoalest sounding found in this vicinity was 8.2 fathoms.

The shoalest sounding found on Chart 1107 at approximately Latitude 41° 07.1° N, Longitude 68° 24.6° W is 5½ fathoms. This depth is located within a ten fathom depth curve. Within the corresponding 10 fathom depth curve from this new survey is a sounding of 4.7 fathoms located at Latitude 41° 07.7° N, Longitude 68° 25.1 W. Approximately 0.2 mile north of this sounding is another 4.7 fathom sounding. These two equal soundings are the shoalest soundings on the entire sheet.

The sounding of 7.0 fathoms at approximate Latitude 41° 10.5! N, Longitude 68° 09.5! W was not verified. The shoalest sounding in this vicinity from the new survey is a 7.2 fathoms at Latitude 41° 10.3! N, Longitude 68° 09.5 W.

Other comparisons were made between specific areas and the agreement in depth and position was good. The closer line spacing and more accurate Raydist control gives a much more comprehensive and accurate delineation of bottom characteristics than previous surveys.

It is recommended that the depths found on the new survey be accepted.

N. DANGERS AND SHOALS:

The following shoal soundings are in addition to those mentioned in Section M of this report:

Least Depth (fm)	Latitude	Longitude	
8.6	40° 571	689 30.21	
10.0	40° 57.31	680 35.01	

All charted dangers and shoals were found as charted or shoaler depths were obtained except as noted in Sections M and N.

O. COAST PILOT INFORMATION:

None.

P. AIDS TO NAVIGATION:

No fixed or floating aids to navigation are located within the limits of this survey.

Q. LANDMARKS FOR CHARTS:

No landmarks for charts are within the limits of this survey.

R - X NOT APPLICABLE

Y. SHIP'S HEAD CORRECTOR:

A ship head corrector was applied to the control on this sheet. The correctors are included at the end of this report. For an explanation of Ship Head Corrector refer to Technical Bulletin No. 5 by Captain Gilbert R. Fish.

Z. TABULATION OF APPLICABLE DATA:

Seasons Report - 1958 Season	28 October 1958
Seasons Report - 1959 Season	15 December 1959
Fathometer & Velocity Correction Report -	
1958 Season	28 October 1958
1959 Season	8 January 1960
Raydist Report - 1958 Season	15 August 1958
Addendum to Raydist Report - 1958 Season	28 October 1958
Shoran and Raydist Report - 1959 Season	8 January 1960

Abstracts of various correctors used in this survey are attached to the end of this report.

Donald W. Moncevicz Donald W. Moncevicz ENS, C&CS

APPROVAL SHEET

The field work accomplished on this survey was under the supervision of Captain Gilbert R. Fish and Captain Maurice E. Wennermark.

The records, boat sheet, and smooth sheet as submitted to the Washington Office have been reviewed and are approved by me.

The survey is complete and adequate and no additional field work is recommended.

Kenneth S. Ulm

CAPT, C&GS

Comdg., Ship HYDROGRAPHER

TIDE NOTE

To Accompany Hydrographic Survey HY-4258 (H-8483)

Standard Tide Station:

Boston (Northern Ave. Bridge) Massachusetts

Latitude:

42° 21.3' North

Longitude:

71° 03.0' West

Plane of Reference:

Mean low water 3.3 feet on tide staff

Area covered:

Entire sheet

Time correction:

Minus one hour (1 hr.)

East of Longitude 68° W.(approximate) and

minus one half hour $(\frac{1}{2} \text{ hr.})$ West of Longitude 68° W (approximate).

Height correction:

Ratio of Ranges 0.5

The above time and height corrections furnished by the Washington Office.

The hourly heights were furnished by the Washing Office.

Instrument Correction for Ship Hydrography 1958 Field Season

Trin Nos.	Dates	Fath. No.	A	Scales B	<u>C</u>	D
1 thru 3	22 April to 27 May	57 - 31 153		+0.2		
4	4 June to 1200 11 June	57-31 153		+0.2 +0.8		
	1200 11 June to 13 June	57 - 31 153		+0.0		
5 and 6	20 June to 17 July	57-31 153	-0.2 -0.2	+0.2 +0.8		
7 thru 12	21 July to 7 October	57-31 153	-0.2 0.0		+1.0 +1.0	_

These instrument correctors are the algebraic sum of the Fathometer instrument error, phase, draft, and settlement and squat corrections.

Instrument Correction for Ship Hydrography 1959 Field Season

		•		Scale	8	
Trip Nos.	Dates	Fathometer No.		B	C	D
1 through 3	21 April to 28 May	57 - 31 153	-0.2 -0.2	+0.3	+0.9 +0.1	+1.2 -1.3
4	NO HYDROGRAM	THY THIS TRIP				
5	16 June to 23 June	57 - 31 153	-0.2 -0.2	+0.3 +0.2	+0.9 +0.1	
	24 June to 26 June	57 - 31 153	•	+0.1	+0.7 -0.1	+ 1.0
6	6 July to 11 July	57 - 31 153	-0.2 -0.2	+0.3		
7 - 13	NO HYDROGRAF	PHI THESE TRIPS ON	THIS SH	eer		

These instruments correctors are the algebraic sum of the Fathometer instrument error, phase, draft, and settlement and squat corrections.

VELOCITY CORRECTIONS (all in fathoms) HY-4258 (H-8483)

1958 Field Season

Trip I - II No hydrography this sheet

Table 1

Trip 12 (1-6 October 1958)

0.0 to 30.0 -0.2 to 35.0 -0.4 to 40.0 -0.6 to 45.3

1959 Field Season

Trip I (21-30 April 1959) No hydrography this sheet	Table 2 Trip 2 (4-14 May 1959)
	0.0 to 2.2 -0.2 to 12.6 -0.4 to 23.6 -0.6 to 38.2
Table 3	
Trip 3 (18-28 May 1959) 0.0 to 2.0 -0.2 to 11.5 -0.4 to 21.5	Trip 4 (2-11 June 1959) No hydrography
-0.6 to 31.0	
-0.8 to 40.3 Table 4 Trip 5 (16-26 June 1959)	Table 5 Trip 6 (6-10 July 1959)
0.0 to 4.5 -0.2 to 22.7 -0.4 to 39.5	0.0 to 8.0 -0.2 to 39.0 End of work on this sheet

Velocity corrections applied on a trip basis.

These velocity corrections may also be found in the 1958, 1959 Fathometer & Velocity Correction Reports - Ship HYDROGRAPHER.

RAYDIST CORRECTIONS FOR SHEET HY-4258 (H-8483)

1958 Field Season

DATE	Day Letter	POSITIONS	Final R ₁	Corr'n R ₂	REMARKS
3 Oct. 1958	A	1-8	-0.7	-0.1	
7 0000 1770	A	9-49	-0.7	-2.1	R reined 2 lenes
5 Oct.	В	1-124	+1.3	-0.1	R ₂ gained 2 lanes
		1959 Field Sea	ason		
6 May 1959	C	1-33	-0.8	-0.8	
8 May	D	1-11	+10.3	-4.2	
		12	+10.3	-2.2	R ₂ lost 2 lanes
9 May	E	1-23	-0.7	+0.9	~
		24	-0.7	-1.1	R ₂ gained 2 lanes
		25	-0.7	+0.9	R_2^{\sim} lost 2 lanes
10 May	F -	1-14	-1.3	+1.5	~
20 May	<u>G</u>	1-74	-3.2	-7.0	
21 May	H	1-110	-1.2	-1.8	
00 V	-	111	-1.2	T & C	R ₂ out
22 May	J	1-200	+0.8	44.8	
23 May	K	1-2	+0.0	+1.3	
		3 - 176	+0.0	-0.7	R ₂ gained 2 lanes
		177	+0.0	+0.3	R ₂ lost 1 lane
		178	+0.0	+2.3	R2 lost 2 lanes
		179 180	+0.0	+3.3	R2 lost 1 lane
		181-185	+0.0	+2.3	R ₂ gained 1 lane
24 May	L	1-166	+0.0	+3.3	R2 lost 1 lane
~ ~ ,		167-200	-1.9	-0.7	<u></u>
		107-200	-0.9	-1.7	R lost 1 lane
25 May	M	1-61	-0.9	-1.7	R2 gained 1 lame
		62-271	-1.0	-1.9	Recalibration
	•	272	-1.0	-2.9	R ₂ gained 1 lane
		273	-1.0	-3.9	R ₂ gained 1 lane
26 May	N	1-33	+ 0.9	-1.7	was garned I rane
•		34-36	+2.9	-3.7	R lost 2 lanes
			,,	, , ,	R ₂ gained 2 lanes
27 May	P	1-275	+1.1	-1.5	(8 garnog & ration
17 June	Q	1-11	+1.1	+1.7	
		12-20	+1.1	-0.3	R ₂ gained 2 lanes
		21-29	+1.1	-0.2	2 0
		30-89	-0.4	-1.9	Recalibration
		90 -9 2	-0.4	-2.9	R ₂ gained 1 lane
		93	-0.4	T & C	R ₂ out
18 June	R	1-34	+0.3	-101.4	~
		35-185	+0.3	-1.4	100 R ₂ lanes taken out
		186	+0.3	-3.4	R ₂ gained 2 lanes
10 7		187	+ 0.3	T & C	R ₂ out
19 June	S	1-4	+0.5	+0.4	
		5-197	+1.5	-0.6	R ₁ lost 1 lane
					(R2 gained 1 lane

DATE Day Letter POSITIONS R ₁ R ₂	
20 June T 1-34 +0.4 +1.6 35-178 +2.4 -1.6 179-187 +2.4 -0.6 188 +2.4 T 8	.6 Recalibration .6 R ₂ lost 1 lane
21 June U 1-2 -0.5 +2. 3-46 -0.5 +1. 47-163 -0.5 -0.	.5 R ₂ gained 1 lane
23 June V 1-19 -1.1 +2. 20-93 -1.4 +1.	.2
24 June W 1-223 -0.5 +1. 224-226 -0.5 -1.	
25 June X 1-172 +0.4 +0.7 July Y 1-145 -0.5 -1.	.2
146-155 -0.5 -3. 156-160 -0.5 -4. 8 July Z 1-230 +0.3 +0.	2 R2 gained 1 lane
231-232 + 0.3 T 8	C R ₂ out
9 July AA 1-201 -0.3 +0. 202-205 -0.3 +2. 10 July BA 1-90 +0.4 -0.	0 R ₂ lost 2 lanes

These raydist corrections may also be found in the 1958 Addendum to Raydist Report, Ship HYDROGRAPHER and 1959 Raydist and Shoran Report, USC&GSS HYDROGRAPHER.

SHIP'S HEAD CORRECTORS (THEORETICAL IN RAYDIST LANES

HY ×4258 (H-8483)

Ship's Head	R	Ship's Head	R2
356-013	-0.1	358-056	-0.6
-031	0.0	-070	-0.5
-046	+0.1	- 083	-0.4
- 069	† 0.2	-094	-0.3
- 156	+ 0.3	- 103	-0.2
- 178	+ 0.2	- 112	-0.1
- 193	+ 0.1	- 122	0.0
- 205	0.0	- 131	+0.1
- 229	-0.1	- 142	+ 0.2
-247	-0.2	- 150	+0.3
- 33 7	-0.3	- 162	+0.4
- 356	-0.2	- 176	+0.5
		- 232	+ 0.6
		-249	+ 0.5
		-261	+0.4
		- 272	† 0.3
		- 282	+0.2
		- 290	+0.1
		- 300	0.0
		- 311	-0.1
		- 319	-0.2
		-330	-0.3
		- 342	-0.4
		-358	-0.5

STATISTICS FOR HYDROGRAPHIC SURVEY

HY-4258 (H-8483) 1958 Field Season

DATE	Day Letter	Volum	e Number	Number of Positions	Nautical Manual Soundings	Mile
3 Oct 1958 5 Oct.	A B	1	TOTAL	49 <u>124</u> 173	32.3 68.9 101.2	
		1959	Field Season	(
6 May 1959 8 May 9 May 10 May 20 May 21 May 22 May 23 May 24 May 25 May 26 May 27 May 17 June 18 June 19 June 20 June 21 June 21 June 22 June 23 June 24 June 25 June 7 July 8 July 9 July 10 July	C D E F G H J K L M N P Q R S T U V W X Y Z AA BA	1 1 1 2 2 2,3 3,4 4,5 5,6 6,7 7,8 8 9,10 10,11 11 12,13 13,14	TOTAL	33 12 25 14 74 111 200 185 200 273 36 275 93 187 197 188 163 93 226 172 160 232 205 90 3444	24.6 7.6 18.8 10.4 51.2 80.5 143.1 133.7 149.5 208.7 21.1 142.5 67.1 135.4 118.1 115.5 117.6 69.3 129.6 107.6 86.8 133.9 145.9 54.6 2273.1	
Number of Po	ositions			Nautical Mil	e Soundings	
1958 Season	173				101.2	
1959 Season TOTAL	•• <u>•3444</u> 3617				2273.1 2374.3	

FORM 157 (3-16-55)

Q. Guide of Man Road William Wiles **GEOGRAPHIC NAMES** ron normal Survey No. H-8483 Name on Survey É Α F G

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. ..8483...

Records accompanying survey:	Smooth sh	neets '	.1;
boat sheets; sounding vols;	wire drag	yols.	•••••
Descriptive Reports; graphic re-	corder en	relopes	;
special reports, etc. 1 Cahier - Shoran			
1 Cahier - Brush and Tape Recordo.	• • • • • • • •	• • • • • •	••••
The following statistics will be submitted rapher's report on the sheet:	with the	ertog-	
Number of positions on sheet		•••••	
Number of positions checked		•••••	
Number of positions revised		•••••	
Number of soundings revised (refers to depth only)		•••••	
Number of soundings erroneously spaced		•••••	
Number of signals erroneously plotted or transferred		• • • • •	
Topographic details	Time	•••••	
Junctions	Time	••••	
Verification of soundings from graphic record	Time	••••	
Special adjustments	Time	••••	
Verification by Total ti	me	Date .,	• • • • • •
Reviewed by Ti	me	Date	

The verifier should deal with the present hydrographic survey only, as the reviewer considers its relation to previous surveys and published charts. He should be thoroughly familiar with Chapters 3, 7 and 9 of the Hydrographic Manual.

- 1. The descriptive report was consulted and appropriate notes were made in soft pencil regarding action taken.
- 2. Soundings originating with the survey and mentioned in the descriptive report have been verified, including latitude and longitude.
- 3. All reference to survey sheets mentioned in the descriptive report include the registry number and year.
- 4. Geographic names of hydrographic features if on sheet are in slanting lettering and of topographic features in vertical lettering.
- 5. 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.
- 6. All positions verified instrumentally were check marked in the sounding records.
- 7. All critical soundings are clear and legible and are a little larger than the adjacent soundings.
- 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.

- 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 and overlapping curves made identical.
- 17. The notation "JOINS H- (19--)" was added in ink for all contemporary adjoining or overlapping sheets now registered. Those not verified are shown in pencil.
- 18. The depth curves have been inspected before inking.
- 19. All triangulation stations and transfer of topographic and hydrographic signals were checked.
- 20. Heights of rocks were checked against range of tide.
- 21. Rocks transferred from topographic surveys have a dotted curve where shown thereon. Rocks located accurately by hydrographer are encircled by dotted red curve.
- 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.
- 25. Degree and minutes values and symbols have been checked.
- 26. Questionable soundings have been checked on the fathograms.

- 27. Source of shoreline and signals (when not given in report).
- 28. All notes on sheet are in accordance with figure 171 in the Hydrographic Manual.
- 29. All aids located, with those on contemporary topographic sheets, have been shown on survey.
- 30. Depth curves were satisfactory except as follows:
- 31. Sounding line crossings were satisfactory except as follows:
- 32. Junctions with contemporary surveys were satisfactory except as follows:
- 33. Condition of sounding records was satisfactory except as follows:
- 34. The protracting was satisfactory except as follows:
- 35. The field plotting of soundings was satisfactory except as follows:
- 36. Notes to reviewer:

TIDE NOTE FOR HYDROGRAPHIC SHEET

DEVISION NOT RESERVED AND AND ADDRESS OF THE PROPERTY OF THE P

21 July 1960

Division of Charts: R. H. Carstens

Plane of reference approved in 114 volumes of sounding records for

HYDROGRAPHIC SHEET 8483

Locality Georges Bank, Mass.

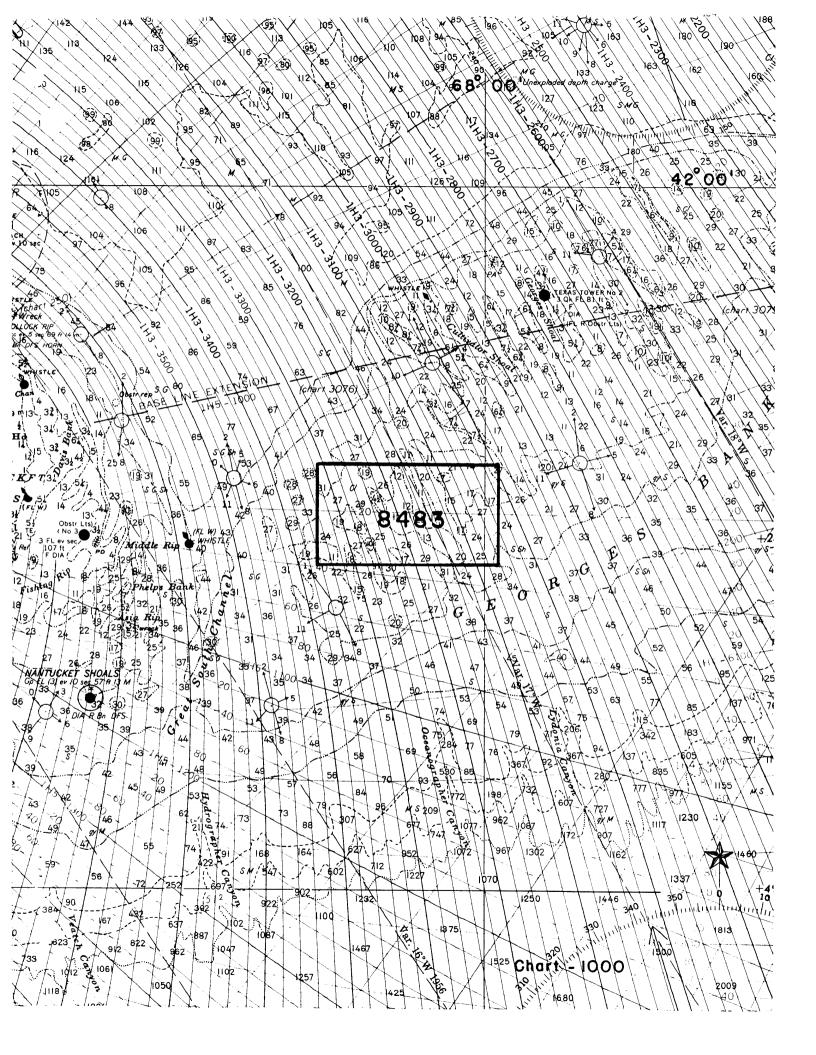
G.R. Fish) in 1958-1959 Chief of Party: M.E. Wennermark) Plane of reference is mean low water ft. on tide staff at ft. below B. M.

Height of mean high water above plane of reference is 4.8 feet.

Condition of records satisfactory except as noted below:

Afting Chief Tides Branch

U. S. SOVERNMENT PRINTING OFFICE 877983



NAUTICAL CHARTS BRANCH

SURVEY NO. <u>H-8483</u>

Record of Application to Charts

		T	T :		
DATE	CHART	CARTOGRAPHER	5 fm.	REMARKS	
6-17-60	7/	3.m. albert	Before Atter	re of Little Georges Verification and Review Lection from Bp. 5914 er 138	2 until survey
3-3-61	1107	R. E. Elkim		Verification and Review	
3-3-61	7/	R. E Elkins	Before After thru cht //	Verification and Review	Partly offled
3-3-61	70	R. E. Elkins	 	Verification and Review	
7-11-63	3076	h.j. kecler		Verification and Review	
7-16-63	612-B	h.g. Keeler/by	H. Lade 2 Before After	-//-7/ -Verification and Review /	port Applied
2-12-90	13006	Rusself Hamsh	Before After	Verification and Review	Rolequately
			1 //	Verification and Review	
			Before After	Verification and Review	
			Before After	Verification and Review	

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