

8484

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-1259 Office No. H-8134

LOCALITY

State Massachusetts

General locality Nantucket Shoals

Locality Texas Tower - Fishing Rip

1959

CHIEF OF PARTY

M. E. Wennermark

LIBRARY & ARCHIVES

DATE March 16, 1960

USCOMM-DC 5087

8484

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

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.

REGISTER NO. H-8484

Field No. HY-1259

State MASSACHUSETTS

General locality NANTUCKET SHOALS

Locality TEXAS TOWER ~~NO~~ FISHING RIP ~~NANTUCKET SHOALS~~

Scale 1:10,000 Date of survey 3 August 1959 to 2 September 1959

Instructions dated 28 Nov. 1956 Supplementals: 28 Feb. 1957, 23 Oct. 1957, 16 Oct. 1958

Vessel HYDROGRAPHER

Chief of party M. E. Wennermark

Surveyed by D. M. Whipp, P. A. Stark, L. S. Brown, J. T. Flynn, D. W. Moncevier, P. A. Martus, R. R. Floyd

Soundings taken by fathometer, 3/20/59, 3/20/59, 3/20/59, 3/20/59, 3/20/59

Fathograms scaled by Ship's personnel

Fathograms checked by Ship's personnel

Protracted by P. A. Martus

Soundings penciled by P. A. Martus

Soundings in 10 fathoms deep at MLW MLW and are true depths.

REMARKS: Off-Shore Survey

*used*

DESCRIPTIVE REPORT

To Accompany Hydrographic Survey H-8484

(Field No. HY-1259)

Nantucket Shoals

Texas Tower No. 3 - Nantucket Shoals

1959

Ship HYDROGRAPHER  
Maurice E. Wennermark

Scale 1:10,000  
Chief of Party

A. PROJECT:

Project No. CS-401. Original Instructions dated 28 November 1956. Supplemental Instructions dated 28 February 1957, 23 October 1957, and 16 October 1958.

B. SURVEY LIMITS AND DATES:

This survey covers an area of Nantucket Shoals at Texas Tower No. 3. The approximate limits of the sheet are: Latitude  $40^{\circ} 58' 30''$  N to  $41^{\circ} 03'$  N and Longitude  $69^{\circ} 24'$  W to  $69^{\circ} 34'$  W.

Field work on this sheet began 3 August 1959 and ended 2 September 1959.

This survey makes a junction with the following prior surveys:

H6559a	1:40,000	1940
H6439	1:60,000	1939

This survey makes a junction with contemporary survey:

(H-8569) HY-4159	1:40,000	1959 (unfinished)
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C. VESSEL AND EQUIPMENT:

Hydrography was accomplished by the Ship HYDROGRAPHER and Launch No. HY-1, which operated from the ship. The launch was used to run two days of shoran controlled hydrography on 26 August and 27 August 1959. Approximately 23 miles of sounding lines in

in the vicinity of Latitude  $41^{\circ} 01' N$  and Longitude  $69^{\circ} 27' W$  was done with the launch. The ship was used for the remaining area of the survey.

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.

Two (2) 808J type fathometers were used for the ship hydrography. The serial numbers were 153SPX and 57-31.

An EDO No. 255-C1B fathometer was used by the launch.

D. TIDE AND CURRENT STATIONS:

Tide reducers for this survey are referenced to the Standard Tide Gage at Boston, Massachusetts. A time correction of zero and a ratio of ranges of 0.1 were furnished by the Washington Office. Refer to the Tide Note at the end of this report.

No current stations were observed on this sheet.

E. SMOOTH SHEET:

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

The 3 Shoran arcs were applied by the ship's personnel. Distortion of the smooth sheet was accounted for in protracting the shoran arcs. The distortion was accounted for in the general direction of the radial azimuths as follows:

- 3 meters per statute mile was added for Shoran arcs from Station RED
- 7 meters per statute mile was added for Shoran arcs from Station GREEN
- 7 meters per statute mile was added for Shoran arcs from Station PURPLE

The Shoran arcs were drawn with a beam compass.

F. CONTROL STATIONS:

Ship hydrography was controlled by Raydist, using two stations as follows:

R<sub>1</sub> at Wellfleet, Cape Cod, Massachusetts  
Latitude - 41° 56' 31.426" N  
Longitude- 69° 59' 11.303" W

The G.P. 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.

R<sub>2</sub> at Gay Head, Martha's Vineyard Island, Massachusetts  
Latitude 41° 20' 48.794" N  
Longitude 70° 49' 59.486" W

The G.P. of this station was determined in 1958 by K. S. Ulm, Boston District Officer. It is known as Raydist R.M. 1 of 1958 and was located from Gay Head No. 2, 1958.

The two days of launch hydrography was Shoran controlled. The Ship HYDROGRAPHER and Launch HY-2 were used as floating stations. On the second day of the Shoran hydrography the Ship HYDROGRAPHER was moved to another position than on the first day. This was done in an attempt to improve the signal being received by the mobile unit.

The various stations were called colors - the same colors as used in drawing their arcs on the boat and smooth sheet. The final mean anchor location of the stations is as follows:

Description	Station		a	b	R <sub>1</sub> (lanes)	R <sub>2</sub> (lanes)
	Color					
Launch HY-2	GREEN	S <sub>1</sub>	S <sub>1</sub>		2381.4	2650.6
Ship HYDROGRAPHER (26 August 1959)	RED	S <sub>2</sub>			2419.0	2619.0
Ship HYDROGRAPHER (27 August 1959)	PURPLE		S <sub>2</sub>		2455.7	2613.1
Cane (calibration) Buoy					2435.0	2657.6

Appropriate scope corrections were applied to compensate for station movement.

Reference should be made to the 1959 Raydist and Shoran Report, USC&GSS HYDROGRAPHER for additional information.

G. SHORELINE AND TOPOGRAPHY:

No shoreline or topography is shown on this sheet as this is an off-shore survey.

H. SOUNDINGS:

Soundings were obtained using 808J type fathometers for ship hydrography. Adequate checks and tests were made to verify the accuracy of the soundings. An EDO 255-C18 portable depth recorder furnished from the Washington Office was used for the two days of launch hydrography. Corrections were obtained by bar check for this work. Instrument and velocity correctors - for both the ship and launch work - will be found in Fathometer and Velocity Corrections Report, 1959, Ship HYDROGRAPHER.

I. CONTROL OF HYDROGRAPHY:

RAYDIST - Raydist control was used for all ship work on this sheet. The Raydist dials were set at Texas Tower No. 3 (East Leg) and at survey buoys located by runs from Texas Tower No. 3.

The datum held for the sheet, i.e., the  $R_1$  and  $R_2$  values used for Texas Tower No. 3 (East Leg) in setting the Raydist dials and locating survey buoys are as follows:

$R_1 = 2429.0$   
 $R_2 = 2590.9$

*Any change in the position determined for Texas Tower #3 should be applied by a datum change to the smooth sheet.*

*R.H.C.  
8/15/61*

The  $R_2$  value used for a lane width in the projection of this sheet is 149.87307 feet with a corrector of  $0.00012 (R_1 - R_2)$  applied. *frequency 3280 Kc*

A complete explanation of Raydist control and calibration is included in Technical Bulletin No. 5 and 1959 Raydist and Shoran Report - Ship HYDROGRAPHER.

Raydist stations were located as indicated in Section F of this report.

SHORAN - Shoran was used to control the two days of launch hydrography. To control this hydrography the ship and a second launch were used as floating shoran stations as described in Section F of this report.

Two corrections were applied to the Shoran readings: the calibration correction and scope correction resulting from "shore" station movement from the mean anchor position. These were algebraically combined into one correction which was then entered into the sounding volumes.

The calibration correction was obtained by reference to a calibration buoy (cane buoy) which was located by Raydist. The launch was calibrated at this buoy four times the first day and three times during the second and final day of Shoran hydrography.

At the launch station the launch was tied up at short scope to a buoy located by Raydist. The current set was recorded at 15 minute intervals and the correction to the point from which the shoran arcs were drawn was determined by a large scale (1:900) plotting sheet using the current set and scope.

Similarly, the swing correction for the ship was determined by taking a Raydist fix every 15 minutes and plotting it on a large scale plotting sheet. The ship was anchored with a short scope as close as possible to the origin of the shoran arcs. A correction was computed for the launch, taking into account the azimuth of the launch from the ship and launch shore station.

Shoran correctors and Raydist correctors will be found in the 1959 Raydist and Shoran Report - Ship HYDROGRAPHER.

## J. ADEQUACY OF SURVEY:

This survey is complete and adequate to supersede prior surveys for charting. The shoran and raydist controlled hydrography do not agree in some areas, as noted in Par. K. It is noted that F and G day calibrations were from buoy C, and the remainder of the raydist hydrography is controlled from T.T.#3; see 1959 Raydist and Shoran Report, Ship HYDROGRAPHER.

An inspection with adjoining survey <sup>H-8569</sup> HY-4159 (1:40,000 - 1959) can not be made at this time due to the incompleteness of survey HY-4159.

The 15 and 25 fm. depth curves have been added in addition to the standard depth curves.

K. CROSSLINES: *see PP 2 Review*

Crosslines were run to approximately 7% of the regular system of sounding lines.

An investigation of crossline discrepancies between the shoran and raydist controlled hydrography is submitted for further study.

A table is set up to investigate five shoran lines and their respective raydist crossings. The discrepancies <sup>are</sup> and representative except for the 4.0 fm. discrepancy at 81a  $\frac{1}{2}$  and 23G  $\frac{5}{4}$ . The crossline discrepancy table is ~~included at the end of this report.~~ *filed with the verifier's report.*

For the remainder of the survey, crossline discrepancies were less than 5%.

## L. COMPARISONS WITH PRIOR SURVEYS:

This survey was compared with the following prior surveys:

H-6559a	1:40,000	1940
H-6439	1:60,000	1939

A proper comparison with prior surveys is difficult, due to considerable difference in line spacing. On this survey, the 20 fm. depth curves in the western section shows up a series of ridges that lie in a NW-SE direction; also, the 20 and 10 fm. depth curves in the eastern section appear to be displaced about  $\frac{1}{4}$  m to the west from prior survey H-6559a. In general, the shoals exist in the same location. This survey shows the 4, 5, and 6 fm. depth curves to delineate ridges lying in a N-S direction.

The shoalest sounding on this survey is ~~3.1~~ <sup>3.2</sup> fm., at  $41^{\circ} 01.6' N$  Latitude and  $69^{\circ} 26.4' W$  Longitude; the shoalest sounding in this area on H-6559a is 22 ft.



The 6.3 fm. sounding on H-6439 and the 40 ft. sounding on H-6559a, at 40° 59.5'N latitude and 69° 29.3' W longitude, was not verified on this survey; the shoalest sounding on this survey, in this area is 8.0 fm.

An 8.0 fm. sounding at 40° 58.8'N Latitude and 69° 24.2'W Longitude, on H-6439, was not verified on this survey.

M. COMPARISON WITH CHART:

This survey was compared with chart No. 3076, 1:220,000 scales. Generally, the same remarks apply as in Par. L. The close 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:

Newly found dangers are apparent on the smooth sheet; i.e., within the 4,5, and 6 fm. curves. The shoalest sounding of 3.1 fm. is stated in Par. N.

Preliminary review Item No. 3 was investigated and the results of the investigation reported in a Letter to the Director dated 9 December 1959. From the last paragraph of this letter:

"Although existence appears doubtful wire-drag coverage is recommended to conclusively disprove its existence."

AWOIS # 1756

CL 1329 (1959)

Par. 6A and 7 of Review

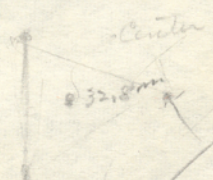
Preliminary review Item No.3 was described as "A dangerous wreck, position doubtful, charted in latitude 41° 00', longitude 69° 27', marks mast of a sunken vessel observed by a passing vessel in 1921....."

O. COAST PILOT INFORMATION:

None

P. AIDS TO NAVIGATION:

Texas Tower #3 is located within the limits of this survey. The east leg has been located as described in Section I of this report. The tower is in the form of an equilateral triangle 200 ft. between legs, there being three (3) legs. The latitude and longitude of the East leg of the Tower is 41° 00' 52.05" N and 69° 29' 34.83" W respectfully.



Q. LANDMARKS FOR CHARTS: 41° 00' 51.67" N 69° 29' 33.43" W - N.A. 1927 Datum

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

R. GEOGRAPHIC NAMES:

No investigation of geographic names was made.

S - X Not Applicable

H-8484

RELATIVE TO THE NA 1927 POSITION OF  
TEXAS TOWER NO. 3

The center of Texas Tower No. 3 differs with the position determined in 1957 apparently because of an early assumption that the East Leg was due east of the center of the tower. The plotted outline of the tower was revised on January 25, 1963 to agree with information contained in Chart Letter 1057 (1962). Since the plotted position of the East Leg is in agreement with the  $R_1$  and  $R_2$  values for it and Raydist calibrations are based on the position of the East Leg, the hydrography is correctly plotted relative to the position of the East Leg.

The N.A. 1927 datum tick was applied on January 25, 1963 and is based on information contained in Chart Letter 975 (1961).

D.R. Engle *DRE*

## Y. SHIP'S HEAD CORRECTOR:

A ship head corrector was applied to the control on this sheet. A tabulation of the correctors is included at the end of this report. For further information on ship head correctors refer to Technical Bulletin No. 5 by Captain Gilbert R. Fish.

## 2. TABULATION OF APPLICABLE DATA:

1959 Seasons Report	15 December 1959
1959 Raydist & Shoran Report	January 1960
1959 Fathometer & Velocity Correction Report	January 1960
Letter dated 9 December 1959 - Preliminary	9 December 1959
Review - Project CS-401 Item No. 3	

Abstracts of the various corrections used in this survey are attached at the end of this report.

*Donald W. Moncevicz*  
 Donald W. Moncevicz  
 ENS, C&GS

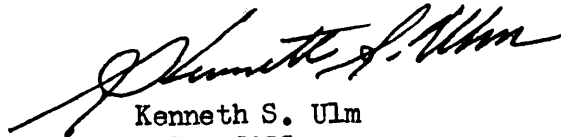
*P. A. Martus*  
 P. A. Martus  
 ENS, C&GS

## APPROVAL SHEET

The field work on this survey was under the supervision of 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. *Par. 9 of Review*



Kenneth S. Ulm  
CAPT, C&GS  
Comdg., Ship HYDROGRAPHER

## TIDE NOTE

To Accompany

Hydrographic Survey H-8484 (HY-1259)

Standard Tide Station:	Boston (Northern Ave. Bridge) Mass.
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:	No Time Correction (0)
Height Correction:	Ratio of Ranges 0.1

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

The hourly heights were furnished by the Washington Office.

1959

## Ship's Head Correctors For

H-8484 (HY-1259)

USC&amp;GSS HYDROGRAPHER

<u>Ship Head</u>	<u>R<sub>1</sub></u>	<u>Ship Head</u>	<u>R<sub>2</sub></u>
296°-023°	-0.3	355°-006°	/0.1
043	-0.2	017	/0.2
060	-0.1	030	/0.3
077	0	046	/0.4
094	/0.1	114	/0.5
115	/0.2	129	/0.4
203	/0.3	142	/0.3
223	/0.2	154	/0.2
240	/0.1	164	/0.1
257	0	174	0
274	-0.1	185	-0.1
296	-0.2	197	-0.2
		210	-0.3
		226	-0.4
		294	-0.5
		309	-0.4
		322	-0.3
		334	-0.2
		344	-0.1
		355	0

Refer to Technical Bulletin No. 5 for an explanation of Ship's Head Correction.

## Statistics for Hydrographic Survey H-8484 (HY-1259)

USC&amp;GSS HYDROGRAPHER

1959 Field Season

<u>Day Letter</u>	<u>Vol. No.</u>	<u>Date</u>	<u>No. of Posit.</u>	<u>Nautical Miles of Sounding</u>
A	1,2	3 Aug. 1959	190	62.2
B	2,3,4,5	4 Aug.	257	91.2
C	5,6,7	12 Aug.	259	95.3
D	7,8,9	13 Aug.	193	65.4
E	9,10	14 Aug.	60	25.5
F	10,11,12	16 Aug.	272	92.7
G	12,13,14	17 Aug.	198	63.0
*a	1	26 Aug.	104	12.0
*b	1,2	27 Aug.	92	11.4
H	14	2 Sept.	3	1.5
TOTAL			1628	520.2

\*Launch Hydrography

OFFICE OF CARTOGRAPHY  
REVIEW SECTION -- NAUTICAL CHART DIVISION  
REVIEW OF HYDROGRAPHIC SURVEY

REGISTRY NO. H-8484

FIELD NO. HY-1259

Massachusetts-Nantucket Shoals, Texas Tower, Fishing Rip

SURVEYED: Aug. - Sept. 1959

SCALE: 1:10,000

PROJECT NO. CS-401

SOUNDINGS: 808 Depth Recorder  
Edo Depth Recorder

CONTROL: Raydist  
Shoran

Chief of Party ----- M. E. Wennermark  
Surveyed by ----- D. M. Whipp; P. A. Stark  
L. S. Brown; J. T. Flynn  
Protracted by ----- P. A. Martus  
Soundings plotted by ----- P. A. Martus  
Verified and inked by ----- D. R. Engle  
Reviewed by ----- L. S. Straw  
Inspected by ----- R. H. Carstens

DATE 12-20-60

1. Shoreline and Control

No shoreline falls within the limits of this survey.

The source of the control is given in the Descriptive Report.

2. Sounding Line Crossings

The crossings in general are in adequate agreement. In the irregular bottom area of Fishing Rip many of the major discrepancies listed in the Descriptive Report were improved by slight adjustments of the Shoran controlled lines. The Raydist controlled lines were considered more accurate and were held in fixed position.

3. Depth Curves and Bottom Configuration

The present survey covers an area about  $4\frac{1}{2}$  (nautical) miles wide and 8 miles long centered on Texas Tower No. 3. The usual depth curves were supplemented by the 4-, 6- and 15-fathom curves, but due to the undulating bottom their positions are not always definitely delineated.

A shoal area  $2\frac{1}{2}$  miles long and  $\frac{3}{4}$  mile wide known as Fishing Rip in approximate Lat.  $41^{\circ}01.30'$  Long.  $69^{\circ}26.30'$  is characterized by several north-south 5-fathom ridges  $\frac{1}{4}$  to 1 mile long spaced about  $\frac{1}{8}$  to  $\frac{1}{6}$  miles apart. The shoalest depths on the ridges range from 3.2 fm. to 4 fm. with general depths of 6 to 8 fm. between the ridges.



The irregular bottom at the southeastern limits of the survey is contiguous with Middle Rip, a shoal area 1 mile eastward, outside the limits of the present survey.

The western portion of the area covered by the present work shows many 15 and 20 fathom ridges more or less parallel which lie in a N.W. - S.E. direction.

4. Junctions with Contemporary Surveys

The present survey is completely surrounded by the 1:40,000 scale survey, H-8569 (1959) which has not to date been received by the Washington Office.

5. Comparison with Prior Surveys

A.	H-223 (1847-48) 1:40,000	H-2089 (1891) 1:40,000
	H-1305 (1854-1875) 1:40,000	H-2654 (1903) 1:80,000
	<u>H-1837 (1888) 1:40,000</u>	<u>H-3201 (1910) 1:80,000</u>

The above surveys have been compared with and are superseded by H-6559a (1940) and H-6439 (1939) within their common areas.

B. H-6439 (1939) 1:60,000  
H-6559a (1940) 1:40,000

The present survey falls within the area covered by these prior surveys which are about half as well developed as the present work. The prior surveys fail to reveal the extensiveness and the continuity of the ridges of Fishing Rip and Middle Rip delineated by the closer development on the present survey. The ridges at Fishing Rip trend north and south and are displaced about 200 to 300 meters westward from the position on H-6559a (1940). This difference in position is attributed to a change in the bottom together with the difference between the R.A.R. control used on the prior surveys and the more accurate electronic control (Raydist and Shoran) employed on the present survey. Other areas within the limits of the present survey are undoubtedly out of position similar amounts on the old surveys, but with no definite bottom features for comparison, the extent or direction of the horizontal displacement is not apparent.

Numerous low ridges are located in the western one third, southern central and extreme southeastern portions of the present survey. These ridges trend in a N.W - S.E. direction. The differences in depths between the earlier and present survey range from 1 to 5 fathoms, except in the large flat deep areas where the soundings are in good agreement and differences in depths do not usually exceed 1 fathom. On several ridges the prior least depths are 1 to 2 fms. shoaler than the present least depths. Because some change in depths

can be expected in this area and because of the less rigid control on the prior surveys, none of these soundings have been retained.

The present survey is adequate to supersede the prior surveys within the common area.

6. Comparison with Chart 3076 (Latest print date 9-8-58)

A. Hydrography

The source of the charted information is H-6439 (1939), H-6559a (1940), Chart letter 745 (1957) for the Texas Tower No. 3, and HON to M No. 81921 for the sunken wreck P.D. charted in Lat. 41°00' Long. 69°27'. Except for the sunken wreck P.D. (Item No. 3 of the Preliminary Review C.S. 401 dated Oct. 17, 1956) no further consideration of the charted information is necessary. (See paragraph 9 of this review)

The present survey is adequate to supersede the charted information within the common area and provides basic hydrographic coverage for the construction of the new chart 3053 which is centered approximately on Texas Tower No. 3.

The position of Texas Tower No. 3 was redetermined in 1960. The difference with the 1957 position shown on the present survey resulted in instructions for another position determination. This has not been received to date.

B. Aids to Navigation

( See L-975 (1961) *med* 10-5-62  
L-1057 (1962)

The only aid to navigation within the limits of the present survey is Texas Tower No. 3.

7. Condition of Survey

a. The sounding records and Descriptive Report are complete and comprehensive.

b. The smooth plotting was satisfactory.

8. Compliance with Project Instructions

The survey adequately complies with the Project Instructions.

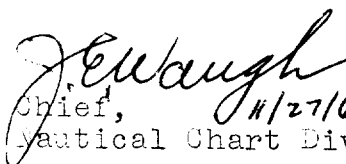
9. Additional Field Work Recommended


Reference - sunken wreck P.D. charted in Lat. 41°00'  
Long. 69°27' - par. 6A above.

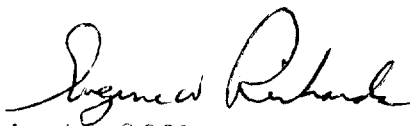
In a special report (Chart Letter 1329-1959) the Commanding Officer states: "The area around the charted "wreck" was covered with 100 meter spacing out to at least 0.75 miles in all directions. A sharp lookout was maintained. There was no visible evidence of this wreck nor any indication of its existence on the fathogram.... Although existence appears doubtful wire drag coverage is recommended to conclusively disprove its existence."


Except for a wire drag investigation of the charted sunken wreck P.D. in Lat. 41°00', Long. 69°27' discussed herein, the present survey is considered basic and no additional hydrography is recommended.

Examined and Approved:

  
Chief, #127/61  
Nautical Chart Division

  
Assistant Director,  
Office of Cartography

  
Projects Officer,  
Operations Division

  
Assistant Director,  
Office of Oceanography

GEOGRAPHIC NAMES

Survey No. H-8484

Name on Survey	Source										
	A	B	C	D	E	F	G	H	K		
	On Chart No. 1000	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			
MASSACHUSETTS (TITLE) ✓											1
NANTUCKET SHOALS (TITLE) ✓											2
TEXAS TOWER No 3 ✓											3
											4
											5
											6
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											27

*George W. Bove*  
*Geographic Names Section*  
*20 July 1960*

RIT C

MAR 24 1960

TIDE NOTE FOR HYDROGRAPHIC SHEET

~~Division of Coastal Surveys:~~

Division of Charts: R. H. Carstens

Plane of reference approved in  
16 volumes of sounding records for H.S. 8484

HYDROGRAPHIC SHEET

Locality Nantucket Shoals, Atlantic Ocean

Chief of Party: M. E. Wennermark in 1959  
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 1 foot

Condition of records satisfactory except as noted below:



Chief, Division of Tides and Currents.

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. 8484...

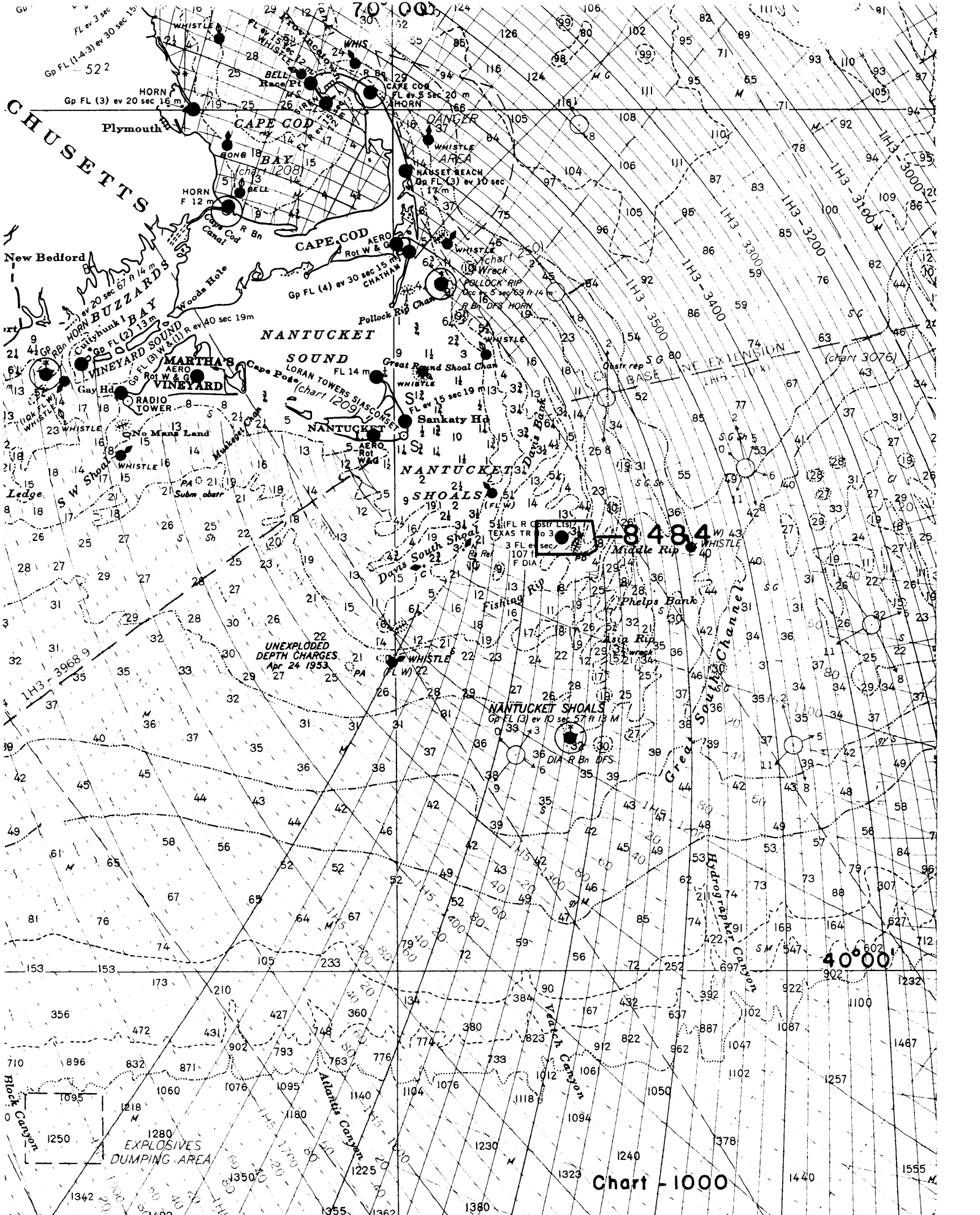
Records accompanying survey: Smooth sheets ...1;  
 boat sheets .1...; sounding vols. .16...; wire drag vols. ....;  
 Descriptive Reports .1...; graphic recorder envelopes .3...;  
 special reports, etc. 1 Cahier-Plotting Abstracts and 1 Cahier-  
 Brush and Tape Records. ....

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

Number of positions on sheet	.....	<u>1628</u>
Number of positions checked	.....	<u>160</u>
Number of positions revised	.....	<u>15</u>
Number of soundings revised (refers to depth only)	.....	<u>30</u>
Number of soundings erroneously spaced	.....	<u>20</u>
Number of signals erroneously plotted or transferred	.....	<u>—</u>
Topographic details	Time	.....
Junctions	Time	.....
Verification of soundings from graphic record	Time	<u>2hrs</u>
Special adjustments	Time	.....

Verification by D. R. Engle..... Total time 245..... Date 6-30-60

Reviewed by [Signature]..... Time 59..... Date 12/20/60



MASSACHUSETTS

BUZZARDS BAY

VINEYARD SOUND

NANTUCKET SOUND

NANTUCKET SHOALS

UNEXPLODED DEPTH CHARGES  
Apr 24 1953

EXPLOSIVES DUMPING AREA

Chart - 1000

Chart - 1000

40°00'

70°00'

# NAUTICAL CHARTS BRANCH

SURVEY NO. H-8484

## Record of Application to Charts

*Review-12-20-60*

DATE	CHART	CARTOGRAPHER	REMARKS
6-23-60	71	J.M. Albert	add 5 adgs. before <del>Before</del> After Verification and Review To be re-applied via new chart 3053 or chrt 3076 after review.
1/7/61	1108	<i>W. Evans</i>	<del>Before</del> After Verification and Review Partial appl'n only pending comp. of new chart 3053
2-25-61	1107	R.E. Elkins	<del>Before</del> After Verification and Review Partial application pending completion of chart 3053. applied thru chart 1108 drg 2B.
2-25-61	71	R.E. Elkins	<del>Before</del> After Verification and Review Partial application pending completion of chart 3053. applied thru chart 1108 drg 2B.
2-25-61	70	R.E. Elkins	<del>Before</del> After Verification and Review Partial application pending completion of chart 3053. applied thru chart 1108 drg 2B. no revisions.
11-18-61	1108	R.E. Elkins	<del>Before</del> After Verification and Review Fully applied Revised soundings & curves.
12-14-61	New Chart 3053	D.W. Jones	<del>Before</del> After Verification and Review Fully applied soundings & curves
9-27-62	71	G.R. Johnson	<del>Before</del> After Verification and Review Fully Applied Through chrt 1108 drg #29.
10-18-62	70	G.R. Johnson	<del>Before</del> After Verification and Review Fully Applied Through Chrt 71 drg #16
12-21-62	1107	G.R. Johnson	<del>Before</del> After Verification and Review Fully Applied through chrt 1108 drg #29.
6-8-63	3076	G.R. Johnson	After V&R. Fully applied through com- pilation of proposed chart 3053.

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.