

9547

Diag. Cht. No. 1000-3

NOAA FORM 76-35A

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEY

DESCRIPTIVE REPORT
(HYDROGRAPHIC)

Type of Survey HYDROGRAPHIC
Field No. WH-40-2-75
Office No. H-9547

LOCALITY

State NEW JERSEY
General Locality OFF EAST COAST
Locality EAST OF BARNEGAT INLET

1975

CHIEF OF PARTY

R. A. Trauschke

LIBRARY & ARCHIVES

DATE 9/7/76

9547

Wich
ok
1957

HYDROGRAPHIC TITLE SHEET

H-9547

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.

WH-40-2-75

State New Jersey

General locality Off East Coast
~~New York Bight~~

Locality 25 miles E East of Barnegat Inlet

Scale 1:40,000 Date of survey June 24, 1975 - June 30, 1975
July 16, 1975 - July 18, 1975
September 2, 1975

Instructions dated March 27, 1975 Project No. OPR-517-WH-75

Vessel WHITING (2930)

Chief of party Cdr. Robert A. Trauschke

Surveyed by Cdr. Trauschke, Lt. Cdr. Theberge, Lt. Yeager, Lt(jg) Potok, Lt(jg) Perrin,
Lt(jg) Bennett, Ens. Terry, Ens. Gofus.

Soundings taken by echo sounder, ~~hand lead, pole~~

Graphic record scaled by Ship's personnel

Graphic record checked by Ship's personnel HRS

Protracted by N/A CALCOMP 618 AMC Automated plot by Whiting System
CALCOMP #618-AMC

Soundings ^{inked} penciled by CALCOMP 618 AMC

Soundings in ~~XXXXX~~ feet at MLW ~~MLW~~

REMARKS: Time meridian used was 09.

Notes in red by HRS - AMC

Applied to stels 4-5-77
[Signature]

DESCRIPTIVE REPORT
TO ACCOMPANY HYDROGRAPHIC SURVEY

REGISTRY NO. H-9547

FIELD NUMBER WH-40-2-75

COAST OF NEW JERSEY

SCALE 1:40,000

NOAA SHIP WHITING

CDR. ROBERT A. TRAUSCHKE, COMMANDING

A. PROJECT

This survey was conducted in accordance with Project Instructions OPR-517-WH-75,

Atlantic Seaboard Area Project, New York Bight phase dated March 27, 1975,
Supplemented by CHANGE NO. 1, dated Apr 4, 1975 and CHANGE NO. 2, dated Aug 13, 1975.

The dates for this survey were from June 24, 1975 (Julian Day 175) thru
June 30, 1975 (Julian Day 181), July 16, 1975 (Julian Day 197) thru July
18, 1975 (Julian Day 199), and September 2, 1975 (Julian Day 245). ✓

B. AREA SURVEYED

The area surveyed extended offshore of Barnegat Inlet, New Jersey, bounded
on the North by Latitude 39° 54.0' N and on the South by 39° 20.0' N. The
survey extended to the 20 fathom curve (approximate).

The survey is bounded by the following limits: ✓

<u>NUMBER</u>	<u>LATITUDE (NORTH)</u>	<u>LONGITUDE (WEST)</u>
1.	39° 52' 30"	73° 35' 00"
2.	39° 52' 30"	73° 30' 00"
3.	39° 43' 00"	73° 21' 00"
4.	39° 42' 30"	73° 19' 00"
5.	39° 38' 30"	73° 19' 00"
6.	39° 37' 00"	73° 15' 30"
7.	39° 23' 40"	73° 15' 40"
8.	39° 23' 40"	73° 35' 00"

The following sketch shows the approximate survey area and its limits. ✓

(see following page)

C. SOUNDING VESSEL

The NOAA Ship WHITING CSS-29 (2930) was the only vessel utilized for this
survey. The data was taken from June 24, (Julian Day 175) thru June 30,
(Julian Day 181), July 16, (Julian Day 197) thru July 18, (Julian Day 199),
and September 2, 1975 (Julian Day 245). ✓

<u>VESSEL</u>	<u>POSITION NUMBERS USED</u>
WHITING (2930)	0001-2382

D. SOUNDING EQUIPMENT AND CORRECTIONS TO ECHO SOUNDINGS

The hydrography for Field Sheet WH-40-2-75^{H-9547} was conducted by the NOAA Ship WHITING (2930). The echo sounder used was a ROSS Model 5000, 544, Serial Number 1055. Depths ranging from 91 feet to 155 feet were recorded by the WHITING. Initialization and phase checks were frequently performed by the echo sounder operators. Velocity corrections were not applied during final plotting of the Field Sheet. Velocity correction data was obtained from a TDC observation conducted by the NOAA Ship PEIRCE (CSS-28) on May 29, 1975. However, the velocity corrections obtained from this TDC cast were proven to be inaccurate and at the time of construction of the final field plot, no accurate velocity correction data was available. Proper velocity correction data was obtained from the NOAA Ship PEIRCE and is included in the Appendix to this report. Velocity corrections listed should be applied to all depths on this survey.

Corrections for tide were applied on the final field plot using predicted tides from Sandy Hook, New Jersey. Average tidal zone correctors of -50 minutes and 0.78 were applied over the area of the survey to the time and range of tide respectively. ✓

E. HYDROGRAPHIC SHEETS

The Field Sheets were prepared by the WHITING's personnel using the ship's PDP-8E computer and Complot Model DP-3 drum plotter. To facilitate use on the plotter, this survey was divided into two Field Sheets: WH-40-2W-75 and WH-40-2E-75 at 73° 22.5' West Longitude. ✓

F. CONTROL STATIONS

The method of control for the Ship WHITING (2930) was Range-Range using Hastings RAYDIST equipment operating at a frequency of 3296.400 KHz.

The stations used for Field Sheet WH-40-2-75 were: ✓

<u>STATION</u>	<u>ELECTRONIC CONTROL</u>	<u>LOCALITY</u>	<u>LATITUDE(North)</u>	<u>LONGITUDE(West)</u>
BEN 1974	132	Rockaway Inlet	40° 34' 58.430"	73° 52' 45.107" ✓
TIANA 1974	133	Shinnecock Inlet	40° 50' 13.970"	72° 29' 40.176" ✓

BEN and TIANA were located in 1974 by Mr. Jim Shea of the Atlantic Marine Center, Operations Division. Stations were located using third order methods. All data was controlled utilizing this station pair. ✓

G. HYDROGRAPHIC POSITION CONTROL

The RAYDIST positioning system was used as the control for this survey. The NOAA Ship WHIPING (2930) ran main scheme hydrography in Range-Range operation on courses 000° and 180°. Crosslines were run on various courses.

Corrections to RAYDIST readings were obtained via several calibrations during the survey period. Three point sextant fixes with a check angle were used for obtaining calibrations and partial correctors. Lane counts on buoys were used for establishing lane values after periods of losses or gains due to weather. Strip chart records were kept up and properly annotated to verify lane counts. In an effort to comply with the Project Instructions, main scheme hydrography was run at 760 meter spacing and then, at a different state of tide, in between lines were run to provide 380 meter spacing. However, spacing of lines became difficult

because RAYDIST control deteriorated before starting to run the in between lines. Although a whole lane calibration was obtained on buoy HA (Latitude 40° 07.8' North, Longitude 73° 21.6' West) before starting to run the in between lines the scope of chain on the buoy was enough to cause a whole lane discrepancy in Pattern 1 (Green) between its position at the time of recalibration and that recorded at its position initially. As a result the ship's true position was 45 meters away from its plotted position. This was discovered during daylight hours of the next day by performing a visual sextant calibration. As a result, during final field plotting of the survey the inbetween lines were offset to the west resulting in numerous splits. These splits were then covered at a later date in order to comply with the Provisional Hydrographic Manual. ✓

H. SHORELINE

The survey area for WH-40-2-75^{H-9547} contained no shoreline.

I. CROSSLINES

Crosslines accounted for 7% of the hydrography. Crosslines began one hour ^{before} and continued until one hour after mean low water based on predicted tides as per the Project Instructions. Crossline soundings were in excellent agreement with main scheme soundings at the junctions with a maximum discrepancy of one foot occurring in rare instances.

J. JUNCTIONS

The field sheet WH-40-2-75^{H-9547} junctioned with the WHITING's contemporary surveys WH-40-1-75^{3 H-9573} to the North and West, WH-40-3-75^{MI H-9552} to the West, WH-80-1-75^{H-9548} to the East and North, the Mt. Mitchell contemporary survey

⁸⁰ MI-~~40~~-1-75^{H-9553} to the South. There was no need for any overlap between the WHITING's surveys since the surveys were done using the same vessel and the same time. Agreement between the MI-~~40~~-1-75⁸⁰ survey and WH-40-2-75, H-9547^{H-9553} is very good with maximum differences ranging from two to three feet in isolated cases. However, no trend in discrepancies was apparent. ✓

K. COMPARISONS WITH PRIOR SURVEYS

~~Four~~^{Three} prior surveys were encompassed within the boundaries of the survey area of WH-40-2-75⁹⁵⁴⁷. They were USC&GS Registry Numbers H-6271⁶³⁴⁵ performed in 1937⁸, ~~H-6188~~^{performed in 1936}, H-6346 performed in 1938 and H-6223 performed in 1937. All prior surveys were on a scale of 1:40,000, or 1:80,000.

Comparison soundings proved to be consistently shoaler than all the prior surveys. Comparisons to the north portion of the survey area (prior surveys ~~H-6271, H-6188, and H-6223~~) varied from one to three feet shoaler. To the South and West, (prior survey H-6346) soundings were 3 to 5 feet shoaler and to the South and East (prior survey H-6346) were from 3 to 6 feet shoaler.

Pre-survey review item located at 39° 46.5' N and 73° 25.3' W, a ^{Sunken}wreck, charted at a ^{cleared}depth of 60 feet, was shown to have a depth of approximately ⁹²80 feet. This item should not be deleted from the chart since positive indications still exist. ✓ *This item has been brought forward on the present survey in green, from FE 8, (1951) WD.*

Agreement with 5m000 sheet

L. COMPARISON WITH THE CHART

This survey was compared with C&GS Chart 1108, 1:400,000 scale, Approaches To New York, Nantucket Shoal to Five Fathom Bank, 22nd Edition, May 25, 1974.

The relative difference in scales allowed for only approximate comparisons. Overall the survey WH-40-2-75^{H-9547} agreed good with the depths from the chart with discrepancies of less than one fathom. Depth curves are also consistent with the chart. The wreck located at 39° 46.5' N and 73° 25.3' W (Pre-survey review item number 1) was investigated to show a depth of ⁹²80 feet as opposed to the 60 feet noted on the chart. - SEA
Note Page 5.

M. ADEQUACY OF THE SURVEY

The survey WH-40-2-75^{H-9547} is complete and adequate and should supersede all prior surveys.

N. AIDS TO NAVIGATION

There were no aids to navigation in the survey area.

O. STATISTICS

Miles Main Scheme.....	1811.5
Miles Crossline.....	130.6
Total Miles Run.....	1942.1
Per Cent Crossline.....	7
Total Number of Positions Used.....	2382
Total Number of Bottom Samples.....	43
(Bottom samples taken from the Ship George B. Kelez data).	

P. MISCELLANEOUS

The RAYDIST Range-Range positioning system was fairly stable. The only problems incurred were during electrical storms. A weak signal occurred when the NOAA Ship PEIRCE was working in the immediate vicinity of one of the stations while the WHITING was working at a long distance from that particular station. Although the PEIRCE operated on low power during these periods, the signal sent to the shore station was strong enough to cause the shore receiver AGC to be lowered to such a degree that it could not receive the signals transmitted by the WHITING operating from a much further distance.

Because the final Field Sheets were plotted without velocity correctors, the discrepancies noted in comparison with prior surveys and junctions with contemporary surveys are exaggerated. Smooth plotting with velocity correctors will require a reevaluation of these comparisons. ✓

Q. RECOMMENDATIONS

The findings of this survey are complete and should ^{be} incorporated into the most recent chart of the area. ✓

R. AUTOMATED DATA PROCESSING

Data gathered by the WHITING (2930) was acquired using RK 111 "Range-Range Real Time Plot", version 8/7/74. The data was plotted using RK 211 "Range-Range Non-Real Time Plot."

Field Sheets for the survey WH-40-2-75 were constructed using RK 201 "Grid and Lattice Plot," version 2/19/75.

Two plotter sheets were necessary to cover the area due to the 22 inch width of the Houston drum plotter. ✓

APPROVAL SHEET

submitted by

David Yeager

FOR:

Kenneth W. Perrin
Lt.(jg), NOAA

Supervision of Field and Office work on this hydrographic survey was continuous on a day to day basis to ensure completeness of the survey and that all work was done in accordance with the instructions.

Approved/Forwarded

Robert A. Trauschke

Robert A. Trauschke
Cdr., NOAA
Commanding Officer, NOAA Ship WHITING

126	0	40	18	29025	073	59	04371	139	LONG BEACH CONCRETE TOWER
127	0	40	18	38280	073	58	51010	139	LONG BRANCH TOWER
128	0	40	20	32350	073	58	29956	139	MONMOUTH C.B. RADIO TOWER
129	0	40	35	05191	073	38	12366	139	LIDO EAST TWIN TOWER
130	0	40	35	46814	073	30	30627	139	JONES BEACH TOWER
131	0	40	37	56443	073	13	08442	139	FIRE ISLAND LIGHTHOUSE
✓132	0	40	34	58430	073	52	45107	250	BEN RAYDIST
✓133	0	40	50	13970	072	29	40176	250	TIANA RAYDIST
134	0	39	32	51112	074	15	12847	250	HAVEN RAYDIST
135	0	40	27	34385	073	59	41012	250	SANDY HOOK RAYDIST
136	0	40	27	41798	074	00	08811	139	SANDY HOOK
137	0	40	23	47250	073	59	10544	139	NAVISINK (N)
138	0	40	23	45240	073	59	09203	139	NAVISINK (S)

VELOCITY CORRECTION TAPE LISTING

000071 0 0002 0001 000 293000 040275

000136 0 0004

000200 0 0006

000271 0 0008

000338 0 0010

000417 0 0012

000540 0 0014

000704 0 0016

000892 0 0018

001086 0 0020

001306 0 0022

001536 0 0024

001795 0 0026

999999 0 0028

2/17/76

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEY

TIDE NOTE FOR HYDROGRAPHIC SHEET

Processing Division: Atlantic Marine Center:

Hourly heights are approved for

Tide Station Used (NOAA Form 77-12): Atlantic City

Period: June 24 - September 2, 1975

HYDROGRAPHIC SHEET: H-9547

OPR: 517

Locality: Offshore, east of Barnegat Inlet, N.J.

Plane of reference (mean ~~lower~~ low water): 4.53 ft.

Height of Mean High Water above Plane of Reference:
4.1 ft at Atlantic City

Remarks: Recommended zoning:

	<u>Time Correction</u>	<u>Range Ratio</u>
(1) West of $73^{\circ}20'$	-15 min	x0.93
(2) East of $73^{\circ}20'$	-20 min	x0.88

James R. Hallock
for Chief, Tides Branch

GEOGRAPHIC NAMES

H-9547

Name on Survey	Source of Information										
	A	B	C	D	E	F	G	H	K		
Barnegat Inlet (Title)											1
											2
											3
											4
											5
											6
											7
											8
											9
											10
											11
											12
											13
											14
											15
										APPROVED	16
										<i>Chas. E. Hamner</i>	17
										STAFF GEOGRAPHER - PC5142	18
										18 Jan. 1977	19
											20
											21
											22
											23
											24
											25

ATLANTIC MARINE CENTER
APPROVAL SHEET
FOR
AUTOMATED SURVEY H-9547

- A. All revisions and additions made on the smooth sheet during verification have been entered in the magnetic tape records for this survey. A new final position printout has/~~has not~~ been made. A new final sounding printout has/~~has not~~ been made.

Date: June 15, 1976

Signed: William J. Jones

Title: Chief, Verification Branch

- B. The verified smooth sheet has been inspected, is complete, and meets the requirements of the Hydrographic and AMC Manuals. Exceptions are listed in the verifier's report.

Date: 21 June 1976

Signed: C. DeNault

Title: Chief, Processing Division

HYDROGRAPHIC SURVEY STATISTICS
HYDROGRAPHIC SURVEY NO. H-9547

WH-40-2-75

RECORDS ACCOMPANYING SURVEY: To be completed when survey is registered.

RECORD DESCRIPTION		AMOUNT	RECORD DESCRIPTION		AMOUNT	
SMOOTH SHEET with position & excess overlays		1	BOAT SHEETS & 4 overlays (2 parts)		1	
DESCRIPTIVE REPORT		1	OVERLAYS		4	
DESCRIPTION	DEPTH RECORDS	HORIZ. CONT. RECORDS	PRINTOUTS	TAPE ROLLS	PUNCHED CARDS	ABSTRACTS/SOURCE DOCUMENTS
ENVELOPES			1			1
CAHIERS	1		1			
VOLUMES	2					
BOXES			1 - Box containing final printouts 1 - sawtooth rec., sndg. vols. & misc.			printouts
T-SHEET PRINTS (List)						
NONE						
SPECIAL REPORTS (List)						

OFFICE PROCESSING ACTIVITIES

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

PROCESSING ACTIVITY	AMOUNTS			
	PRE-VERIFICATION	VERIFICATION	REVIEW	TOTALS
POSITIONS ON SHEET				2425
POSITIONS CHECKED		300		
POSITIONS REVISED		7		
DEPTH SOUNDINGS REVISED		210		
DEPTH SOUNDINGS ERRONEOUSLY SPACED				
SIGNALS ERRONEOUSLY PLOTTED OR TRANSFERRED				
	TIME (MANHOURS)			
TOPOGRAPHIC DETAILS				
JUNCTIONS		16		
VERIFICATION OF SOUNDINGS FROM GRAPHIC RECORDS		8		
SPECIAL ADJUSTMENTS				
ALL OTHER WORK		149		
TOTALS		173	30	
PRE-VERIFICATION BY	BEGINNING DATE		ENDING DATE	
VERIFICATION BY	BEGINNING DATE		ENDING DATE	
J. Griffin, R.G. Cram, H.R. Smith	01/06/76		05/04/76	
REVIEW BY	BEGINNING DATE		ENDING DATE	
Hydrographic Inspection Team (AMC)	06/17/76		06/17/76	

QC Ecol; BK. Myers 23 hrs 10/8/76 Corstens 5 hrs 11/3/76
Baumgardner B.V.S. 3/2/77 * U.S. G.P.O. 1972-769-562/439 REG.#6

REGISTRY NO. H-9547

The Computer and Excess Sounding Cards for this survey have not been corrected to reflect the changes made to the Computer Card and Excess Card Printouts at this time of the review.

When the cards have been updated to reflect the final results of the survey, the following shall be completed:

CARDS CORRECTED

DATE _____ TIME REQUIRED _____ INITIALS _____

REMARKS:

REGISTRY NO. _____

The magnetic tape containing the data for this survey has not been corrected to reflect the changes made during evaluation and review.

When the magnetic tape has been updated to reflect the final results of the survey, the following shall be completed:

MAGNETIC TAPE CORRECTED

DATE _____ TIME REQUIRED _____ INITIALS _____

REMARKS:

H-9547

Information for Future Presurvey Reviews

There are no significant bottom changes in the area of the present survey.

<u>Position Index</u>		<u>Bottom Change</u> <u>Index</u>	<u>Use</u> <u>Index</u>	<u>Resurvey</u> <u>Cycle</u>
<u>Lat.</u>	<u>Long.</u>			
392	0732	1	1	50 years
393	0732	1	1	50 years
392	0733	1	1	50 years
393	0733	1	1	50 years
394	0733	1	6	50 years
392	0734	1	3	50 years
393	0734	1	3	50 years
394	0734	1	6	50 years

HYDROGRAPHIC INSPECTION TEAM

ATLANTIC MARINE CENTER

HYDROGRAPHIC SURVEY REVIEW

DATE: 4/17/76

REGISTRY NO.: H-9547

FIELD NO.: WH-40-2-75

GENERAL LOCALITY and SPECIFIC LOCATION:

New York Bight - 25 miles east of Barnegat Inlet

SURVEYED: June 24, 1975 through September 2, 1975

PROJECT NO.: OPR-517

SCALE: 1:40,000

SOUNDINGS BY: Ross Echo Sounder
Model 5,000

CONTROL: Raydist
Range-Range
Frequency -
3296.400 KHz

Chief of Party R.A. Trauschke
Surveyed by A. Theberge
..... D. Yeager
..... A. Potok
..... K. Perrin
..... J. Bennett
..... D. Terry
..... J. Gofus
Automated Plot by Calcomp Plotter #618 (AMC)
Verified ~~and Inked~~ by Harry R. Smith

1. Description of the Area

The western limits of the area covered by this survey begins about 25 miles off of Barnegat Inlet, New Jersey. The survey extends east to the 120 foot curve. It is bounded on the north by latitude 39° 53' 00" and on the south by latitude 39° 22' 00".

The area is mostly flat, sloping north to south, with troughs running southwest to northeast.

2. Control and Shoreline
Type-Source-Origin

The control is adequately described in the Descriptive Report.

This is an offshore survey and contains no shoreline.

3. Hydrography

- A. Crossings: Depths at crossings are in excellent agreement.
- B. Depth Curves: The standard 120 and 180 foot depth curves are adequately delineated and are the only curves within the survey limits. The 100 foot curve was applied in brown to delineate that feature, at latitude $39^{\circ} 25' 41''$, longitude $73^{\circ} 23' 30''$.
- C. Developments: The development of bottom configuration and least depths is considered adequate.

4. Condition of the Survey

The sounding records, automated plotting and the Descriptive Report are adequate and conform to the requirements of the Hydrographic Manual, supplemented by the Atlantic Marine Center Manual.

5. Junctions

Adequate junctions were effected with H-9546 (1975) ^(returned for replotting) on the north, H-9548 (1975) on the east, H-9553 (1975) on the south, ~~H-9552 (1975) on the west (southwest)~~ and H-9573 (1975) on the west (northwest).

6. Comparisons

- A. Prior Surveys: H-6223 (1937) on the northwest
H-6345 (1938) on the south
H-6346 (1938) common area

A comparison with the above surveys and the present survey reveals good agreement within one to three feet, differences ^{occurring} in depths only in small areas.

Recommend: The present survey is adequate to supersede the prior surveys in the common area.

- B. Contemporary Surveys: The ^{four} ~~five~~ contemporary surveys listed under Item #5 (Junctions), of this report all make adequate junctions and show good agreement.

C. Wire Drag: The only Pre-survey Review Item is the charted wreck at latitude $39^{\circ} 46' 5''$, longitude $73^{\circ} 25.3'$ and was brought forward to this survey from Wire Drag FE No. 8; 1951 (Positions #576-#577).

- D. Published Chart: #1108, 1:~~60,000~~^{400,000}, 22nd edition, dated May 25, 1974.

(a) Hydrography: No detailed comparison could be made because of the difference in scale between the present survey and Chart #1108. There is general agreement between the chart and the present survey.

(b) Attention is directed to the following: Bottom samples on this survey were obtained from an "Oceanographic Log Sheet-M" submitted by the NOAA Ship GEORGE B. KELEZ. Since this sheet is the only source data on hand, the geographic positions were not verified. The depths were changed to "missed depths" in the records.

7. Compliance With Instructions

This survey does comply with the Project Instructions.

8. Additional Field Work

This is an excellent basic survey. Additional field work is not recommended.

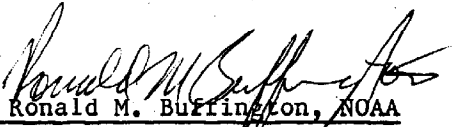
9. Hydrographic Inspection Team Comments

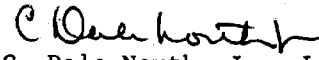
Hydrographic Inspection Team comments are included within this report and Verification deficiencies found, if any, have been corrected on the Smooth Sheet.


Fathogram scanning by field personnel was very poor.

Approval Sheet for survey H-9547

Examined and Approved:
Hydrographic Inspection Team
Date: *June 17, 1976*


CAPT Ronald M. Buffington, NOAA
Chief, Operations Division

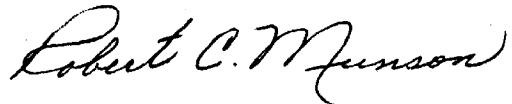

C. Dale North, Jr., LCDR, NOAA
Chief, Processing Division


CDR Jeffrey G. Carlen, NOAA
Chief, Coastal Mapping Division


Gregory R. Bass, LT, NOAA
Chief, EDP Branch


William L. Jonns
Chief, Verification Branch

Approved/Forwarded



Robert C. Munson
RADM, NOAA
Director, Atlantic Marine Center



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SURVEY
Rockville, Md. 20852

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October 29, 1976

TO: *A. J. Patrick*
A. J. Patrick
Chief, Marine Surveys Division

THRU: Chief, Quality Control Branch

FROM: *G. K. Myers*
G. K. Myers
Quality Evaluator

SUBJECT: Quality Control Report, H-9547, New Jersey, Off East Coast,
East of Barnegat Inlet

A quality control inspection of H-9547 has been accomplished to evaluate the accuracy and adequacy of the survey with respect to data acquisition, delineation of least depths, decisions and actions by the verifier, and cartographic presentation of data.

1. No indication was found of a determination of the depth recorder instrumental correction by vertical cast comparisons.
2. A comparison with FE No. 8, 1951 WD was completed during quality evaluation. No conflicts between present depths and wire-drag depths were found. The charted 60-foot wire-drag clearance depth, hang at 66 feet, and submerged wreck at latitude $39^{\circ}46.5'$, longitude $73^{\circ}25.3'$ from FE No. 8, 1951 WD were carried forward appropriately to supplement the present survey.
3. A junction with H-9552 (1975) on the southwest will be discussed during the quality evaluation of that survey.
4. The electronic position control lattice labels were incomplete on the combined final electronic control and position overlay for the present survey. The source control station numbers were added to these labels during quality evaluation as prescribed by section 7.3.2 of the Provisional Hydrographic Manual.
5. Section VI of the Verifier's Report (Comparison with Chart) should be accompanied by a specific statement that the present survey is adequate to supersede the charted hydrography.



H-9547

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6. The chart used for comparison with the present survey was not forwarded with the survey records.

CC:
C351

