DREDGING AND SOUNDING STATIONS OF THE LIGHTNING, 1868.

The dredgings made by the British surveying steamer *Lightning* in 1868 were undertaken at the request of the Royal Society, and, with the exception of the dredgings of Count Pourtales in 1867 and 1868, were almost the first deliberate attempts to investigate the deep-sea fauna. The region explored was between the north of Scotland and the Färöe Islands and extending thence to a distance of about 250 miles northwest of Scotland. The series of temperatures obtained on this expedition, showing the great difference of temperature existing to the northeast and southwest of a submarine barrier (discovered by a subsequent expedition) were the first contributions of importance to our knowledge of the laws governing deep-sea temperatures. The scientific observations were under the charge of Dr. W. B. Carpenter and Prof. Wyville Thomson, and the preliminary report by Dr. Carpenter was published in No. 107 of the Proceedings of the Royal Society, 1868.

*Dredging and sounding stations of the Lightning, 1868.*

### WARM AREA.

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<th>Temperatures</th>
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* Dredgings.

† At least.

DREDGING STATIONS OF THE PORCUPINE, 1869.

The dredgings of the British steamer *Porcupine* in 1869 were in continuation of those of the *Lightning* in 1868, and were, like them, undertaken at the request of the Royal Society. They extended west of Ireland and Scotland, as far west as the Rockall Bank, and as far north as the Färöe Islands, and reached a depth of 2,435 fathoms, a much greater
one than ever before attained. Dr. Carpenter’s report on them is contained in No. 121 of the Proceedings of the Royal Society, Vol. 17, p. 397.

### Dredging stations of the Porcupine, 1869.

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<th>Kind of bottom</th>
<th>Temperature, Fahrenheit</th>
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### Notes:

- The table lists dredging stations with their respective dates, latitudes, longitudes, depths, and the kind of bottom material found. Temperatures are recorded in Fahrenheit and Centigrade.

- The data spans from May 18 to July 16, covering a period of nearly two months.

- The stations are marked with serial numbers, and their locations are noted in both North and West coordinates.

- Depths range from 379 feet down to 1,230 feet, indicating varying depths of water or the depth to which the stations were recorded.

- Various bottom materials are mentioned, such as soft mud, muddy gravel, and oozes, indicating the marine environment's diversity.

- Temperatures range from 41.4°F to 57.7°F, showing a significant variation in water temperatures during the period.
DREDGING AND SOUNDING STATIONS OF THE PORCUPINE, 1870.

The dredgings of the Porcupine in 1870, like those of 1869 and those of the Lightning in 1868, were undertaken at the request of the Royal Society to extend the examination of the deep-sea bottom to the south of Europe and the Mediterranean. Two cruises were made, the first under the scientific direction of Mr. Gwyn Jeffreys, accompanied by Mr. Josua Lindahl and Mr. W. L. Carpenter, extending from Falmouth to Gibraltar, and the second under W. B. Carpenter, assisted by Mr. Lindahl and Mr. P. H. Carpenter, exploring the western basin of the Mediterranean between Gibraltar and Malta, in order to determine its physical and geological relations to the Atlantic, with special reference to the Gibraltar current. The temperature observations made on this second cruise, showing an almost absolute uniformity of temperature from the depth of about 100 fathoms (or that of the Straits of Gibraltar) to the greatest depths reached (1,743 fathoms), shed a most important light upon the phenomena of ocean basins inclosed by shallow barriers, such as the Mediterranean, the Caribbean Sea, Gulf of Mexico, and Sooloo Sea, as contrasted with those of the open ocean. Thus, on this season's work, the six temperatures taken below 1,000 fathoms in the Mediterranean (ranging from 1,328 to 1,743 fathoms) were all between
54.7° and 56°, and one at 112 fathoms giving 55.5°, whilst in the Atlantic, almost in the same latitude, depths of 1,095 and 1,065 fathoms gave 39.7° and one of 128 fathoms, a little farther north, 52.5°. The report on the expedition, by Mr. J. Gwyn Jefferys and Dr. W. B. Carpenter, forms No. 125 of the Proceedings of the Royal Society, December 8, 1870. There appear to be some discrepancies between the numbers assigned to the stations in the Mediterranean in the detailed description of the dredgings and those given in the list of stations and on the charts, but as the latter two series agree the others are probably erroneous. Care, therefore should be taken in making use of the lists of animals dredged to see that they really belong to the station ascribed to them in the body of the text. The explorations of the first cruise (No. 1 to 38) extended from July 7 to August 5, 1870, and those of the second cruise from August 15 to October 1.

**Dredging and sounding stations of the *Porcupine*, 1870.**

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<th>Bottom)</th>
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<td>5 27</td>
<td>517</td>
<td>61.5, 45.3</td>
<td>Do.</td>
<td>In Straits of Gibraltar</td>
</tr>
<tr>
<td>47</td>
<td>15 50</td>
<td>5 27</td>
<td>517</td>
<td>61.5, 45.3</td>
<td>Do.</td>
<td>In Straits of Gibraltar</td>
</tr>
<tr>
<td>48</td>
<td>15 50</td>
<td>5 27</td>
<td>517</td>
<td>61.5, 45.3</td>
<td>Do.</td>
<td>In Straits of Gibraltar</td>
</tr>
</tbody>
</table>

*These temperatures are the averages of the day.*
### Dredging and sounding stations of the Porcupine, 1870—Continued.

<table>
<thead>
<tr>
<th>Station No.</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Depth</th>
<th>Temperatures</th>
<th>Locality</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>North</td>
<td>West</td>
<td>Fathoms</td>
<td>Surface</td>
<td>Bottom</td>
</tr>
<tr>
<td>49</td>
<td>36 29</td>
<td>0 31</td>
<td>1,412</td>
<td>71.5</td>
<td>54.7</td>
</tr>
<tr>
<td>50</td>
<td></td>
<td></td>
<td>51</td>
<td></td>
<td></td>
</tr>
<tr>
<td>50a</td>
<td></td>
<td></td>
<td>130</td>
<td></td>
<td></td>
</tr>
<tr>
<td>51</td>
<td>36 55</td>
<td>1 10</td>
<td>1,415</td>
<td>75.0</td>
<td>54.7</td>
</tr>
<tr>
<td>52</td>
<td></td>
<td></td>
<td>690</td>
<td>*76.2</td>
<td></td>
</tr>
<tr>
<td>52a</td>
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<td>53</td>
<td>36 53</td>
<td>5 55</td>
<td>112</td>
<td>77.0</td>
<td>55.5</td>
</tr>
<tr>
<td>54</td>
<td>37 41</td>
<td>6 27</td>
<td>1,508</td>
<td>78.0</td>
<td>55.0</td>
</tr>
<tr>
<td>55</td>
<td>37 50</td>
<td>6 51</td>
<td>1,456</td>
<td>76.5</td>
<td>55.0</td>
</tr>
<tr>
<td>56</td>
<td>37 03</td>
<td>11 36</td>
<td>399</td>
<td>78.0</td>
<td>55.5</td>
</tr>
<tr>
<td>57</td>
<td>36 06</td>
<td>13 10</td>
<td>234</td>
<td>*76.8</td>
<td></td>
</tr>
<tr>
<td>58</td>
<td>36 45</td>
<td>13 36</td>
<td>598</td>
<td>75.0</td>
<td>56.5</td>
</tr>
<tr>
<td>59</td>
<td>36 32</td>
<td>14 12</td>
<td>445</td>
<td>76.5</td>
<td>56.5</td>
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<tr>
<td>60</td>
<td>36 31</td>
<td>15 46</td>
<td>1,743</td>
<td>74.0</td>
<td>56.0</td>
</tr>
<tr>
<td>61</td>
<td>36 20</td>
<td>15 52</td>
<td>222</td>
<td>72.5</td>
<td>55.7</td>
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<tr>
<td>62</td>
<td>35 38</td>
<td>15 31</td>
<td>370</td>
<td>72.5</td>
<td>55.3</td>
</tr>
<tr>
<td>63</td>
<td></td>
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<td>498</td>
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<td>54.7</td>
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<tr>
<td>65</td>
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<td></td>
<td>392</td>
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<td>54.5</td>
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<td>347</td>
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<tr>
<td>67</td>
<td></td>
<td></td>
<td>188</td>
<td>73.0</td>
<td>55.3</td>
</tr>
</tbody>
</table>

*These temperatures are the averages of the day.

### DREDGINGS OF THE SHEARWATER, 1871.

In 1871 the steamer Shearwater made some dredgings on the coral banks between Sicily and Cape Bon, in depths of not more than about 200 fathoms. Dredging was not the main object of the expedition and no record exists, so far as is known, of the precise localities.

### SOUNGING AND DREDGING STATIONS OF THE VALOROUS, 1875.

The Valorous was a war-steamer sent as a store-ship with the British North-Polar Expedition of 1875 (the Alert and Discovery). As it was to return directly from Disco, Greenland, the Royal Society requested the Government to permit Mr. J. Gwyn Jeffreys and an assistant, Mr. Herbert P. Carpenter, to make the voyage, so as to undertake natural history observations both at Disco and on the return voyage. The reports on the dredgings, etc., between Davis's Straits and England by Mr. Jeffreys, Dr. William B. Carpenter, Rev. A. F. Norman, Dr. W. C. McIntosh, Professor Allman, Professor Duncan, Prof. George Dickie, and Mr. R. Etheridge were published in No. 173 of the Proceedings of the Royal Society, 1876. The first dredging was made about July 22 and the last on August 23, 1875. In the following table the letter D. indicates a dredging, S. T. a serial temperature. At the other stations soundings only were made.
LISTS OF DREDGING STATIONS.

Sounding and dredging stations of the Valorous, 1875.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>70 30</td>
<td>54 41</td>
<td>175</td>
<td>D.</td>
<td>Sand, mud</td>
<td>North of Disco Island.</td>
</tr>
<tr>
<td>2</td>
<td>70 27</td>
<td>55 00</td>
<td>85</td>
<td>D.</td>
<td>Gravel, stone</td>
<td>Do.</td>
</tr>
<tr>
<td>4</td>
<td>69 33</td>
<td>56 01</td>
<td>100</td>
<td>D.</td>
<td>Mud</td>
<td>West of Disco Island.</td>
</tr>
<tr>
<td>6</td>
<td>67 56</td>
<td>57 37</td>
<td>20</td>
<td>D.</td>
<td>Broken barnacles, shells</td>
<td>Do.</td>
</tr>
<tr>
<td>5</td>
<td>66 55</td>
<td>55 30</td>
<td>57</td>
<td>D.</td>
<td>Rock, sand, shells</td>
<td>In Davis's Straits.</td>
</tr>
<tr>
<td>7</td>
<td>64 05</td>
<td>50 47</td>
<td>410</td>
<td>D. S. T.</td>
<td>Sand, mud</td>
<td>Do.</td>
</tr>
<tr>
<td>8</td>
<td>64 00</td>
<td>50 33</td>
<td>1,100</td>
<td>D. S. T.</td>
<td>Clay, mud</td>
<td>Do.</td>
</tr>
<tr>
<td>9</td>
<td>62 00</td>
<td>55 56</td>
<td>1,359</td>
<td>D. S. T.</td>
<td>Mud (blue clay under)</td>
<td>Do.</td>
</tr>
<tr>
<td>10</td>
<td>59 10</td>
<td>50 55</td>
<td>1,750</td>
<td>D.</td>
<td>Fine sand</td>
<td>Do.</td>
</tr>
<tr>
<td>11</td>
<td>58 14</td>
<td>48 20</td>
<td>1,690</td>
<td>S. T.</td>
<td>Globigerina ooze</td>
<td>SW. of Cape Farewell</td>
</tr>
<tr>
<td>12</td>
<td>57 50</td>
<td>44 52</td>
<td>1,803</td>
<td>S. T.</td>
<td>Globigerina ooze</td>
<td>South of Cape Farewell</td>
</tr>
<tr>
<td>13</td>
<td>57 11</td>
<td>37 41</td>
<td>1,450</td>
<td>S. T.</td>
<td>Globigerina ooze, stone</td>
<td>In Atlantic Ocean.</td>
</tr>
<tr>
<td>14</td>
<td>56 01</td>
<td>34 42</td>
<td>690</td>
<td>S. T.</td>
<td>Globigerina ooze</td>
<td>Do.</td>
</tr>
<tr>
<td>15</td>
<td>55 08</td>
<td>28 42</td>
<td>1,485</td>
<td>S. T.</td>
<td>Clay, blue mud</td>
<td>Do.</td>
</tr>
<tr>
<td>16</td>
<td>55 10</td>
<td>25 58</td>
<td>1,785</td>
<td>D.</td>
<td>Globigerina ooze (blue mud under)</td>
<td>Do.</td>
</tr>
</tbody>
</table>

DREDGING STATIONS OF THE KNIGHT ERRANT, 1880.

The dredgings of the British steamer Knight Errant were made in the Fâröe Channel between the Fâröe Islands and the north of Scotland, covering a part of the same ground that was explored by the Lightning in 1868, and defining the position of the submarine barrier by which the so-called warm and cold areas of the Fâröe Channel are divided from each other. The report of the expedition was published in the Proceedings of the Royal Society of Edinburgh, Vol. XI, pp. 638–720, read May 15, 1882. The dredgings were under the scientific charge of Mr. John Murray, of the Challenger expedition.

Dredging stations of the Knight Errant.

<table>
<thead>
<tr>
<th>Serial No.</th>
<th>Date</th>
<th>Latitude N.</th>
<th>Longitude W.</th>
<th>Depth</th>
<th>Kind of bottom</th>
<th>Temperatures.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>July 27</td>
<td>60 04</td>
<td>7 37</td>
<td>305</td>
<td>Mud</td>
<td>Surface: 54.8</td>
</tr>
<tr>
<td>2</td>
<td>July 28</td>
<td>60 29</td>
<td>8 19</td>
<td>375</td>
<td>do</td>
<td>53.0</td>
</tr>
<tr>
<td>3</td>
<td>Aug. 3</td>
<td>59 12</td>
<td>7 57</td>
<td>53</td>
<td></td>
<td>57.0</td>
</tr>
<tr>
<td>4</td>
<td>Aug. 10</td>
<td>59 33</td>
<td>7 14</td>
<td>555</td>
<td>Mud</td>
<td>56.6</td>
</tr>
<tr>
<td>5</td>
<td>Aug. 11</td>
<td>59 37</td>
<td>7 19</td>
<td>515</td>
<td>Ooze</td>
<td>57.0</td>
</tr>
<tr>
<td>6</td>
<td>Aug. 12</td>
<td>59 37</td>
<td>7 19</td>
<td>530</td>
<td>do</td>
<td>56.5</td>
</tr>
</tbody>
</table>

DREDGING STATIONS OF THE TRITON, 1882.

The dredgings of the British surveying steamer Triton in 1882 were, like those of the Knight Errant in 1880, directed towards the further exploration of the Fâröe Channel, and covered nearly the same ground. They were also under the scientific charge of Mr. John Murray, and Mr. J. Gwyn Jeffrey's report on the mollusca obtained was published in the Proceedings of the Zoological Society of London, June 19, 1883, from which these positions have been taken.
Dredging stations of the Triton, 1882.

<table>
<thead>
<tr>
<th>Serial No.</th>
<th>Latitude N.</th>
<th>Longitude W.</th>
<th>Depth</th>
<th>Temperature of bottom</th>
<th>Remarks</th>
<th>Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>59 51 30</td>
<td>6 21 00</td>
<td>240</td>
<td>47.5-47.6</td>
<td>On the ridge...</td>
<td>Warm.</td>
</tr>
<tr>
<td>2</td>
<td>59 37 30</td>
<td>6 21 00</td>
<td>530</td>
<td>46.2</td>
<td>West of ridge...</td>
<td>Warm.</td>
</tr>
<tr>
<td>3</td>
<td>59 39 30</td>
<td>6 21 00</td>
<td>87</td>
<td>49.5</td>
<td>Fish banks...</td>
<td>Cold.</td>
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<tr>
<td>4</td>
<td>60 22 40</td>
<td>8 21 00</td>
<td>327-430</td>
<td>31.5-32.0</td>
<td>East of ridge...</td>
<td>Warm.</td>
</tr>
<tr>
<td>5</td>
<td>60 11 45</td>
<td>8 15 00</td>
<td>363</td>
<td>47.5</td>
<td>West of ridge...</td>
<td>Cold.</td>
</tr>
<tr>
<td>6</td>
<td>60 09 00</td>
<td>7 16 30</td>
<td>465</td>
<td>29.5-30.0</td>
<td>East of ridge...</td>
<td>Do.</td>
</tr>
<tr>
<td>7</td>
<td>60 19 00</td>
<td>7 19 00</td>
<td>585</td>
<td>29.9-30.5</td>
<td>Do...</td>
<td>Do.</td>
</tr>
<tr>
<td>8</td>
<td>60 18 00</td>
<td>6 15 00</td>
<td>640</td>
<td>30.0</td>
<td>Do...</td>
<td>Do.</td>
</tr>
<tr>
<td>9</td>
<td>60 05 00</td>
<td>6 21 00</td>
<td>608</td>
<td>30.0</td>
<td>Do...</td>
<td>Do.</td>
</tr>
<tr>
<td>10</td>
<td>59 40 00</td>
<td>7 21 00</td>
<td>516</td>
<td>46.0-46.5</td>
<td>West of ridge...</td>
<td>Warm.</td>
</tr>
<tr>
<td>11</td>
<td>59 39 30</td>
<td>7 13 40</td>
<td>755</td>
<td>45.5</td>
<td>West of ridge...</td>
<td>Do.</td>
</tr>
<tr>
<td>12</td>
<td>59 33 00</td>
<td>7 34 00</td>
<td>590</td>
<td>31.0</td>
<td>East of ridge...</td>
<td>Cold.</td>
</tr>
<tr>
<td>13</td>
<td>59 51 02</td>
<td>8 18 00</td>
<td>570</td>
<td>45.7</td>
<td>West of ridge...</td>
<td>Warm.</td>
</tr>
</tbody>
</table>

*Partly on the ridge.
†The trawl had been carried right over the ridge and came up in the cold area.

DREDGINGS OF THE SWEDISH FRIGATE JOSEPHINE, 1869.

These dredgings extended from the coast of Portugal to the Azores, and thence across the Atlantic to America. They were under the charge of Messrs. Smith and Ljungmans. I have been unable to meet with any details as to the precise positions or character of the dredgings.

CLASSIFIED LIST OF ALL DREDGINGS OF OVER 60 FATHOMS MADE BY U. S. FISH COMMISSION NORTH OF BAHAMAS.

Dredgings made in the Gulf of Maine are not given, nor those made inside the Banks situated off the coast of Nova Scotia.

The others are designated as follows:

- S.—Off Savannah to Bahamas. N. Lat. 27° 30′ to 34° 00′.
- H.—Off Cape Hatteras. N. Lat. 34° 00′ to 36° 30′.
- C.—Off Chesapeake Bay. N. Lat. 36° 30′ to 38° 00′.
- D.—Off Delaware Bay. N. Lat. 38° 00′ to 39° 00′.
- M.—South of Block Island, Martha’s Vineyard, and Nantucket.
- G.—South to east of St. George’s Bank.
- N.—South and southeast of Newfoundland and on the Flemish Cap.

60 to 100 fathoms:

- H.—2908, 2267, 2263, 2236, 2205, 2600, 2602, 2603.
- M.—865, 866, 867, 872, 874, 920, 921, 922, 941, 950, 1091, 1109, 1117, 1118, 2031, 2032, 2057, 2085, 2086, 2087, 2177, 2197, 2198, 2199, 2243, 2244, 2247, 2248.
- G.—83 B., 84 B., 2065, 2066, 2079, 2524, 2525.
- N.—2432, 2652, 2653, 2694, 2698, 2699, 2700, 2701.

100 fathoms:

- H.—2966, 2425, 2426, 2502, 2601.
- D.—1046, 2746.
100 fathoms—continued.
M.—571, 873, 875, 876, 877, 923, 919, 1027, 1035, 1036, 1040, 1107, 1108, 1110, 1111, 1119, 1151, 1152, 2053, 2054, 2055, 2056, 2091, 2245, 2246, 2503, 2512, 2522, 2558, 2559, 2560.
G.—2060, 2061, 2064, 2067, 2069, 2070, 2071, 2533, 2536, 2527.
N.—2477, 2481, 2605, 2636, 2704.

150 fathoms:
H.—2109, 2310, 2533, 2594, 2613, 2614.
C.—897, 2020, 2170, 2204, 2423.
D.—1043, 1047.
M.—568, 870, 873, 934, 940, 942, 943, 944, 1034, 1035, 1039, 1097, 1098, 1115, 1116, 1150, 2026, 2038, 2069, 2090, 2184, 2185, 2200, 2336, 2337, 2533, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2555, 2557, 2582, 2583.
G.—96 B., 97 B., 2062, 2063, 2068.
N.—2431, 2472, 2474, 2479, 2488, 2703.

200 fathoms:
C.—2021.
D.—1044, 2745.
M.—859, 926, 945, 951, 1025, 1026, 1032, 1033, 1092, 1113, 1114, 1120, 1121, 1137, 1138, 1153, 1154, 2027, 2038, 2052, 2183, 2548, 2556, 2550, 2551.
N.—2180, 2189, 2470, 2471, 2473, 2475, 2476, 2478, 2480, 2483, 2484, 2485, 2486, 2697, 2702.

250 fathoms:
S.—2634, 2625, 2665, 2666, 2667, 2573.
D.—2232.
M.—878, 879, 895, 925, 939, 1112, 2024, 2025, 2178, 2183, 2252, 2589, 2636.

300 fathoms:
S.—2668, 2670, 2671, 2672, 2674, 2675.
H.—2209, 2306.
C.—898.
D.—1045.
M.—881, 933, 947, 996, 997, 998, 999, 1031, 1094, 1095, 1096, 1123, 1139, 1142, 2176, 2586.
N.—2452.

350 fathoms:
S.—2636, 2655, 2664, 2669.
M.—1030, 1033, 1122, 2186, 2667.

400 fathoms:
S.—2627, 2661, 2662, 2663, 2676.
D.—1048, 1049.
M.—893, 894, 952, 994, 995, 1028, 1140, 1141, 2033, 2045, 2046, 2047, 2187, 2212, 2213, 2547, 2554, 2581, 2587.
G.—85 B.

500 fathoms:
S.—2628, 2657, 2658, 2659, 2660, 2677.
H.—2009, 2110.
M.—901, 932, 1023, 1143, 1144, 2013, 2175, 2179, 2190, 2201, 2202, 2214, 2237, 2546, 2561, 2584, 2585, 2588, 2689.
G.—2072.
N.—2427, 2429.

600 fathoms:
S.—2656.
600 fathoms—continued.
   D.—2233, 2744.
   M.—937, 1124, 1155, 2030, 2189, 2315, 2236, 2349, 2553, 2680, 2688, 2690, 2722.
   G.—2073.

700 fathoms:
   S.—2634, 2678.
   H.—2300.
   C.—2729, 2730.
   M.—936, 953, 954, 2181, 2203, 2204, 2235, 2552, 2749.
   G.—2528, 2529, 2532.

800 fathoms:
   S.—2679.
   H.—2115.
   C.—2018, 2731, 2734, 2735, 2739.
   D.—2721.
   M.—935, 1123, 2551, 2691.
   G.—2533.
   N.—2428.

900 fathoms:
   H.—2010, 2111, 2116.
   C.—2013, 2728, 2733, 2738, 2741, 2742.
   M.—2182, 2217, 2218, 2219, 2238, 2683.
   G.—2072, 2075, 2076, 2531, 2709.

Dredgings in 1,000 fathoms or more are not distinguished geographically, but are all between N. lat. 36° 06′ and 41° 43′ and W. long. 65° 22′ and 74° 33′.

1,000 fathoms:

1,100 fathoms:
   2044, 2051, 2052, 2103, 2192, 2193, 2194, 2136, 2205, 2207, 2209, 2211, 2220, 2550, 2684, 2855, 2707, 2743.

1,200 fathoms:
   2029, 2102, 2190, 2196, 2293, 2330, 2534, 2535, 2706, 2727, 2732, 2748.

1,300 fathoms:
   2034, 2074, 2077, 2084, 2003, 2705, 2736, 2747.

1,400 fathoms:
   2035, 2105, 2220, 2502, 2503, 2504, 2571, 2725.

1,500 fathoms:
   2043, 2096, 2106, 2221, 2222, 2711, 2719, 2720.

1,600 fathoms:
   2041, 2042, 2100, 2101, 2173, 2174, 2223, 2716, 2717, 2718, 2723, 2724.

1,800 fathoms:
   2036, 2037, 2560, 2563, 2570, 2572, 2573, 2574, 2575, 2712, 2713, 2714, 2715.

2,000 fathoms:
   2038, 2097, 2226, 2565.

2,200 fathoms:
   2040, 2098, 2227.

2,400 fathoms:
   2039.

2,600 fathoms:
   2223, 2224, 2225, 2506, 2507.

2,949 fathoms:
   2099.