

FE 47

WIRE DRAG

Diagrams 1245, 1246, & 1247

NOAA FORM 76-35A

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

DESCRIPTIVE REPORT

Type of Survey .. Field Examination

Field No.

Registry No. FE-47

LOCALITY

State Florida

General Locality Florida East Coast

Sublocality Cape Canaveral to Miami

1944

CHIEF OF PARTY

H.J. Healy

LIBRARY & ARCHIVES

DATE

☆U.S. GOV. PRINTING OFFICE: 1985-566-054

NOTE: A new system for registering Field Examinations (FE's) was established in 1980. All FE's are now consecutively numbered as shown hereon. The date shown in the new format is the actual date of survey. This material was previously registered as:

F.E. No.5 1944

FE 47

WIRE DRAG

Field examination

#5
CS

No.5 1944

Diag. Cht. Nos. 1245, 1246, & 1247.

Form 504	
U. S. COAST AND GEODETIC SURVEY DEPARTMENT OF COMMERCE	
DESCRIPTIVE REPORT	
Type of Survey	Hydrographic
Field No.	5144; 5244; 5344; 5444; 5544; 5644
Office No.	
LOCALITY	
State	FLORIDA
General locality	FLORIDA EAST COAST
Locality	CAPE CANAVERAL TO MIAMI, FLORIDA
<u>1944</u>	
CHIEF OF PARTY	
Henry J. Healy	
LIBRARY & ARCHIVES	
DATE	

B-1870-1 (1)

1944

No.5

HONTOM 38-1944

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. _____

Field No. 5144; 5244; 5344;
5444; 5544; 5644

State FLORIDA

General locality Florida East Coast

Locality Cape Canaveral to Miami, Fla.

Scale 1:5,000 Date of survey Aug. 7, 1944; Aug. 13, 1944

Orders ~~Instructions~~ dated July 17, 1944

Vessel U. S. Coast Guard Cutter MADRONA & launches

Chief of party Henry J. Healy

Surveyed by Henry J. Healy

Soundings taken by fathometer, graphic recorder, hand lead, wire _____

Protracted by _____

Soundings penciled by _____

Soundings in fathoms feet at MLW MLLW _____

REMARKS: Wire drag examination of demolished wrecks.

Smooth plottings of the various examinations are attached. Lt. Comdr. Healy was consulted personally concerning preliminary location of wrecks with result that some doubtful points about the KORSHOLM and the AMAZONE were eliminated.

J. A. Mc Cormick
Washington Office
9/9/44.

REPORT TO ACCOMPANY

WIRE DRAG INVESTIGATION OF DEMOLISHED WRECKS

AUTHORITY

The work was accomplished under orders from the Director of the U. S. Coast and Geodetic Survey dated July 17, 1944, for a special survey in the Vicinity of Miami, Florida. ✓

LIMITS & SCOPES

This survey was made to determine the least depth over the demolished wrecks as requested by the Military Authorities. ✓
These wrecks were along the coast of Florida from Cape Canaveral to Miami.

EQUIPMENT

For this special survey the U. S. Coast Guard furnished the Cutter "MADRONA". The MADRONA is well equipped with sounding equipment and the personnel cooperated to the fullest extent on the examination of these demolished wrecks. ✓

A short wire drag was used, 1000 feet plus the tow lines was used in the first two wrecks and 800 feet plus the tow lines for the remaining five wrecks. The MADRONA and her two launches were used in making these surveys. ✓

TIDES

The tide reducers used were from the predicted tides for Mayport, Florida corrected for the particular area being investigated. ✓

SURVEY METHODS

In making the investigation over each of these wrecks, the MADRONA was anchored near the reported position of the demolished ✓

wreck. The starboard launch equipped with a ⁴Bledsworth fathometer was used to run lines in the vicinity of the anchored MADRONA until an indication of the wreck was found. When the wreck was located a small marker buoy was dropped to mark its position. The MADRONA was then moved into position and anchored. The wire drag put out from the MADRONA and the launch made fast to the end of the drag and pulled it into place. After the drag was out the launch pulled the drag over the area of the wreck using directions from the gyro pelorus on the MADRONA and a vertical angle between the water line and the top of the MADRONA'S mast for position. A complete investigation of each wreck was made by this method. When the drag hung up considerable gear was lost due to fouling with the demolished plates and spars of the wreck.

The port launch in charge of Chief Boatswain Albin B. Pearson made tests for lift continuously during these dragging operations.

After completing operations over a wreck the position of the MADRONA was determined by sextant angles and gyro compass bearings on objects ashore. These objects, at times were quite indefinite but a satisfactory position for each wreck was determined.

WRECK DATA

442 - MOHICAN - 410 meters north of wreck buoy. Wreck cleared at 30 feet. Drag hung at 31.5 feet. The general depth in this vicinity is 36 feet. It is recommended that the wreck buoy be removed, and a 30 feet sounding be charted at this location.]

Chart 130 wreck
in lat. 28° 23' 50"
long. 80° 32' 09"
Buoy is 450 yds,
185° T from
wreck.

See FE3(175)

LAERTES

439 - LAERTES - 265 meters 265° True from Wreck Buoy 8A.

Wreck cleared with drag depth of 38.5 feet. Drag hung up on wreck at 45 feet. A hand lead sounding of 44 feet was obtained which reduced to 40 feet. The general depth around this demolished wreck is 70 feet. It is recommended that wreck Buoy 8A be removed and a charted depth of 39 feet be shown at this position.

Chart [38] wreck
in lat. 28°28'40"
long. 80°21'55"
Buoy "8A" is
290 yds, 100°T
from wreck.

443 - OCEAN VENUS - 180 meters 261° True from Latitude 28° 23.47 N, Longitude 80° 17.61' W. The wreck buoy has been removed. The wreck was cleared with a drag depth of 36.0 feet. The drag hung up on the wreck at 39 feet. The general depth in the vicinity of this demolished wreck is 80 feet. It is recommended that a depth of 36 feet be shown at this position and the wreck buoy replaced.

Chart [36] wreck
in lat. 28°23'28"
long. 80°17'43"

See FE3(175)

450 - KARSHOLM - 655 meters 206° True from Wreck Buoy 8B.

This wreck was cleared with a drag depth of 50 feet. It is recommended that the buoy marking this demolished wreck be removed.

Chart [50] wreck
in lat. 28°12'10"
long. 80°23'21"
Buoy "8B" is
715 yds, 26°T
from wreck

455 - AMAZONE - 185 meters 260° True from Wreck Buoy 12A.

This wreck was cleared with a drag depth of 42 feet. It is recommended that the buoy marking the demolished wreck be removed.

Chart [42] wreck
in lat. 27°23'39"
long. 80°03'08"
Buoy "12A" is
200 yds, 80°T
from wreck.
See Review
H-5783(24)

463 - REPUBLIC - 230 meters 265° True from Wreck Buoy # 16.

Wreck cleared drag set to a depth of 31.0 feet and hung up on wreck when set to a depth of 34.0 feet. There is a 37 feet sounding shown on Chart 1247 in the approximate position of this demolished wreck. It is recommended that a 31 feet sounding be charted in the position of this wreck and the ^{buoy}wreck be removed.

Chart [31] wreck
in lat. 27°00'38"
long. 80°02'37"
Buoy "16" is
250 yds,
85°T from
wreck.

536 - CUMBERLAND - This wreck lies well inshore and is marked by Nun buoy H2. A complete investigation was made in the

lat. 26°10'45"
long. 80°05'20"

vicinity of this buoy using the starboard launch equipped with the Bloodsworth fathometer and a leadline. The bottom in this vicinity was also visible. Approximately 3 hours was spent examining this area. Parts of the demolished wreck were visible but no obstructions could be found. It is recommended that the buoy marking this wreck be removed. ✓

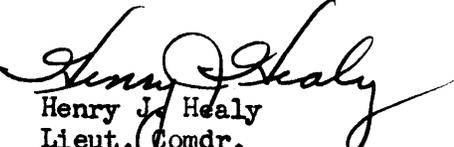
MISCELLANEOUS

The dragging operations were delayed a week due to the transportation of the dragging equipment from Norfolk, Virginia to Ft. Pierce, Florida. Part of the equipment arrived at Ft. Pierce on Wednesday morning, ~~July 26th~~^{Aug 2nd}, the balance arrived Sunday night, Aug. 6, 1944. Dragging operations began Monday morning, August 7, 1944, and were completed Sunday, August 13, 1944. ✓

Lieut. E. W. Ureneff, Commanding Officer of the MADRONA, his officer and men cooperated in every way possible in order to make this survey a success. ✓

Captain J. E. Whitbeck, Lieut. Comdr. J. R. Davis at DCGO, 7th Naval District, Miami, Fla. and Lieut. Comdr. John L. Wiheln, Lieut. C. S. Culpepper at the Captain of the Port, Fort Pierce, Florida also extended full cooperation and assistance in the completion of this work. ✓

Respectfully submitted,


Henry J. Healy
Lieut. Comdr.
U. S. C. & G. Survey

(can)

CG-501-626

28 July, 1944

To: CO, CGC MADRONA

Subj: Orders

1. As soon as ready in all respects on 31 July, 1944, proceed to Ft. Pierce, Florida. Lt. Comdr. Healey and C.B.H. Tension, A., of the Coast and Geodetic Survey will join the ship in Miami before sailing.

2. Relight Wreck Lighted Buoy 12A, making such repairs and replacements as found necessary. It has been reported that the 200mm acetylene lantern for this buoy is missing.

3. Move 9 x 38W buoy on Ft. Pierce dock so that the axis of buoy is perpendicular to face of dock and clear of gasoline tank.

4. Pickup C. & G. equipment in Ft. Pierce and as soon as ready proceed to various wrecks listed below to take soundings and make sweeps as directed by Lt. Comdr. Healey:

Laertes Wreck #439	(Wreck Lighted Buoy 8A)
Korshelm Wreck #450	(Wreck Lighted Buoy 8B)
Ocean Venus Wreck #443	(Buoy removed)
Republic Wreck #463	(Wreck Lighted Buoy 16)
Cumberland Wreck #536	(Wreck Buoy 2)
Amazona Wreck #456 (455)	(Wreck Lighted Buoy 12A)
Mohican Wreck #442	(Wreck Buoy)

5. On completion of work listed above return to CG Depot, Miami.

6. Report by dispatch filed prior to departure, addressed to Com 7 for action and to Com Gulf Sea Frontier and DCGO 7 MB for information.

(a) ETD Point Departure	(c) Speed of advance and route
(b) ETA Destination	(d) Specific frequencies guarded

J. R. DAVIS
By direction

CC: Operations
CO, CG Depot, Miami

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REFER TO No.

LETTER TRANSMITTING FIELD RECORDS

Norfolk, Virginia

August 22, 1944

To: The Director, U. S. Coast and Geodetic Survey, Washington, D. C.

From: Paul C. Whitney, C. and G. Survey, Chief of Party.

Subject: Records.

Records as listed below were forwarded to you by Registered Mail
(Ordinary mail, registered mail, air mail.)

on August 22, 1944
(Date records were forwarded)

(NOTE.—A separate copy of this form is to be used for each of different kinds of records, as tidal data, seismology, geomagnetism, etc. If this form covers the transmission of more than one package of a particular kind of record the form is to carry a statement of the number of packages and an executed copy of the form is to be included in each package.)

WIRE DRAG SHEETS 5144, 5244, 5344, 5444, 5544, 5644

Pkg. No. 17

6 Smooth Sheet wire drag investigation surveys
3 Descriptive reports (1 original & 2 copies)

Pkg. No. 18

6 Boat Sheet wire drag investigation surveys

Pkg. No. 19

1 Wire drag volume

ACKNOWLEDGED
BY SECTION OF
LIBRARY AND
ARCHIVES

AUG 24 1944

Received the above:

Paul C. Whitney
Paul C. Whitney, C. and G. Survey, Chief of Party.
By direction. *[Signature]*

Chief Clerk, Coast and Geodetic Survey.

This form and one copy should be sent to the office. The copy will then be returned as a receipt. This form should not be used for correspondence.

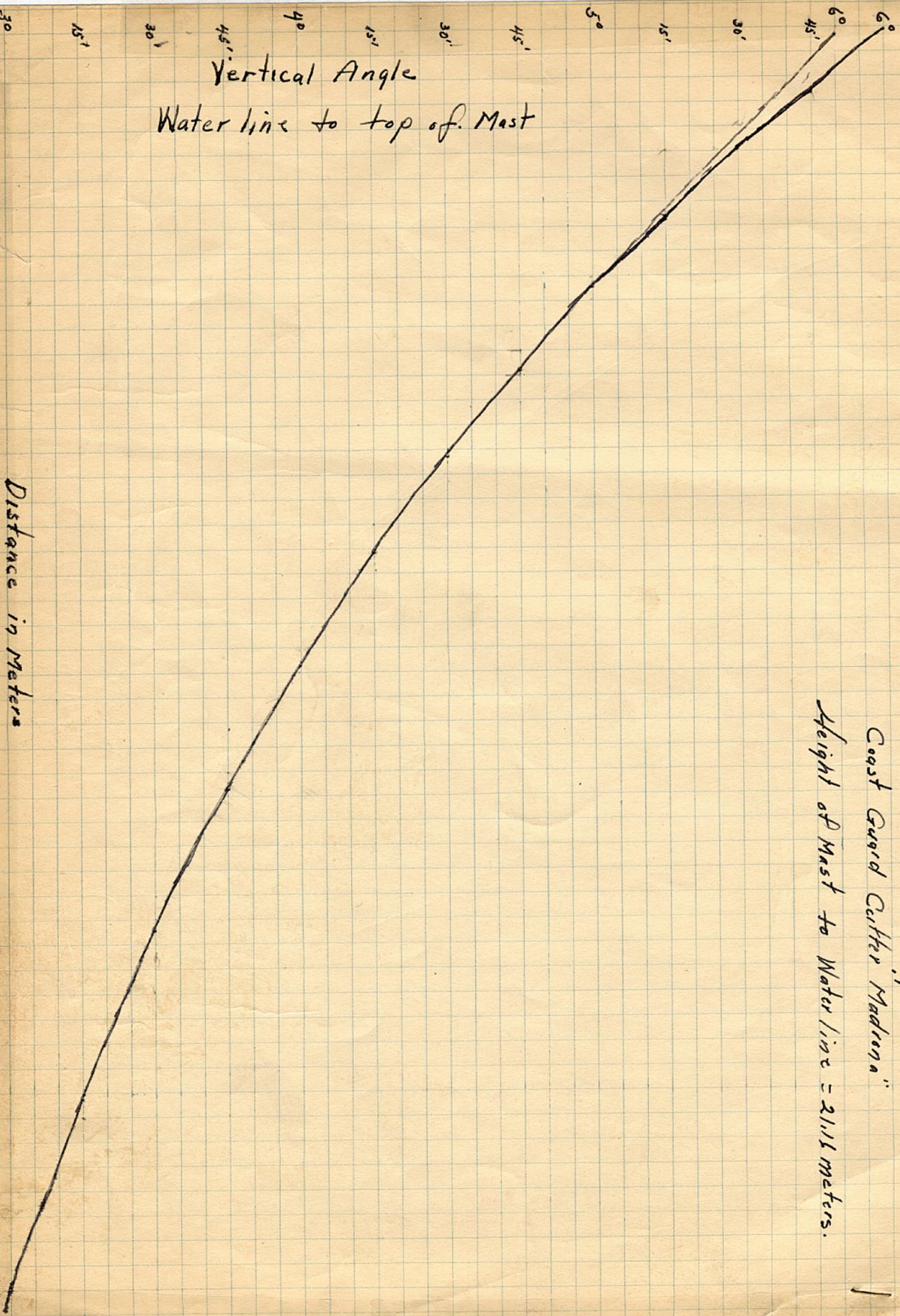
Height of Mast to water line 21.16 meters.

3°	✓ 403.75 ✗	7°	✓ 172.34 ✗
3-15'	✓ 372.64 ✗	8°	✓ 150.56 ✗
3-30'	✓ 345.96 ✗	9°	✓ 133.60 ✗
3-45'	✓ 322.84 ✗	10°	✗ 120.07 - 120.01 ✗
4°	✓ 302.6 ✗	11°	✗ 108.84 - 108.86 ✗
4-15'	✓ 284.74 ✗	12°	✓ 99.55 ✗
4-30'	✓ 268.87 ✗	13°	✓ 91.66 ✗
4-45'	✓ 254.65 ✗	14°	✓ 84.87 ✗
5°-00'	✓ 241.86 ✗	15°	✓ 78.97 ✗
5°-15'	✓ 230.29 ✗		
5°-30'	✓ 219.76 ✗		
5°-45'	✓ 210.14 ✗		
6°	✓ 201.33 ✗		
2°-30'	484.66 ↓		
2°-45'	440.54 ↓		

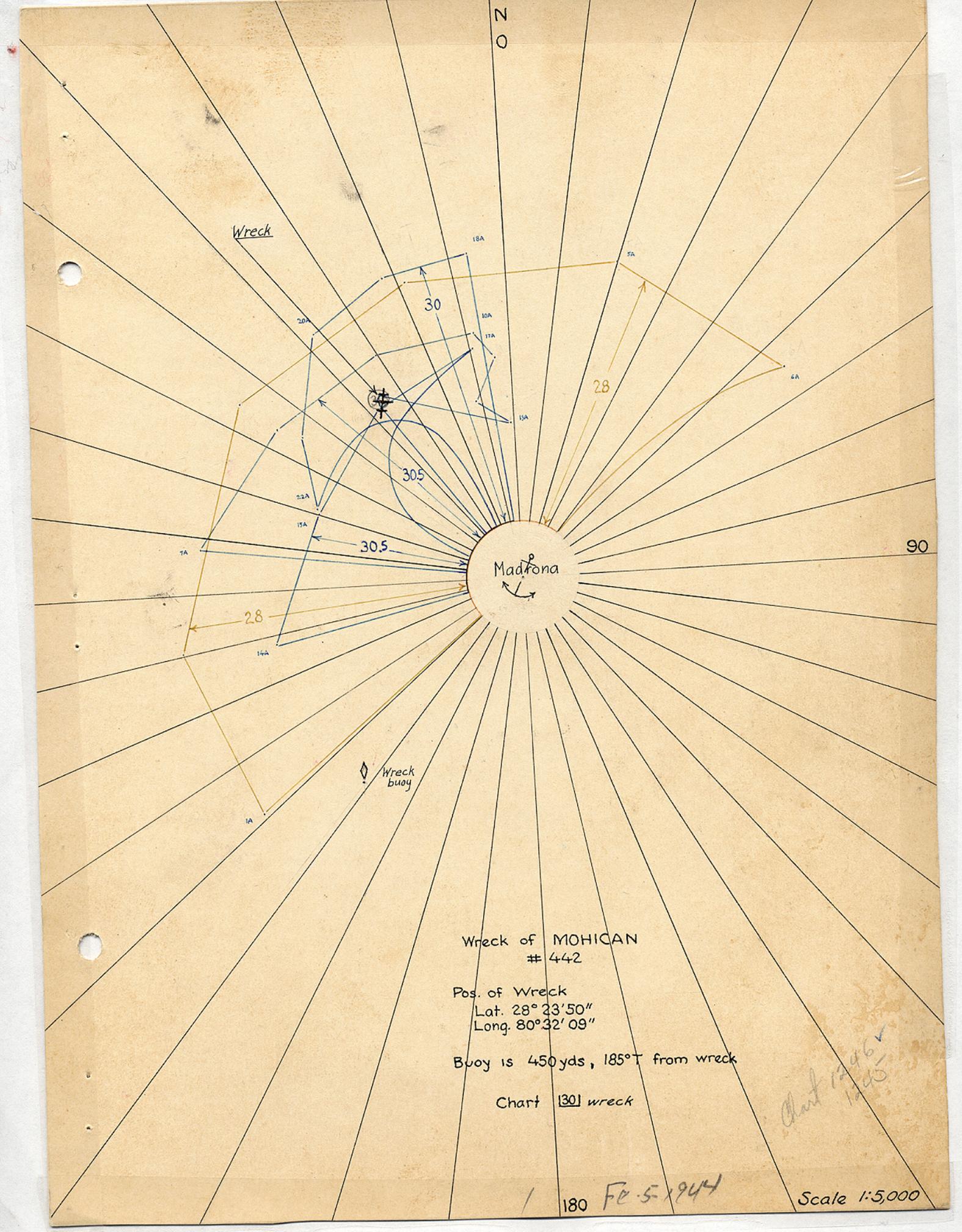
30
20
10
0
10
20
30
40
50
60
70
80
90
100
110
120
130
140
150
160
170
180
190
200
210
220
230
240
250
260
270
280
290
300

Vertical Angle
Water line to top of Mast

Distance in Meters



Coast Guard Cutter "Madrona"
Height of Mast to Water line = 211.8 meters.



Wreck of MOHICAN
442

Pos. of Wreck
Lat. 28° 23' 50"
Long. 80° 32' 09"

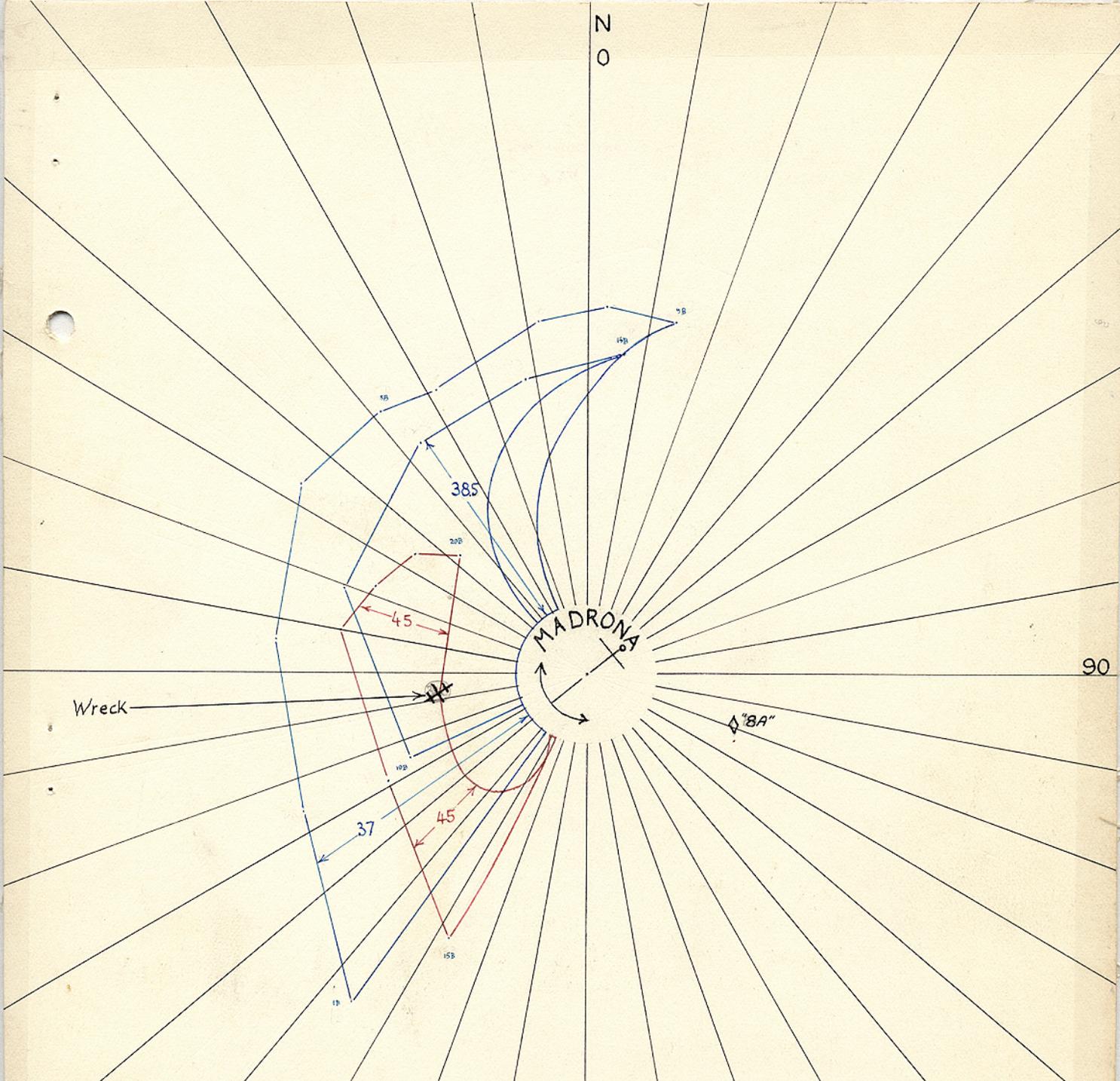
Buoy is 450 yds, 185° T from wreck

Chart [30] wreck

*Chart 1246
1245*

180 Feb 5 1944

Scale 1:5,000



Wreck of LAERTES
439

Pos. of Wreck
Lat. 28° 28' 40"
Long. 80° 21' 55"

Buoy "8A" is 290yds, 100° T from wreck

Chart 1381 wreck
See 3.E.#3 (1957)

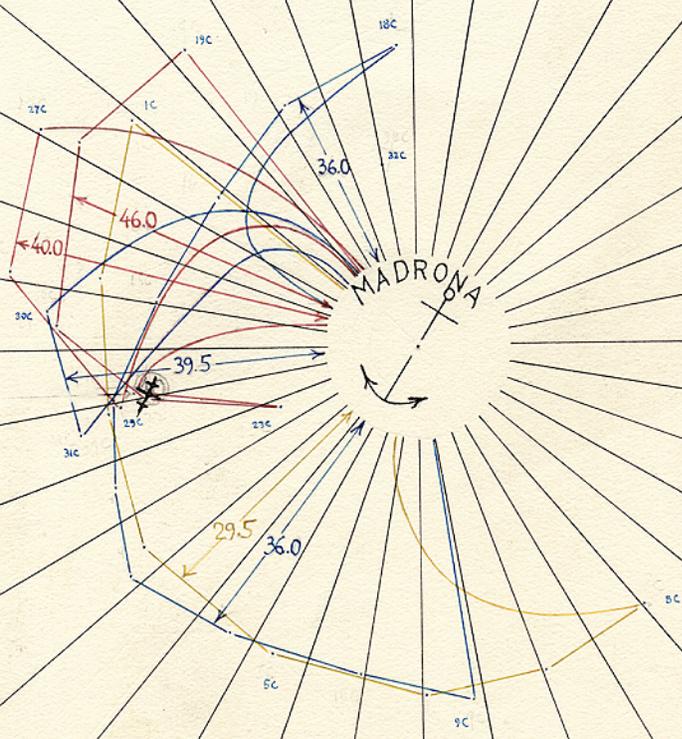
*Chart 1111
1245*

180 7-Feb-1944

Scale 1:5,000

N
0

90



Wreck of OCEAN VENUS
443

Pos. of Wreck
Lat. $28^{\circ} 23' 28''$
Long. $80^{\circ} 17' 43''$

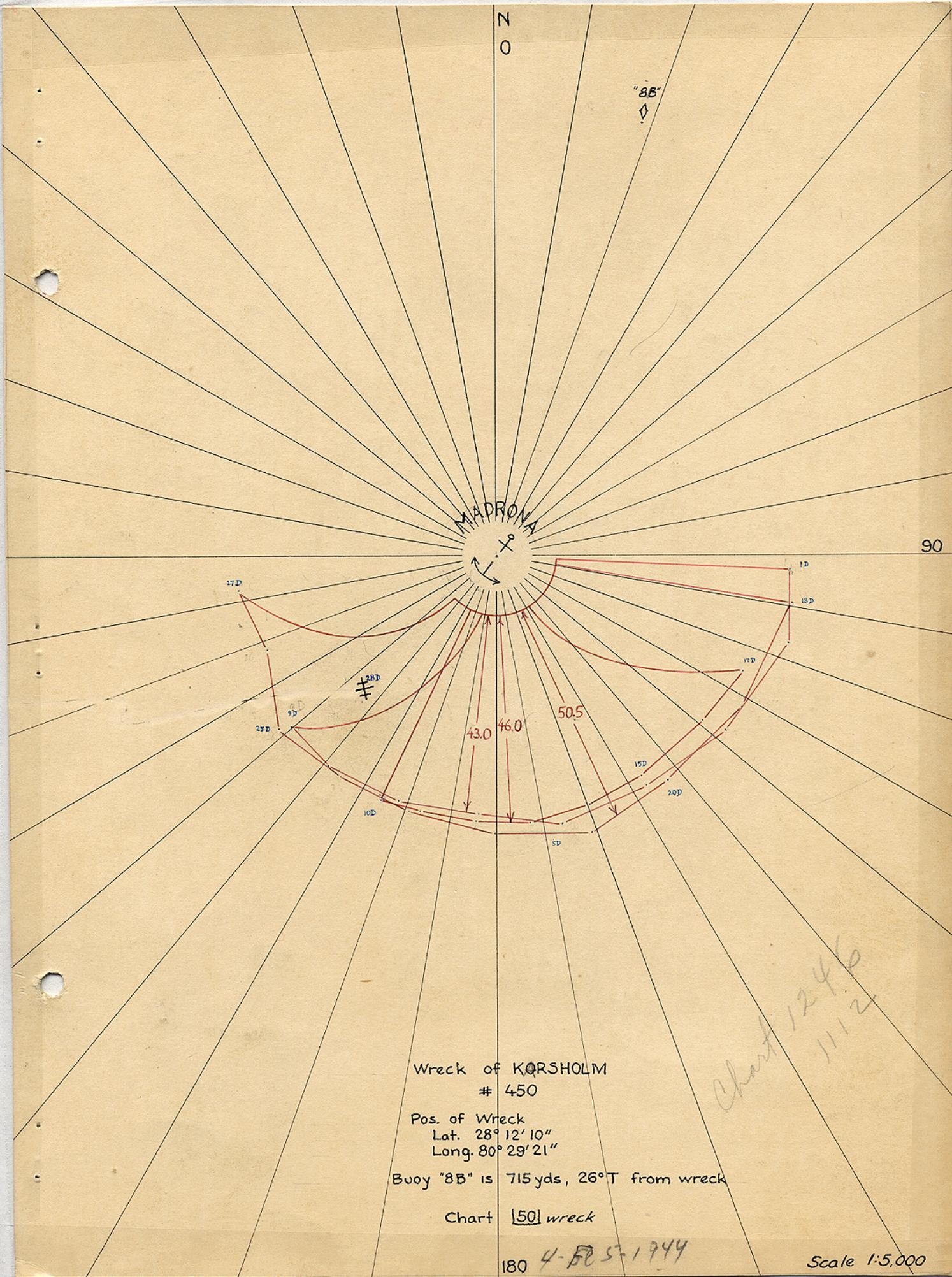
Chart [36] wreck

See F.E. 3-1957 (WR#501)

superseded by F.E. #5 (1957)
Chart 1112
1246

180 3-FES 1944

Scale 1:5,000



Wreck of KORSHOLM
450

Pos. of Wreck
Lat. 28° 12' 10"
Long. 80° 29' 21"

Buoy "8B" is 715 yds, 26°T from wreck

Chart 1501 wreck

180 4-505-1944

Chart 1246
1112

Scale 1:5,000

0



90

SE

SE

12A

42.5

#

Wreck of AMAZONE
455

Pos. of Wreck
Lat. 27° 23' 39"
Long. 80° 03' 08"

Buoy "12A" is 200yds, 80°T from wreck

Chart 42 wreck

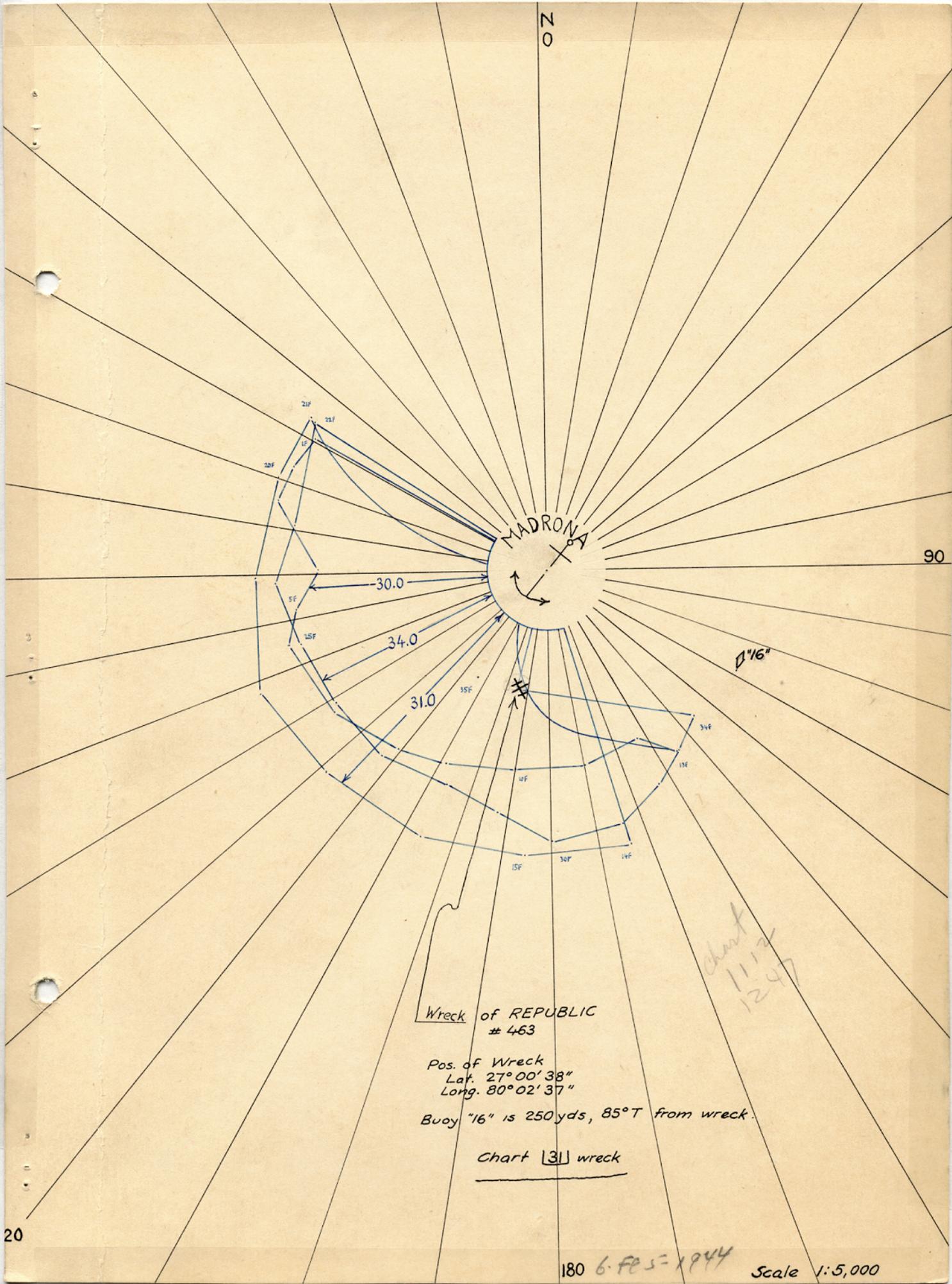
SE

Chart 12
1247

180

S- FR-5-1944

Scale 1:5,000



Wreck of REPUBLIC
463

Pos. of Wreck
Lat. 27° 00' 38"
Long. 80° 02' 37"

Buoy "16" is 250 yds, 85°T from wreck.

Chart [31] wreck

Chart
1112
1247

180 6 Feb 1944

Scale 1:5,000

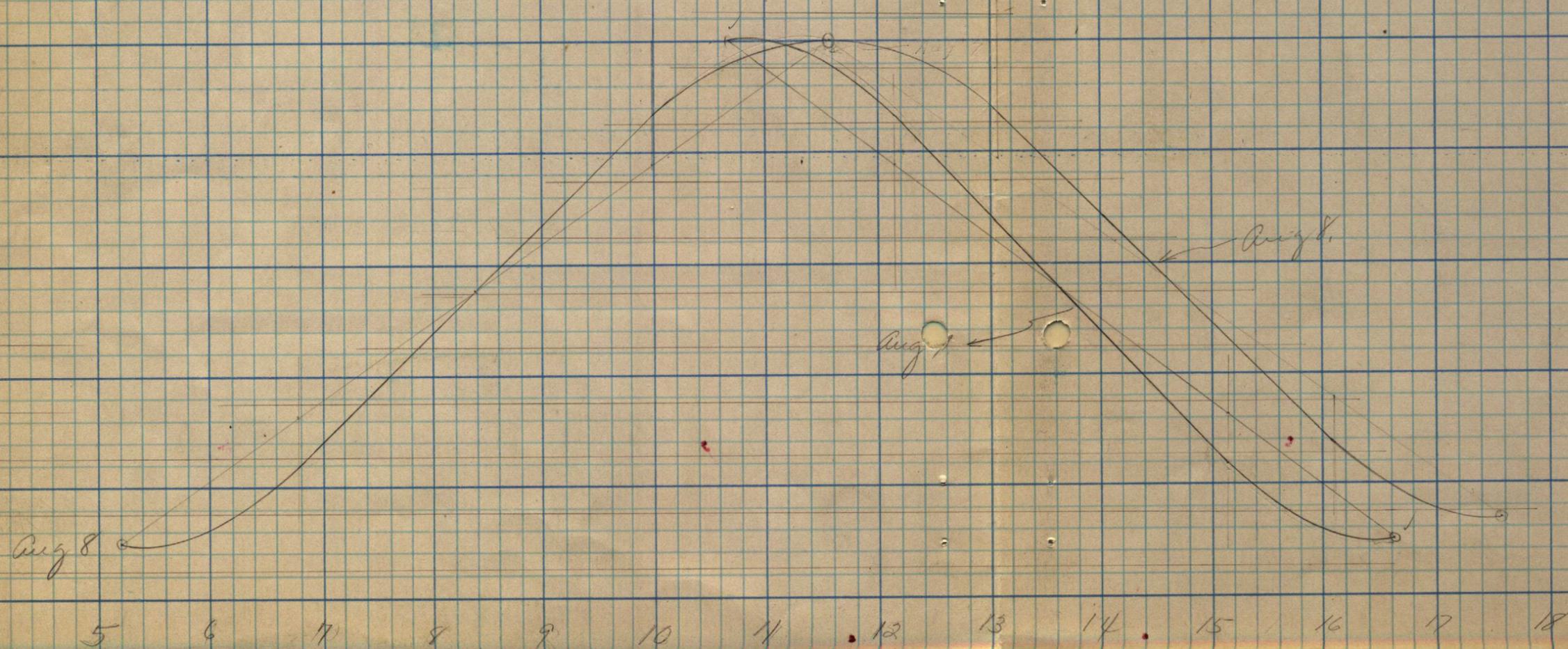
Lat. $28^{\circ}24'$
 Long. $80^{\circ}32'$

Lat. $28^{\circ}24'$
 Long. $80^{\circ}22'$

Predicted Tides

Aug 7		Aug 8	
-1.0	to 14:36	-2.5	to 9:23
-0.5	to 15:04	-3.0	to 9:54
-0.0	to 15:42	-3.5	to 10:26
+0.5	to 16:00	-4.0	to 12:30

Lat. 2



Comp by MEB
 A.K.
 Corr. by MEB
 AGA

P0047

Lat. $28^{\circ}23'$
Long. $80^{\circ}18'$

Lat. $28^{\circ}12'$
Long. $80^{\circ}29'$

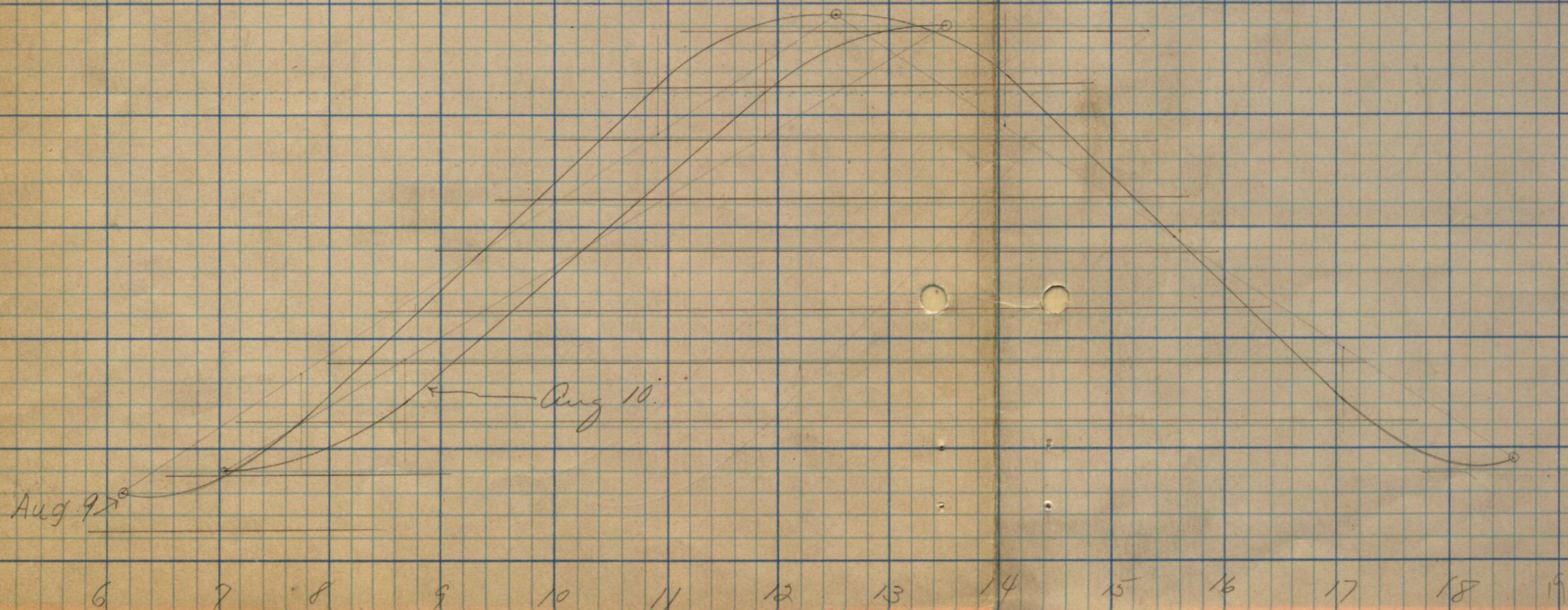
Cape Canaveral
Tide
Hedley's Florida Work
Predicted Tides

Aug 9

-4.0	to	13:24
-3.5	to	14:04
-3.0	to	14:41
-2.5	to	15:12
-2.0	to	15:42
-1.5	to	16:12
-1.0	to	16:42
-0.5	to	17:18
-0.0	to	e 2

Aug 10

-0.5	to	9:06
-1.0	to	9:38
-1.5	to	10:14
-2.0	to	10:46
-2.5	to	11:50

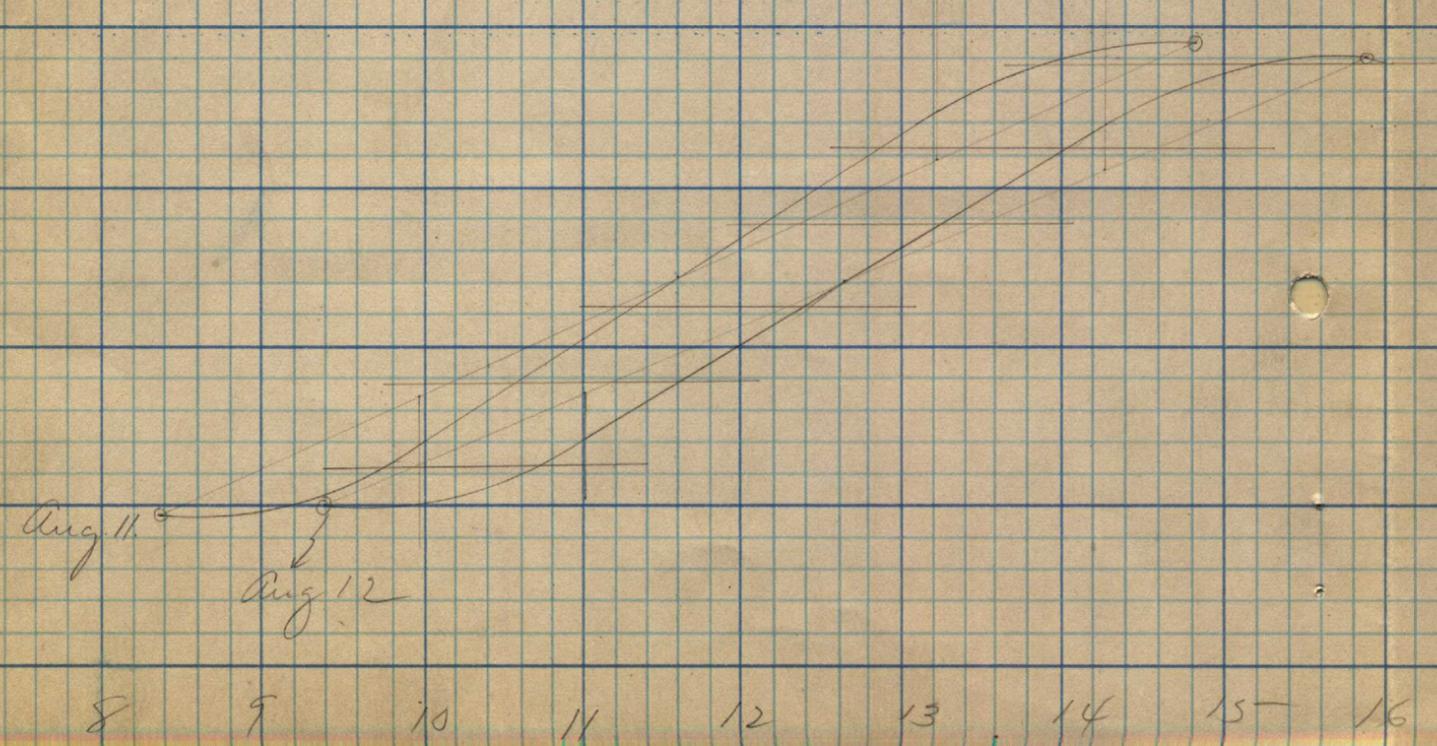


Comp by MEB
A.K.
Corr by MEB
✓ of ABA

Lat. 27° 24'
Long. 80° 03'

Lat. 27° 01' ✓
Long. 80° 03' ✓ Jupiter

Aug 11		Aug 12	
-0.5	to 10:34	-1.5	to 13:14
-1.0	to 11:18	-2.0	to 14:02
-1.5	to 12:07	-2.5	to 15:12
		-3.0	to 16:00



Comp by MEB
" " A.K.

62-A-1190 Box 387