

# FE87 WIRE DRAG

Diagram 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 ..... Wire Drag  
Field No. .... PBS-4549-WD  
Office No. .... FE-87WD

### LOCALITY

State ..... Delaware--Maryland  
General Locality ..... Atlantic Ocean  
Locality ..... Off. Delaware-Maryland Coast

1949

CHIEF OF PARTY  
G.R. Fish & R.H. Tyson, Jr.

### LIBRARY & ARCHIVES

DATE ..... October 11, 1950

☆ U.S. GOV. PRINTING OFFICE: 1976-669-441

NOTE: A new system for registerin 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:

FE No.5 1950

FE87  
WIRE DRAG

# FE No. 5 1950 WIRE DRAG

FE-87

Diag. Cht. No. 1000-3

Form 504

U. S. COAST AND GEODETIC SURVEY  
DEPARTMENT OF COMMERCE

## DESCRIPTIVE REPORT

Type of Survey FIELD EXAMINATION - WIRE DRAG

Field No. PBS-4549-WD Office No. F.E.No. 5, 1950  
Wire Drag

### LOCALITY

State Delaware - Maryland

General locality Atlantic Ocean

Locality Off Delaware - Maryland Coast

194 9

CHIEF OF PARTY

C.H. Fish & R.H. Trvan, Jr.

LIBRARY & ARCHIVES

DATE 11 October 1950

B-1870-1 (1)

FE No. 5  
1950  
WIRE DRAG

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. F.E.No.5, 1950 WD

Field No. PBS-4549WD

State DELAWARE-MARYLAND

General locality ATLANTIC OCEAN

Locality DELAWARE-MARYLAND COASTS

Scale 1:40,000 Date of survey 6 JULY TO 19 SEPT. 1949

Instructions dated 5 MAR. 1948 & 8 ARRIL 1949

Vessel PARKER, BOWEN & STIRNI

Chief of party G.R. FISH & RAYMOND H. TRYON, JR.

Surveyed by SHIPS OFFICERS

Soundings taken by ~~catograph~~ graphic recorder, hand lead, ~~xxxx~~ WIRE DRAG SURVEY

Protracted by STANLEY M. TARKENTON

Drag strips inked by " " "

Soundings penciled by " " "

Soundings in ~~fathoms~~ feet at MLW ~~MLW~~

REMARKS:  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

DESCRIPTIVE REPORT  
TO ACCOMPANY

WIRE DRAG SURVEY FIELD NUMBER \_\_\_\_\_

PBS 4549, WD

Ships PARKER, BOWEN, STIRNI

G. R. Fish, Chief of Party  
Raymond H. Tryon, Jr., Chief  
of Party

AUTHORITY

This survey was executed in compliance with Supplemental Instructions for Project CS-326, dated 5 March 1948 and 8 April 1949.

DATE OF SURVEY

Wire drag operations were between 6 July and 19 September 1949.

SCOPE

This survey was made in order to locate and determine the least depths over Items Numbered 29, 30, 31, 32, 33, 35, 36, 37 and 38 of Supplemental Instructions dated 8 April 1949.

CONTROL

Shoran distances from two shoran stations were used as controls for all work on this sheet. Station WAT was located at triangulation station Water Tank (Md.) - 1932, 1942. At this station the antenna was fastened to the walkway railing and moved as necessary. A point 5 meters east of the triangulation station is a good mean position for the antenna. The antenna was approximately 100 feet above sea level. Station WER was on Tower No. 7 at Fort Miles, Delaware. The geographic position of this Tower as furnished by the Washington Office is:

Latitude 38° 46' 1,059.2 meters ✓  
Longitude 75° 05' 852.4 meters ✓

The antenna at WER was on top of and at the center of the Tower. The antenna was approximately 119 feet above sea level.

Before beginning field work the shoran sets were calibrated in Chesapeake Bay. Corrections have been applied to the observed readings to make the zero settings agree with the calibrated values.

SURVEY METHODS

Standard dual control methods were used. Azimuths to the Near and the Far buoys were determined by the azimuth circles on gyro repeaters mounted on top of the pilot houses of the Guide and End Launches. On several of the days when the Gyro Compass on one or the other of the Launches were inoperative bearings were taken on the other vessel and from this bearing and the one to the end buoy a relative bearing was computed and the Near or Far buoy position plotted.

Standard 100 foot lengths of ground wire were used for the tow line and the distance from the shoran mast to the end of the bridle was added to determine the total length of the towline. The distance from the shoran mast to the end of the bridle was about 60 feet. The following entries were made for length of towline:

<u>Length of Ground Wire Used in Feet</u>	<u>Length of Towline Entered in Meters</u>
300	120
400	150
500	180
600	210
700	240
800	270
900	300
1000	330

Tests for lift were made by the Tender using a graduated leadfilled pipe, 3/4" x 10 feet long, attached to a graduated airplane cord. This line was attached to a small buoy reel mounted on a small float. The pipe was coated with a mixture of white lead and oil to accurately determine the point of contact with the ground wire. Tests for lift were taken as soon as the drag was towing smoothly and repeated as thought necessary to take care of changing conditions.

Due to the height of the freeboard on the tender it was not feasible to reset the uprights after the drag was in the water. Due to this factor it was sometimes necessary to tow the drag along the bottom in the shoaler water in order to have sufficient depth of drag in the deeper water. Very little trouble was had when the ends of the drag were aground but it is difficult to tow the middle of the drag up more than a moderate slops.

The Ship PARKER was used as the guide vessel, the Ship BOWEN as the end vessel, and the Ship STIRNI as the tender.

### FIELD OPERATIONS

As indicated on the obstruction data sheet seven of the nine wrecks were found. It is recommended that the position obtained by the Guide and End vessels when picking up the drag be given precedence in determining the correct location of the wrecks.

Long drags to cover the area with the minimum number of steps, were set to effective depths to clear the charted depths as shown on Chart No. 1109. Due to the uneven bottom the drag was grounded at times. The strip was continued by pulling the drag along the bottom unless a definite hang was indicated.

### RECORDS

Drag settings were based on predicted tides for Sandy Hook, New Jersey, corrected for time and height as applied to the area. Actual tides used in the completion of the smooth records were based on the tides for Sandy Hook and Lewes, Delaware, and were furnished this party by the Washington Office. All references to effective depths, unless otherwise specified, are those indicated in the record books.

Tide reducers and lifts have been entered to the nearest 0.5 foot and checked. Drag strip diagrams showing the effective depth in integral feet have been drawn and checked in the record books.

Positions <sup>(Item 831)</sup> 1-15 C day are plotted on overlay number one; Positions 1-19 Q day are plotted on overlay number 2; and positions 1-19 Q day (End Launch) are plotted on overlay number 3. These overlays are attached to the boat sheet.

*Overlays used in plotting smooth sheet and then were destroyed.*

<sup>(Item 828)</sup> Your attention is invited to strips <sup>(104ft)</sup> 1-4L and <sup>(101ft)</sup> 5-28L. Positions 5.0 to 8.5L show the drag aground with an effective depth of less than that cleared on 1-4L. The drag sagged to the bottom while the direction of the tow was being reversed and it did not clear until tension was put on the entire drag. The wreck was cleared between N and buoy 3 on this strip.

*Wreck Item TP 32  
Correctly shown on Smooth Sheet.*

TIDES

Tide gages were not maintained by this party. Hourly heights from the Sandy Hook, New Jersey and Lewes, Delaware tide gages were furnished by the Washington Office and used to process the records.

OBSTRUCTIONS, CLEARANCES, DISCREPANCIES, ETC.

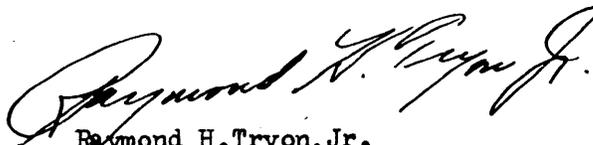
Special reports for each wreck were submitted to the Director during the progress of the survey and copies of these reports were forwarded to the Supervisors of the Eastern and Southeastern Districts. Copies of these reports are attached to and become a part of this report.

An obstruction data sheet showing the minimum hang and maximum clearance and based on the final corrections is included herewith and these values take precedence over the values listed in the special reports.

It will be noted that the effective depths computed with the predicted tides have changed as much as two feet when the final tide corrections were used. In the case of Wreck No. 828, this has caused a five-foot spread between the maximum clear strip and the minimum hang. In the case of Wreck No. 830, there is a spread of seven feet between the maximum clear and the minimum hang. There is, however, a good tender fathometer sounding one foot deeper than the maximum clear.

RECOMMENDATIONS

It is recommended that the work on the nine wrecks covered by this report be classified as completed.



Raymond H. Tryon, Jr.  
Lt. Commander, USC&GS  
Commanding Ships PARKER, BOWEN, STIRNI

OBSTRUCTION DATA SHEET

Survey No. 4549, WD FE-5(1950)

LOCATION	GENERAL DEPTH FEET	MINIMUM HANG FEET	POSITION NUMBER	MAXIMUM CLEARANCE FEET	POSITION NUMBER	CHARACTER OF OBSTRUCTION	REMARKS	
✓ Lat. 38° - 39' - 36"	92-115			103 ✓	1A - 37A	Wreck No. 831	No obstruction found ✓	
✓ Long. 74 - 26 - 36				106 ✓				1C - 28C
✓ Lat. 38° - 40' + <sup>988</sup> 962 m.	105	94 ✓	43.8A ✓	91 ✓	26B - 37B	Wreck No. 832 ✓	K Pos. <del>38A</del> <sup>1a (tender)</sup> position of wreck ✓	
✓ Long. 74 - 27 + 218 m.								
✓ Lat. 38° - 40' + <sup>384</sup> 462 m.	105	95 ✓	20.0B ✓	91 ✓	6B - 11B	Wreck No. 245 ✓	Position of Wreck Pos. 72A; 25B & 1 & 2 b (tender) ✓	
✓ Long. 74 - 28 + <sup>943</sup> 943 m.								
✓ Lat. 38° - 29' + 130 m.	125	<del>80</del> <sup>79</sup>	24.0R ✓	77 ✓	12R - 18R	Wreck No. 766 ✓	Position of Wreck Pos. 9R <sup>8a/r (tender)</sup> <sub>(2f)</sub> ✓	
✓ Long. 74 - 32 + <sup>945</sup> 945 m.								
Lat. 38° - 38' + <sup>528</sup> 611 m.	123	96 ✓	31.8E ✓	89 ✓	45E - 49E	Wreck No. 830 ✓	Position of Wreck Pos. 26K & 1e (tender) ✓	
Long. 74 - 23 + <sup>1408</sup> 1408 m.								
✓ Lat. 38° - 30' + <sup>1612</sup> 1665 m.	127	78 ✓	<del>59.6N</del> <sup>60.6N</sup>	73 ✓	12Q - 19Q	Wreck No. 828 ✓	Position of Wreck Pos. <del>10K</del> & 1k (tender) <sup>62N</sup> ✓	
✓ Long. 74 - 31 + <sup>494</sup> 494 m.								
✓ Lat. 38° - 26' - 06"	120-130			112 ✓	1F - 44F	Wreck No. 246 ✓	No obstruction found ✓	
✓ Long. 74 - 23 - 42				120 ✓				1N - 31N
✓ Lat. 38 - 26 - 30				121 ✓				32N - 47N
✓ Long. 74 - 24 - 00								
✓ Lat. 38° - <sup>31</sup> 32' + <sup>1824</sup> 900 m.	120	106 ✓	17.0K ✓	104 ✓	1L - 4L	Par. #32 ✓	Pos. of Wreck = 20K ✓	
✓ Long. 74 - 33 + <sup>907</sup> 922 m.								
✓ Lat. 38° - 35' + <sup>80</sup> 1610 m.	97	74 ✓	5.4P ✓	71 ✓	37Q - 43Q	Wreck No. 829 ✓	Position of Wreck 9P + 12M & 1p (tender) ✓	
✓ Long. 74 - 39 + <sup>552</sup> 748 m.								

*Preliminary reports on these items filed as letters 653, 704 and 751 (49)*

*946*

STATISTICS FOR SHEET NO. \_\_\_\_\_ (PBS-4549, WD)  
 Ships PARKER, BOWEN & STIRNI (Project CS-326)

<u>Date</u> 1949	<u>Day</u> <u>Letter</u>	<u>Stat. Miles</u> <u>Drag</u>	<u>Number</u> <u>Positions</u>	<u>No. H.L.</u> <u>Soundings</u>	<u>No. Fath.</u> <u>Soundings</u>
6 July	A	7.9	72		2
14 July	B	2.7	37		2
8 August	C	6.9	51		
9 August	D	8.6	62		
10 August	E	5.2	49		1
11 August	F	3.9	44		
18 August	G	2.0	19		
22 August	H	2.6	29		
23 August	J	3.2	29		
26 August	K	1.7	20		
30 August	L	5.7	55		
31 August	M	1.4	12		1
6 Sept.	N	7.4	61		
8 Sept.	P	0.9	8		1
15 Sept.	Q	5.2	43		
19 Sept.	R	2.9	27		
		<u>68.2</u>	<u>618</u>		<u>7</u>

Total Area dragged 54.3 Square Statute Miles

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

POST-OFFICE ADDRESS: Ships PARKER, BOWEN, STIRNI  
c/o Postmaster, Lewes, Delaware

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

10 August 1949

To: The Director  
U. S. Coast & Geodetic Survey  
Washington 25, D. C.

Subject: Special Report on Wreck No. 831, (unidentified)

This wreck is Item No. 37 of Supplemental Instructions for Project CS-326, dated 8 April 1949.

An unidentified wreck was reported in latitude  $38^{\circ} 39' 36''$ , longitude  $74^{\circ} 26' 36''$ , standing 9 feet high in 110 feet of water.

An area extending out one mile or more in all directions from this reported position was covered by wire drag set at effective depths ranging from 101.5 feet to 105.5 feet except where the drag was towed along the bottom. No obstruction was found.

Wrecks Nos. 245 and 832 lie in the vicinity of this wreck and were found about one mile north and about  $1\frac{3}{4}$  mile <sup>west</sup> ~~northeast~~, respectively, of their reported positions. There is some doubt about the identify of the two wrecks found in this locality. The wrecks were labelled Nos. 245 and 832 because the depth of water and height of wreck fits the reported condition of those wrecks better than does wreck No. 831.

Depths are based on predicted tides for the area.

It is recommended that the wreck symbol charted in latitude  $38^{\circ} 39' 36''$ , longitude  $74^{\circ} 26' 36''$ , be removed from the chart.

G. R. Fish  
Lt. Comdr., USC&GS  
Comdg. Ships PARKER, BOWEN, STIRNI

CC: Supervisor, SE District  
Norfolk, Va.

653 (49) 193

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

POST-OFFICE ADDRESS: Ships PARKER, BOWEN, STIRNI  
c/o Postmaster, Lewes, Delaware

TELEGRAPH ADDRESS:

10 August 1949

EXPRESS ADDRESS:

To: The Director  
U. S. Coast & Geodetic Survey  
Washington 25, D. C.

Subject: Special Report on Wreck No. 832 (Unidentified)

This wreck is Item No. 38 of Supplemental Instructions for Project CS-326, dated 8 April 1949.

The position of this wreck is:

Latitude  $38^{\circ}-40.52'$   
Longitude  $74^{\circ}-27.15'$

A wire drag set to an effective depth of <sup>4</sup>98.0 feet hung the wreck.

A wire drag set to an effective depth of <sup>1</sup>92.0 feet cleared the wreck. The general depth of water is about 109 feet.

Depths are based on predicted tides for the vicinity.

Recommended charting depth is <sup>1</sup>92 feet.

G. R. Fish  
Lt. Comdr., USC&GS  
Comdg. Ships PARKER, BOWEN, STIRNI

CC: Supervisor, SE District  
Norfolk, Va.

2653(49) 194

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

POST-OFFICE ADDRESS: Ships PARKER, BOWEN, STIRNI  
c/o Postmaster, Lewes, Delaware

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

10 August 1949

To: The Director  
U. S. Coast & Geodetic Survey  
Washington 25, D. C.

Subject: Special Report on Wreck No. 245, USS JACOB JONES  
(possibly bow portion)

This wreck is Item No. 36 of Supplemental Instructions  
for Project CS-326, dated 8 April 1949.

The position of this wreck is:

Latitude  $38^{\circ}-40.25'$   
Longitude  $74^{\circ}-28.65'$

A wire drag set to an effective depth of 95.0 feet hung  
the wreck. *(sounding 94.0 ft.)*

A wire drag set to an effective depth of 91.0 feet cleared  
the wreck. The general depth of water is about 105 feet.

Depths are based on predicted tides for the vicinity.

Recommended charting depth is 91 feet.

G. R. Fish  
Lt. Comdr., USC&GS  
Comdg. Ships PARKER, BOWEN, STIRNI

CC: Supervisor, SE District  
Norfolk, Va.

L 653 (49) 62

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

POST-OFFICE ADDRESS: USC&GSS PARKER, BOWEN, STIRNI  
c/o Postmaster, Lewes, Delaware

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

10 August 1949

To: The Director  
U. S. Coast & Geodetic Survey  
Washington 25, D. C.

Subject: Special Report on Wreck No. 830  
USS JACOB JONES (possibly stern portion)

This wreck is Item No. 35 of Supplemental Instructions for  
Project CS-326, dated 8 April 1949.

The position of this wreck is:

Latitude  $38^{\circ}-38.33'$   
Longitude  $74^{\circ}-23.97'$

A wire drag set to an effective depth of 96.5 feet hung  
the wreck. The Tender obtained a fathometer sounding of ~~90~~ <sup>89</sup> feet  
on top of the wreck at this hang.

A wire drag set to an effective depth of ~~90.0~~ <sup>89</sup> feet  
cleared the wreck.

Depths are based on predicted tides for the vicinity.

Recommended charting depth is ~~90~~ <sup>89</sup> feet.

G. R. Fish  
Lt. Comdr., USC&GS  
Comdg. Ships PARKER, BOWEN, STIRNI

CC: Supervisor, SE District  
Norfolk, Va.

2653 (49) pg. 1

USC&GS Ships PARKER, BOWEN, & STIRNI, c/o Postmaster,  
Lewes, Delaware.

20 September 1949

To: The Director  
U. S. Coast & Geodetic Survey  
Washington 25, D. C.

Subject: Special Report on Wreck No. 766  
USS MOONSTONE

This wreck is covered by paragraph 30 of the Supplemental  
Instructions for Project CS - 326 dated 8 April 1949.

The position of the wreck is

Latitude 38 29.07  
Longitude 74 32.65

A drag strip set at an effective depth of ~~81.0~~<sup>79</sup> feet hung the  
wreck.

A drag strip set at an effective depth of ~~78.5~~<sup>77</sup> feet cleared the  
wreck.

An area covered by a circle of 1600 feet radius has been cleared  
by effective depths of from ~~78.5~~<sup>77</sup> feet to 104 feet around the position  
given above.

Depths are based on predicted tides for the area.

The recommended charting depth is ~~76~~<sup>77</sup> feet.

Raymond H. Tryon, Jr.  
Lt. Comdr., USC&GS  
Comdg. Ships PARKER, BOWEN, & STIRNI.

cc: Supervisor, Eastern District 2  
Supervisor, Southeastern District

L 751 (49)

USC&GS Ships PARKER, BOWEN, & STIRNI, c/o Postmaster,  
Lewes, Delaware.

20 September 1949

To: The Director  
U. S. Coast & Geodetic Survey  
Washington 25, D. C.

Subject: Special Report on Wreck No. 628  
(Unidentified)

This wreck is covered by paragraph 31 of the Supplemental  
Instructions for Project C3 - 326 dated 8 April 1949.

The position of the wreck is

Latitude 38 30.90  
Longitude 74 31.34

A drag strip set at an effective depth of 78.5 feet hung the  
wreck.

A drag strip set at an effective depth of <sup>73</sup>74.5 feet cleared  
the wreck.

An area covered by a circle of 1500 feet radius has been  
cleared by effective depths of from <sup>73</sup>74.5 feet to 111 feet around  
the position given above.

Depths are based on predicted tides.

The recommended charting depth is <sup>73</sup>74 feet.

Raymond H. Tryon, Jr.  
Lt. Comdr., USC&GS  
Comdg. Ships PARKER, BOWEN, & STIRNI.

L 257(49)

cc: Supervisor, Eastern District 2  
Supervisor, Southeastern District

Ships PARKER, BOWEN, STIRNI  
c/o Postmaster  
Lewes, Delaware

BO - 605.12

2 September 1949

To: The Director  
U. S. Coast & Geodetic Survey  
Department of Commerce Building  
Washington 25, D. C.

Subject: Special Report of Wire-Drage Investigation

The report covers the area designated by paragraph 32 of the Supplemental Instructions dated 8 April 1949.

An area of 7.5 square statute miles was dragged centered on the position at latitude  $38^{\circ} - 32' .5$ , <sup>95</sup> longitude  $74^{\circ} - 34' .5$ . The clearances were from ~~96.5~~ feet to ~~105.5~~ feet. The Northwest portion of this area was covered with the drag aground.

A solid hang occurred in latitude  $38^{\circ} - 32' .00$ , longitude  $74^{\circ} - 33' .62$  at an effective depth of 106 feet. This obstruction is probably the wreck mentioned in the instructions. It stands 13 feet high in 118 feet of water. Clearances were obtained at ~~96.5~~ feet, <sup>101.0</sup>~~102.0~~ feet, and ~~105.5~~ feet. The recommended charting depth is 105 feet. (<sup>104.0</sup>) <sup>95</sup>

Predicted tides were used to compute the hangs and clearances listed above.

Raymond H. Tryon, Jr.  
LCDR, USCGS  
Comdg., Ships PARKER,  
BOWEN, STIRNI

cc: Supervisor, Eastern District  
Supervisor, Southeastern District (2)

L 704(49)

USC&GS Ships PARKER, BOWEN, & STIRNI, c/o Postmaster,  
Lewes, Delaware.

20 September 1949

To: The Director  
U. S. Coast & Geodetic Survey  
Washington 25, D. C.

Subject: Special Report on Wreck No. 829  
(Unidentified)

This wreck is covered by paragraph 33 of the Supplemental  
Instructions for project CS - 326 dated 8 April 1949.

The position of the wreck is:

Latitude 38 35.87  
Longitude 74 39.38

A drag strip set at an effective depth of ~~75~~<sup>4</sup> feet hung the  
wreck.

A drag strip set at an effective depth of 71 feet cleared the  
wreck.

An area covered by a circle of 1600 feet radius has been  
covered by effective depths of from 71 feet to 89 feet around the  
position given above.

Depths are based on predicted tides.

The recommended charting depth is 71 feet.

Raymond H. Tryon, Jr.  
Lt. Comdr., USC&GS  
Comdg. Ships PARKER, BOWEN, & STIRNI.

cc: Supervisor, Eastern District  
Supervisor, Southeastern District

2751(49)

USC&GS Ships PARKER, BOWEN, & STIRNI, c/o Postmaster,  
Lewes, Delaware.

20 September 1949

To: The Director  
U. S. Coast & Geodetic Survey  
Washington 25, D. C.

Subject: Special Report on Wreck No. 246  
T. J. HOOPER

This wreck is covered by paragraph 29 of the Supplemental  
Instructions for Project CS - 326 dated 8 April 1949.

The wreck was not found. An area of 10.5 square statute miles  
was dragged with effective depths of from 112 to 125 feet centered  
on the two positions given in the Instructions.

The effective depths are based on predicted tides.

It is recommended that the wreck symbol be expunged from the  
charts. ✓

Raymond H. Tryon, Jr.  
Lt. Comdr., USC&GS  
Comdg. Ships PARKER, BOWEN, & STIRNI

cc: Supervisor, Eastern District 2  
Supervisor, Southeastern District

L 257 (49)

ADDENDUM  
To Accompany

WIRE DRAG SURVEY PBS-4549WD

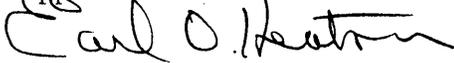
This survey was smooth plotted at the Norfolk Processing Office.

Respectfully submitted,

  
Hugh L. Proffitt  
Cartographer

Norfolk, Va.  
6 Oct. 1950

Approved & Forwarded:



Earl O. Heaton  
Supervisor, Southeastern District.

RHC

### TIDE NOTE FOR HYDROGRAPHIC SHEET

~~Division of Hydrography and Topography~~

13 December 1950

Division of Charts: R. H. Carstens

Plane of reference approved in  
9 volumes of sounding ~~records for~~  
and wire drag records for

~~HYDROGRAPHIC SHEET~~

FE No. 5 1950

Locality Atlantic Ocean, Maryland and Delaware Coast

Chief of Party: G. R. Fish and R. H. Tryon in 1949

Plane of reference is mean low water, reading

2.0 ft. on tide staff at Sandy Hook, New Jersey

9.3 ft. below B. M. 2 (1923)

2.0 ft. on tide staff at Lewes, Delaware

13.3 ft. below B. M. 26 (1947)

Height of mean high water above plane of reference is as follows:

Sandy Hook = 4.6 feet

Lewes = 4.2 feet

Condition of records satisfactory except as noted below:

*E. C. McKay*

*Section*

Chief, ~~Division of Tides and Currents.~~



Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. F.E.No.5, 1950 WD  
 .....  
 .....

Records accompanying survey:

Boat sheets <sup>2</sup>.....; sounding vols. <sup>1</sup>.....; wire drag vols. <sup>8</sup>.....;  
 bomb vols. ....; graphic recorder rolls <sup>1</sup> envel. ....;  
 special reports, etc. <sup>1</sup> envel. Drag Strip Overlays .....  
 .....

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

Number of positions on sheet	.....	618
Number of positions checked	.....	30
Number of positions revised	.....	1
Number of soundings revised (refers to depth only)	.....	2
Number of soundings erroneously spaced	.....	0
Number of signals erroneously plotted or transferred	.....	0
Topographic details	Time	.....0
Junctions	Time	.....0
Verification of soundings from graphic record	Time	.....1 hr

Verification by *A. Jeskeud* ..... Total time <sup>22</sup>..... Date <sup>Mar. 29, 1951</sup>.....

Reviewed by *A. Jeskeud* ..... Time <sup>8</sup>..... Date <sup>Mar. 30, 1951</sup>.....

REVIEW OF FIELD EXAMINATION NO. 5, 1950

This Field Examination was made to locate and determine the least depths over wrecks which are designated Items numbered 29, 30, 31, 32, 33, 35, 36, 37 and 38 of Supplemental Instructions dated 8 April 1949.

All wrecks were located except those listed as Items 29 (wreck 246) and 37 (wreck 831) of above Instructions.

The results of the wire-drag examinations are tabulated on the obstruction sheet in the Descriptive Report and are plotted on the attached 4 sections of the smooth sheet.

A comparison between H-6344 (1938) and the present wire-drag work shows the effective wire-drag depths to be in harmony with depths on H-6344.

This work was applied to Chart 1109 (print of 6/5/50) prior to verification; the charted information is correct. *also chart 1219 and is correct* <sup>✓</sup> L.S.S.

The Descriptive Report and attached correspondence adequately cover all other matters pertaining to this examination. No further discussion is considered necessary.

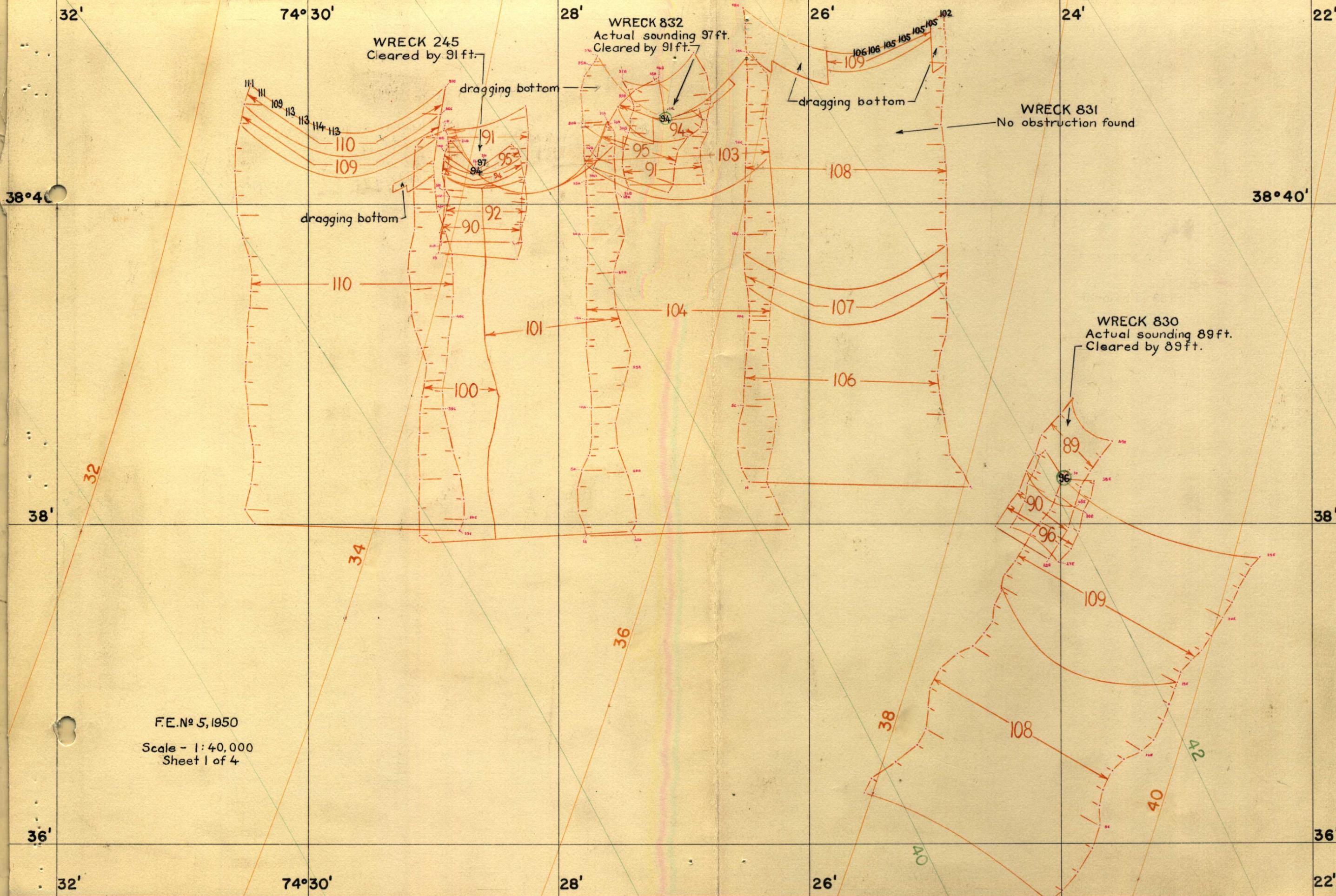
4 April 1951

I. M. Zeskind

Inspected by: R. H. Carstens

*no wrecks found within  
the limits of the old title  
in lower right corner of  
Chart 1219 which is now  
being replaced by existing  
hydrography. Title  
and notes moved to margins  
of the chart.*

*12/13/51 R. H. Carstens*



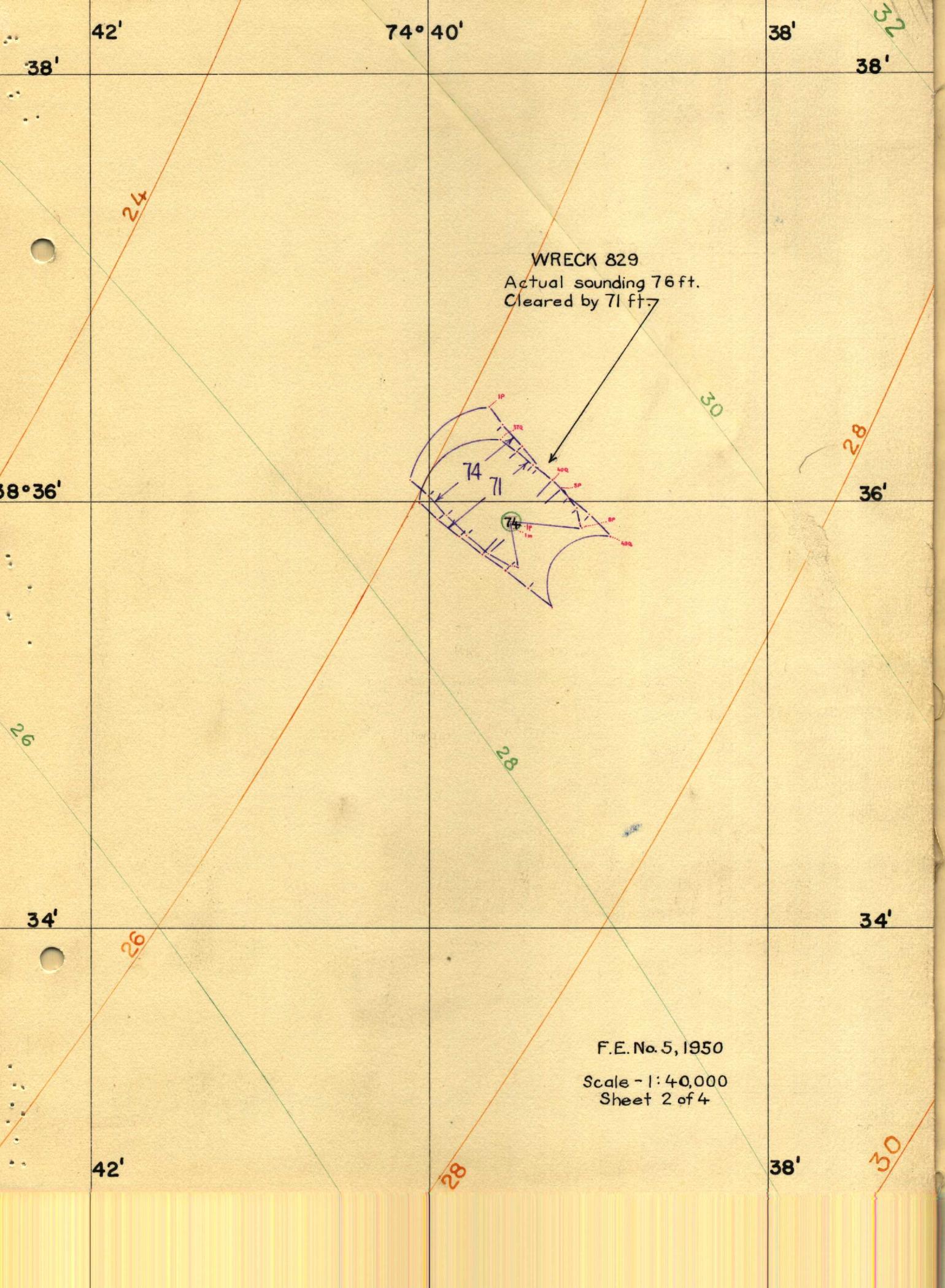
WRECK 245  
Cleared by 91 ft.

WRECK 832  
Actual sounding 97 ft.  
Cleared by 91 ft.

WRECK 831  
No obstruction found

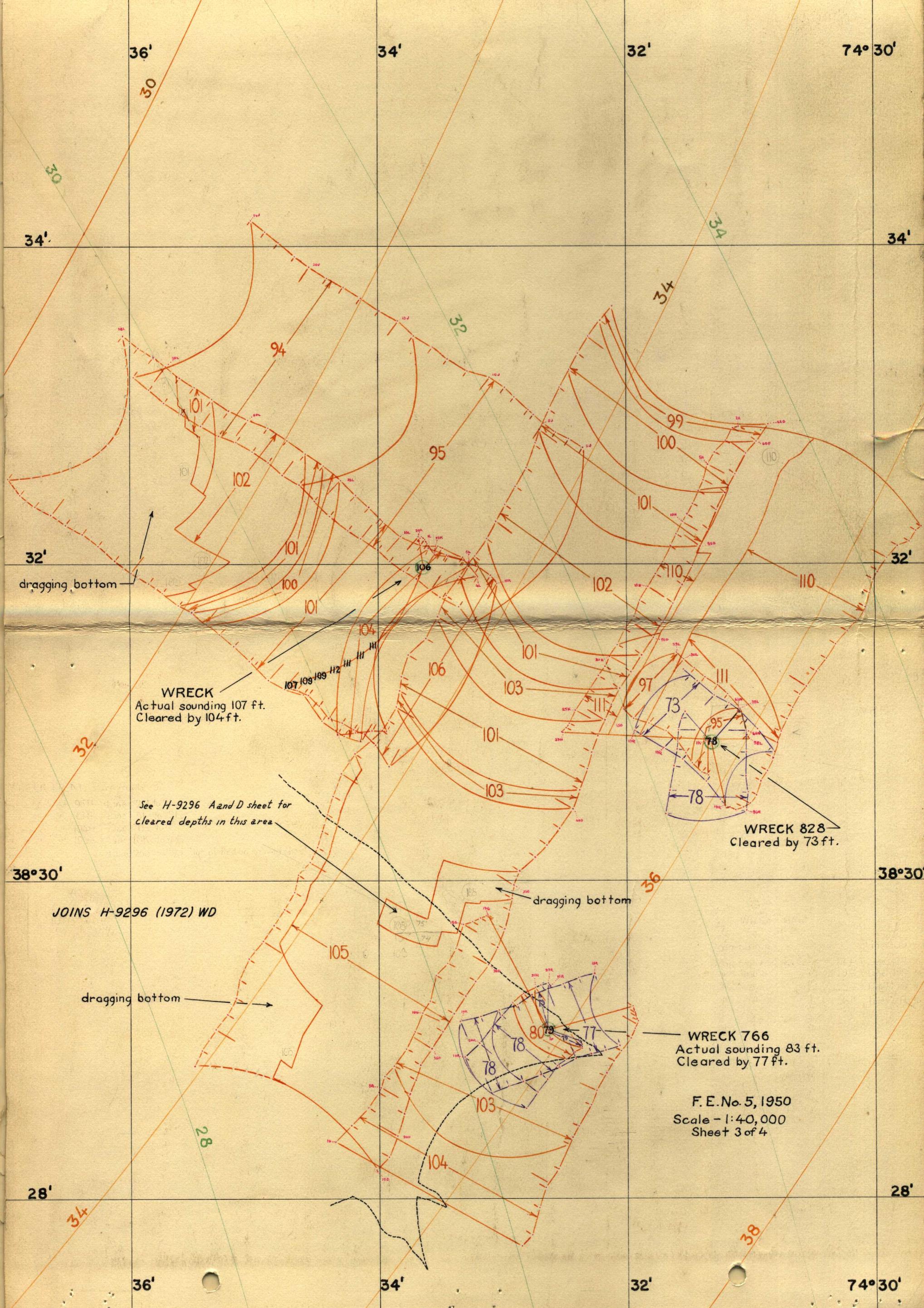
WRECK 830  
Actual sounding 89 ft.  
Cleared by 89 ft.

F.E. No 5, 1950  
Scale - 1:40,000  
Sheet 1 of 4



WRECK 829  
Actual sounding 76 ft.  
Cleared by 71 ft.

F.E. No. 5, 1950  
Scale - 1:40,000  
Sheet 2 of 4



WRECK  
Actual sounding 107 ft.  
Cleared by 104 ft.

See H-9296 A and D sheet for  
cleared depths in this area

WRECK 828  
Cleared by 73 ft.

WRECK 766  
Actual sounding 83 ft.  
Cleared by 77 ft.

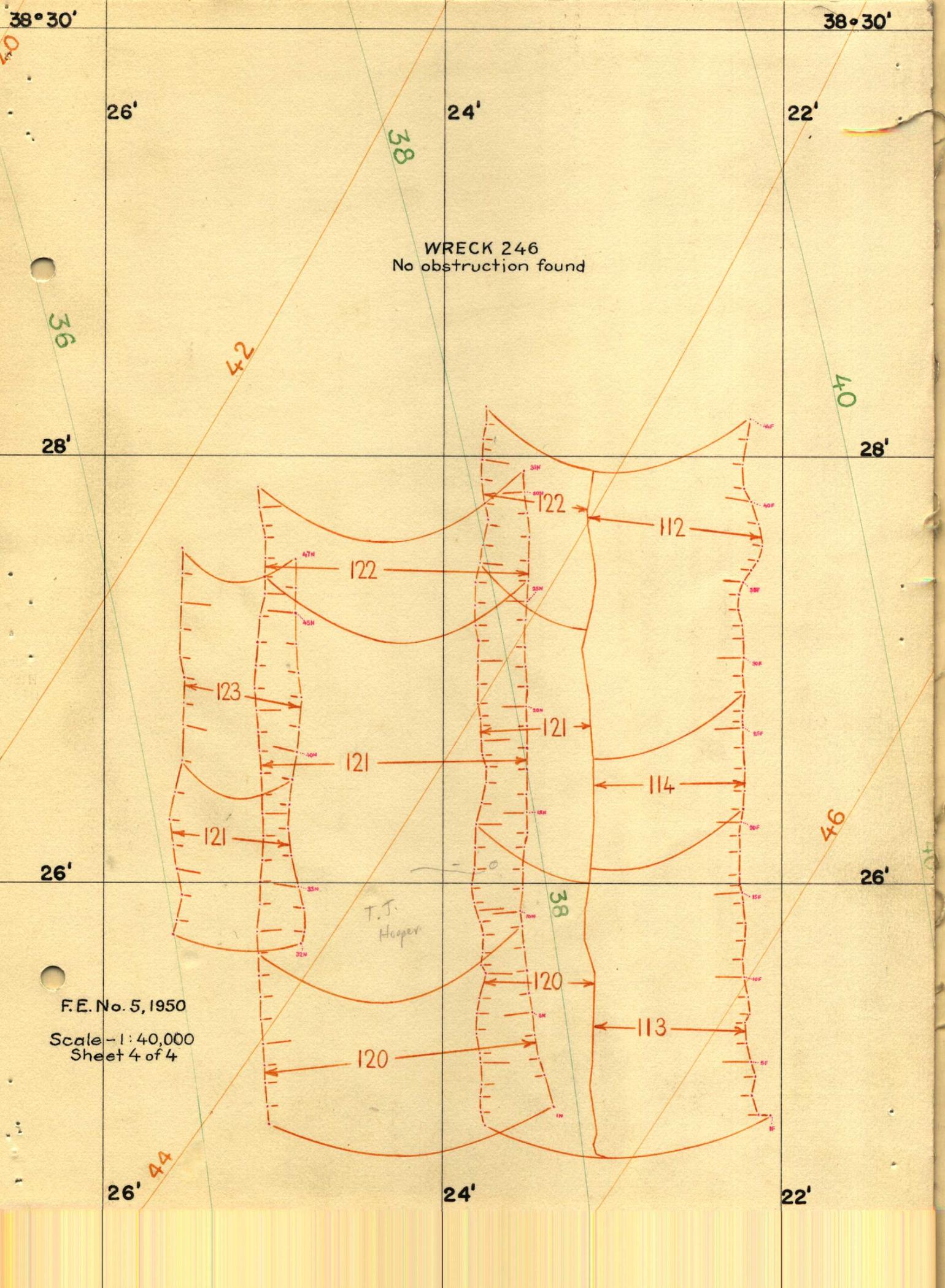
F.E. No. 5, 1950  
Scale - 1:40,000  
Sheet 3 of 4

JOINS H-9296 (1972) WD

dragging bottom

dragging bottom

dragging bottom



WRECK 246  
No obstruction found

T.J.  
Hooper

F.E. No. 5, 1950  
Scale - 1:40,000  
Sheet 4 of 4

