

FE94

WIRE DRAG

FE94
WIRE DRAG

Diagram No. 1217-2 & 1216-2

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-4250-WD
Office No. FE-94WD

LOCALITY

State New Jersey
General Locality Atlantic Ocean
Locality Off. Southern New Jersey.....
Coast

19 50

CHIEF OF PARTY
G.R. Fish

LIBRARY & ARCHIVES

DATE May 21, 1951

☆ U.S. GOV. PRINTING OFFICE: 1976-689-441

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;

FE No.3 1951

FE No. 3

1951

FE-94

Diag. Cht. Nos. 1217-2 & 1216-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey WIRE DRAG

Field No. PBS-4250-WD Office No. F. E. No. 3
1951

LOCALITY

State NEW JERSEY

General locality ATLANTIC OCEAN

Locality OFF SOUTHERN NEW JERSEY COAST

19 50

CHIEF OF PARTY

G. R. FISH

LIBRARY & ARCHIVES

DATE MAY 21 1951

B-1870-1 (1)

CONT
1001
FE No. 3

DESCRIPTIVE REPORT
TO ACCOMPANY

WIRE DRAG SURVEY FIELD SHEET No.

(PBS - 4250, WD)

Ships PARKER, BOWEN, STIRNI.

COMDR. G. R. Fish
Chief of Party

AUTHORITY

This survey was executed in compliance with Supplemental Instructions for Project CS-326 dated 5 March 1948, and 8 April, 12 August and 12 December 1949.

DATE OF SURVEY

The wire drag survey on this field sheet began on 15 June 1950 and ended on 20 July 1950.

SCOPE

This wire drag survey was made to locate and determine the least depth over wrecks and obstructions, or to disprove the existence of wrecks and obstructions by wire dragging the area within one mile of the reported position.

The survey was made in accordance with the procedure outlined in Supplemental Instructions dated 5 March 1948 and the Wire Drag Manual.

The wrecks and obstructions surveyed on this sheet and the date of the supplemental instructions were:

23 August 1949: Item 13

12 December 1949: Items 40, 42, 43, 44, 45, 46, 47, 48, 60, 61, 62, 63, 64, 65, 79, 80 and 81

CONTROL

Shoran distances from two shoran stations were used to control all positions on this sheet. The first two stations used were TOWN and RITZ. TOWN was at Townsend Inlet Coast Guard Station, 35.3 meters from triangulation station TOWNSEND, 1932, in $21^{\circ} 09'$ true azimuth, and the antenna was mounted on top of a 100 foot portable mast. RITZ was on top of the Ritz-Carlton Hotel at Atlantic City, New Jersey, 11.5 meters from triangulation station RITZ, 1931, in $172^{\circ} 09'$ true azimuth and the antenna was mounted on a four foot stand on top of the elevator shaft penthouse, elevation about 200 feet.

The northern part of the sheet was controlled by shoran distances from stations CON and BARN. Due to the fluctuating voltage of the electric power at station RITZ, caused by the varying demand of the elevator motors, station RITZ was discontinued and station CON was established in the abandoned Absecon Lighthouse, elevation about 155 feet.

This is triangulation station ABSECON LIGHT, 1867. This lighthouse is owned by Atlantic City. Station BARN was established in the abandoned lighthouse at Barnegat Inlet, elevation about 155 feet. This is triangulation station BARNEGAT LIGHT, 1872. At the lighthouses the antenna was mounted on the walkway railing at the top of the lighthouse.

SURVEY METHODS

Standard dual control methods were used. The positions of the end buoys were plotted from the ship position by using gyre azimuth bearings and the length of the towline in meters. The length of the towline, in meters, used for plotting purposes was the length of ground wire, in feet, between the towing bridle and the end buoy, plus 100 feet, and the sum multiplied by 0.3. Thus when 500 feet of ground wire was used the length of towline for plotting purposes was 189 meters.

Tests for lift were made by the Tender using a graduated lead filled pipe, $3/4^m$ x 10 feet long, attached to a graduated airplane cord and suspended from a small float on which a buoy reel was mounted. 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 were repeated as thought necessary to take care of changing conditions.

Changing the depth of the upright setting while the drag is in the water is too cumbersome with a Tender the size of the STIRNI and it was found more expedient to take in the drag, reset the uprights aboard ship and put the drag out again. This was no handicap when clearing wrecks but in searching for wrecks or obstructions it meant that in areas of uneven bottom the uprights sometimes had to be set at depths which allowed the drag to ground in the shoaler areas. No difficulty was experienced in towing the grounded drag except where the shoal spot was in the middle of the drag and the water depth was considerably less than the upright setting.

FIELD OPERATIONS

Special Reports were written for each wreck or obstruction during the progress of the field work. These reports and the Obstruction Data sheet give all pertinent information about the individual wrecks or obstructions. Copies of the reports are attached to this report.

Wreck No 839 in latitude ³⁹~~20~~²⁰° 13', longitude 74° 16' is located in an area which is very much fished by fishermen using fish pots which are marked by cork buoys. Some of the pots are left in place all year. Due to this condition an arrangement was made with the fishermen whereby they took the buoys off the lines of fish pots at a stated time and the ground wire was kept off the bottom so as not to interfere with the fish pots. The fathometer shows an irregular bottom in this area and it is doubtful if the area could be dragged with the ground wire on the bottom even if the fish pots were removed. Some dragging on the bottom would probably be necessary to find this wreck for it is reported to be in the deeper water and low in height.

Wreck No. 233 in latitude $39^{\circ} 15'$, longitude $74^{\circ} 09'$ was not hung by the wire drag. The wreck was found by sonar and a fathometer sounding obtained on the wreck. The intention was to hang the wreck but the lifts varied and could not be properly estimated in advance when setting out the drag.

Many of the wrecks which lie east of Atlantic City have lines of fish pots in the vicinity. In most cases the buoys nearest the wreck were removed, the anchor ropes tied to ground wire, and the free end of the ground wire buoyed outside of the drag area. The buoys were replaced after dragging the wreck. This procedure was found more expedient than asking the fishermen to remove the buoys for that has to be anticipated and a definite date set. The later method was used on Wreck No. 594 in latitude $39^{\circ} 26'$, longitude $74^{\circ} 08'$ for there were too many buoys in the area.

RECORDS

Drag settings were based on predicted tides for Sandy Hook, New Jersey, corrected for time and height on information obtained from the tide tables. Actual tides were furnished by the Washington Office for the vicinity of each wreck and were used to process the records. In this report all references to effective depths, unless otherwise specified, are those indicated in the record books.

Bar checks were taken to obtain fathometer corrections for the several vessels. The corrections obtained have been applied to the soundings recorded in the records.

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

TIDES

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

OBSTRUCTIONS, CLEARANCES, DISCREPANCIES, ETC.

Special Reports were written for each wreck during the progress of the field work and 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 in this report and the values therein take precedence over the values listed in the special reports.

RECOMMENDATIONS

It is recommended that work on all wrecks and obstructions covered by this sheet be classified as being completed.

G. R. Fish

G. R. Fish

COMDR., USC&GS

Comdg. Ships PARKER, BOWEN, STIRNI

OBSTRUCTION DATA SHEET
SURVEY NO. 4250 WD

Location	General Depth Feet	Fath. Sdg. over Hang, Ft.	Minimum Hang Position Feet	Maximum Clear- ance, Feet	Position Number	Character of Obstruction	Remarks
39° 19' 34" 74 17 58	53	53.5 Bottom (21-B)	51.5	49.0	1-8B / Item #47	Wreck or wreckage	
39 19 24 74 17 36	50	50.5 Bottom (14-B)	52.0	49.0	1-8B / Bottom hang	Not recommended for charting	
39 20 19 74 19 10	54	48.0 (7-C)	44.0	42.0 41.5	Item #64 29-36B / Wreck #598	Car float	
39 14 46 74 09 06	104	69.0 (8-C) 70.0 (37-C)	---	69.0	Item #48 24-36C / Wreck #233	SAN JOSE	
39 18 12 74 15 54	71	47.5 (1-D) 41.0 (14-D)	42.0	40.0	Item #46 15-30D / Wreck #232	LEMUEL BURROWS	
39 21 14 74 12 53	60	51.5 (34-D)	43.5	42.0	Item #62 35-41D / Wreck #596	"Fleur Wreck"	
39 21 19 74 11 31	58	48.0 (15-E)	48.0 48.5	46.0	Item #61 14-19E / Wreck #595	PALMER, Barge	
39 22 24 74 06 24	60-80	---	---	66.0 66.5	Item #44 21-40E / Wreck #229	Not found	
39 23 32 74 06 24	---	---	66.0	62.0	1-5F / Bottom hang	Chart as obstruction	
39 27 03 74 12 53	54	49.0 (37-S) 49.0 32-S(K)	38.5	36.5	45-51S / Item #80	Wreck, may be be wreck #841	

Location	General Depth Feet	Fath. Sdg. over Hang, Ft.	Minimum Hang Feet	Position Number	Maximum Clear- ance, Feet	Position Number	Character of Obstruction	Remarks
39° 25' 12"								
74 13 41	56	56.0 Bottom (40-P)	57.0	39P	53.5	41-47P	Item #80 NP	Bottom hang, Not recommended for charting Low Obs. Chart as Obs.
39 25 21								
74 13 37	56	56.0 Bottom 39-R(K)	54.5	58.4R	53.5	41-47P	Item #80 NP	Bottom hang, not recommended for charting Low Obs. Chart as Obs.
39 26 45								
74 12 55	47	47.0 Bottom 20-S(K)	52.0	16.6S	45.0	20-24S	Item #80 NP	Bottom hang, not recommended for charting Low Obs. Chart as Obs.
39 26 50								
74 12 51	47	45.0 (25-S)	45.0	23.4S	43.0	26-30S	Item #80 NP	Bottom hang, not recommended for charting Low Obs. Chart as Obs.
39 28 13								
74 11 37	56	---	49.5	17.6G	48.0	1-7G	Item #45	Obstruction
39 29 00								
74 11 00	57	---	---	---	51.0	21-45G	Item #42	
39 19 48								
74 14 50	54	49.0 (17-H) 47.0 (23-H) 45.0 (6-J)	44.5	33.2H	53.0 54.5 43.0	1-22P 23-31P	Wreck #227 Wreck #79 Wreck #640	Not found Small Wreck
39 21 09								
74 17 10	50	---	47.0	4.2J	44.0	7-12J	Item #63 Wreck #597	Small Wreck
30 20 57								
74 21 00	27	21.5 (19-J)	22.5	17.4J	20.5	20-27J	Item #65 Wreck	Tugboat EUGENE F. MORAN
39 32 41								
74 11 18	54	54.5 Bottom (22-K)	49.5	20.6K	48.0	1-9K	Item #40(A)	Obstruction <i>See notes from Log 13 10/11/10 Sept 13 Desc. Ct.</i>
39 26 38								
74 08 36	65	37.5 (46-G) 62.5 (20-E)	39.5	7-12L	37.0	1-6L	Item #60 Wreck #594	Wreck

STATISTICS FOR SHEET NO.

(PBS - WD - 4250)

SHIPS PARKER, BOWEN, STIRNI

(PROJECT CS - 326)

DATE 1950	DAY LTR.	STAT.MI. WD	NO. O. POSITIONS	NO. H.L.	NO. FATH. SOUNDINGS
15 June	A	3.4	31		
16 June	B	3.8	35		2
17 June	C	3.4	37		3
26 June	D	4.3	41		3
27 June	E	4.6	42		2
28 June	F	6.3	50		
29 June	G	5.4	46	4	4
30 June	H	4.7	41		2
1 July	J	2.8	28	1	3
5 July	K	1.9	22		1
11 July	L	1.1	12		
12 July	M	5.4	38		
13 July	N	2.2	27		1
17 July	P	5.8	47		1
18 July	Q	7.4	60		1
19 July	R	4.0	45		4
20 July	S	6.3	53		5
	TOTAL	72.8	654.5	5	32

TOTAL SQUARE STATUTE MILES OF WIRE DRAG - 45.0

RECONNAISSANCE HYDROGRAPHY

19 July	R-BOWEN	1.8	10
19 July	R-PARKER	2.7	19
	TOTAL	4.5	29

TOTAL AREA IN SQUARE STATUTE MILES OF HYDROGRAPHY - 0.4

FATHOGRAM LIST SHEET

(PBS - 4250 - WD)

ITEM NO.

NO. OF FATHOGRAMS

45
46
47
48
60
61
62
63
64
65
79
80
81

1
2 (together)
2
2
1
1
1
1
1
1
2
7
1
1
1

ABSECON INLET WHISTLE BUOY

Reconnaissance hydro., 'R' day, PARKER

General Delivery, Atlantic City, New Jersey

2 August 1950

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

Subject: Buoy Positions on Boat Sheet 4250.

During wire drag operations on our boat sheet No. 4250 the following buoys were located on 29 June and 1 July 1950:

<u>Name</u>	<u>Depth, feet</u>	<u>Bottom</u>	<u>Position</u>	<u>Fix</u>
Absecon Inlet Whistle Buoy <i>BW</i>	48	crs br S	39° 20.80' ¹⁸ 74° 20.92' ⁸	Shoran <i>or 12/5</i>
Absecon Inlet Lighted Gong Buoy 1A <i>B</i>	52	bk M	39° 21.24' ⁶ 74° 22.50'	Sextant
Brigantine Shoal Lighted Whistle Buoy "2BS" <i>R</i>	59	fne br S & G	39° 23.60' 74° 18.00'	Sextant
Brigantine Shoal Inner Buoy "4BS" <i>N R</i>	25	fne br S	39° 23.80' 74° 18.65'	Sextant
Little Egg Inlet Outer Lighted Bell Buoy "LE" <i>BW</i>	55	fne br S	39° 27.62' ⁴ 74° 16.00' ²	Sextant <i>or 12/5</i>

G. R. Fish
Commander, USCGS
Comdg. Ships PARKER, BOWEN, STIRNI

General Delivery, Atlantic City, New Jersey

20 June 1950

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

Subject: Special Report on Wreck, Item 47.

This wreck is Item 47 of Supplemental Instructions for Project CS-326, dated 12 December 1949.

This wreck was relocated in latitude $39^{\circ} 19' 34''$, longitude $74^{\circ} 17' 58''$. ①

A wire drag set to an effective depth of 51.5° feet hung the wreck. This is only a few feet off the bottom and the drag was partly aground while towing towards the wreck from the northwest. The first sweep towards the wreck at an effective depth of 51.5° feet was from the east and the drag hung on the bottom, and easily came free, in latitude $39^{\circ} 19' 24''$, longitude $74^{\circ} 17' 36''$. This area had previously been cleared at an effective depth of 49.0 feet and charting of this ground is not recommended. ②

A wire drag set at an effective depth of 49.0° feet cleared the wreck.

In 1938 this wreck was wire dragged and cleared at 42 feet, effective depth.

In 1950 a wire drag towed north hung and cleared the wreck at 44.5° feet, effective depth. The drag was then reversed and towed south and hung and cleared the wreck at an effective depth of 44.0 feet. Wire drags set at effective depths of 46.0 and 49.0 feet were then towed over the wreck and cleared. Due to the present low height of this wreck it is problematical as to whether the nomenclature should not be changed from "wreck" to "wreckage".

It is recommended that the charted clear depth for this wreck, or wreckage, be changed to 49 feet.

Depths are based on predicted tides for the area.

True

G. R. Fish
Commander, USCGS
Comdg. Ships PARKER, BOWEN, STIRNI

cc: Supervisor, Eastern District

L 416(50) item C

*See Fishery A.S.
Section of D.R.*

General Delivery, Atlantic City, ^New Jersey

20 June 1950

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

Subject: Special Report on Wreck 598.

This wreck is Item 64 of Supplemental Instructions for Project CS-326, dated 12 December 1949.

This wreck was relocated in latitude $39^{\circ} 20' 19''$, longitude $74^{\circ} 19' 10''$.

A wire drag set at an effective depth of ^{44.0}~~45.5~~ feet hung the wreck.

A wire drag set at an effective depth of ^{42.0}~~41.5~~ feet cleared the wreck.

In 1938 this wreck was cleared by wire drag at an effective depth of 35 feet.

It is recommended that the charted clear depth for this wreck be changed to ⁴²~~41~~ feet.

Depths are based on predicted tides for the vicinity.

true

G. R. Fish
Commander, USC&GS
Comdg. Ships PARKER, BOWEN, S TIRNI

cc: Supervisor, Eastern District

L 416 (50) item B

General Delivery, Atlantic City, New Jersey

1 July 1950

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

Subject: Special Report on Wreck No. 232,
LESMUEL BURROWS

This wreck is Item 46 of Supplemental Instructions for
Project CS-326, dated 12 December 1949.

This wreck is located in Latitude $39^{\circ} 18' 12''$, Longitude
 $74^{\circ} 15' 54''$, in general depths of about 72 feet. A fathomster
sounding of 48 feet was obtained on the wreck.

A wire drag set at an effective depth of ⁴¹~~43.0~~ feet hung
the wreck. ^{42.0}

A wire drag set at an effective depth of ⁴⁰~~41.0~~ feet
cleared the wreck.

Depths are based on ^{true} predicted tides for the vicinity.

It is recommended that a clear depth of ⁴⁰~~41~~ feet be charted
for this wreck.

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

2416(50) item P

cc: Supervisor, Eastern District

General Delivery, Atlantic City, New Jersey

20 June 1950

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

Subject: Special Report on Wreck No. 233, SAN JOSE

This wreck is Item 48 of Supplemental Instructions for Project CS-326, dated 12 December 1949.

The wreck of the SAN JOSE is located in latitude $39^{\circ} 14' 46''$, longitude $74^{\circ} 09' 06''$.

The wreck was located by sonar and a good fathometer sounding of 69.4 feet was obtained on top of the wreck.

A wire drag set to an effective depth of 69.0 feet cleared the wreck.

It is recommended that a clear depth of 69.0 feet be charted for this wreck.

Depths are based on predicted tides for the vicinity.

true

G. R. Fish
Commander, USCGS
Comdg. Ships PARKER, BOWEN, STIRNI

cc: Supervisor, Eastern District

2416(50) item E

General Delivery, Atlantic City, New Jersey

1 July 1950

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

Subject: Special Report on Wreck No. 996.

This wreck is Item 62 of Supplemental Instructions for Project GS-326, dated 12 December 1949.

This wreck was relocated in latitude $39^{\circ} 21' 14''$, Longitude $74^{\circ} 12' 53''$, in general depths of 60 feet. A fathometer sounding of 52 feet was obtained on the wreck.

A wire drag set at an effective depth of 44.0 feet hung the wreck.

A wire drag set at an effective depth of 42.8 feet cleared the wreck. In 1938 this wreck was cleared at an effective depth of 38 feet.

Depths are based on predicted tides for the area.

TRUE

It is recommended that the charted depth for this wreck be changed to 42 feet.

G. R. Fish
Commander, USCGC
Comdg. Ships PARKER, BOWEN, STEIN

2416(50) item L

cc: Supervisor, Eastern District

General Delivery, Atlantic City, New Jersey.

1 July 1950

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

Subject: Special Report on Wreck No. 595,
Barge PALMER

This wreck is Item 61 of Supplemental Instructions for Project CS-326, dated 12 December 1949.

This wreck was relocated in Latitude $39^{\circ} 21' 19''$, Longitude $74^{\circ} 11' 31''$, in general depths of about ~~44~~ feet. A fathometer sounding of ~~49.5~~ feet was obtained on the wreck.

^{48.0}
A wire drag set at an effective depth of 47.0 feet hung the wreck.

A wire drag set at an effective depth of 46.0 feet cleared the wreck. In 1938 this wreck was cleared at an effective depth of 43 feet.

Depths are based on predicted tides for the vicinity.

^{true}
It is recommended that the charted clear depth for this wreck be changed to 46 feet.

G. R. Fish
Commander, USCGC
Comdg. Ships PARKER, BOWEN, STIRNI

cc: Supervisor, Eastern District

L. 416 (50) item M

General Delivery, Atlantic City, New Jersey

1 July 1950

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

Subject: Special Report on Wreck No. 229

This wreck is Item No. 44 of Supplemental Instructions for Project CS-326, dated 12 December 1949. The Instructions state that there is "unidentified, dispersed wreckage located in Latitude 39 22' 24", Longitude 74 06' 24", standing about 5 feet high in 71 feet of water".

An area extending out in all directions a distance of over one mile was wire dragged at effective depths of 66.5 and 67.0 feet, except where the drag was towed along the bottom, and was cleared except for a hang on the bottom in 66 feet of water in Latitude 39 23' 32", Longitude 74 06' 24". A fathometer sounding could not be obtained on the obstruction. A wire drag set at an effective depth of 62.5 feet cleared the obstruction.

Depths are based on predicted tides for the area.
TRUE

It is recommended that no further search be made for this wreck and that the charted wreck symbol either be changed or deleted.

Charting of the hang mentioned previously, listed is recommended as an aid to fishermen, clear depth 62 feet.

62 | 10 1/4

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

cc: Supervisor, Eastern District

L. 416(50) item 0

*Erase word wreck on chts 1108 & 1000
Retain word obstr on cht #1217
per G. H. Streeter
2/27/52*

General Delivery, Atlantic City, N. J.

21 July 1950

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

Subject: Special Report on Wreck No. 841.

This wreck is Item 80 of Supplemental Instructions for project CS-326, dated 12 December 1949.

The instructions state that dispersed wreckage standing 5 feet high in 60 feet of water was reported in latitude $39^{\circ} 25' 54''$, longitude $74^{\circ} 12' 12''$.

An area extending out approximately one mile from the reported position was covered by wire drag set at effective depths varying from 51.5 to 55 feet, except where the drag was towed along the bottom, and the following was found:

An old wreck was located in latitude $39^{\circ} 27' 03''$, longitude $74^{\circ} 12' 53''$. A fathometer sounding of 50.5 feet was obtained on the wreck and the general depth is 54.5 feet. ①

A wire drag set at an effective depth of 38.5 feet hung the wreck.

A wire drag set at an effective depth of 38.5 feet cleared the wreck.

It is recommended that a clear depth of 55 feet be charted for this wreck and that the wreck symbol presently charted in the reported position of wreck No. 841 be deleted from the charts.

Low obstructions or small pieces of wreckage were found in the following locations and cleared at the effective depths indicated:

Position	Fathometer Sounding, ft.	Bottom Depth, ft.	Hang. Feet	Clear. Feet
$39^{\circ} 25' 12''$ $74^{\circ} 13' 41''$	none	$55\frac{1}{2}$	$55\frac{1}{2}$	53 ② Do not chart
$39^{\circ} 25' 21''$ $74^{\circ} 13' 37''$	$58\frac{1}{2}$	$56\frac{1}{2}$	$54\frac{1}{2}$	53 ③

L. 518(50) pg. 3

Position	Fathometer Sounding, ft.	Bottom Depth, ft.	Hang, Feet	Clear, Feet	
39° 20' 45" 74° 12' 55"	40½	47	47	45	(4) Do not chart.
39° 26' 50" 74° 12' 51"	45	47½	45	43	(5)

Charting of the first and third hangs listed is not recommended. It is recommended that the second and fourth hangs listed be charted with clear depth of 53 and 43 feet, respectively.

The wire drag hung on the bottom in latitude 39° 24' 50", longitude 74° 12' 11". An old anchor, such as used by fishermen to secure lines for fish pots, was retrieved when taking up the ground wire. No additional wire dragging was done in this vicinity and charting of the hang is not recommended.

Depths are based on ~~predicted~~ tides for the vicinity.
true

G. R. Fish
Commander, USCGC
Comdg. Ships PARKER, BOWEN, STIRNI

2CC: Supervisor, Eastern District

General Delivery, Atlantic City, New Jersey

1 July 1950

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

Subject: Special Report on Obstruction, Item No. 43.

This obstruction is Item 43 of Supplemental Instructions for Project CS-326, dated 12 December 1949.

This obstruction was relocated in Latitude $39^{\circ} 28' 13''$, Longitude $74^{\circ} 11' 37''$, in general depths of about 56 feet. A fathometer sounding could not be obtained on the obstruction.

A wire drag set at an effective depth of 49.5^0 feet hung the obstruction.

A wire drag set at an effective depth of 48.5^0 feet cleared the obstruction. In 1939 the obstruction was cleared at an effective depth of 45 feet.

Depths are based on ~~predicted~~ ^{True} tides for the area.

It is recommended that the charted clear depth for this obstruction be changed to 48 feet.

G. R. Fish
Commander, USCGS
Comdg. Ships PARKER, BOWEN, STIRNI

cc: Supervisor, Eastern District

2 416(50) item N

General Delivery, Atlantic City, N. J.

21 July 1960

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

Subject: Special Report on Wreck No. 227, WELLINGTON.

This wreck is Item 48 of Supplemental Instructions for Project CS-326, dated 12 December 1949.

The instructions state that the WELLINGTON was sunk before World War II in latitude $39^{\circ} 29' 00''$, longitude $74^{\circ} 11' 00''$; in depth of 56 feet.

An area extending out over one mile in all directions from the reported position of the wreck was covered by wire drag at effective depths ranging from ~~49.5~~^{57.0} to ~~51.0~~^{53.0} feet and the entire area was cleared.

It is recommended that no further search be made for this wreck and that the charted wreck symbol be removed from chart 1108.

Depths are based on predicted tides for the vicinity.
true

G. R. Fish
Commander, USCGC
Comdg. Ships PARRIS, BOWEN, STIRNI

Rec: Supervisor, Eastern District

2518(50) pg 1

General Delivery, Atlantic City, New Jersey

1 July 1950

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

Subject: Special Report on Wreck No. 840

This wreck is Item 79 of Supplemental Instructions for Project GS-326, dated 12 December 1949.

This wreck is located in Latitude 39 19' 48", Longitude 74 14' 50", in general depths of 58 feet. A fathometer sounding of 47.5 feet was obtained on the wreck. The wreck appears small in extent.

A wire drag set to an effective depth of 44.0 feet hung the wreck.

A wire drag set to an effective depth of 41.5 feet cleared the wreck.

Depths are based on predicted tides for the vicinity.

It is recommended that a clear depth of 41 feet be charted for this wreck.

G. R. Fish
Commander, USC&GS
Comdg. Ships PARKER, DOWN, STIRNI

cc: Supervisor, Eastern District

2416(50) item Q

General Delivery, Atlantic City, New Jersey

1 July 1950

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

Subject: Special Report on Wreck No. 997
"Pig Iron Wreck"

This wreck is Item 63 of Supplemental Instructions for Project GS-326, dated 12 December 1949.

This wreck was relocated in Latitude $39^{\circ} 21' 07''$, Longitude $74^{\circ} 17' 10''$. A fathometer sounding of 45.3 feet was obtained on the wreck in general depths of 50 feet. The wreck appears to be small in extent.

A wire drag set at an effective depth of 47.0 feet hung the wreck.

A wire drag set at an effective depth of 44.3 feet cleared the wreck. The upright setting on this drag was 45.0 feet and the entire drag was aground when it was picked up about 0.2 mile north of the wreck. In 1938 this wreck was cleared at an effective depth of 47 feet.

Depths are based on predicted tides for the vicinity.

It is recommended that the charted clear depth for this wreck be changed to 44 feet.

G. R. Fish
Commandant, USCGC
Comdg. Ships PARKER, BOWEN, STIRNY

2416(50) item K

cc: Supervisor, Eastern District

General Delivery, Atlantic City, N. J.

1 July 1958

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

Subject: Special Report on Wreck, Item 65, Tugboat HUBERT P. MORAN.

This wreck is Item 65 of Supplemental Instructions for Project CS-328, dated 12 December 1949.

This wreck was relocated in Latitude $39^{\circ} 20' 57''$, Longitude $74^{\circ} 21' 00''$. A fathometer sounding of 22.5 feet was obtained on the wreck in general depths of about 27 feet. The remains of the wreck appear to be small in extent.

A wire drag set at an effective depth of 22.5 feet hung the wreck.

A wire drag set at an effective depth of 21.0 feet cleared the wreck. In 1958 this wreck was cleared at an effective depth of 42 feet.

It is recommended that the charted clear depth for this wreck be changed to 21 feet.

Depths are based on predicted tides for the vicinity.

True

G. R. Fish
Commander, USCGC
Comd. Ships PARKER, BOWEN, STIRNI

cc: Supervisor, Eastern District

2416 (50) item R

General Delivery, Atlantic City, N. J.

15 July 1950

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

Subject: Special Report on Obstructions, Item 40.

These obstructions are Item 40 of Supplemental Instructions for Project CS-326, dated 18 December 1949.

In 1939 the Coast Survey cleared two obstructions in latitude $39^{\circ} 32' 42''$, longitude $74^{\circ} 11' 24''$ and latitude $39^{\circ} 32' 36''$, longitude $74^{\circ} 12' 00''$, in depth of about 57 feet, with effective depths of 46 and 45 feet, respectively.

The easterly obstruction was relocated in latitude $39^{\circ} 32' 41''$, (A)
longitude $74^{\circ} 11' 18''$.

A wire drag set at an effective depth of 49.0 feet hung the obstruction.

A wire drag set at an effective depth of 48.0 feet cleared the obstruction.

The westerly obstruction was not wire dragged in 1950 due to the obstruction being inside a group of fish stakes.

It is recommended that the charted depth for the easterly obstruction be changed to a clear depth of 48 feet.

Depths are based on predicted tides for the area.

True

G. R. Fish
Commander, USCGS
Comdg. Ships PARKER, BOWEN, STIRNI

200; Supervisor, Eastern District

L 500(50) by 6

General Delivery, Atlantic City, N. J.

21 July 1950

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

Subject: Special Report on Wreck, ANN HOOPER.

This wreck is Item 81 of Supplemental Instructions for Project CS-326, dated 12 December 1949.

The instructions state that the ANN HOOPER was sunk in 1942 in latitude 39° 28' 12", longitude 74° 16' 12", in depth of about 26 feet. ①

An area extending out about one mile in all directions except the northwest from the reported position of the wreck was wire dragged at effective depths ranging from 31.5 feet to 9.5 feet and no evidence of a wreck was found.

Northwest of the wreck a 5½ foot uncharted shoal was found in latitude 39° 28' 44", longitude 74° 16' 45". This precluded wire dragging out one mile from the reported position of the wreck in this direction.

Low obstructions or small bits of wreckage were found as listed below during the course of the dragging. The hang and clear depths are effective depths.

Position	Fathometer sounding,	Bottom depth, ft.	Hang feet	Clear feet	
39° 27' 31" 74 16 07	none	32½	30½	28	②
39 29 17 74 15 43	none	28	28	27	③ <u>Do not plot</u>
39 29 22 74 15 32	none	30½	27	24½	④
39 27 45 74 17 14	none	15½	11½	9½	⑤

2518(50) 89.2

It is recommended that the first, third and fourth obstructions
listed above be charted at clear depths of 23, 24 and 9 feet, respectively.
Charting of the second hang listed is not recommended.

It is recommended that the wreck symbol charted for the wreck of the
ANN HOOPER be deleted from the charts.

Depths are based on predicted tides for the vicinity.
true

G. R. Fish
Commander, USCGS
Comdg. Ships PARKER, BOWEN,
STIRRI

200; Supervisor, Eastern District

Ships PARKER, BOWEN, STIRNI
General Delivery
Atlantic City, N. J.

13 July 1950

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

Subject: Special Report on Wreck No. 231, FALL RIVER

This wreck is Item 45 of Supplemental Instructions
for Project CS-326, dated 12 December 1949.

The wreck of the FALL RIVER was located in lati-
tude $39^{\circ}19'35''$, longitude $74^{\circ}13'13''$. A fathometer
sounding of ~~63.5~~ feet was obtained on the wreck in
general depth of ~~64~~⁶⁹ feet.

A wire drag set at an effective depth of ~~62.5~~^{63.0}
feet cleared the wreck. There was a line of fish
pots and marker buoys northwest of the wreck and it
was not considered advisable to remove the buoys and
drag over the pots due to the relative depth of water
and effective depth of the drag. The buoys restricted
the area which could be cleared by wire drag.

Depths are based on predicted tides for the vi-
cinity. *true*

It is recommended that a clear depth of ~~62~~⁶³ feet
be charted for this wreck.

1500(50) pg 1

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

CC: Supervisor, Eastern District
(2 Copies)

Ships PARKER, BOWEN, STIRNI
General Delivery
Atlantic City, N. J.

13 July 1950

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

Subject: Special Report on Wreck No. 839.

This wreck is Item 13 of Supplemental Instructions for Project CS-326, dated 23 August 1949.

The instructions state that "an old wreck is reported in latitude $39^{\circ}12'48''$, longitude $74^{\circ}15'42''$, standing 6 feet high in 85 feet of water."

An area extending out about one mile in all directions from the reported position of the wreck was wire dragged at effective depths of ~~55~~ and ~~55.5~~ feet and cleared with no evidence of any obstruction. ^{55.0} ^{57.0}

This area is extensively fished by local fishermen using fish pots and before it could be wire dragged it was necessary to have the fishermen remove the buoys marking the strings of pots. The pots were left on the bottom. The depth of the drag was set as deep as advisable and still leave sufficient clearance over the pots in the shoaler spots.

The local fishermen who fish in this vicinity have no knowledge of a wreck or any extensive wreckage. They state that about 1936 junk such as old automobile bodies, and other metal objects, were dumped in the area to make a fishing grounds.

It is recommended that no further search be made for this wreck and that the wreck symbol either be deleted from the chart or changed to a wreck symbol for a wreck not dangerous to navigation.

Depths are based on predicted tides for the area.

true

G. R. Fish
COMDR, USCGS
Comdg. Ships PARKER,
BOWEN, STIRNI

CC: Supervisor, Eastern District
(2 copies)

2500(50) 89.7

General Delivery, Atlantic City, N. J.

13 July 1960

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

Subject: Special Report on Wreck No. 894.

This wreck is Item 60 of Supplemental Instructions for Project CS-320, dated 12 December 1949.

This wreck was relocated by a starboard fix, obtained simultaneously with a fathometer sounding on the wreck, in latitude $39^{\circ} 26' 14''$, longitude $74^{\circ} 08' 16''$.

A wire drag set at an effective depth of 39.5 feet hung and cleared the wreck.

A wire drag set at an effective depth of 37.0 feet cleared the wreck. In 1939 this wreck was cleared at an effective depth of 32 feet, in general depths of 65 feet.

It is recommended that the charted clear depth for this wreck be changed to 37 feet.

Depths are based on predicted tides for the vicinity.

True

G. R. Fish
Commander, USCGC
Comd. Ships PARKER, BOWEN, STIRRI

20C: Supervisor, Eastern District

2500(50) 87'3

GEOGRAPHIC NAMES

Survey No. **FE.No.3** WD 1951

Name on Survey	Source										
	A	B	C	D	E	F	G	H	K		
											1
											2
											3
											4
											5
											6
											7
											8
											9
											10
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											23
											24
											25
											26
											27

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. ~~FE.~~ No. 3 WP 1951

Records accompanying survey:

Boat sheets ..2...; sounding vols. .1...; wire drag vols. 10...;
 bomb vols.; graphic recorder rolls 1.eny...;
 special reports, etc.

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

Number of positions on sheet	.....	655
Number of positions checked	.....	22
Number of positions revised	.....	2
Number of soundings revised (refers to depth only)	.....	0
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

Verification by *Ladore M. Zeckend* Total time 28 Date 7-16-51
 Reviewed by *Ladore M. Zeckend* Time 8 Date 7-17-51

REVIEW OF FIELD EXAMINATION NO. 3, 1951

The Field Examination was made to locate and determine the least depths over wrecks or obstructions which are designated as follows:

Item 13 of Supplemental Instructions dated 23 August 1949.

Items 40, 42 to 48 (inclusive), 60 to 65 (inclusive), 75, 79, 80 and 81 of Supplemental Instructions dated 12 December 1949.

The results of the wire-drag examinations are tabulated on the obstruction sheet in the Descriptive Report and are plotted on the accompanying 6 sections of boat sheet.

The BW Lighted Bell Buoy "LE" shown on the present survey in lat. $39^{\circ} 27.64'$, long. $74^{\circ} 16.02'$, is charted 240 meters northwestward of this position on Chart 1217 (latest print date 1-8-51). Its charted position is in accordance with that given in H.O.N. to M. 50, 1950, issued subsequent to the present survey.

The location of buoys determined during the present survey are given in the Descriptive Report. The survey positions of the buoys are in substantial agreement with the charted positions, except as noted in the preceding paragraph, and adequately mark the features intended.

The work was applied to Charts 1216 (print date 4-23-51) and 1217 (print date 1-8-51) from advance information of this survey; the charted information pertaining to the wrecks is correct, except for minor differences of 1-2 ft. in clearance depths.

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

Reviewed by: I. M. Zeskind

Inspected by: R. H. Carstens

RHC

TIDE NOTE FOR HYDROGRAPHIC SHEET

~~Division of Hydrography and Topography~~

19 June 1951

Division of Charts: R. H. Carstens

Plane of reference approved in 11
volumes of ~~sounding records for~~
sounding and Wire drag records for

~~HYDROGRAPHIC SHEET~~

FE NO. 3 1951

Locality New Jersey Coast, Atlantic Ocean

Chief of Party: G. R. Fish in 1950
Plane of reference is mean low water, reading
4.3 ft. on tide staff at Atlantic City
15.6 ft. below B. M. 32 (1922)

3.9 ft. on tide staff at Sandy Hook.
9.3 ft. below B. M. 2 (1923).

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

Atlantic City = 4.1 feet
Sandy Hook = 4.6 feet

Condition of records satisfactory except as noted below:

E. C. McKay
Section
Chief, ~~Division of Tides and Currents.~~

14'

12'

74° 10'

24

22

44

36'

22

12

20

20

42

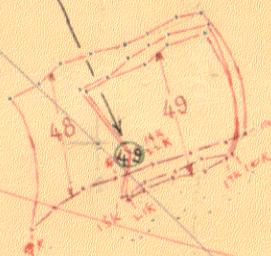
14

39° 34'

18

40

WRECK ITEM 40A
Cleared by 48 ft.



16

16

32'

16

38

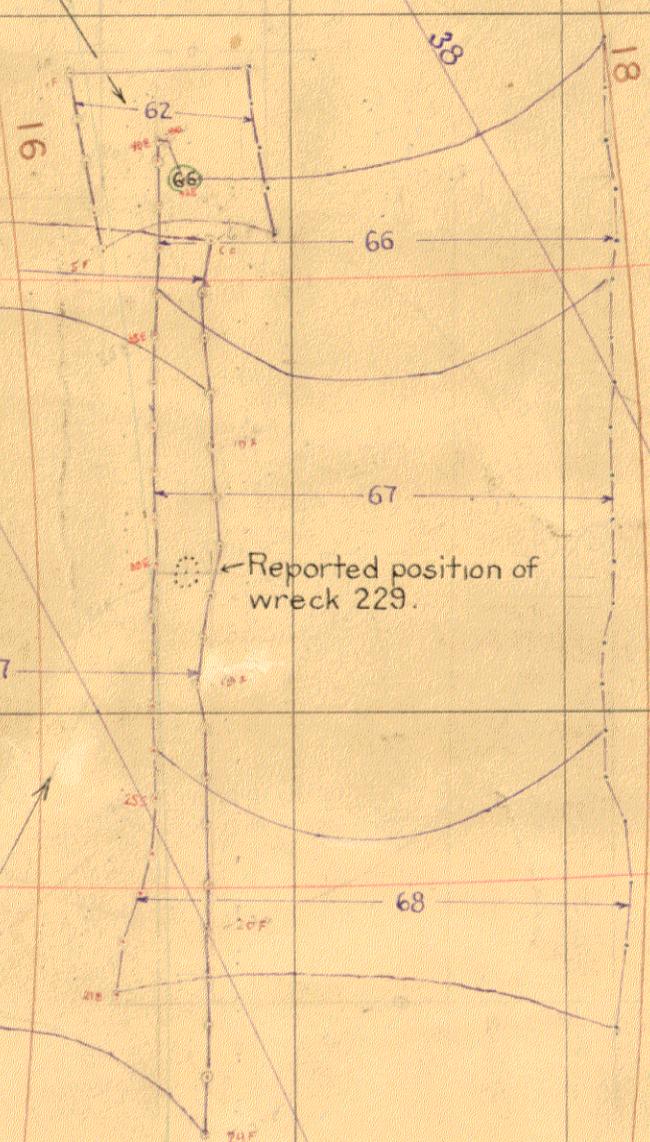
08'

06'

74° 05'

24'

Bottom Hang
Cleared by 62 ft.
Chart as obstruction.



26

36

66

67

Reported position of
wreck 229.

67

22'

28

68

WRECK 229
No obstruction found.

39° 20'

30

20' 18' 16' 14' 12' 74° 10'

LE Inlet C. & Capala

WRECK ITEM 81(4)
Cleared by 24 ft.
Actual sounding 29 ft (bottom).

WRECK 227
No obstruction found.
Wire-drag touched bot tom
over portions of this area.

Reported position of
wreck 227

Reported position
of Wreck Item 81(1)

WRECK ITEM 81(5)
Hung on inclined 7 ft. to 11 ft. section.
Actual hang probably 11 ft.
Cleared by 9 ft.
Chart 9.

WRECK ITEM 43
Cleared by 48 ft.

39° 28'

WRECK ITEM 80(1)
Cleared by 36 ft.
Actual sounding 49 ft.

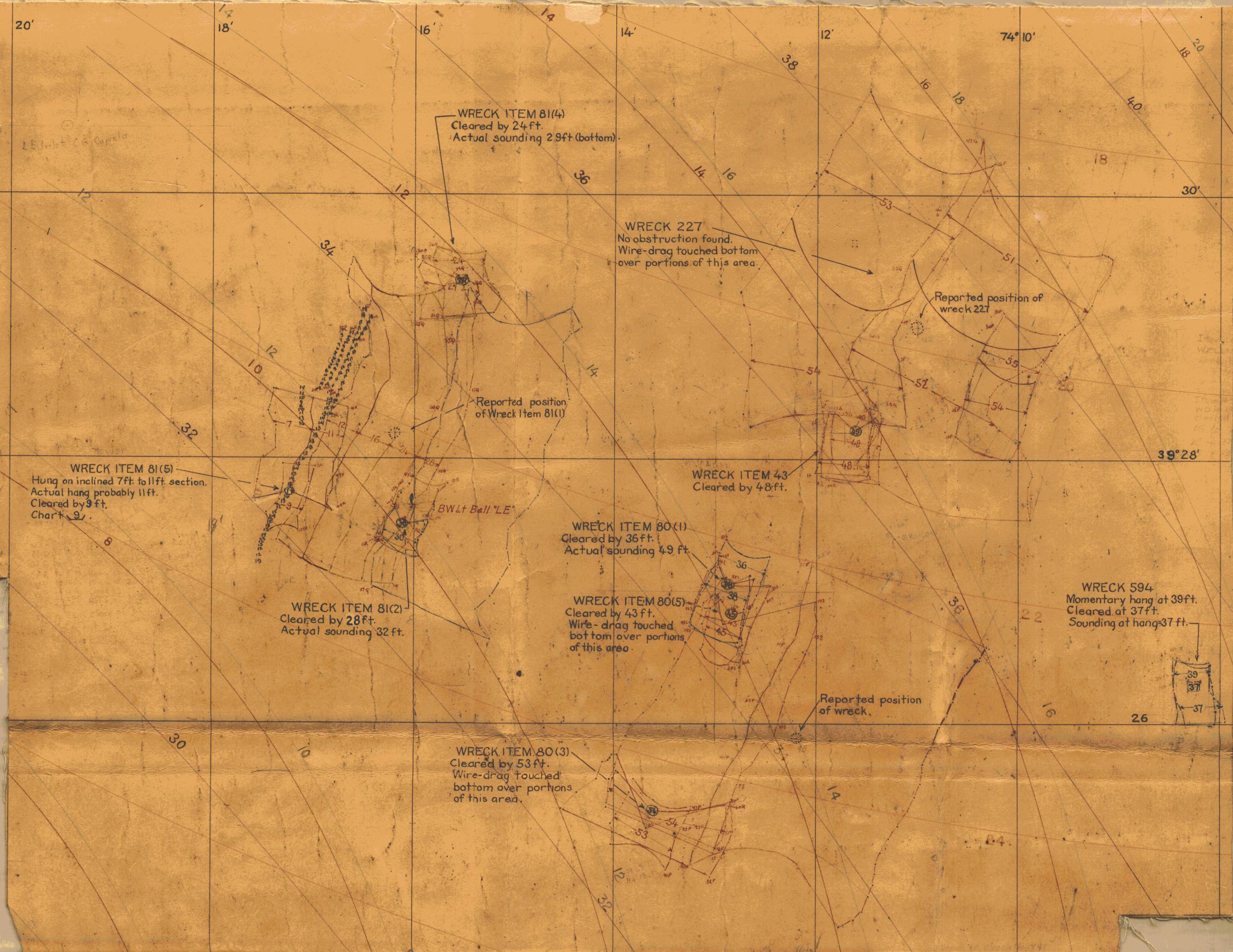
WRECK ITEM 80(5)
Cleared by 43 ft.
Wire-drag touched
bot tom over portions
of this area.

WRECK 594
Momentary hang at 39 ft.
Cleared at 37 ft.
Sounding at hang 37 ft.

WRECK ITEM 81(2)
Cleared by 28 ft.
Actual sounding 32 ft.

Reported position
of wreck.

WRECK ITEM 80(3)
Cleared by 53 ft.
Wire-drag touched
bottom over portions
of this area.

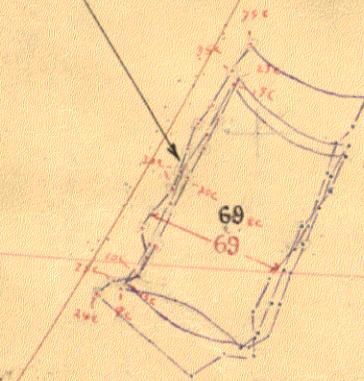


74° 10'

08'

16'

WRECK 233
 Cleared by 69 ft
 Actual sounding 69 ft.
 Wreck located by sonar.



32

30

36

16

39° 14'

18

16

38

20

18

12'

40

20

22' 20' 18' 74' 16' 14' 12' 10' 24'

WRECK ITEM 65
Cleared by 20 ft.
Actual sounding 21 ft.

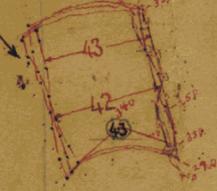


BW Whistle

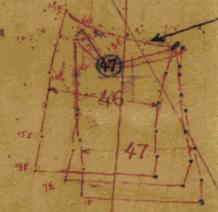
WRECK 597
Cleared by 44 ft.
Actual sounding 45 ft.



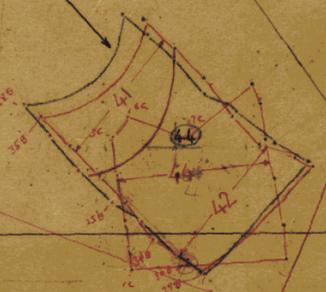
WRECK 596
Cleared by 42 ft.
Actual sounding 51 ft.



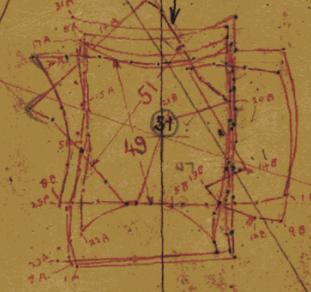
WRECK 595
Cleared by 46 ft.
Actual sounding 48 ft.



WRECK 598
Cleared by 42 ft.
Actual sounding 48 ft.



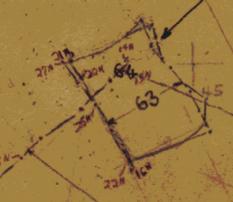
WRECK ITEM 47(1)
Cleared by 49 ft.



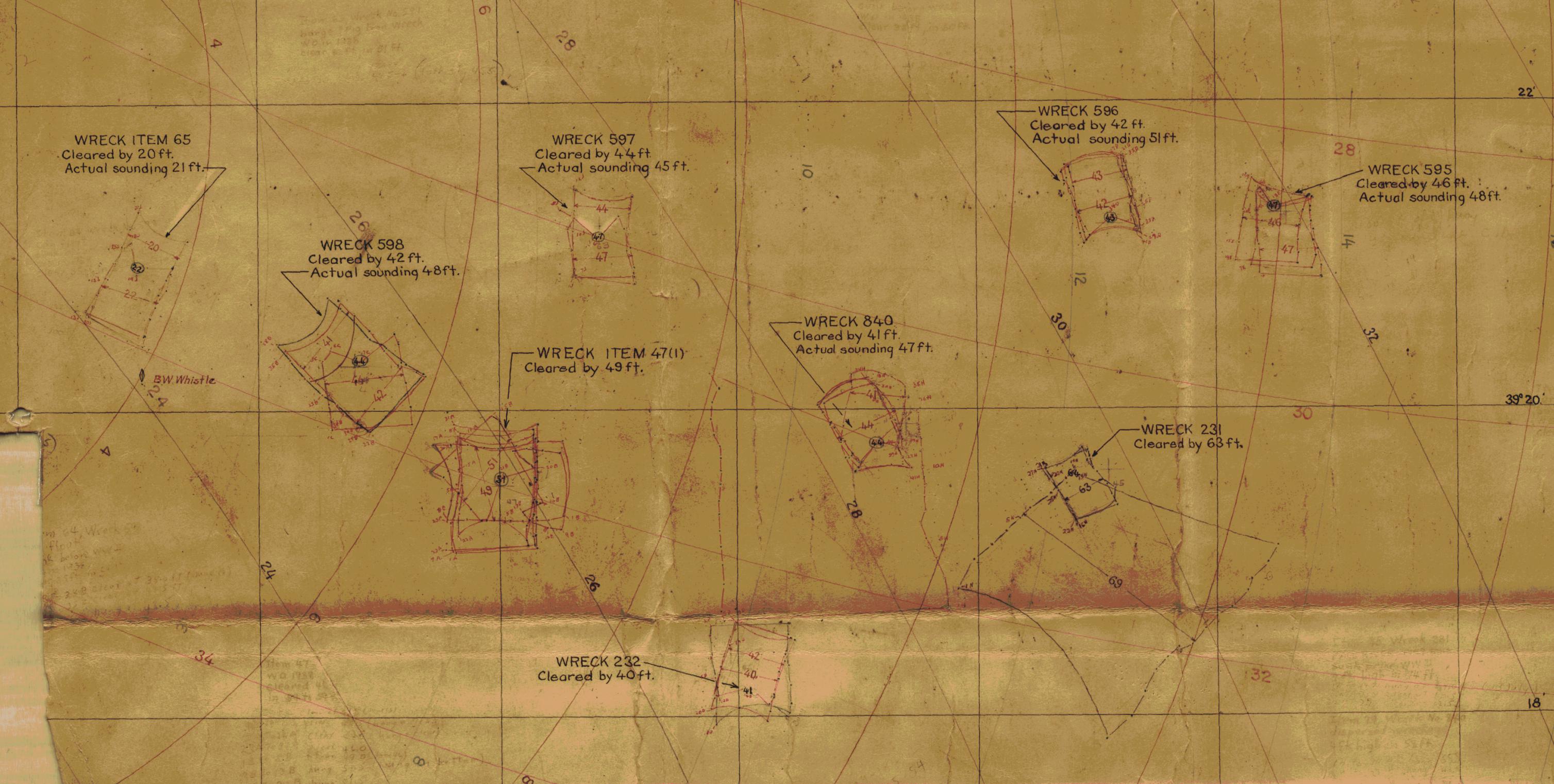
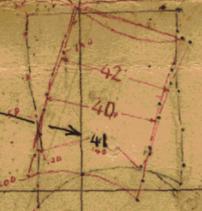
WRECK 840
Cleared by 41 ft.
Actual sounding 47 ft.



WRECK 231
Cleared by 63 ft.



WRECK 232
Cleared by 40 ft.



18'

74° 16'

14'

16'

12

12

12

36

WRECK 839
 No obstruction found.
*dragging difficult because of
 fish pot buoys all year.*

14

39° 14'

C. Hitchcock

56

26

55

38

24

Reported position
 of wreck 839.



57

56

12'

16

40

