

# FE97

## WIRE DRAG

FE97  
WIRE DRAG

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-4450-WD
Office No. ....	FE-97
LOCALITY	
State .....	New Jersey
General Locality ..	Atlantic Ocean
Locality .....	Shipbottom, New Jersey to Manasquan Inlet
	<u>19 50</u>
	CHIEF OF PARTY G.R. Fish
LIBRARY & ARCHIVES	
DATE .....	June 8, 1951

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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.6 1951

FE No. 6  
1951

FE-97

Form 504

U. S. COAST AND GEODETIC SURVEY  
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey WIRE DRAG

Field No. PBS-4450-WD Office No. FE. No. 6, 1951

LOCALITY

State NEW JERSEY

General locality ATLANTIC OCEAN

Locality SHIPBOTTOM, NEW JERSEY

TO MANASQUAN INLET NEW JERSEY

1951

CHIEF OF PARTY

G. R. Fish

LIBRARY & ARCHIVES

DATE JUN 8 1951

B-1870-1 (1)

FE No. 6  
1951

DESCRIPTIVE REPORT  
TO ACCOMPANY

WIRE DRAG SURVEY FIELD SHEET NO.

(PBS-4450,WD)

Ships PARKER, BOWEN & STIRNI

Comdr. G. R. Fish  
Chief of Party

AUTHORITY

This survey was executed in accordance with Supplemental Instructions for Project CS-326, dated 12 December 1949 and 26 July 1950.

DATE OF SURVEY

The wire drag surveys on this field sheet began on 5 July 1950 and ended on 26 September 1950.

SCOPE

The wire drag surveys on this sheet were made to locate and determine the least depth over wrecks and obstructions. The wrecks and obstructions not found were searched for by wire dragging an area extending out at least one mile from the reported position of the wreck or obstruction.

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

The wrecks and obstructions surveyed on this field sheet are listed in the following Supplemental Instructions for Project CS-326:

Supplemental Instructions dated 12 December 1949: Items 27, 28, 29, 30, 31, 33, 34, 35, 36, 37, 39, 41, 58, 59, 74, 75, 76, 77, 78 and 82.

Supplemental Instructions dated 26 July 1950: Items 11 and 12.

CONTROL

Shoran distances from two shoran stations were used to locate most of the positions on this sheet. Several pairs of shoran stations were used.

Station CON was on the old Absecon Lighthouse, triangulation station ABSECON LIGHT, 1867. Station BARN was on the abandoned lighthouse at Barnegat Inlet, triangulation station BARNEGAT LIGHT, 1872. At both lighthouses the shoran antenna was mounted on the railing of the walkway around the top of the structure, elevation about 155 feet above sea level.

Station MAN was located at the Manasquan Inlet Coast Guard station. The shoran antenna was mounted on top of a 100 foot portable mast, elevation about 110 feet above sea level. The position of the mast was determined by a three-point triangulation fix with a check on a fourth object. The computed position of station MAN is latitude  $40^{\circ} 06' + 323.6m$  (-1527.1m), longitude  $74^{\circ} 02' + 409.8m$  (-1011.4m).

Station NOR was located on the north tower of the old Navesink Lighthouse, triangulation station NAVESINK LIGHT, NORTH, 1869, 1940. The antenna was mounted on a wooden bracket extending out to the east from the walkway railing at the top of the lighthouse, elevation about 240 feet above sea level.

Station CON was used for three items at the south edge of the sheet. Station NOR was used to make one drag strip on Item 28.

Item 37, at the southwest corner of the sheet, was wire dragged after station CON had been moved. This item was done on visual fixes using natural objects ashore, the positions of the objects being transferred from Chart 1216. The signals used were: SURF - Standpipe at Surf City; HIGH - Standpipe at Highpoint; and BARN - same as shoran station.

The wreck which lies about 2 miles south of the Manasquan Inlet entrance buoy, probably the wreck of the S.S. DELAWARE, was wire dragged using visual fixes for control. The signals used were natural objects located by triangulation and are as follows: LAV - LAVALLETTE, STANDPIPE, 1932; BAY - BAY HEAD, WATER TANK, 1932; and MAN - same as shoran station.

#### SURVEY METHODS

Standard dual control methods were used. The positions of the end buoys were plotted from the ship position by using gyro 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 180 meters.

Tests for lift were made by the Tender using a graduated lead filled pipe,  $3/4"$  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 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 special reports are attached to this report.

On Item 31 a sonar search was made for the wreck, in the vicinity of the reported position, with negative results. A fisherman had fish pots in the vicinity of the reported position of the wreck and he thought he had located the wreck. The fisherman removed the pots so the area could be wire dragged. This accounts for the drag strip 1P to 11P not being towed until the wreck was hung.

Item 58<sup>9</sup> was not found on this survey. The information in the instructions indicated that this was the remains of an old wreck. The deepest drag strip was cleared with an effective depth of 67.5 feet. A line of soundings run over the plotted position of the wreck gave a least depth of 69.5 feet with an irregular bottom. A wire drag set at this depth would most probably hang on any small piece of wreckage projecting above the bottom.

Item 58<sup>8</sup> was called an obstruction but on this survey a fathometer sounding was obtained on a small wreck.

Item 28 was first wire dragged when the wreck was surrounded by buoys marking fish pots. Many of the buoys were temporarily removed but there was not adequate room to pull the maximum clearance drag strip more than 100 or 200 feet past the wreck. Later on the fish buoys were moved and it was possible to clear the wreck with the drag pulled a longer distance past the wreck. This later drag strip did not decrease the least depth over the wreck.

Floating aids to navigation were located during the progress of the field work.

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 feet 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 covered by this sheet be classified as being completed.

*G. R. Fish*


G. R. Fish

Commander, USC&GS

Comdg. Ships PARKER, BOWEN & STRNI

OBSTRUCTION DATA SHEET

SURVEY NO. 4450 WD

LOCATION	GENERAL DEPTH (FT)	FATH. SDG. ON WRECK (FT)	MIN. HANG (FT)	POS. NO.	MAXIMUM CLEARANCE (FT)	POSITION NUMBER	CHARACTER OF OBST.	REMARKS
Lat. 39 39'23" (700m) Long. 73 56'49" (1136m) <i>48"</i>	79.0	69.5 <sup>0</sup> 28-A	63.0	41-A	60.5 <sup>0</sup>	8B-14B	Wreck "Great Issac", Item #41	
Lat. 39 40'48" Long. 73 55'00"	85.0	---	---	---	73.0	1C-40C	Wreck #844, Item #82	"CHAPARRO", No evidence of obstruction found
<i>3 (1640m)</i> Lat. 39 38'54" Long. 73 55'10" (146m) <i>06</i>	85.0	---	82.5 <sup>0</sup>	48.4B	80.5 <sup>0</sup>	12D-19D	Wreck #226, Item #39	"SAN SABA" <i>no corr chart 1108</i>
<i>4</i> Lat. 39 44'03" (100m) Long. 74 02'20" (472m)	48.0	---	45.0	24.2V	43.0	28V-33V	ITEM # 35	
Lat. 39 43'30" Long. 74 00'42"	---	---	---	---	51.0	26E-55E	Item #36	"Charted OBST. REP. PD" <i>No obstruction found.</i>
<i>1540m) 67</i> Lat. 39 42'18" Long. 74 00'16" (376m)	68.0	60 61.0 25-E	64 61.0	22 25-E	59.0	1H-6H		Obstruction found <i>See C of P attached letter 7-31-50</i>
<i>14 (418m)</i> Lat. 39 47'15" Long. 73 55'36" (872m) <i>37</i>	79.0	73.5 <hr/> 19-F 68.5 <sup>0</sup> 20-F	58.0	4-J	<del>54-55.0</del> 55.0	21J-27J	REPORTED OBSTRUCTION Item #77	Two Wrecks were found while hunting for a Reported Obstruction, Item 77 <i>See attached letter C of P 8-7-50</i>
<i>4</i> <i>(528m) 17</i> Lat. 39 48'18" Long. 73 55'43" (1025m)	78.0	70.0 10K-F	60.0	39.4J	57.0	41J-47J	Item #77	

## OBSTRUCTION DATA SHEET CONTINUED

SURVEY NO. 4450 WD

LOCATION	GENERAL DEPTH (FT)	FATH. SDG. ON WRECK (FT)	MIN. HANG (FT)	POS. NO.	MAXIMUM CLEARANCE (FT)	POSITION NUMBER	CHARACTER OF OBST.	REMARKS
Lat. 39 44' 50" <sup>(1540m)</sup> Long. 73 57' 59" <sup>(1328m)</sup>	75.0 <sup>0</sup>	68.5 <sup>0</sup> 9K-G	64.5 <sup>0</sup>	10.6H	61.5 <sup>0</sup>	19H-28H	Wreck #822, Item #76	BARGE
4 Lat. 39 43' 49" <sup>(1482m)</sup> Long. 73 56' 39" <sup>(948m)</sup>	79.0 <sup>78</sup>	74.5 <sup>0</sup> 20-G	71.5 <sup>0</sup>	17.6G	<del>67.5</del> <sup>68</sup>	29H-35H	Wreck #826, Item #78	Dispersed Wreckage
4 Lat. 39 56' 54" <sup>(1680m)</sup> Long. 73 55' 11" <sup>(276m)</sup>	73.5 <sup>0</sup>	63.5 <sup>0</sup> 15-L	67.0	12.8L	63.5 <sup>0</sup>	1L-8L	Wreck #592, Item #58	
Lat. 39 57' 00" Long. 73 53' 00"	75.0	---	---	---	74.0-76.0	6K-55K	Wreck #213, Item #29	"ANASTASIA", No indication of obstruction
Lat. 39 56' 00" Long. 73 55' 54"	71.0	---	---	---	67.0	9M-16M	Wreck #593, Item #59	No indication of Wreck found
Lat. 39 38' 41" <sup>(1240m)</sup> Long. 74 03' 34" <sup>(811m)</sup>	63.5 <sup>40</sup>	53.5 <sup>0</sup> 48-N	52.5 <sup>0</sup>	46.2N	49.5 <sup>0</sup>	24R-31R	Wreck #220, Item #37	"CADD0"
4 Lat. 39 49' 41" <sup>(1266m)</sup> Long. 73 50' 02" <sup>(28m)</sup>	84 <sup>80</sup>	63.0 13-Q	49.5 <sup>0</sup>	16.8Q	47.5 <sup>0</sup>	1Q-7Q	Wreck #217, Item #31	Tanker "GULF TRADER" (stern)
4 Lat. 39 53' 50" <sup>(1570m)</sup> Long. 73 48' 07" <sup>(152m)</sup>	88.0 <sup>51.01</sup>	61.3 25K-Q 73.5 27-Q	53.5 <sup>0</sup>	24.4Q	51.5 <sup>0</sup>	36Q-45Q	Wreck #215, Item #30	Freighter "TOLTEN"



## OBSTRUCTION DATA SHEET CONTINUED

SURVEY NO. 4450 WD

LOCATION	GENERAL DEPTH (FT)	FATH. SDG. ON WRECK (FT)	MIN. HANG (FT)	POS. NO.	MAXIMUM CLEARANCE (FT)	POSITION NUMBER	CHARACTER OF OBST.	REMARKS
4 Lat. 39 46'15" <sup>(472m)</sup> Long. 73 02'01" <sup>(20m)</sup>	49.0 ✓	42.0 ✓ 8-R ✓	40.5 <sup>0</sup> ✓	13.4R ✓	39.0 ✓	16R-23R ✓	Wreck #219, Item #33 ✓	Tanker "PERSEPHONE" ✓
Lat. 39 53'16" <sup>(494m)</sup> Long. 73 58'42" <sup>(1004m)</sup>	65.0 ✓	51.0 ✓ 1-S ✓	49.5 <sup>0</sup> ✓	28.2S ✓	47.5 ✓	30S-36S ✓	Wreck #808, Item #75 ✓	Freighter "MAURICE TRACY" ✓
Lat. 39 51'00" ✓ Long. 74 01'45" ✓	53.0 ✓	---	---	---	50.5 <sup>0</sup> ✓	1T-52T ✓	Wreck #801 Item #74 ✓	Entire area clear of obstructions ✓
4 Lat. 40 04'34" <sup>(1012m)</sup> Long. 73 58'32" <sup>(748m)</sup>	69.5 <sup>70</sup> ✓	61.5 <sup>0</sup> ✓ 53-T ✓ 57.0 <sup>0</sup> ✓ 16-W ✓	55.5 <sup>0</sup> ✓	14W ✓	54.5 <sup>0</sup> ✓	17W-22W ✓	Wreck #209, Item #27 ✓	Barge "VALPARAISO" ✓
4 Lat. 40 04'17" <sup>(528m)</sup> Long. 73 58'38" <sup>(900m)</sup>	72.0 ✓	---	56.5 <sup>0</sup> ✓	54.8T ✓	55.5 <sup>0</sup> ✓	9W-15W ✓	Obstruction found while dragging for Item #27 ✓	
4 Lat. 40 01'24" <sup>(771m)</sup> Long. 73 54'19" <sup>(428m)</sup>	71.5 <sup>0</sup> ✓	58.5 <sup>0</sup> ✓ 24-U ✓ 52.0 ✓ 30-U ✓	53.5 <sup>0</sup> ✓	28.6U ✓	51.0 ✓	31U-35U ✓	Wreck #211 Item #28 ✓	"MOHAWK" ✓
4 Lat. 39 43'44" <sup>(1390m)</sup> Long. 74 01'22" <sup>(545m)</sup>	62.5 <sup>0</sup> ✓	47.5 <sup>0</sup> ✓ 11-Z ✓	45.5 <sup>0</sup> ✓	23.2Z ✓	44.0 ✓	24Z-31Z ✓	Wreck #220 Item #34 ✓	"GULF TRADER" Bow portion of Tanker } see Letters C of P. 8-8-50 <sup>8-9-34-50</sup> attached

## OBSTRUCTION DATA SHEET CONTINUED

SURVEY NO. 4450 WD

LOCATION	GENERAL DEPTH (FT)	FATH. SDG. ON WRECK (FT)	MIN. HANG (FT)	POS. NO.	MAXIMUM CLEARANCE (FT)	POSITION NUMBER	CHARACTER OF OBST.	REMARKS
4 Lat. 40 03'39" (215m) ✓ Long. 74 00'31" (720m) ✓ 30	67.0 ✓	50.5 ✓ 22AA 51.5 ✓ 22K-AA ✓	57.0 50.5	21 22AA	49.0 ✓	23AA-32AA	S. S. DELAWARE	
Lat. 40 04'15" ✓ Long. 73 59'10" ✓	---	---	---	---	60.0-65	LX-39X ✓ LY-11Y ✓	{ Items #s 11 & 12 } { Sup. Inst. dated 7-26-50 }	Barges "JOHN A. WINSTEAD"
Lat. 40 04'20" ✓ Long. 73 59'00" ✓	---	---	---	---	60.0-61 65.0 62.5 ✓	LX-23X ✓ 24X-39X ✓ LY-12Y ✓	{ " " " } { " " " }	"MILVILLE" Clearing strip ends against Items #27 See C of P letter attached dated 9-1-50

STATISTICS FOR SHEET NO. \_\_\_\_\_ (PBS-WD-4450)  
 SHIPS PARKER, BOWEN, STIRNI \_\_\_\_\_ (Project CS-326)

<u>DATE</u> 1950	<u>DAY</u> <u>LETTER</u>	<u>STAT. MI.</u> <u>DRAGGED</u>	<u>NUMBER</u> <u>POSITIONS</u>	<u>NUMBER</u> <u>H. L.</u>	<u>FATHOMETER</u> <u>SOUNDINGS</u>
5 July	A	4.5	42	—	2
7 July	B	4.7	52	—	1
8 July	C	3.9	50	—	—
9 July	D	1.6	19	—	—
23 July	E	6.9	55	1	3
24 July	F	6.2	56	—	3
25 July	G	4.8	39	—	3
26 July	H	4.1	35	—	1
31 July	J	5.7	47	—	1
1 August	K	8.0	55	—	—
3 August	L	3.7	30	—	1
4 August	M	5.7	40	2	2
5 August	N	6.9	48	—	1
6 August	P	2.9	20	—	—
8 August	Q	5.7	45	—	5
9 August	R	3.4	31	—	2
18 August	S	4.6	36	—	1
21 August	T	6.9	57	—	2
23 August	U	2.9	35	—	5
28 August	V	6.3	54	—	1
29 August	W	2.8	22	—	1
31 August	X	5.7	42	1	1
1 September	Y	1.2	13	—	—
24 September	Z	3.4	31	—	3
25 September	AA	4.0	40	—	4
26 September	BB	0.6	5	—	—
TOTALS		117.1	999	4	43

Total Square Statue Miles of Area Dragged: 74.6 Square Statue Miles

FATHOGRAM LIST  
SURVEY NO. 4450 WD

ITEM NUMBER	NUMBER OF FATHOGRAMS
41	1
39	1
36	2
77	4
76	2
78	1
58	1
37	1
31	1
30	4
33	2
75	1
27	3
28	4
34	3
S. S. DELAWARE	4

General Delivery, Atlantic City, N. J.

13 July 1950

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

Subject: Special Report on Wreck, GREAT ISAAC, sunk in 1948.

This wreck is Item 41 of Supplemental Instructions for Project CS-326,  
dated 12 December 1949.

The wreck of the <sup>29</sup>GREAT ISAAC was located in latitude  $39^{\circ} 39' 23''$ ,  
longitude  $73^{\circ} 56' 49''$ . A fathometer sounding of 69 feet was obtained on the  
wreck and the general depth is 79 feet.

A wire drag set at an effective depth of 63.0 feet hung the wreck.

A wire drag set at an effective depth of <sup>60</sup>61.0 feet cleared the wreck. ✓

Depths are based on predicted tides for the vicinity.

It is recommended that a clear depth of ~~61~~ <sup>60</sup> feet be charted for ~~this~~  
this wreck.

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

20C; Supervisor, Eastern District

L. 500 (50)

General Delivery, Atlantic City, N. J.

15 July 1960

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

Subject: Special Report on Wreck No. 844, CHIAPARRO.

This wreck is Item 68 of Supplemental Instructions for Project CS-526, dated 12 December 1949.

The instructions state that the CHIAPARRO (1,505 tons) was sunk in 1918, in latitude  $39^{\circ} 40' 49''$ , longitude  $75^{\circ} 55' 00''$ , in depth of about 85 feet.

An area extending out over one mile in all directions from the reported position of the wreck was cleared by wire drag at effective depths varying from 73 to 84 feet, except where the drag was aground, and no evidence of any obstruction was found.

Depths are based on predicted tides for the vicinity.

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

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

200: Supervisor, Eastern District

2500 (50)

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. 226, SAN SABA.

This wreck is Item 39 of Supplemental Instructions for Project CS-326, dated 12 December 1949.

The instructions stated that the SAN SABA was sunk in October 1948 (?) in latitude  $39^{\circ}40'00''$ , longitude  $73^{\circ}55'00''$  in depth of 84 feet. The year of sinking probably should be 1918 instead of 1948 as the wreck is not considered a menace to navigation.

An area extending out approximately one mile in all directions from the reported position was covered by wire drag at effective depths varying from 73.5 to 82.5 feet and the drag hung at an effective depth of 82.5 feet in latitude  $39^{\circ}38'54''$ , longitude  $73^{\circ}55'20''$ . The general depth is 85.5 feet but a sounding could not be obtained on the obstruction, on which the ground wire was well hung.

A wire drag set at an effective depth of 80.5 feet cleared the obstruction.

Depths are based on predicted tides for the vicinity.

It is recommended that no further search be made for this wreck and that the obstruction previously listed be charted with a clear depth of 80 feet.

L 500 (50)

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

CC: Supervisor, Eastern District  
(2 copies)

Ships PARKER, BOWEN, & STIRNI  
c/o Sandy Hook Coast Guard Station, Highlands, N. J.

1 September 1950

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

Subject: Special Report on Obstruction, Item 35.

This reported obstruction is Item 35 of Supplemental Instructions for Project CS-326, dated 12 December 1949. The instructions state that in September 1947 the S S YUGOSLAVIA punched hole in hull by submerged object in latitude  $39^{\circ} 44' 06''$ , longitude  $74^{\circ} 01' 30''$ .

An area extending out one mile in all directions from the reported position of the obstruction was covered by wire drag set at effective depths varying from 43.5 to 48.5 feet. The entire area is clear of any obstruction except wreck No. 220, Item 34, and a low obstruction in latitude  $39^{\circ} 44' 03''$ , longitude  $74^{\circ} 02' 20''$ .

A wire drag set at an effective depth of 44.5 feet hung this obstruction. A fathometer sounding could not be obtained on the obstruction. The general depth is 47.5 feet.

A wire drag set at an effective depth of 43.5 feet cleared the obstruction.

It is recommended that a clear depth of 43 feet be charted for this obstruction.

As stated in the instructions it is very likely that the YUGOSLAVIA struck wreck No. 220. It is recommended that the reported obstruction be deleted from the charts.

Depths are based on predicted tides for the area.

See C of P Letter 8-6-50 attached

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

1632(50)

2 cc: Supervisor, Southeast District.



General Delivery, Atlantic City, N. J.

6 August 1960

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

Subject: Special Report on Wreck No. 215 ANASTASIA.

This wreck is Item 29 of Supplemental Instructions for Project CC-826, dated 12 December 1949. The instructions state that the ANASTASIA (1,515 tons) was sunk before World War II in latitude  $39^{\circ} 57' 00''$ , longitude  $73^{\circ} 55' 00''$ , in depth of 72 Feet.

An area extending out over one mile in all directions from the reported position of the wreck was covered by wire drag set at effective depths of 74 Feet and the entire area was cleared except where the ground wire was towed along the bottom, but there was no indication of any obstruction.

It is recommended that no further search be made for this wreck and that the wreck symbol on chart No. 1108 be deleted from the chart.

Depths are based on the predicted tides for the vicinity.

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

200: Supervisor, Eastern District

L 555(50)

General Delivery, Atlantic City, N. J.

6 August 1950

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

Subject: Special Report on Wreck No. 593.

This wreck is Item 59 of Supplemental Instructions for Project GS-326, dated 12 December 1949.

This wreck was wire dragged in 1939 and an obstruction was located in latitude  $39^{\circ} 56' 00''$ , longitude  $73^{\circ} 55' 54''$ , and cleared with an effective depth of 58 feet.

An area extending out 1000 feet in all directions from the 1939 position was wire dragged at an effective depth of 87.5 feet and no evidence of an obstruction was found. A line of fathometer soundings run over the position of the wreck showed general depths of 70 to 72 feet, reduced for tide and fathometer corrections, with a least depth of 69.5 feet in the immediate vicinity of the 1939 wreck position.

It is recommended that the wreck symbol be deleted from the charts and that no further search be made for this wreck.

Depths are based on predicted tides for the vicinity.

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

ECC: Supervisor, Eastern District

1555(50)

General Delivery, Atlantic City, N. J.

9 August 1950

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

Subject: Special Report on Wreck No. 220, CADDO.

This wreck is Item 37 of Supplemental Instructions for Project CS-326, dated 12 December 1949.

The wreck of the CADDO was located in latitude  $39^{\circ} 38' 41''$ , longitude  $74^{\circ} 05' 34''$ . A fathometer sounding of 54.0 feet was obtained on the wreck in a general depth of 64 feet.

A wire drag set at an effective depth of 52.8 feet hung the wreck.

A wire drag set at an effective depth of 49.5 feet cleared the wreck.

Recommended charting depth for this wreck is 49 feet.

While searching for this wreck the ground wire hung on the bottom in 49 feet of water in latitude  $39^{\circ} 39' 43''$ , longitude  $74^{\circ} 04' 42''$ . This hang was cleared with a wire drag set at an effective depth of 46.0 feet. Charting of this hang is not recommended.

Depths are based on predicted tides for the area.

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

200; Supervisor, Eastern District

1555 (50)

General Delivery, Atlantic City, N. J.

8 August 1950

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

Subject: Special Report on Wreck No. 217  
Tanker GULF TRADER (Stern portion)

See also attached C of P  
letter 7-31-50

This wreck is Item 31 of Supplemental Instructions for Project  
CS-326, dated 12 December 1949.

The wreck of the stern portion of the Tanker GULF TRADER was  
located in latitude  $39^{\circ} 49' 41''$ , longitude  $75^{\circ} 50' 04''$ . A fathometer  
sounding of ~~60.5~~<sup>63</sup> feet was obtained on the wreck in a general depth of  
64 feet.

A wire drag set to an effective depth of ~~50.0~~<sup>49</sup> feet hung the  
wreck.

A wire drag set to an effective depth of ~~48.0~~<sup>47</sup> feet cleared the  
wreck.

Depths are based on predicted tides for the area.

Recommended charting depth for this wreck is ~~46~~<sup>47</sup> feet.

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

200: Supervisor, Eastern District

1555(50)

General Delivery, Atlantic City, N. J.

8 August 1950

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

Subject: Special Report on Wreck No. 215, TOLTEC.

This wreck is Item 30 of Supplemental Instructions for Project  
CG-326, dated 12 December 1949.

<sup>51</sup>  
The wreck of the Freighter TOLTEC was located in latitude  
39° 53' 50", longitude 78° 48' 00". The tender obtained a fathometer  
sounding of ~~54.5~~<sup>61</sup> feet on the wreck in a general depth of ~~57~~<sup>88</sup> feet.

A wire drag set to an effective depth of 54.0 feet hung the  
wreck.

A wire drag set to an effective depth of 51.<sup>0</sup>/<sub>4</sub> feet cleared the  
wreck.

Depths are based on predicted tides for the area.

Recommended charting depth for this wreck is 51 feet.

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

2CC: Supervisor, Eastern District

1555(50)

General Delivery, Atlantic City, N. J.

9 August 1950

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

Subject: Special Report on Wreck R19, Tanker PERSEPHONE.

This wreck is Item 85 of Supplemental Instructions for Project  
CG-326, dated 12 December 1949.

The wreck of the PERSEPHONE was located in latitude  $39^{\circ} 46' 15''$ ,  
longitude  $74^{\circ} 02' 01''$ . A fathometer sounding of 42 feet was obtained  
on the wreck in a general depth of 49 feet.

A wire drag set at an effective depth of  $40.4^{\circ}$  feet hung the  
wreck.

A wire drag set at an effective depth of  $39.0^{\circ}$  feet cleared the  
wreck.

Depths are based on predicted tides for the area.

Recommended charting depth for this wreck is 39 feet.

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

238; Supervisor, Eastern District

555(50)

General Delivery, Atlantic City, N. J.

22 August 1960

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

Subject: Special Report on Wreck No. 808, MAURICE TRACY.

*ITEM # 75*

The wreck of the freighter, MAURICE TRACY, 1509 tons, was located in latitude  $39^{\circ} 53' 16''$ , longitude  $75^{\circ} 58' 42''$ . A fathometer sounding of 51.0 feet was obtained on the wreck in a general depth of 65 feet.

A wire drag set at an effective depth of <sup>49</sup>50.0 feet hung and cleared the wreck.

A wire drag set at an effective depth of <sup>0</sup>47.5 feet cleared the wreck.

Recommended charting depth for this wreck is 47 feet.

Depths are based on predicted tides for the area.

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

200: Supervisor, Eastern District

*1632(50)*

General Delivery, Atlantic City, New Jersey

31 July 1950

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

Subject: Special Report on Reported Obstruction  
(Item 36)

This reported obstruction is Item 36 of Supplemental Instructions for Project CS-326, dated 12 December 1949. The instructions state that a vessel drawing 25 feet reported striking a submerged object at Latitude  $39^{\circ} 43' 12''$ , Longitude  $74^{\circ} 00' 00''$ , in 1944.

An area extending out over one mile in all directions from the reported position of the obstruction was covered by wire drag at effective depths varying from 45.5 to 64.0 feet, depending on the depth of the water. The entire area was clear except for a small wreck found in Latitude  $39^{\circ} 42' 18''$ , Longitude  $74^{\circ} 00' 16''$ . A fathomster sounding of 60.0 feet was obtained on the wreck in a general depth of 68.0 feet.

A wire drag set to an effective depth of 59.0 feet cleared the wreck.

It is recommended that the symbol for the reported obstruction be deleted from the charts and that a clear depth of 59.0 feet be charted for the wreck which was found.

See ob-  
struction  
found at  
 $39^{\circ} 42' 18''$   
 $74^{\circ} 00' 16''$   
shown on  
attached Ob-  
struction  
Data Sheet

Besides the reported obstruction listed in the instructions there is an additional "Obstruction Reported P D" charted in Latitude  $39^{\circ} 43.5'$ , Longitude  $74^{\circ} 00.7'$ . An area extending out one mile in all directions from the charted position of this reported obstruction was covered by wire drag at the same depths as listed for the previous reported obstruction. The entire area is clear except for the wreck of the Tanker GULF TRADER, which is covered in another report.

See copy  
attached  
letter  
8-8-50

It is recommended that this reported obstruction be deleted from the charts.

Depths are based on predicted tides for the area.

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

555 (50)

2cc: Supervisor, Eastern District



General Delivery, Atlantic City, N. J.

7 August 1950

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

Subject: Special Report on Reported Obstruction, Item 77.

This reported obstruction is Item 77 of Supplemental Instructions for Project GS-326, dated 12 December 1949.

The Reported Obstruction charted in latitude  $39^{\circ} 47'$ , longitude  $73^{\circ} 56'$  was not found after a wire drag search of the area within about one mile of the reported position and the symbol should be deleted from the charts.

Two wrecks were found while searching for this reported obstruction.

One wreck was located in latitude  $39^{\circ} 47' 15''$ , longitude  $73^{\circ} 55' 34''$ . This is the position of the minimum hang but there was no indication of a wreck on the fathometer at this position.

A wire drag set at an effective depth of 58.0 feet hung the wreck in a general depth of 78 feet.

A wire drag set at an effective depth of <sup>54</sup>55.5 feet cleared the wreck.

It is recommended that a clear depth of <sup>54</sup>55 feet be charted for this wreck.

The first hang on this wreck was made in two places, about 300 feet south and about 700 feet north of the position of the minimum hang. At the southerly hang, in latitude  $39^{\circ} 47' 12''$ , longitude  $73^{\circ} 55' 50''$ , a fathometer sounding of 73.5 feet was obtained in general depth of 79 feet. At the northerly hang, in latitude  $39^{\circ} 47' 28''$ , longitude  $73^{\circ} 55' 57''$ , a fathometer sounding of 66 feet was obtained in a general depth of 80 feet. There was a faint trace on the fathometer, which could have been caused by the propeller action, indicating a possible least depth of 59 feet at this position.

The U. S. Army Engineers at Atlantic City list this as being the wreck of the large CHARLES J. HOOPER.

L 555 (50)

The second wreck was located in latitude <sup>70</sup> 39° 48' 18", longitude <sup>17</sup> 73° 55' 43". A fathometer sounding of ~~69.5~~ 60.5 feet was obtained on the wreck in a general depth of 78 feet. A small piece of old wood was pulled up on the ground wire.

A wire drag set at an effective depth of <sup>60</sup> 59.5 feet hung the wreck.

A wire drag set at an effective depth of 57.0 feet cleared the wreck.

It is recommended that a clear depth of 57 feet be charted for this wreck.

Depths are based on predicted tides for the vicinity.

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

200: Supervisor, Eastern District

General Delivery, Atlantic City, New Jersey

31 July 1950

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

Subject: Special Report on Wreck No. 822

This wreck is Item 76 of Supplemental Instructions for Project CS-326, dated 12 December 1949. The instructions state that a barge was sunk in September 1944 in Latitude  $39^{\circ} 45' 30''$ , Longitude  $73^{\circ} 58' 28''$ , in depth of 69 feet.

An area extending out about one mile from the reported position of the wreck was covered by wire drag and a wreck was found in Latitude  $39^{\circ} 44' 50''$ , Longitude  $73^{\circ} 57' 54''$ . A fathometer sounding of ~~74.5~~ feet was obtained on the wreck in a general depth of ~~79~~ feet. <sup>68</sup>

A wire drag set at an effective depth of ~~64.5~~<sup>75</sup> feet hung the wreck.

A wire drag set at an effective depth of ~~61.5~~<sup>60</sup> feet cleared the wreck.

During sweeping operations the wire drag hung on the bottom in Latitude  $39^{\circ} 44' 55''$ , Longitude  $73^{\circ} 57' 14''$ , in a general depth of 75 feet. There is no evidence of any obstruction at this location and the hang was cleared at an effective depth of ~~61.5~~ feet. Charting of this hang is not recommended.

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

2 cc: Supervisor, Eastern District

2555 (50)

General Delivery, Atlantis City, New Jersey

31 July 1950

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

Subject: Special Report on Wreck No. 826

This wreck is Item 78 of Supplemental Instructions for Project CS-326, dated 12 December 1949. The instructions state that this is dispersed wreckage standing 3 feet high in 83 feet.

The wreckage was located in Latitude  $39^{\circ} 43' 48''$ , Longitude  $73^{\circ} 56' 39''$ . A fathometer sounding of 74.3 feet was obtained on the wreckage in a general depth of ~~79~~<sup>78</sup> feet.

A wire drag set to an effective depth of  $71.5^0$  feet hung the wreckage. The tender was not available on this day due to a bent propeller and an estimated lift of 3.0 feet was used to determine the effective depth.

A wire drag set to an effective depth of  $68.5^0$  feet cleared the wreckage. The lift was measured by the tender.

Depths are based on predicted tides for the vicinity.

It is recommended that a clear depth of 68 feet be charted for this wreckage.

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

2 cc: Supervisor, Eastern District

1555 (50)

General Delivery, Atlantic City, N. J.

7 August 1960

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

Subject: Special Report on Wreck No. 592.

This wreck is Item 58 of Supplemental Instructions for Project CS-528, dated 18 December 1949.

This wreck was wire dragged 1959 and cleared with an effective depth of 60 feet.

This wreck was relocated in latitude  $39^{\circ} 56' 54''$ , longitude  $73^{\circ} 55' 11''$ . - A fathometer sounding of 65 feet was obtained on the wreck in a general depth of 78 feet. 63

A wire drag set at an effective depth of 65.0 feet hung the wreck. 67

A wire drag set at an effective depth of 65.0 feet cleared the wreck. 63

It is recommended that the charted clear depth for this wreck be changed to 65 feet. 63

Depths are based on predicted tides for the vicinity.

O. R. Fish  
Commander, USCGC  
Comdg. Ships PARKER, DOWNIE, STIRNI

2CC: Supervisor, Eastern District

2555(50)

General Delivery, Atlantic City, N. J.

22 August 1950

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

Subject: Special Report on Wreck No. 801.

This wreck is Item 74 of Supplemental Instructions for Project CS-326, dated 12 December 1949. The instructions state that in April 1948 a vessel reported striking a submerged obstruction in latitude  $39^{\circ} 51' 00''$ , longitude  $74^{\circ} 01' 45''$ , and that a spar was seen projecting four feet out of the water from a depth of about 53 feet.

The area extending out about one and one-fourth miles in all directions from the reported position of the obstruction was covered by wire drag set at effective depths of ~~51.5~~ and ~~52.5~~ feet and the entire area was clear of any obstruction. Local fishermen were contacted and they have no knowledge of any wreck in this vicinity.

It is recommended that no further search be made for this reported obstruction and that the wreck symbol charted in the reported position of the obstruction be deleted from the charts.

Depths are based on predicted tides for the vicinity.

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

2CC: Supervisor, Eastern District

632(50)

Ships PARKER, BOWEN, & STIRNI  
c/o Sandy Hook Coast Guard Station, Highlands, N. J.

1 September 1950

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

Subject: Special Report on Wreck No. 209, barge VALPARAISO.

This wreck is Item 27 of Supplemental Instructions for Project CS-326, dated 12 December 1949.

The wreck of the wooden barge VALPARAISO was located by sonar in latitude  $40^{\circ} 04' 34''$ , longitude  $73^{\circ} 58' 32''$ . A fathometer sounding of 57 feet was obtained on the wreck in 69 to 71 feet of water.

A wire drag set at an effective depth of 55.0 feet hung the wreck.

A wire drag set at an effective depth of 54.0 feet cleared the wreck.

Recommended charting depth is 54.0 feet.

While wire dragging this wreck an obstruction was found in latitude  $40^{\circ} 04' 17''$ , longitude  $73^{\circ} 58' 38''$ . The obstruction did not show on the fathometer. The general depth is 72 feet.

A wire drag set at an effective depth of <sup>56.0</sup>~~57.5~~ feet hung on the obstruction.

A wire drag set at an effective depth of <sup>55.0</sup>~~55.5~~ feet cleared the obstruction.

Recommended depth for charting is 55 feet.

In 1927 the barges JOHN H. WINSTEAD and MILLVILLE were sunk about 0.3 to 0.4 miles west of the position of this obstruction. Since no other trace of the wrecks of the barges was found it is quite probable that this obstruction is the remains of the wrecks.

Depths are based on predicted tides for the area.

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

2 cc: Supervisor, East District

2 632(50)

General Delivery, Atlantic City, N. J.

23 August 1950

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

Subject: Special Report on Wreck No. 211, MCHASTE.

This wreck is Item 26 of Supplemental Instructions for Project GS-526, dated 12 December 1949.

The wreck of the <sup>18</sup>MCHASTE, 5,893 tons, was located in latitude  $40^{\circ}01'24''$ <sup>25</sup>, longitude  $73^{\circ}54'19''$ . A fathometer sounding of 52.5 feet was obtained on the wreck in a general depth of 72 feet. The sounding on the wreck may not be this shoal for the top of the fathometer trace is disconnected with the main part of the trace and it may be due to a school of fish.

A wire drag set at an effective depth of 54.0 feet hung the wreck.

A wire drag set at an effective depth of 51.5<sup>0</sup> feet cleared the wreck.

Recommended charting depth is 51 feet.

Depths are based on the predicted tides for the vicinity.

The position of this wreck was obtained from two fishermen who have the area in the vicinity of the wreck well covered with fish pots marked by cork and flag buoys. The fishermen removed many of the buoys, all that was feasible without losing the positions of the pots. Many of the remaining buoys were removed by the drag party and the anchor ropes made recoverable by buying a length of ground wire, secured to the anchor rope, outside the drag area. Even with these preparations the drag area was limited in size and it was not possible to pull the drag more than about two hundred feet beyond the wreck.

C. R. Fish  
Commander, USCGC  
Coast, Ships PARKER, BOYER, STERNI

200: Supervisor, Eastern District

L 632 (50)



Gen. Delivery, Atlantic City, N. J.

6 August 1960

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

Subject: Wreck No. 230, Tanker GULF TRADER (box portion).

This wreck is Item 84 of Supplemental Instructions for Project CS-526.

This wreck is now being demolished by the U. S. Army Engineers, completion date is probably sometime in September.

If the wreck is demolished by the time the wire drag party leaves the working grounds it will be wire dragged using visual control if the shore stations have been moved prior to that time.

*Also see letter C of P 9450 attached.*

G. R. Fish  
Commander, USCGCS  
Comdg. Ships PARLER, BOWEN, STIRRI

200, Supervisor, East. District

*L 555 F 632 (50)*

c/o Sandy Hook Coast Guard Station  
Box 118, Highlands, New Jersey

24 September 1950

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

Subject: Special Report on Wreck No. 220, Tanker GULFTRADER  
(bow portion).

This wreck is Item 34 of Supplemental Instructions for Project  
CS-526, dated 12 December 1949.

This wreck was demolished, under contract, by the Corps of  
Engineers, U. S. Army, during August and the first part of September  
1950, and prior to wire dragging.

The remains of the wreck are located in latitude  $39^{\circ} 43' 44''$ ,  
longitude  $74^{\circ} 01' 22''$ . A fathometer sounding of 47.5 feet was ob-  
tained on the wreck in 32 to 33 feet of water.

A wire drag set at an effective depth of <sup>45</sup>45.0 feet hung the  
wreck.

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

Depths are based on predicted tides for the area.

Recommended charting depth for this wreck is 44 feet. ✓

also see attached letters C of P 8-8-50, 8-7-50

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

2CC: Supervisor, Eastern Dist.

L555 #632 (50)

c/o Sandy Hook Coast Guard Station  
Box 116, Highlands, New Jersey

29 September 1950

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

Subject: Special Report on Wreck, probably S S DELAWARE.

The location of a wreck, probably the S S DELAWARE, was given to this party by "party boat" fishermen operating out of Manasquan Inlet, New Jersey. The wreck is located in latitude  $40^{\circ} 03' 39''$ , longitude  $74^{\circ} 00' 31''$ . A fathometer sounding of 51.0 feet was obtained on the wreck in 64 to 68 feet of water.

A wire drag set at an effective depth of 49.0 feet cleared the wreck.  
*Hung at an effective depth of 57 ft.*  
Depths are based on predicted tides for the area.

Recommended charting depth for this wreck is 49 feet.

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

2 cc: Supervisor, Eastern District

2 775 (50)

Ships PARKER, BOWEN, & STIRMI  
c/o Sandy Hook Coast Guard Station, Highlands, N. J.

1 September 1950

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

Subject: Special Report on Wrecks, barges JOHN H. WINSTEAD  
and MILLVILLE.

These wrecks are Items 11 and 12 of Supplemental Instructions for Project C8-326, dated 26 July 1950. The instructions state that in 1927 the barge JOHN H. WINSTEAD was sunk in latitude  $40^{\circ} 04' 15''$ , longitude  $73^{\circ} 59' 10''$ , and the barge MILLVILLE was sunk in latitude  $40^{\circ} 04' 20''$ , longitude  $73^{\circ} 59' 00''$ .

An area extending out one mile in all directions from the reported positions of the wrecks was covered by wire drag at effective depths varying from 54.0 to 64.5 feet. The entire area was clear of any obstruction except wreck No. 209, Item 27, and an obstruction found while wire dragging wreck No. 209. It is believed that the obstruction wire dragged on Item 27 may be the remains of the wrecks of the two barges, see the Special Report for Item 27 of Supplemental Instructions dated 12 December 1949.

It is recommended that no further search be made for the wrecks of the two barges.

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

2 cc: Supervisor, ~~Seaboard District~~

RHC

TIDE NOTE FOR HYDROGRAPHIC SHEET

~~XX~~

21 June 1951

Division of Charts: R. H. Carstens

Plane of reference approved in 13  
volumes of sounding ~~XXXXXXXXXX~~  
and Wire drag records for

~~HYDROGRAPHIC SHEET~~ FE NO. 6 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)

Height of mean high water above plane of reference is 4.1 feet.

Condition of records satisfactory except as noted below:

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

GEOGRAPHIC NAMES **WD.**  
 Survey No. **FE. No. 6, 1951**

Name on Survey	A On Chart No.	B On previous survey No.	C On U. S. quadrangle Maps	D From local information	E On local Maps	F P. O. Guide or Map	G Rand McNally Atlas	H U. S. Light List	K
									1
									2
									3
									4
									5
									6
									7
									8
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									27

Hydrographic Surveys (Chart Division)

WD.

HYDROGRAPHIC SURVEY NO. ~~FE~~ No. 6, 1951

Records accompanying survey:

Boat sheets ..2..; sounding vols. ..1..; wire drag vols. ..12..;  
 bomb vols. .....; graphic recorder rolls ..1..env.;  
 special reports, etc. .....1. Descriptive Report.....  
 .....

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

Number of positions on sheet	.....	999
Number of positions checked	.....	35
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 Lu Jeskud ..... Total time 5 hrs Date 7-25-52

Reviewed by Lu Jeskud ..... Time 5 hrs Date 7-28-52

REVIEW OF FIELD EXAMINATION 6, 1951

Project CS-326

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

Items 27, 28, 29, 30, 31, 33, 34, 35, 36, 37, 39, 41, 58, 59, 74, 75, 76, 77, 78 and 82 of Supplemental Instructions dated 12 December 1949.

Items 11 and 12 of Supplemental Instructions dated 26 July 1950.

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

A comparison between prior surveys H-6188 (1937), H-6190 (1936), H-6271 (1937), H-6242 W.D. (1939) and the field examinations reveals no conflicts between the effective depths on the field examination and soundings on the prior surveys.

The work was applied to Charts Nos. 70 (print date 11-26-51), 1108 (print date 10-1-51, and 1216 (print date 5-26-52) from the field examination prior to its verification and review. The charted information pertaining to the wrecks is correct, except for several minor differences of 1-2 ft. in clearance depths and 1-3 seconds in charted positions which have subsequently been noted on the Chart Standards.

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  
28 July 1951

Inspected by:

R. H. Carstens



ET  $\triangle$

02'

74° 00'

58'

56'

54'

06'

GONG  
#2

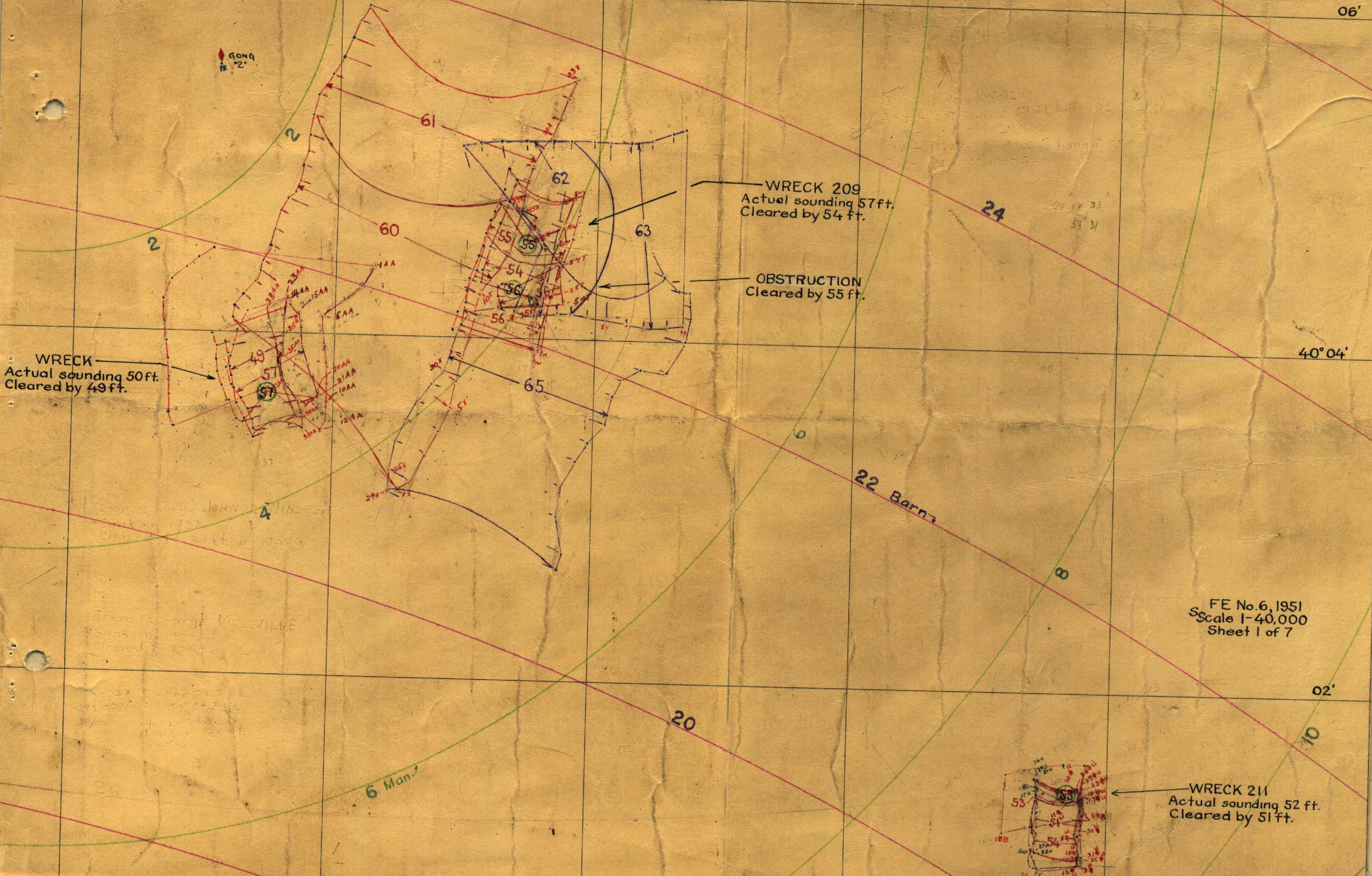
WRECK  
Actual sounding 50ft.  
Cleared by 49ft.

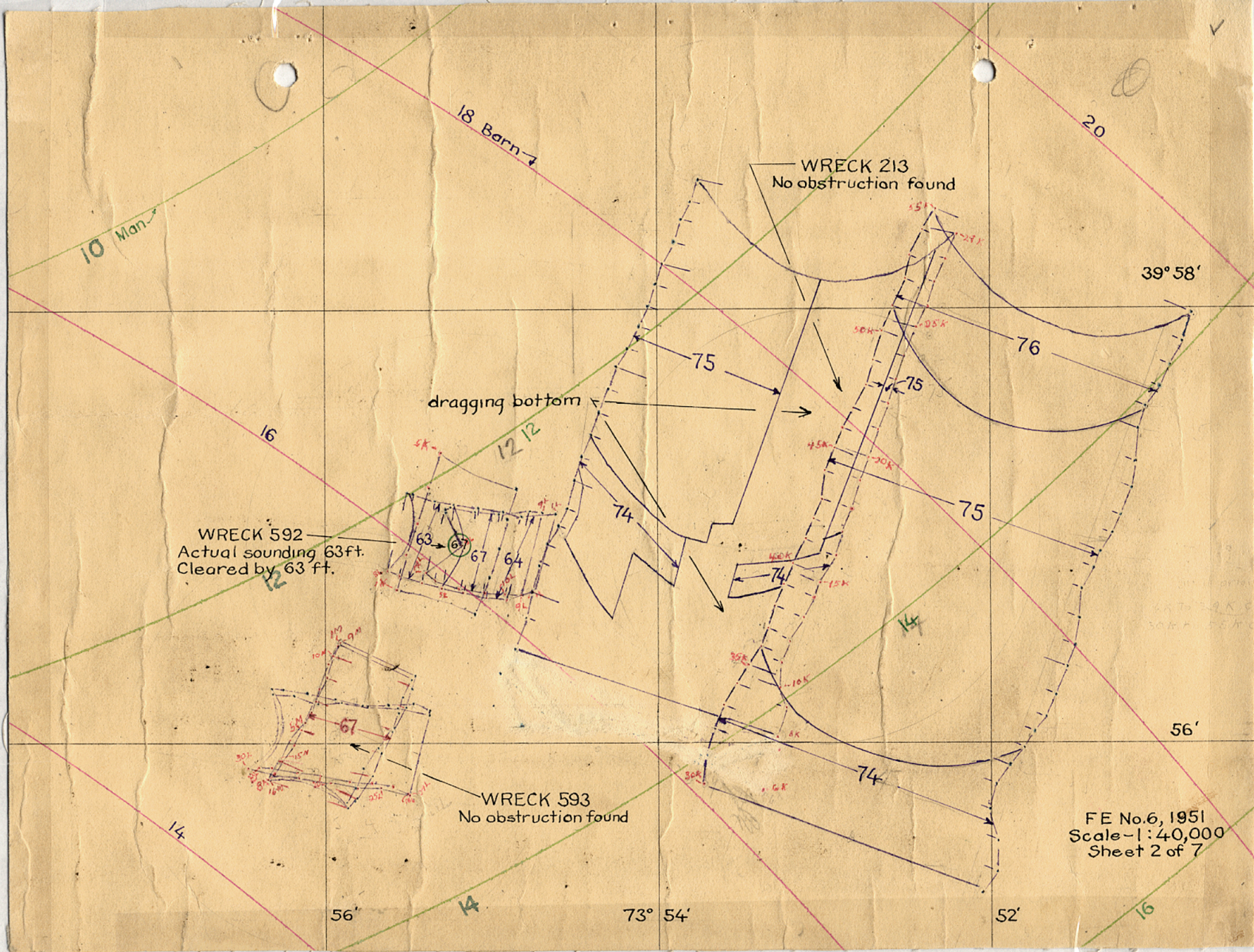
WRECK 209  
Actual sounding 57ft.  
Cleared by 54ft.

OBSTRUCTION  
Cleared by 55ft.

WRECK 211  
Actual sounding 52 ft.  
Cleared by 51 ft.

FE No. 6, 1951  
Scale 1-40,000  
Sheet 1 of 7





10 Man

18 Barn

20

WRECK 213  
No obstruction found

39° 58'

dragging bottom

WRECK 592  
Actual sounding 63ft.  
Cleared by 63 ft.

WRECK 593  
No obstruction found

FE No.6, 1951  
Scale-1:40,000  
Sheet 2 of 7

56'

73° 54'

52'

56'

10

16

12

14

14

12 12

14

16

75

76

75

75

74

74

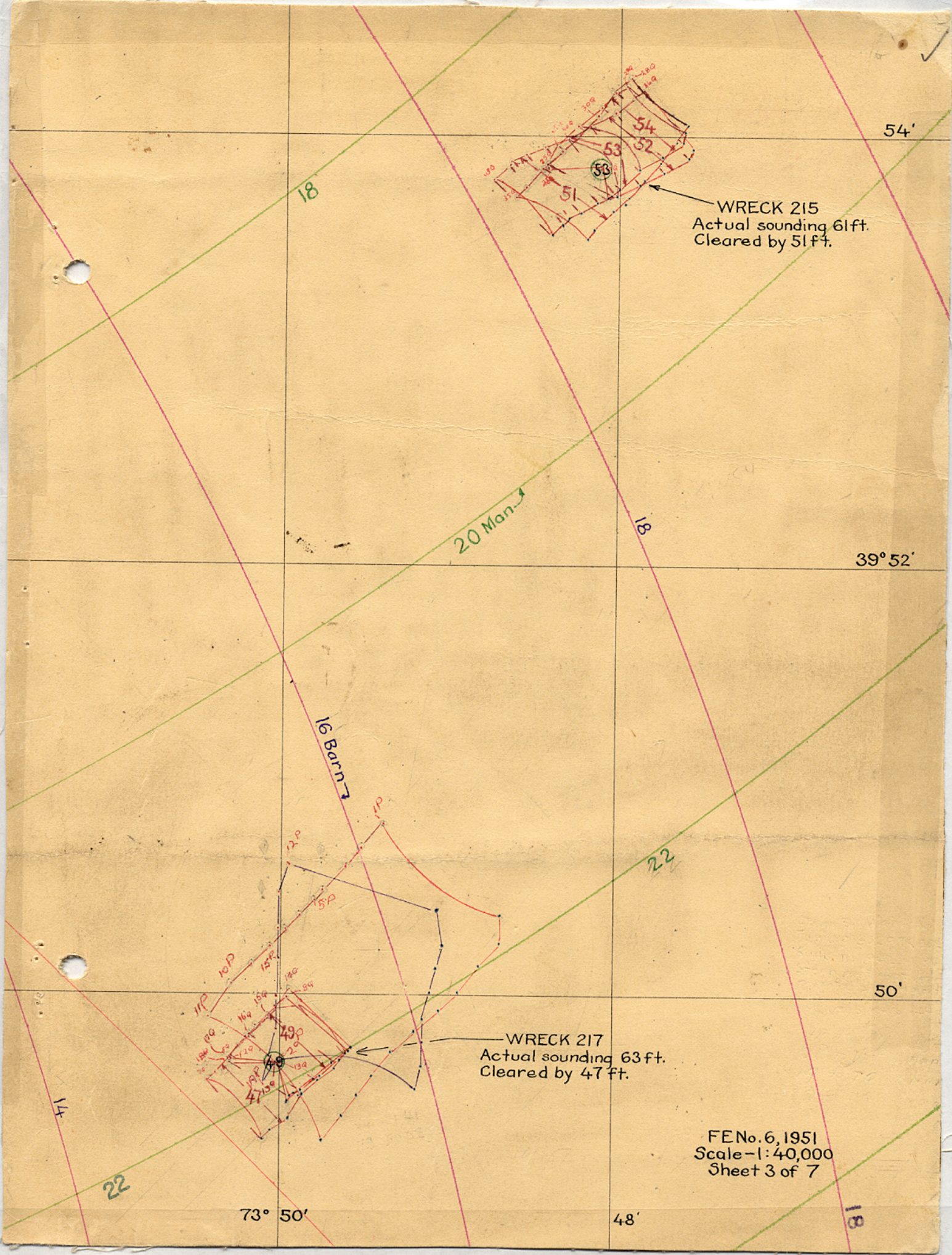
74

63

67

64

67



WRECK 215  
Actual sounding 61ft.  
Cleared by 51ft.

WRECK 217  
Actual sounding 63ft.  
Cleared by 47ft.

FENo. 6,1951  
Scale-1:40,000  
Sheet 3 of 7

18

54'

20 Mon

18

39° 52'

16 Barn

22

50'

73° 50'

48'

18

22

14

02'

74° 00'

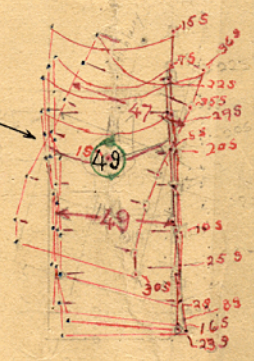
12 Barn

44

54'

10

WRECK 808  
Actual sounding 51 ft.  
Cleared by 47 ft.



42

16 Man

52

39° 52'

53

51

WRECK 801  
No obstruction found

40

18

52

50'

51

50

FE No. 6, 1951  
Scale - 1:40,000  
Sheet 4 of 7

6



20  
04'

02'

74° 00'

58'

WRECK  
Actual sounding 70 ft.  
Cleared by 57 ft.

52'

22

36

6 Barnegat

22 Man

WRECK  
Actual sounding 73 ft.  
Cleared by 54 ft.

WRECK 219  
Actual sounding 42 ft.  
Cleared by 39 ft.

24

WRECK 220  
Actual sounding 47 ft.  
Cleared by 44 ft.

Wreck 822  
Actual sounding 68 ft.  
Cleared by 61 ft.

Item 35  
WRECK  
Cleared by 43 ft.

dragging bottom

WRECK  
No obstruction found

WRECK 826  
Actual sounding 74 ft.  
Cleared by 68 ft.

WRECK  
Actual sounding 60 ft.  
Cleared by 59 ft.

FE No. 6, 1951  
Scale - 1:40,000  
Sheet 5 of 7

28

6

28

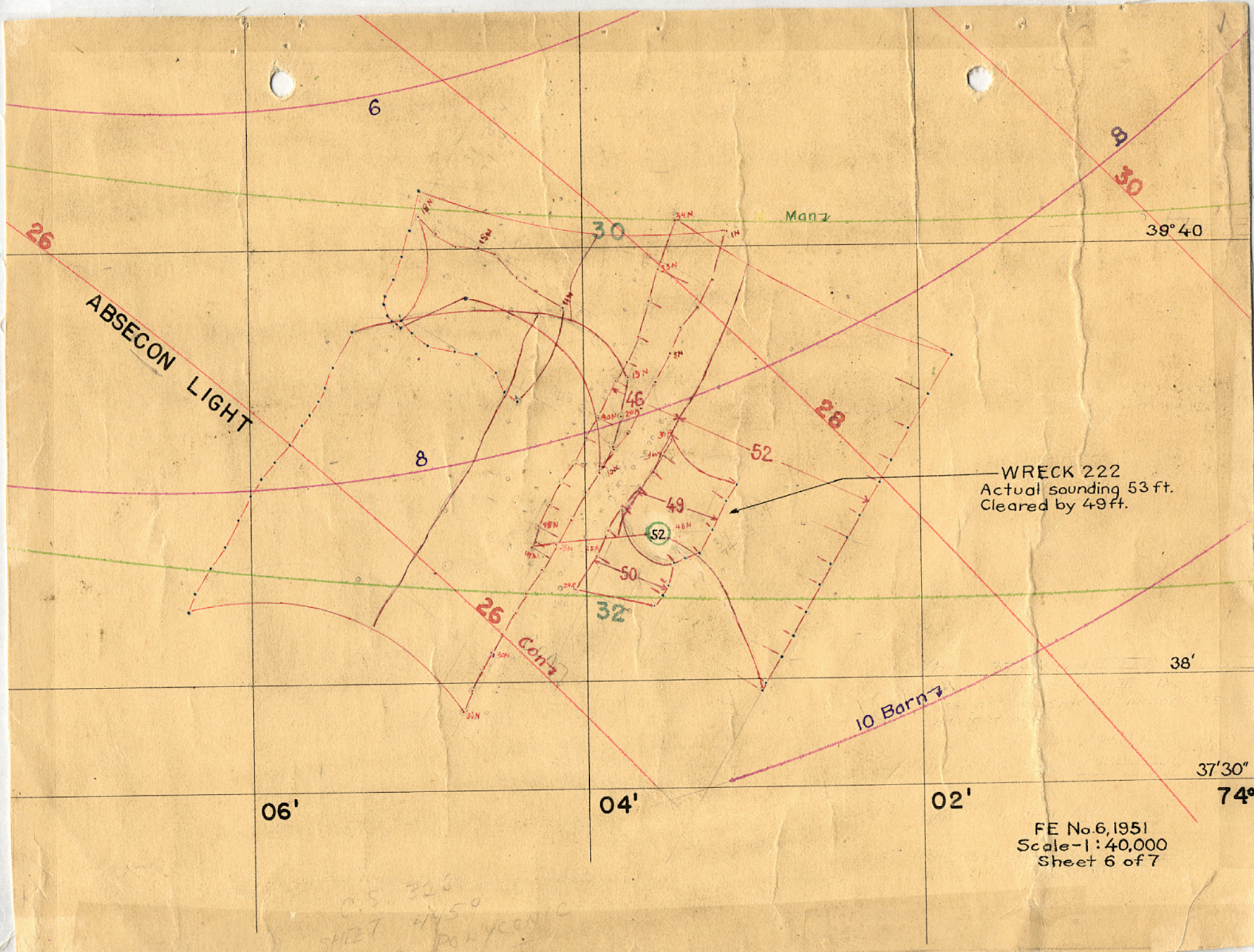
10 Barnegat

30 cont.

38 cont.

26 Man

Sheet



WRECK 222  
Actual sounding 53 ft.  
Cleared by 49 ft.

FE No. 6, 1951  
Scale - 1:40,000  
Sheet 6 of 7

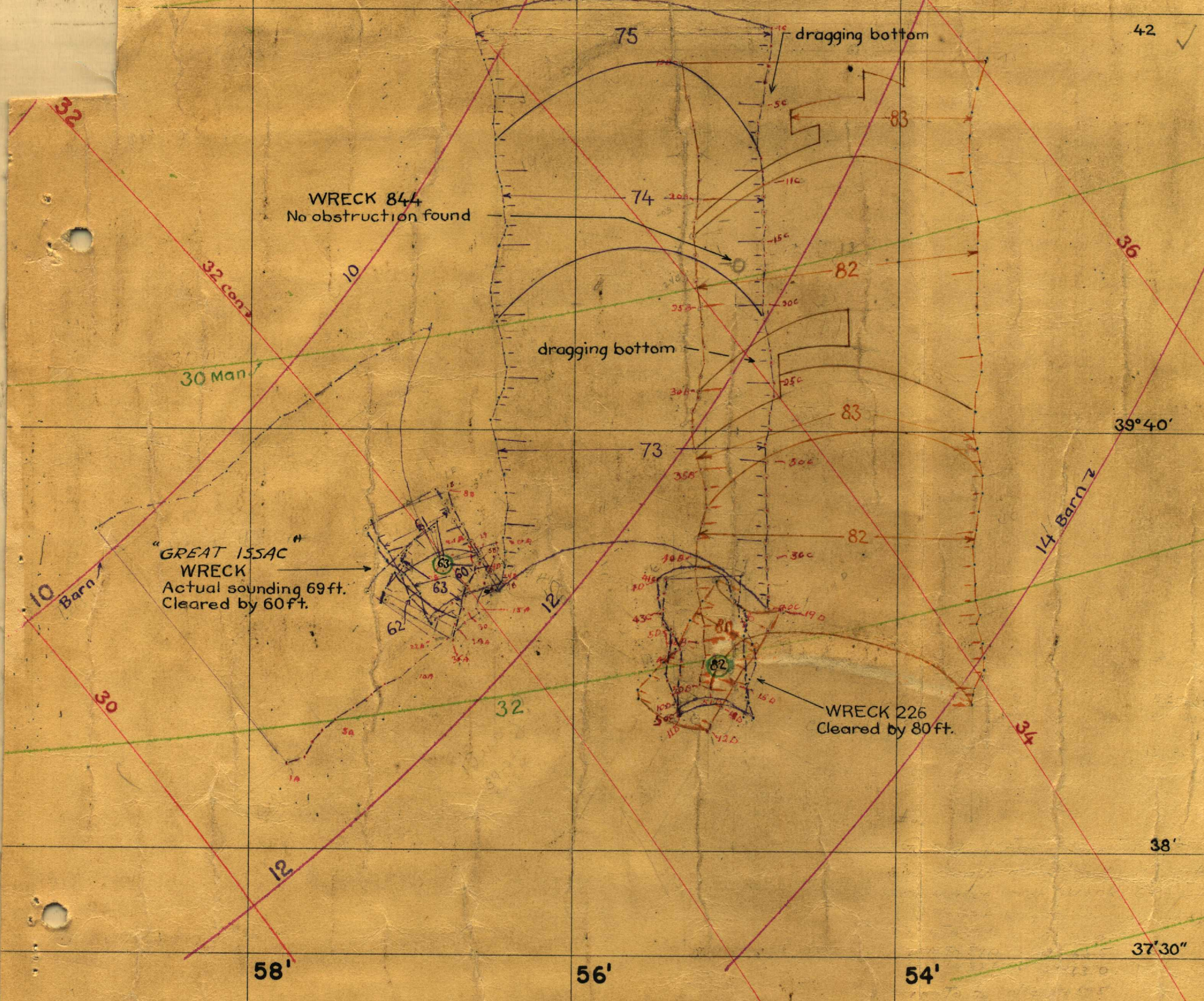
C.S. 328  
SHEET 4450  
PO-100011C

WRECK 844  
No obstruction found

dragging bottom

"GREAT ISSAC"  
WRECK  
Actual sounding 69 ft.  
Cleared by 60 ft.

WRECK 226  
Cleared by 80 ft.



# NAUTICAL CHARTS BRANCH

WD.  
SURVEY NO. FE. No. 6, 1951

## Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
8-13-51	1108	J. H. Eaton	Before <del>After</del> Verification and Review
10-4-51	70	F. M. Elliot	Before <del>After</del> Verification and Review <i>via 1108</i>
2/15/52	1000	M. A. Linden	Before <del>After</del> Verification and Review <i>No Corrections</i>
2-18-52	1216	R. K. DeLander	<i>Completely Appd.</i> Before <del>After</del> Verification and Review
7/30/54	1216	J. A. McGam	<del>Before</del> After Verification and Review <i>Complete</i>
1/6/56	1108	S. A. McGam	<del>Before</del> After Verification and Review <i>Complete</i>
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
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			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.