

# FE 125

## WIRE DRAG

**FE 125**  
**WIRE DRAG**

Diagram No. 1107 & 1207-2

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. ....

Office No. .... FE-125WD .....

#### LOCALITY

State ... Massachusetts .....

General Locality ... Boston Harbor .....

Locality .....

19 54

CHIEF OF PARTY

E. B. Brown .....

#### LIBRARY & ARCHIVES

DATE ... July 6, 1954 .....

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

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.4 1954WD

# FENo. 4 1954

FE-125WD

WIRE DRAG

Disc. Cht. Nos. 1107 & 1207-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

## DESCRIPTIVE REPORT

Type of Survey ..... HYDROGRAPHIC

Field No. SPECIAL ..... Office No. F.F.No. 1, 1954  
W.D.

### LOCALITY

State ..... MASSACHUSETTS

General locality ..... BOSTON HARBOR

Locality .....

194 54

CHIEF OF PARTY

E. B. Brown

LIBRARY & ARCHIVES

DATE ..... JULY 6, 1954

B-1870-1 (1)

FENo. 4  
1954

WIRE DRAG



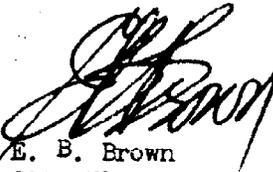
With respect to paragraph five of the reference a search was made for the charted mast but no indications of same were found. A copy of a letter from the Supervisor, Northeastern District to the undersigned concerning the removal of the mast is included for your information.

In accordance with paragraph seven of the reference the landmarks in the Nantasket Roads area were investigated by rounds of cuts taken from shipboard. However no discrepancies were found. It is however recommended that the following landmarks be deleted for reasons given.

The cupola on Pt. Allerton at latitude  $42^{\circ}18'29''$ , longitude  $70^{\circ}53'15''$  is very inconspicuous from all directions and therefor should be deleted.

The stack on Georges Island at latitude  $42^{\circ}19'11''$ , longitude  $70^{\circ}55'45''$  is not in evidence and is presumed to have been removed. It should be deleted from the chart.

The charted flag tower on Pt. Allerton at latitude  $42^{\circ}18'22''$ , longitude  $70^{\circ}54'01''$  is not a tower but is a flag pole and should be charted as such. The only tower in the vicinity of the charted tower is the lookout tower charted immediately to the east ward of the flag tower.



E. B. Brown  
CDR, USC&GS  
Chief of Party

JEM/rog

13 April 1954

To: Commanding Officer  
USC&CS #AINWRIGHT & HILGARD  
General Delivery  
Rockland, Maine

Subject: AP mast - Boston Harbor

Dear Ed:

I have just had a conversation with Mr. Reagan of local USE and he informs me that the subject mast which you had been instructed to relocate, has been removed.

The mast in question was that of the fishing boat LA ROSA, originally described in N.M. #77, 11 August 1952. The LA ROSA was raised and towed to shipyard on 29 August 1952 according to USE records.

I guess that will clear the chart as far as we are concerned. Hope you had a good trip north, and that you were able to find a berth to your liking.

Best regards to all,

L. C. Johnson  
CDR., USC&CS  
Dist. Supervisor

LCJ-jbc

# GEOGRAPHIC NAMES

Survey No. F.E. No. 4, 1954  
Wire Drag

Name on Survey											
	A	B	C	D	E	F	G	H	K		
											1
											2
											3
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Review of Field Examination No. 4, 1954

This field examination was accomplished in compliance with the Director's letter dated 10 March 1954.

The purpose of the field examination was as follows:

1. To search by means of wire-drag for the existence of the "Reported Obstruction" charted in approximate lat.  $42^{\circ}20'18''$ , long.  $70^{\circ}58'22''$ .
2. By means of wire-drag, to verify the existence and determine the location of the mast charted from an approximate position in lat.  $42^{\circ}20'52''$ , long.  $70^{\circ}58'22''$ .
3. To check the location and visibility of landmarks on Chart 246 in the Nantasket Roads area.

The results of the wire-drag examination are shown on the accompanying A and D sheet and section of Chart 246 dated 9-28-53.

No discrepancies in the location of the landmarks in the Nantasket Roads area were found. The following landmarks, however, were recommended for deletion from Chart 246 by the field party:

<u>Object</u>	<u>Charted Location</u>		<u>Reason</u>
	<u>Latitude</u>	<u>Longitude</u>	
Cupola	$42^{\circ}18.48'$	$70^{\circ}53.26'$	Inconspicuous
Flag Tr.	$42^{\circ}18.38'$	$70^{\circ}54.02'$	Chart as "flagpole"
Stack	$42^{\circ}19.17'$	$70^{\circ}55.57'$	Not in evidence, presumed to have been removed.

A comparison between Chart 246, dated 9-28-53, and the field examination shows no conflicts between the charted depths and the effective wire-drag depths.

The accompanying letters from the Chief of Party of the ships WAINWRIGHT and HILGARD, dated 1 July 1954, and from the Supervisor of the Northeastern District, dated 13 April 1954, covers all other matters pertaining to this work. No further discussion is considered necessary.

I. M. Zeskind  
7/12/54

Inspected by; R. H. Carstens

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. F.E.No.4, 1954 Wire Drag

Records accompanying survey:

Boat sheets 2 (Chrt. 246), sounding vols. ....; wire drag vols. ..2...;  
 bomb vols. ....; graphic recorder rolls 1 Env.;  
 special reports, etc. 1 Sht. - Tide Curves; 2 Shts. - Drag Information; 1 Sht. -  
 Hourly Heights, all filed with Fathograms..... 1 Area & Depth Diagram;

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

Number of positions on sheet	.....
Number of positions checked	...12
Number of positions revised	...3
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 ...0

Verification by *Lu Zaskind* ..... Total time 12 Date 7-11-54

Reviewed by *Lu Zaskind* ..... Time 6 Date 7-12-54

## TIDE NOTE FOR HYDROGRAPHIC SHEET

~~Division of Hydrography and Topography~~

9 July 1954

Division of Charts: R. H. Carstens

Plane of reference approved in

1 volume of ~~sounding records~~ for wire drag records for

~~HYDROGRAPHIC SHEET~~

Boston Harbor (1954)

Locality Boston, Mass.

Chief of Party: E. B. Brown in 1954

Plane of reference is mean low water, reading

3.3 ft. on tide staff at Boston

16.2 ft. below B. M. 13 (1939)

Height of mean high water above plane of reference is 9.5 feet.

Condition of records satisfactory except as noted below:

*E. C. McKay*

Tides Branch

Chief, Division of Tides and Currents.

839

RHC

Form 712  
DEPARTMENT OF COMMERCE  
COAST AND GEODETIC SURVEY  
Rev. June 1937

## TIDE NOTE FOR HYDROGRAPHIC SHEET

~~Division of Hydrography and Oceanography~~

26 July 1954

Division of Charts: R. H. Carstens

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

HYDROGRAPHIC SHEET

F. E. NO. 4 1954

Locality Boston, Mass.

Chief of Party: E. B. Brown in 1954  
Plane of reference is mean low water, reading  
3.3 ft. on tide staff at Boston  
16.2 ft. below B. M. 13 (1939)

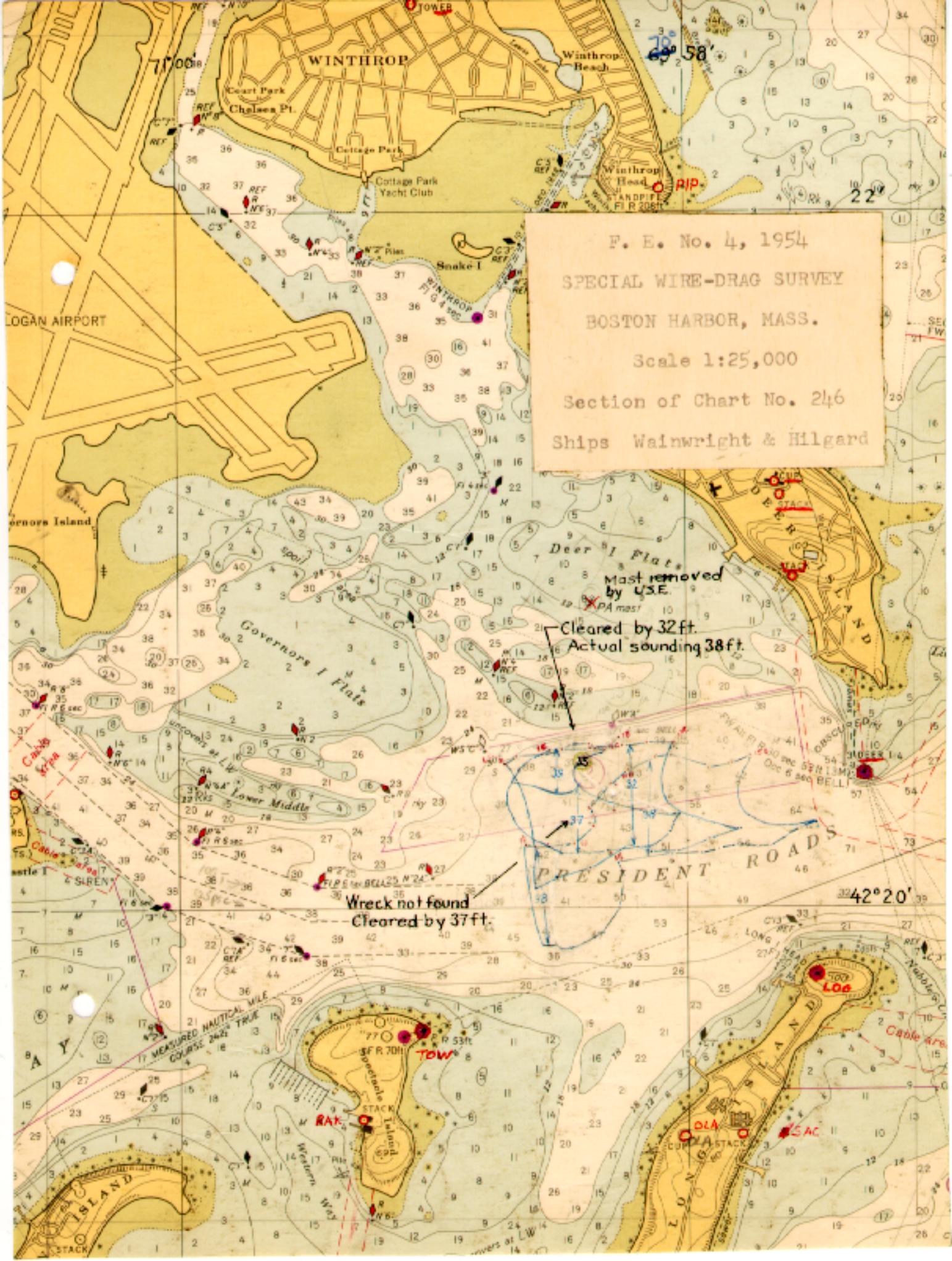
Height of mean high water above plane of reference is 9.5 feet.

Condition of records satisfactory except as noted below:

*E. C. McKay*

**Tides Branch**

Chief, Division of Tides and Currents.

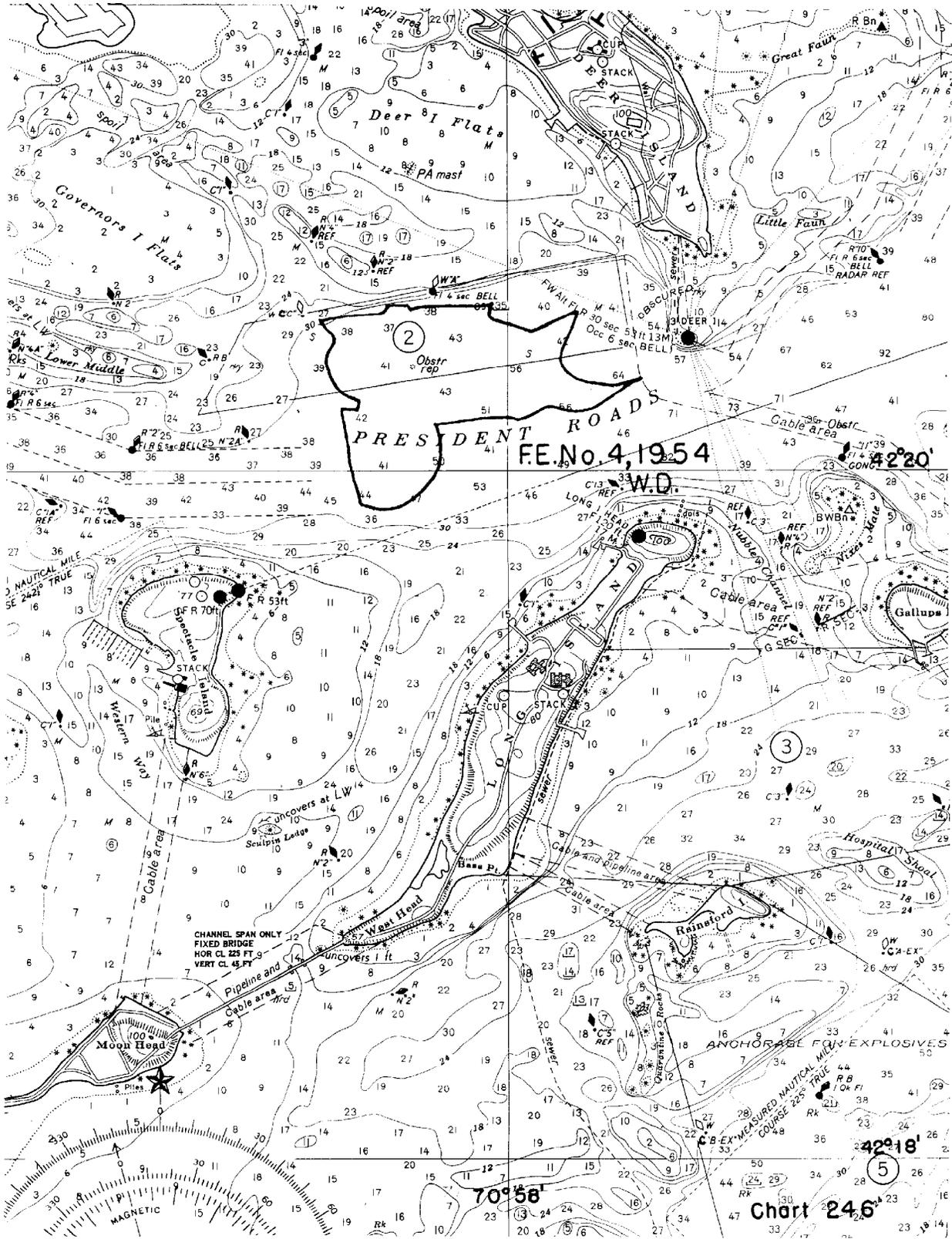


F. E. No. 4, 1954  
SPECIAL WIRE-DRAG SURVEY  
BOSTON HARBOR, MASS.  
Scale 1:25,000  
Section of Chart No. 246  
Ships Wainwright & Hilgard

Deer I Flats  
Mast removed  
by USE.  
X PA mast  
Cleared by 32 ft.  
Actual sounding 38 ft.

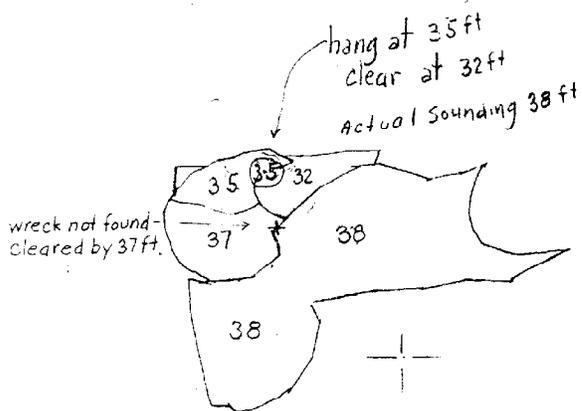
Wreck not found  
Cleared by 37 ft.

42° 20'



70° 58'

56'  
22'



42°  
20'

F.E. No. 4, 1954  
 SPECIAL WIRE-DRAG SURVEY  
 BOSTON HARBOR, MASS.  
 A & D SHEET  
 Scale 1:25000 SECTION OF CHART 246  
 Ships - Wainwright & Hilgard  
 April 1954

