

# FE 134

## WIRE DRAG

Diagram No. 1248

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-134WD .....

#### LOCALITY

State ..... Florida .....

General Locality ..... Biscayne Bay .....

Locality ..... Miami Turning Basin .....

1955

CHIEF OF PARTY  
G.E. Morris, Jr. ....

#### LIBRARY & ARCHIVES

DATE ..... October 24, 1955 .....

FE 134  
WIRE DRAG

☆ 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 1955WD

# FENo. 4

# 1955

## WIRE DRAG

Diag. Cont. No. 124

**FENo. 4**  
**1955**  
**WIRE DRAG**

Form 504	
U. S. COAST AND GEODETIC SURVEY	
DEPARTMENT OF COMMERCE	
DESCRIPTIVE REPORT	
Type of Survey	Hydrographic
Field No.	Office No. F. E. No. 4 (1955)
LOCALITY	
State	Florida
General locality	Biscayne Bay
Locality	Miami Turning Basin
19 <del>4</del> 55	
CHIEF OF PARTY	
G. E. Morris, Jr.	
LIBRARY & ARCHIVES	
DATE	October 24, 1955

FE 4(1955)

SPECIAL REPORT  
HYDROGRAPHIC INVESTIGATION IN MIAMI

A. Project:- Work was done under instructions 22/MEK S-2-SC dated 26 August 1955.

B. Survey limits and dates:- The investigation was made in the Miami Harbor Turning Basin between Beacon No. 20 and Buoy No. 18 along the charted edge of the channel and basin. Work was started on 9 September and completed on 10 September 1955.

C. Vessel and equipment:- The survey was made from two Coast Guard patrol launches Nos. 40540 and 40541. A hand lead, marked in feet from zero to thirty four, was used in making soundings.

D. Tide station:- Because of the limited time available before starting hydrography ( see paragraph U ) a tide staff was not established. Measurements to the water surface were made from a selected point on the bulkhead at Pier No. 1, Miami Harbor, during the survey. This point was later connected to Tidal Bench Mark 3 (1928) by a level line, and the half hourly readings reduced to height above mean low water. This reduction was made using B.M. #3(1928) as 6.83 feet above mean low water.

E. Smooth sheet:- No smooth sheet was made. A sheet sent from the Washington Office was used as a boat sheet. A preliminary plot was made to furnish immediately needed information to the Coast Guard ( See paragraph U ).

F. Control stations:- Stations plotted on the boat sheet were used to control the hydrography. Inconsistent results led to a questioning of the positions of fixed beacons used as control signals. Sextant positions, to plotted triangulation stations, wre made at each beacon used to control hydrography. These beacons should be replotted before the hydrography is protracted.

H. Soundings:- Soundings were taken by hand lead. The lead line was calibrated in feet and was checked at the beginning and end of each day's work. The leadsman was not experienced in hydrographic sounding. He was permitted to take soundings as rapidly as he could and the time of each sounding was noted. In plotting the smooth sheet, the soundings should be spaced by time interval.

I. Control of hydrgraphy:- Three point sextant angles between fixed objects were used for hydrographic control. Two Coast Guard Officers observed angles. Neither was experienced in hydrographic surveying. A shortage of personnel made it necessary for the Chief of Party to record and give general supervision to the leadsman and anglamen. A Coast Guard Officer directed the helmsman in the courses to steer. A preliminary plot of the work was made at the close of the day.

J. Adequacy of survey:- It is believed that the survey is adequate for the purpose intended.

L. Comparison with prior surveys:- The preliminary plot of this survey, using predicted tides to reduce soundings, was visually compared with the Nov. 1954 survey made by the U.S. Corps of Engineers. No significant or appreciable change from that survey was noted. These surveys are at different scales.

Miami Harbor , Florida , Turning Basin.  
Survey 15-30 November 1954. Sheet 20-22,927  
Scale 1:2,000

*Bp. 52076*  
( Forwarded)

P. Aids to navigation:- The small differences in position of the beacons, as compared with plotted positions on the sheet, are too small to be charted. However, this should be checked when the smooth sheet is made.

U. Miscellaneous:- Paragraph 3 of the instructions called for a contact with the U.S. Corps of Engineers. This was delayed until Friday 9 September 1955 because the resident engineer was away. Copies of their surveys in the area both before and after the latest dredging were obtained and are forwarded. They had no information on the reported grounding.

To determine whether the grounding occurred before or after the <sup>latest survey</sup> reported grounding, a call was made at the 7th District Headquarters of the U.S. Coast Guard. The office of the Captain of the Port and the office of Marine Inspection needed the name of the vessel and/or the date of the grounding to find the data on it. This information was not available to the Chief of Party. However, the Office of Intelligence was aware that the Executive Officer of the Coast Guard Depot was going to New Orleans to testify at a Naval Court investigating the grounding of a destroyer in June or July.

The Coast Guard had made a hand lead investigation of the area but had estimated their positions. They welcomed an opportunity to get more accurate information and offered to provide equipment and personnel. The Executive Officer was leaving early on Monday morning and the survey would have to be made at once.

Since the Ship SCOTT had neither the equipment nor the personnel to make the survey called for in the instructions, the cooperation of the Coast Guard was welcomed.

Sextants and protractor, a sounding volume, and the boat sheet were obtained from the SCOTT. A man was detailed to read a tide staff. A call was made at the Harbor Masters Office to learn that they did not have a staff in the port area. Because no time was available to construct and install a staff, the man was given a steel rule and instructed to measure down to the surface of the water from an identifiable point on the bulkhead at Pier No. 1, Miami Harbor. This point was later connected by levels to a tidal bench mark on the pier. The level and rod were borrowed from the U.S. Corps of Engineers.

Coast Guard personnel were detailed to assist in the survey. Two Coast Guard Officers, Lt. A. Stanzak and Ens. J.B. Tofias, took left and right angle. An enlisted man was detailed as leadsman with a second enlisted man to assist. The Chief of Party was required to record, and at the close of the work, protract the positions. The helmsman was instructed as to approximate lines to run.

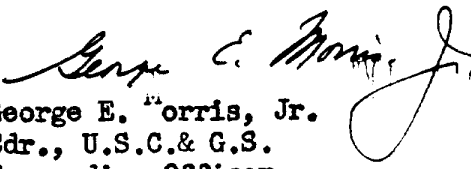
Heavy afternoon rains prevented the completion of the survey Friday afternoon.

On Saturday, Lt. H.W. Pagel, U.S.C.G., was detailed to take right angle and Lt. Stanzak instructed the helmsman in lines to run. The Chief of Party recorded and attempted to protract some positions.

Some inconsistencies were noted, so sextant positions were taken at each of the fixed aids used as hydrographical signals.

When Lt. Stanzak thought that the investigation covered the area required for his testimony, the survey was concluded. A preliminary plot was made, and furnished to Lt. Stanzak for his use in New Orleans.

Respectfully submitted

  
George E. Morris, Jr.  
Cdr., U.S.C. & G.S.  
Commanding Officer  
Ship SCOTT

14 September 1955

26 August 1955

AIR MAIL

To: Commanding Officer  
USC&GS Ship SCOTT  
P. O. Box 487  
Miami 3, Florida

Subject: INSTRUCTIONS—INVESTIGATION OF GROUNDING  
IN MIAMI HARBOR TURNING BASIN

1. A reported grounding within the turning basin in Miami Harbor in approximate latitude  $25^{\circ} 47'$ , longitude  $80^{\circ} 10.8'$  has been received from the U. S. Coast Guard.
2. An investigation is desired, prior to your departure from Miami, of the area shown on a section of chart 547 being furnished to you.
3. The Corps of Engineers, U. S. Army shall be contacted to ascertain if recent surveys have been made by that agency in the area of the grounding. Copies of any surveys by the U. S. Engineers shall be furnished to this office.
4. A boat sheet on a scale of 1:2,500, copies of geographic positions, descriptions of stations, and a triangulation sketch are being furnished. Additional control is not necessary.
5. A tide staff shall be installed and connected to three bench marks by leveling and read at half-hour intervals while the survey is in progress. Copies of bench mark data are being furnished.
6. All work shall be accomplished in accordance with standard practices, the Hydrographic Manual, and Hydrographic Instruction 2.
7. The records for this investigation shall be sent to the Washington Office in the form of a special report at an early date after the completion of field work.
8. Receipt of these instructions shall be acknowledged.

(Signed) H. Arnold Karo

Enclosure

Director

cc. Tampa District Officer  
Chart Division (80-83)

Commissioned Officers Mess  
Bldg 111, U.S. Naval Station  
New Orleans 14, Louisiana  
21 September 1955

Dear Mr. Edmond<sup>25</sup>ton,

I hope that this reaches you without undue delay in spite of the address on the envelope and if I have misspelled your name, I apologize for I have been doing a lot of scribbling in the past few weeks and cannot always read my own writing when it gets cold.

I greatly appreciate the assistance which you gave me when I needed help since your position carries no obligation to worry about Naval Officers who get themselves into trouble. I thought that you would be interested to know the results and to know that your efforts and the information which you supplied were of great value to me. I did not come off clean but I am in as good a position as could otherwise be expected as a result.

I was acquitted of a specification of not seeing that an accurate running plot was maintained at all times but found guilty on a specification which was so peculiarly worded that the mere fact that the ship was damaged demanded a finding of guilty. Neither the court, my counsel, or myself feels that the specification will stand up upon review because of its wording. However, for the present, I am guilty of that specification and therefore of the charge. The sentence was the loss of 200 numbers but that is heavy yet comparatively mild when considered against the loss of command and having a court in my service record.

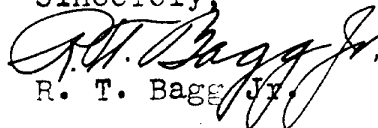
The photostats which I got from you showed that the buoy was farther back on the shoal at one time than it is shown on the chart. A check in July showed that it was further back on the shoal than shown on the chart. Where it was in the meantime is anyone's guess as it could have been moved all over the place without anyone's knowing. The survey which you had specially made shows that the harbor is as charted but it was revealing to me as it finally clarified in my own mind how the damage was sustained. There is one 11 foot area with deeper surrounding areas right at the edge of the charted shoal. With the buoy north of its position, I thought that I had more room, by eye, than I did and undoubtedly scraped that 11 foot area and drifted on back into the channel from the original momentum of the ship and the outgoing time. The exec of the Coast Guard Base brought the copy of the work sheet to me on the first day of the trial so I had it in plenty of time. I could not use it at the trial as it did not specifically prove anything in my defense but I kept the Coast Guard Officer here as an expert witness since he was there at the time of the survey and knows the area thoroughly. I feel that his testimony as an expert witness was one of the most valuable things in my defense.

If you ever hear anyone say that the officials of Washington Offices are efficient but cold-hearted, I'll be glad to step up and brand the statement as a lie. In the three days that I was there, I

received a warm welcome wherever I went and everyone was most anxious to help even though it was an extra burden on them. I am especially grateful to you and Mr. Richardson, not only for the help which you gave me which had a direct bearing on the case, but for the short course in chart making which gave me a much better understanding of the problems in making them and thus gave me a greater knowledge of how to get the most out of them when using them. I think that such information would be a valuable lecture in any service school that is training naval officers.

Again, my greatest appreciation for your efforts on my behalf.

Sincerely,

  
R. T. Bagg Jr.

Lieutenant-Commander Richard T. Bagg Jr., 207019/1100, USN



Review of F. E. 4 (1955)

Investigation of Grounding in Miami Turning Basin.

As stated in the Descriptive Report the soundings obtained were plotted on a sheet furnished the Coast Guard. These soundings together with a survey made by the Corps of Engineers, Bp. 52076 served the purpose of the investigation. No changes were revealed which would affect the information charted from the blueprint. It is therefore deemed unnecessary to plot the soundings in this area for an office record. The position of the sounding lines are shown on the attached sheet.

Reviewed by,  
R. H. Carstens, 9/27/55

Hydrographic Surveys (Chart Division)

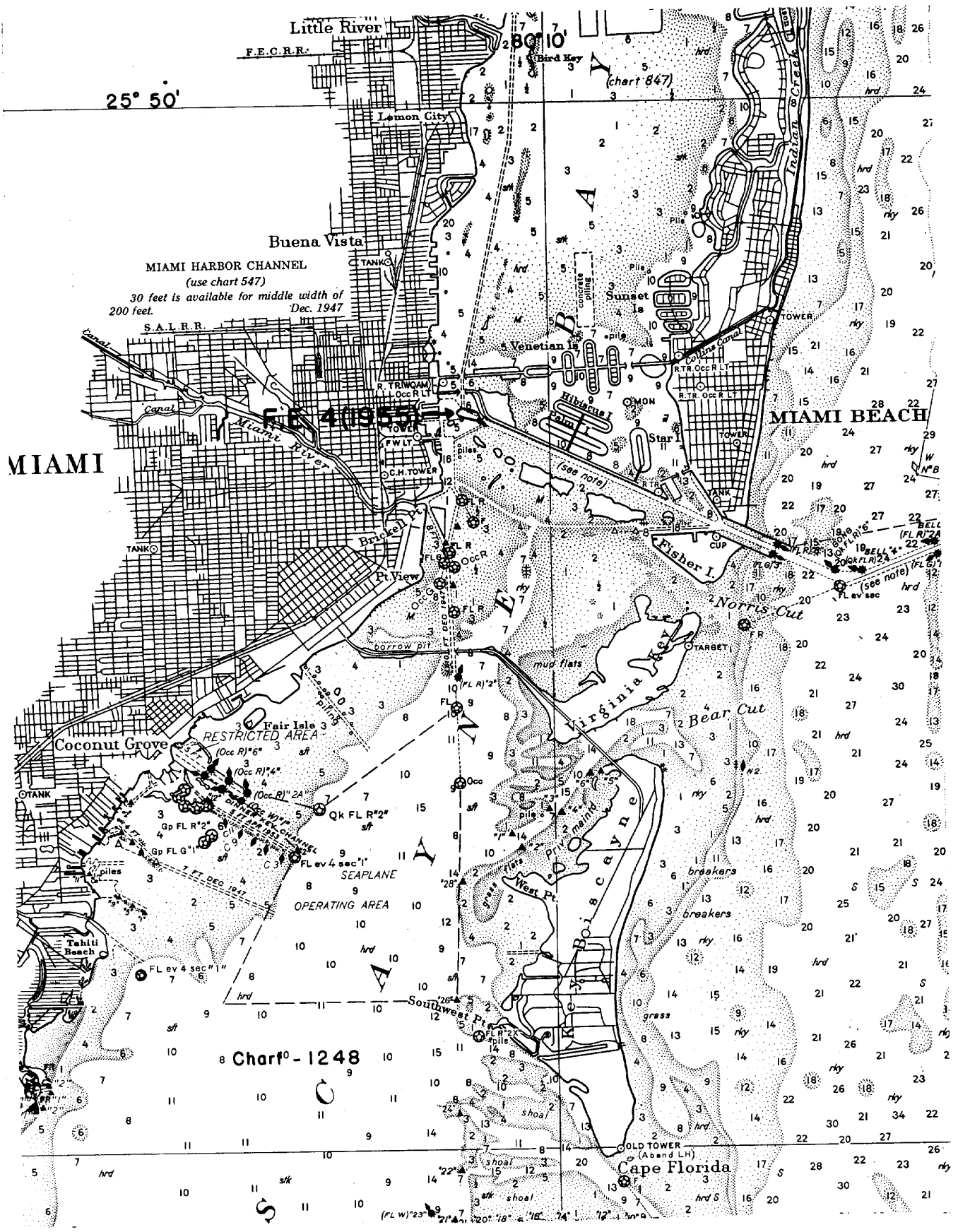
HYDROGRAPHIC SURVEY NO. F..E..4. (1955)

Records accompanying survey:

Boat sheets .1...; sounding vols. .1...; wire drag vols. ....;  
bomb vols. ....; graphic recorder rolls ....;  
special reports, etc. .1-Descriptive report, and 1-Vol. Wye Leveling..  
.....

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

Number of positions on sheet	.....	
Number of positions checked	.....	
Number of positions revised	.....	
Number of soundings revised (refers to depth only)	.....	
Number of soundings erroneously spaced	.....	
Number of signals erroneously plotted or transferred	.....	
Topographic details	Time .....	
Junctions	Time .....	
Verification of soundings from graphic record	Time .....	
Verification by.....	Total time .....	Date .....
Reviewed by... <i>R. H. Carstens</i> .....	Time .....	Date <i>9/27/55</i> .....



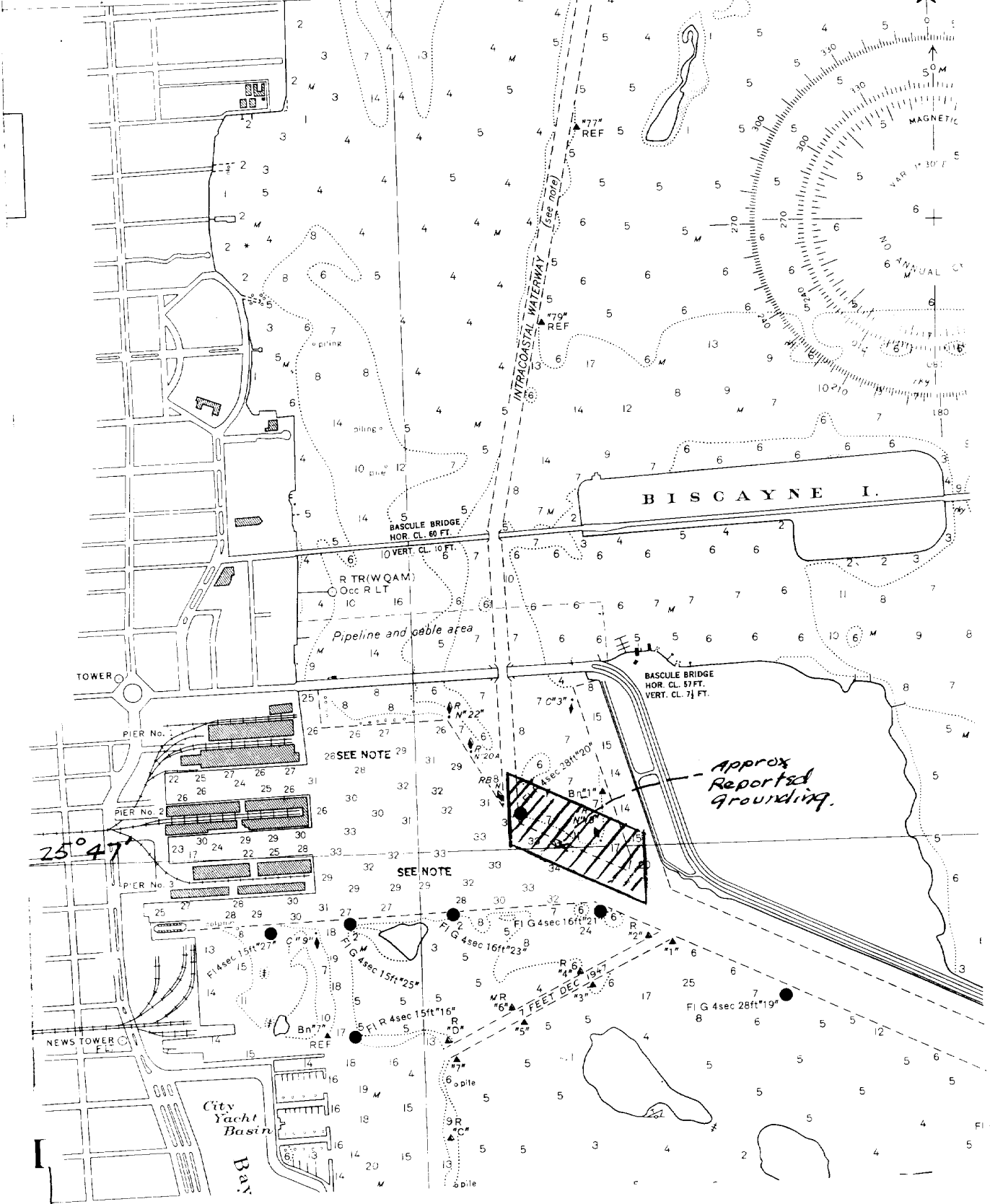
MIAMI

25° 50'

Chart 1248

80°-11'

(CONTINUED ON CHART 847)



BISCAYNE I.

INTRACOASTAL WATERWAY (see note)

BASCULE BRIDGE HOR. CL. 60 FT.

BASCULE BRIDGE HOR. CL. 57 FT. VERT. CL. 7 1/2 FT.

Pipeline and cable area

Approx Reported Grounding

25° 47'

PIER No. 1

PIER No. 2

PIER No. 3

NEWS TOWER

City Yacht Basin

SEE NOTE

SEE NOTE

FI G 4sec 15ft \*27\*

FI G 4sec 15ft \*25\*

FI R 4sec 15ft \*16\*

FI G 4sec 16ft \*23\*

FI G 4sec 16ft \*21\*

FI G 4sec 28ft \*19\*

FI G 4sec 28ft \*20\*

FI G 4sec 28ft \*20\*

FI G 4sec 28ft \*20\*

FI G 4sec 28ft \*20\*

FI G 4sec 28ft \*20\*

FI G 4sec 28ft \*20\*

FI G 4sec 28ft \*20\*

FI G 4sec 28ft \*20\*

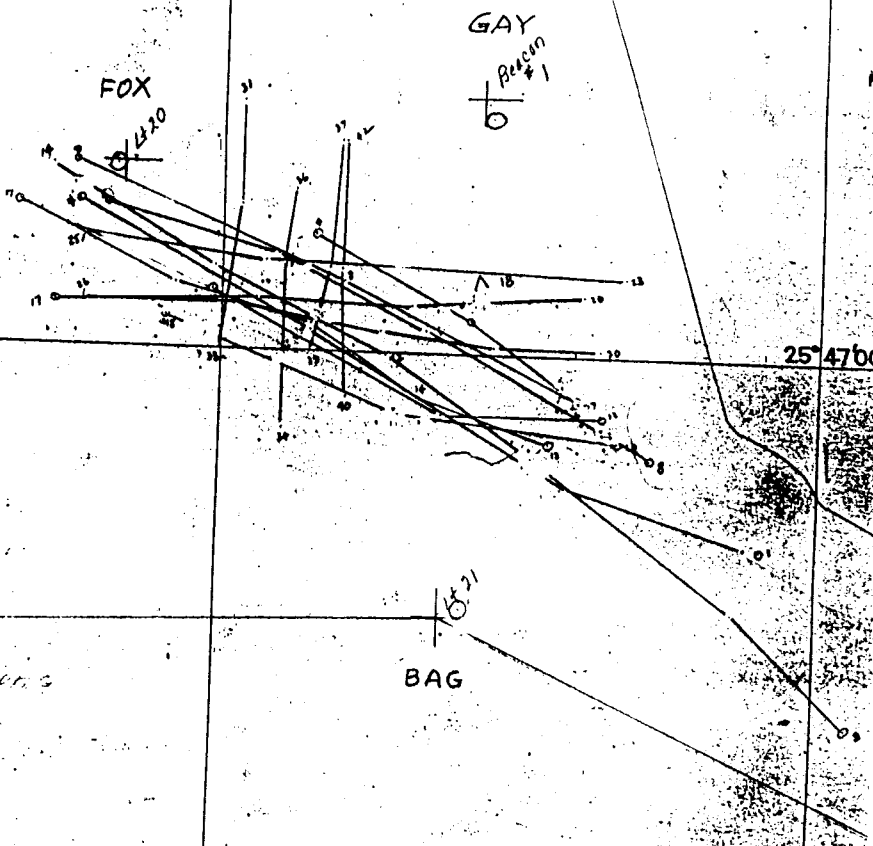
FI G 4sec 28ft \*20\*

FI G 4sec 28ft \*20\*

Dolphins

FE 4 (1955)  
Ship Scott... G.E. Morris, Cmdg.  
Grounding Investigation  
Miami Turning Basin  
Sept. 9-10, 1955... Scale 1:2,500

47'10"



LT 13  
COT  
*Top. locations*

LT 21  
BAG

25° 47'00"

80° 11' 00"

10' 50"

46' 50"

10' 40"

