

FE 149

WIRE DRAG

Diagrams 1001-3 & 1233-2

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-4155WD.....
Office No..... FE-149WD (1955-56).....

LOCALITY

State North Carolina.....
General Locality ... Atlantic Ocean.....
Locality Cape Lookout.....

1955-56

CHIEF OF PARTY

J.C. Mathisson & K.S. Ulm

LIBRARY & ARCHIVES

DATE June 3, 1957.....

☆ 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.8 1957WD

FE 149
WIRE DRAG

FE No. 8 1957

WIRE DRAG

Diag. Cht. Nos. 1001-3 and 1233-2.

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey WIRE DRAG WRECK INVESTIGATION

Field No. PBS-4155WD Office No. F. E. No. 8 W. D.
(1957)

LOCALITY

State NORTH CAROLINA

General locality ATLANTIC OCEAN

Locality CAPE LOOKOUT

194 55&56

CHIEF OF PARTY

JOHN C. MATHISSON & K.S. ULM

LIBRARY & ARCHIVES

DATE

JUN 3 - 1957

B-1870-1 (1)

FE 149WD/55-56

FE No. 8 1957
WIRE DRAG

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

F.E.No. 8W.D.
REGISTER No. (1957)

Field No. PBS-4155WD

State NORTH CAROLINA

General locality ATLANTIC OCEAN

Locality CAPE LOOKOUT

Scale 1:40,000 Date of survey 3 May/ to 19 July 1955

Instructions dated 28 January 1955

Vessel PARKER, BOWEN & STIRNI

Chief of party JOHN C. MATHISSON & KENNETH S. ULM

Surveyed by H. J. SEABORG, G. R. REED, D. B. RUSHFORD, W. R. KACHEL,
J. R. PLAGMIER, R. C. DARLING

Soundings taken by ~~fathometer~~ graphic recorder, ~~hand lead, etc.~~

Fathograms scaled by FIELD PARTY

Fathograms checked by FIELD PARTY

DRAG STRIPS

Protracted by FIELD PARTY

DRAG STRIPS INKED BY

~~XXXXXXXXXXXXXX~~ FIELD PARTY & NORFOLK DISTRICT OFFICE

Soundings in ~~XXXXX~~ feet at MLW ~~XXXXX~~

REMARKS: This survey is a wire drag field investigation of
off-shore wrecks.

70E

Field Notes for Descriptive Reports to Accompany 1955
Wire Drag and Hydrographic Sheets - Ships PARKER, BOWEN, STIRNI -
Cdr. John C. Mathisson, Chief of Party

A. PROJECT - Original instructions for Project No. CS-377 addressed to the Commanding Officer of the Ships PARKER, BOWEN, and STIRNI are dated 28 January 1955. Project number was later changed to 1377.

B. SURVEY LIMITS AND DATES - The following sheets are included in the 1955 seasons work of the Ships PARKER, BOWEN, and STIRNI.

(a.) Hydrography and Wire Drag: PBS2255 (H-8247) Cape Lookout Shoals -
North End
PBS 2355 (H-8248) Cape Lookout Shoals -
South End

(b.) Hydrography: PBS 2455 (H-8249) Diamond Shoals

(c.) Wire Drag: PBS-4155 W.D. South of Cape Lookout, N. C.
PBS-4255 W.D. East of Cape Lookout, N.C.
PBS-4355 W.D. Off Curacoque Inlet, N.C.
PBS-4455 W.D. Cape Hatteras, N.C.
PBS-4555 W.D. Northeast of Cape Hatteras, N.C.
PBS-4655 W.D. Offshore - East of Cape Fear, N.C.
PBS-4755 W.D. Inshore - East of Cape Fear, N.C.

(d.) Reconnaissance Hydrography: PBS-4855 - Offshore - Southeast of
Cape Lookout, N.C.

No work was accomplished on sheet PBS-2155 W.D. - Northwest of Cape Henry, Virginia.

A special hydrographic investigation was made in Core Sound, north of Curacoque Inlet. It is the subject of a special report previously submitted.

A special wire drag investigation was made in the Pasquotank River, Virginia. This is also the subject of a special report already forwarded.
N.C.

Plotting of the wire drag boat sheets was not completed in the field. shoalest hangs and deepest clearances on wrecks will have to be determined after plotting has been completed. Wreck letters submitted during the field season give preliminary values based on predicted tides and approximate lifts.

A comparison of boat sheet depths with charted depths in the case of hydrographic sheets serves no useful purpose at this time. The comparison should be made after the completion of the smooth sheets.

SHORAN CORRECTIONS:

The shoran equipment in all three vessels was calibrated at frequent intervals during the season. Three "Dinoplex" calibration sheets were used. One each in the vicinities of Cape Hatteras, Cape Lookout, and Cape Fear. Calibrations were taken each time the shoran stations were moved and at other intervals when thought necessary.

Once a shoran correction was determined, this correction was applied to all shoran readings until a new calibration was taken. The new correction was then applied to all subsequent shoran readings. Zero checks were made at the time of each calibration and at frequent intervals while using shoran control. No abnormal deviation from the zero set was found.

*Sdg lines will not
be smooth plotted
RKD per RNC 11-14-57*

A tabulation of the shoran corrections used for the through ships follows: Shoran corrections were rounded off to the nearest 0.005 mile when entering corrections in volumes.

Tabulation of Shoran Calibrations - STIRNI:

Date	Recorded in Vol. Sheet No.	Monitor No.	Sta. 36	Corr'n	Sta. 37	Corr'n
4-26-55	2255	1	SAM	-0.021	KNOL	0.012
5-9-55	8155	1	SAM	0.001	KNOL	0.010
5-25-55	8155	1	SAM	0.002	KNOL	-0.009
6-3-55	4455	1	CLUB	0.007	PEA	-0.045
6-6-55	4455	2	CLUB	0.008	PEA	-0.016
7-22-55	2455	2	CLUB	0.061 (r)	PEA	0.021 (r)
7-29-55	4355	2	CLUB	-0.031	LOLA	-0.029
8-31-55	4255	2	SAM	0.004	LOLA	-0.019
9-26-55	4155	2	DEY	-0.040	KNOL	-0.030
10-20-55	4755	2	SURF	-0.008	OAK	-0.034

PARKER:

4-18-55	2355	1	SAM	-0.003	KNOL	-0.026
		2	SAM	-0.016	KNOL	-0.008
4-27-55	2355	1	SAM	-0.009	KNOL	-0.011
5-25-55	4155	1	SAM	-0.008	KNOL	-0.016
5-31-55	2455	1	CLUB	-0.020	PEA	-0.055
6-6-55	4555	2	CLUB	-0.001	PEA	-0.032
7-22-55	4455	2	CLUB	-0.023	PEA	-0.032
7-28-55	4455	2	CLUB	-0.004	LOLA	-0.034
8-31-55	4255	2	SAM	-0.001	LOLA	-0.042
9-28-55	4155	2	DEY	-0.015	KNOL	-0.043
10-18-55	4755	2	SURF	-0.061	OAK	-0.022

Tabulation of Shoran Corrections Entered in Volumes - STIRNI:

	Sta. 36	Sta. 37
Begin season thru 5-8-55	-0.020 (SAM) (Set #1)	0.010 (KNOL) (Set #1)
5-9-55 - 6-1-55	0.000 (SAM) "	0.010 (KNOL) "
6-2-55 - 6-5-55	0.005 (CLUB) "	-0.045 (PEA) "
6-6-55 - 7-28-55	0.010 (CLUB) set #2	-0.015 (PEA) set #2
7-29-55 - 8-5-55	-0.030 (CLUB) "	-0.030 (LOLA) "
8-6-55 - 9-25-55	0.005 (SAM) "	-0.020 (LOLA) "
9-26-55 - 10-5-55	-0.040 (DEY) "	-0.030 (KNOL) "
10-6-55 - Season End	-0.010 (SURF) "	-0.035 (OAK) "

PARKER:

4-18-55 0900 - 1130	-0.005 (SAM) (Set #1)	-0.015 (KNOL) (Set #1)
1401 - 1520	-0.015 (SAM) (Set #2)	-0.010 (KNOL) (Set #2)
1520 - 1650	-0.005 (SAM) (Set #1)	-0.015 (KNOL) (Set #1)
1650 - end	-0.015 (SAM) (Set #2)	-0.010 (KNOL) (Set #2)
4-19-55 - 5-2-55 at 10:55	-0.005 (SAM) (Set #1)	
5-2-55 1055-1115	-0.015 (SAM) (Set #2)	
1115-end	-0.005 (SAM) (Set #1)	
4-19-55 - 1600 4-26-55		-0.015 (KNOL) (Set #1)
4-26-55 1600 - 1650		-0.010 (KNOL) (Set #2)
1650 - End		-0.015 (KNOL) (Set #1)

Sta. 36

Sta. 37

5-3-55 - 5-25-55	-0.005 (SAM)(Set #1)	
4-27-55 - 5-25-55		-0.015 (KNOL)(Set #1)
5-31-55 - 6-5-55 1300	-0.020 (CLUB)(Set #1)	
6-5-55 1300-1945	-0.015 (CLUB)(Set #2)	
5-31-55- 6-7-55		-0.045 (PEA)(Set #1)
6-13-55 - 7-23-55		-0.040 (PEA)(Set #2)
6-6-55 - 6-14-55 1400	-0.015 (CLUB)(Set #2)	
6-14-55 1400 to end	-0.020 (CLUB)(Set #1)	
7-26-55 - 9-2-55		-0.040 (LOLA)(Set #2)
6-15-55 - 8-4-55	-0.015 (CLUB)(Set #2)	
9-7-55 - 10-5-55		-0.045 (KNCL)(Set #2)
8-8-55 - 9-18-55	0.000 (SAM)(Set #2)	
9-21-55 - 10-4-55	-0.015 (DEY)(Set #2)	
10-5-55 - 10-27-55	-0.060 (SURF)(Set #2)	
10-6-55 - 10-25-55		-0.020 (OAK)(Set #2)
8,12,&28 July 1955	STIRNI as Shore Station (STIR I, STIR II, STIR III)	-0.020

BOWEN:

4-18-55 0900 - 1130	-0.020 (SAM)(Set #1)	/0.005 (KNOL)(Set #1)
1130 - 1345	-0.015 (SAM)(Set #2)	/0.005 (KNOL)(Set #2)
1345 - End	-0.020 (SAM)(Set #1)	/0.005 (KNOL)(Set #1)
4-19-55 - 4-20-55	-0.020 (SAM)(Set #1)	/0.005 (KNOL)(Set #1)
4-21-55 - 5-2-55 1055	/0.010 (SAM)(Set #1)	
1055-1115	/0.005 (SAM)(Set #2)	
5-2-55 1115-end	/0.010 (SAM)(Set #1)	
4-19-55 - 4-26-55 at 1600		-0.005 (KNOL)(Set #1)
1600 - 1650		/0.005 (KNOL)(Set #2)
4-26-55 1650 - end		-0.005 (KNOL)(Set #1)
4-27-55 - 5-25-55		-0.005 (KNOL)(Set #1)
5-3-55 - 5-25-55	/0.010 (SAM)(Set #1)	
5-31-55 - 1300 6-5-55	-0.010 (CLUB)(Set #1)	
6-5-55 - 1300 - end	-0.010 (CLUB)(Set #2)	
5-31-55 - 6-7-55		-0.040 (PEA)(Set #1)
6-13-55 - 7-23-55		-0.015 (PEA)(Set #2)
6-6-55 - 1400 6-14-55	-0.010 (CLUB)(Set #2)	
6-14-55	-0.010 (CLUB)(Set #1)	
6-15-55 - 8-4-55	-0.010 (CLUB)(Set #2)	
7-26-55 - 9-2-55		-0.025 (LOLA)(Set #2)
8-8-55 - 9-18-55	/0.010 (SAM)(Set #2)	
9-7-55 - 10-4-55		-0.015 (KNCL)(Set #2)
9-21-55 - 10-4-55	-0.005 (DEY)(Set #2)	
10-5-55 - 10-27-55	-0.035 (SURF)(Set #2)	-0.015 (OAK)(Set #2)

Settlement and Squat Corrections:

The settlement and squat corrections were the same as used in previous years for all three ships. The correction depending upon the speed and the water depth. Tabulation of corrections follows:

(Next Page)

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SETTLEMENT & SQUAT CORRECTIONS (ALL \neq)

PBS

<u>SPEED (RPM)</u>	<u>CORRECTION (FEET)</u>	<u>FROM DEPTH TO DEPTH (FEET)</u>
400	0.2	all depths
450	0.2	all depths
500	0.2	all depths
600	0.4	6.0 to 14.5
	0.2	15.0 and over
650	0.4	11.5 to 17.0
	0.2	17.5 and over
700	0.6	12.5 to 15.0
	0.4	15.5 to 19.5
	0.2	20.0 and over
750	0.8	12.5 to 14.0
	0.6	14.5 to 16.5
	0.4	17.0 to 21.5
	0.2	22.0 to 31.5
	0.4	32.0 and over
800	1.0	12.5 to 13.0
	0.8	13.5 to 15.5
	0.6	16.0 to 19.0
	0.4	19.5 and over
850	1.0	12.5 to 13.5
	0.8	14.0 to 16.5
	0.6	17.0 to 22.5
	0.4	23.0 and over
900	1.0	12.5 to 14.5
	0.8	15.0 to 20.5
	0.6	21.0 to 34.0
	0.4	34.5 and over
1000	1.0	6.0 to 21.5
	0.8	22.0 to 31.5
	0.6	32.0 and over

TIDES:

Final tides were either furnished by the Washington Office for the periods needed, or were tabulated in the field from observed tides.

Tide reducers for the Cape Hatteras Area were based on tide staff readings for Hatteras Inlet (Outside).

Tide reducers for the Cape Lookout Area were based on the portable gage installed at Lookout Bight.

Tide reducers for the Cape Fear Area were interplated by the Washington Office, Division of Tides and Currents.

All tide reducers were referred to the plane of mean low water.

On the hydrographic surveys, tide reducers were entered to 0.2 ft. On the wire drag surveys, tide reducers were entered to 0.5 feet.

ECHO CORRECTIONS:

The echo corrections for all three ships were determined by bar checks at intervals during the season. Standard methods were used and the leadlines on the bars were checked and found to be the correct length so no correction was necessary to leadline lengths.

Bar checks were not taken as often as would be expected for a hydrographic party due to the nature of operations and lack of suitable weather along the open coast. However, sufficient tests were made to provide accurate corrections for the various fathometers and scales.

The Edo fathometer on the STIRNI was not used for hydrographic work, but was tested and separate reports submitted to the Washington Office on 30 September 1955 and 20 June 1956.

On the BOWEN and STIRNI fathometers No. 160SPX, 100S and 161SPX the corrections on the A scale varied with the depths and were so entered. On the PARKER fathometer No. 1175, the A scale corrections were uniform regardless of depth so one correction for the entire A scale was determined and used. On the B, C, and D scales of all fathometers, a single correction was determined for each scale.

On the PARKER, fathometer No. 1175 no D scale correction could be determined as no return could be gotten from the bar at that depth in D scale. On the PARKER, the D scale was used only for a few soundings during the following periods:

6 June 1955 Sheet PBS-4455 Vol. I Position 8 on B day
12 July 1955 Sheet PBS-4455 Vol. II Pos. 46 to 49 on D day
12 July 1955 Sheet PBS-4455 Vol. II Pos. 57 to 62 on D day

On 11 June 1956, a bar check was obtained under ideal conditions and one check on the D scale at 110 feet was obtained. The correction was -2.0 feet. It is suggested that this correction be used in the above few positions. These positions had no correction entered in the Volumes at the time the volumes were transferred to the Norfolk District Office.

A tabulation of the corrections applied to the fathometer soundings follows:

A. PARKER Fath. No. 1175 Type 808

A scale -0.2 feet
B scale -0.6 feet
C scale -0.2 feet
D scale See Report*

B. BOWEN Fath. No. 160SPX Type 808

A scale -0.2 feet. 0 to 16.9 ft.
0.0 ft. to 27.2 ft.
~~0.2 ft.~~ to 33.8 ft.
~~0.4 ft.~~ to 39.4 ft.
~~0.6 ft.~~ to 45.2 ft.
~~0.8 ft.~~ to 50.9 ft.
~~1.0 ft.~~ to 55.0 ft.

B Scale ~~1.5 ft.~~ to 57.8 ft.
~~2.0 ft.~~ to 90.0 ft.

C Scale ~~2.5 ft.~~

D Scale ~~2.5 ft.~~

Fath. No. 1005 Type 808

A Scale 0.0 ft. to 22.0 ft.
~~0.2 ft.~~ to 35.5 ft.
~~0.4 ft.~~ to 48.9 ft.
~~0.6 ft.~~ to 55.0 ft.

B Scale ~~1.0~~

C Scale ~~1.5~~

C. STIRNI Fath. No. 161 SPX Type 808

A Scale 0.0 ft. 0 to 13.5 ft.
~~0.2 ft.~~ to 24.0 ft.
~~0.4 ft.~~ to 33.0 ft.
~~0.6 ft.~~ to 42.5 ft.
~~0.8 ft.~~ to 49.0 ft.
~~1.0 ft.~~ to 55.0 ft.

B Scale 0.0 ft.

C Scale -2.5 ft.

D Scale -4.5 ft.

NORFOLK PROCESSING OFFICE
SUMMARY OF WIRE DRAG RESULTS
PBS-4155WD

WRECK NO.	LATITUDE	LONGITUDE	HUNG	LINE	CLEAR	LINE	SDG.	INKED
456* X	34-24. ²² 83	76-21.9 ⁵	40' ✓	3-9J	36' ³⁹	10-19J	37' ⁴³	N.P.O. ✓
640* X	34-18.8 ⁰	76-27.0 ²¹			76' ✓	2-12L ✓	82	N.P.O. ✓
458 X	34-13.6 ⁵	76-34.0 ^{33.98}	98'	1-18F				Field
			92'	1-23G				Not plotta
			88' ✓	1-10H				N.P.O.
					85' ✓	11-21H ✓	95' ✓	N.P.O. ✓
480 X	34-11.20	76-36.10	100' ✓	1-9E				Field
					73' ✓	1-18K	78' ✓	N.P.O.
457 X	34-08.60	76-39.16	69' ✓	19-27K				N.P.O. ✓
					49'	1-9D		Not Plot'd
					56'	10-19D		Not Plot'd
					59' ✓	20-30D	60' ✓	N.P.O.
459* X	34-03. ⁴⁰ 5	76-34.1 ³²			95' ✓	33-43N	98' ✓	Field ✓
642 X	34-01.44	76-38.90	81' ✓	10-22N ✓		10-22N		Field ✓
					79' ✓	23-31N	-	Field
642 X	34-01.4 ⁰	76-38.66	85' ✓	1-7N ✓	81' ✓	10-22N ✓		Field ✓
					79' ✓	23-31N	88' ✓	Field
478 * X	34-19.5 ⁶⁴	76-42.1 ✓			84'	1-32A		Field ✓
					85'	1-37B		Field
					82'	38-69B		Field
					46'	1-9Q		Field
					66'	10-38Q		Field
					70'	1-27R		Field

*WK not found

* See Processing Office addendum.

NORFOLK PROCESSING OFFICE
ADDENDUM
To Accompany

WIRE DRAG WRECK INVESTIGATION PBS-4155WD

GENERAL

This survey was received from the field party with only a part of the drag strips inked on the boat sheet. The remaining strips were inked in this office. Field plotting was accepted in all instances except for the positions of the obstructions. These were re-plotted using final shoran corrections. Only a cursory examination was given that part of the work completed by the field party.

Drag strips inked by this office are indicated by notes in the volumes and also on the wire drag summary. Descriptive reports covering that part of the work done in 1956 have not been received from the field.

DISCREPANCIES

WRECK NO. 456

Soundings
Drag depths on wreck 456 appear to be questionable. See positions 2 thru 4G (E.L.), and notes at position 19J (G.L.). Also, drag grounded momentarily on line 10 thru 19J. ~~Fathograms showing depths on this wreck were not forwarded by the field party.~~ *(faint)* *(see summary W.D. Results)*

Positions 2J G.L.) and 1G (E.L.) location navigation buoy "W" were not plotted as the two locations differ considerably

WRECK NO. 640

The wreck letter dated 4 Oct. 1955 states that wreck 640 was located by sonar and a least depth by fathometer was 82 feet. A thorough search of the volumes was made and a position for this sounding could not be found. ~~In addition, the fathogram was not forwarded from the field.~~ *(CL 767, 1955)* *82 ft sdg plotted*
Fathogram dated Sept 30, 1955 for FE 7, 1955 shows unreduced sounding of 84 ft over WNK 640. (see review).

WRECK NO. 459

FE-8WD/57-(FE149WD/55-56)
RWD 9/97

The 98 foot sounding on Tender position 2K' (29 Sept. 1955) was located on a weak fix and it is believed this shoalest sounding should be used on E.L. position 5M, (1956 season).

The shoalest sounding (98 ft) was plotted at a position determined during test operations. (see review)

Norfolk, Va.
23 May 1957

Respectfully submitted,

Hugh L. Proffitt
Hugh L. Proffitt
Cartographer.

TIDE NOTE FOR HYDROGRAPHIC SHEET

Chart Division: R. H. Carstens

19 June 1957

Plane of reference approved in
14 volumes of sounding records for

HYDROGRAPHIC SHEET FE NO. 8 1957

Locality Cape Lookout, N.C.

Chief of Party: J. C. Mathisson in 1955
K. S. Ulm in 1956

Plane of reference is mean low water, reading
2.6 ft. on tide staff at Lookout Bight
8.5 ft. below B.M. 5 (1926)

Height of mean high water above plane of reference is 3.7 feet.

Condition of records satisfactory except as noted below:


Signature

Chief, Tides Branch

GEOGRAPHIC NAMES

Survey No. F.E.NO.8WD
(1957)

Name on Survey											
	A	B	C	D	E	F	G	H	K		
											1
											2
											3
											4
											5
											6
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											27

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. ~~F.E.No. 3~~ W.D.
(1957)

Records accompanying survey:

Boat sheets 3...; sounding vols. 8...; wire drag vols. 6...;
bomb vols.; graphic recorder rolls 8-Envelopes
special reports, etc. 1-Descriptive report, and 1-Overlay of
hydrography.....

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

Number of positions on sheet		Hydro W.D.
		1017 398
Number of positions checked		25 20
Number of positions revised		0 5
Number of soundings revised (refers to depth only)	 3
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 2

Verification by *[Signature]* Total time 54 Date 8-5-57

Reviewed by *[Signature]* Time 8 Date 8-6-57

Review of Field Examination 8, 1957

The field examination was made to locate and determine the least depths over wrecks Nos. 456, 457, 458, 459, 478, 480, 640, and 642 in the vicinity of Cape Lookout North Carolina, in compliance with the original instructions for Project CS-377, dated 28 January 1955. The project number was subsequently changed to 1377.

The field examination consists of both wire-drag and reconnaissance hydrography. The sounding lines are plotted on the accompanying two sections of tracing paper and one section of boat sheet paper.

Wrecks Nos. 456, 457, 458, 480 and 642 were found. Two portions of Wrecks No. 642 about 320 meters apart were hung by wire drag (See Summary of Wire Drag Results of the Descriptive Report).

The sounding on Wreck 459 was plotted from an approximate position determined during wire-drag test operations. The position of the wreck as determined by individual shoran fixes were in disagreement among the several vessels and, therefore, were not used.

The location of and depth over wreck No. 640 was plotted in accordance with information contained in chart letter No. 767 (1955), because no location of the wreck could be found in the wire-drag volumes.

Wreck No. 478 was ^{not} found.

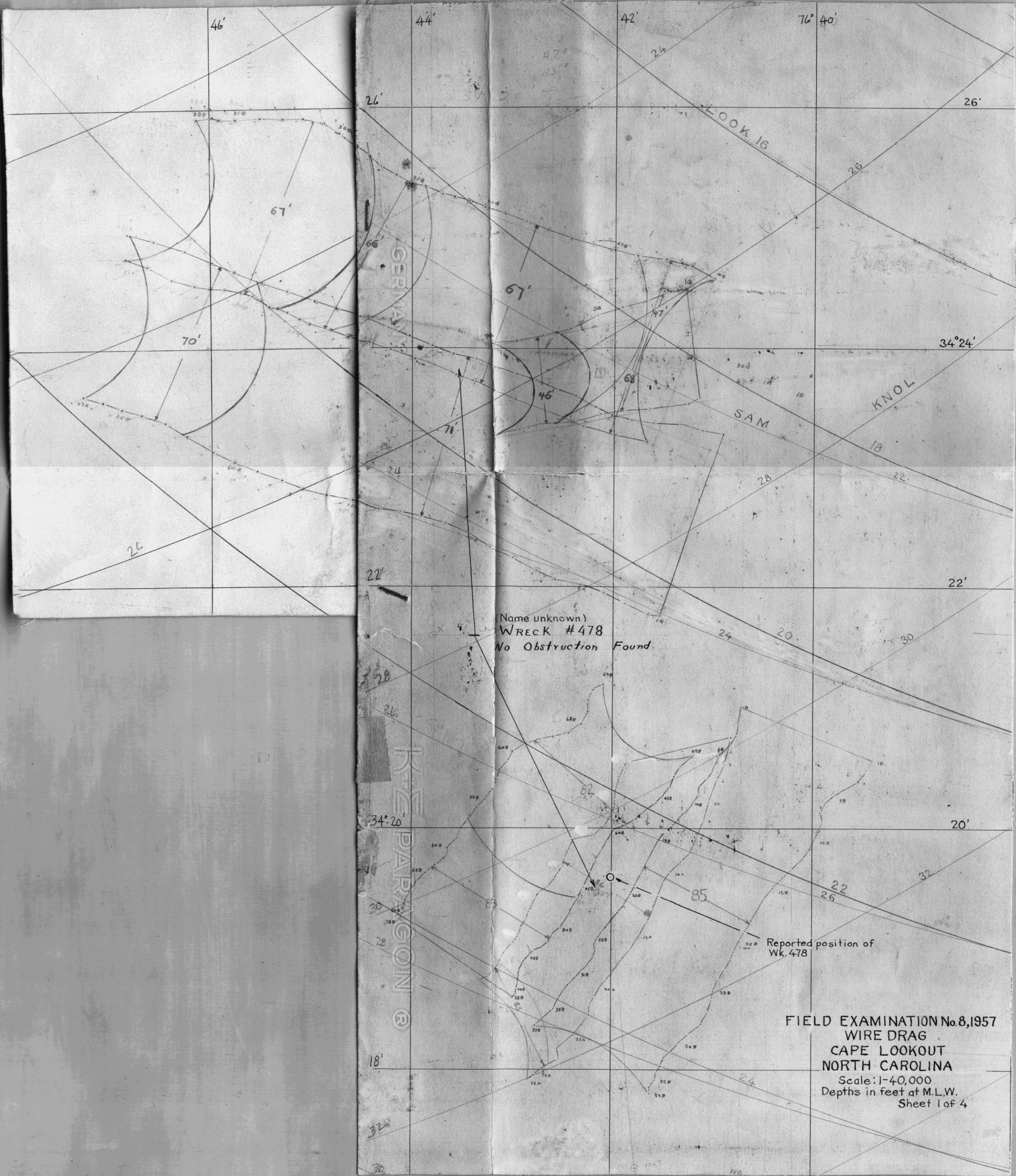
The results of the wire-drag examination are tabulated on the "Summary of Wire-Drag Results" sheet in the Descriptive Report and are plotted on the accompanying 4 sections of smooth sheet.

The work was applied to charts No. 1001, dated 17 September 1956 from advance information of the field examination. The charted information is correct, except that the cleared depth of 6 3/4 fms. charted in lat. 34°22.83', long. 76°21.95' from chart letter 767 (1955) was revised to 6 1/2 fms. and the cleared depth of 19 fms. charted in lat. 34°08.6', long. 76°39.16' from the present survey prior to verification and review was revised to 9 3/4 fms. during the verification and review.

The Descriptive Report adequately covers all other matters pertaining to this examination. No further discussion is considered necessary.

Reviewed by - I. M. Zeskind 8/2/57
Inspected by - R. H. Carstens

*quarters not charted
in depth greater than
7 fms. used 10*



(Name unknown)
WRECK #478
No Obstruction Found

Reported position of
Wk. 478

FIELD EXAMINATION No. 8, 1957
WIRE DRAG
CAPE LOOKOUT
NORTH CAROLINA
Scale: 1-40,000
Depths in feet at M.L.W.
Sheet 1 of 4

76° 28'

26'

24'

24

WRECK 456 (Ashkabad)
Cleared by 39 ft.
Actual sounding 43 ft.
(See Addendum to Descriptive Report)

*Carried forward
to H-9060 (1969-70)*

SAM 22

DEY 26

26

20

28

24

20'

26

34° 20'

28'

28

Wreck No 640 (Name Unknown)
(See addendum
to Descr. Report.)
Actual sounding 82 ft
Cleared by 76 ft.

DEY

LOOK

FIELD EXAMINATION No. 8, 1957
CAPE LOOKOUT, N. C.

Depths in feet at M. L. W.
Scale: 1-40,000 Sheet 2 of 4

76 82

"14A"

See L 767 (55)

*Chf. 1233
H-9060
PSR stems O and P*

28

18'

76° 40'

38

36'

34'

32'

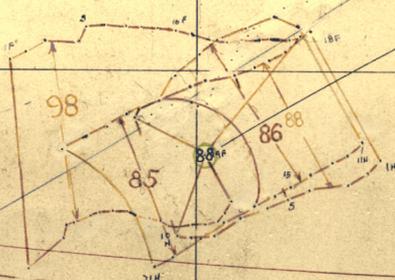
36

30

26

Wreck No. 458 (U-352 German Submarine)
Cleared at 85ft.
Actual sounding 95 ft

14'



DEY

40

28

KNOL

32'

32

12'

SAM 34

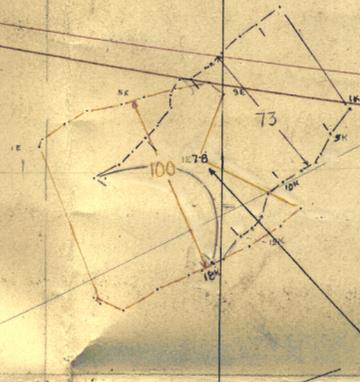
36

30

Wreck No. 480 (Wood)
Hung at 100'
Cleared at 73'
Actual Sounding at 78'

Reported position

34° 10'



Feldy

LOOK

36

38

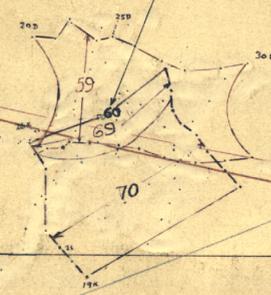
32

FIELD EXAMINATION No.8, 1957
CAPE LOOKOUT, N.C.

Depths in feet at M.L.W.
Scale: 1:40,000 Sheet 3 of 4

Wreck No. 457 (Papoose)
Hung at 69'
Cleared at 59'
Actual Sounding of 60'

Reported position



38

08'

34

40

36

06

WIRE DRAG
1957
E E No. 8
TO ACCOMPLISH

PBS 4155

FIELD EXAMINATION No. 8, 1957
CAPE LOOKOUT, N.C.
RECONNAISSANCE SOUNDINGS
Scale: 1-40,000 Sheet 1 of 3

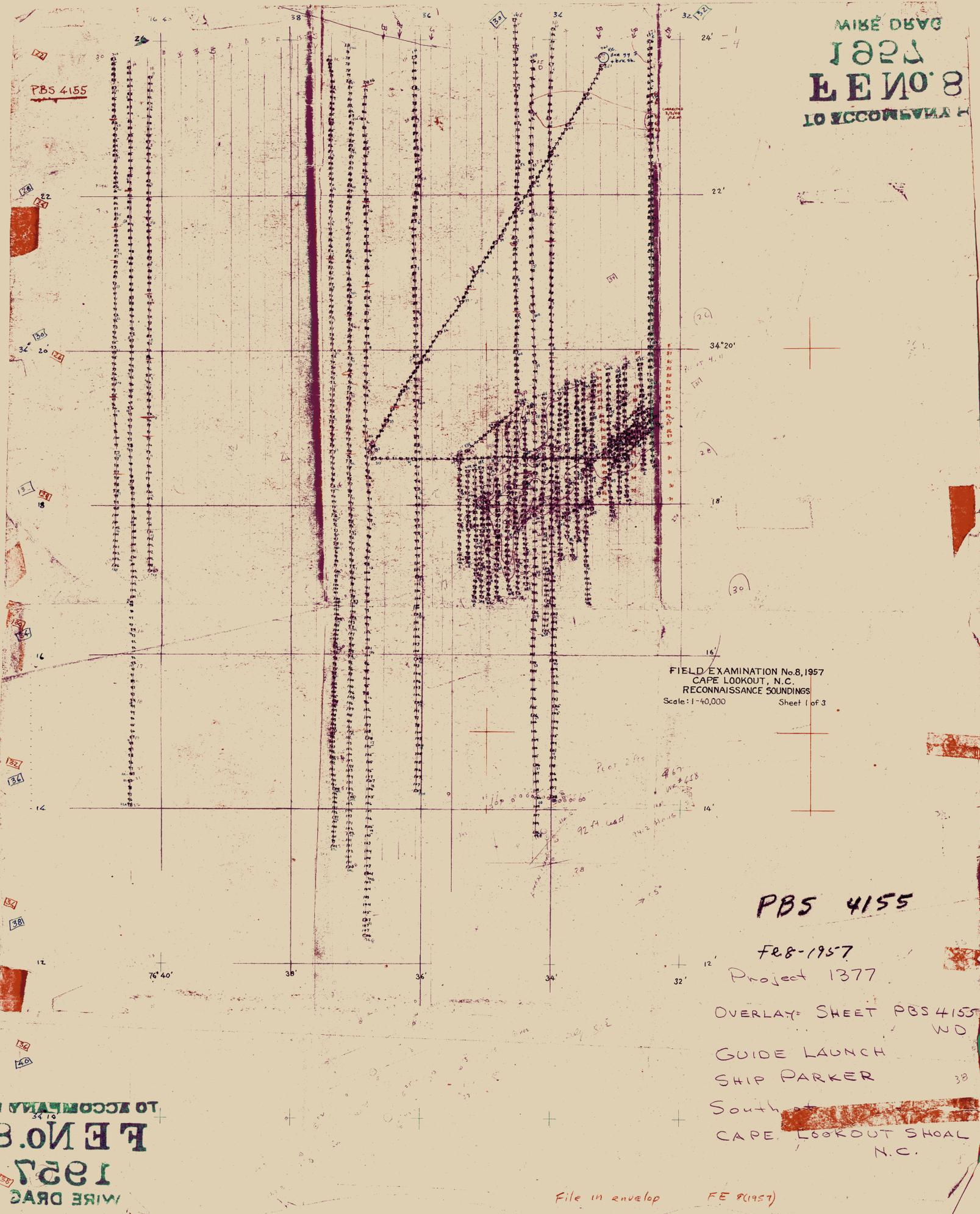
PBS 4155

FEB-1957
Project 1377

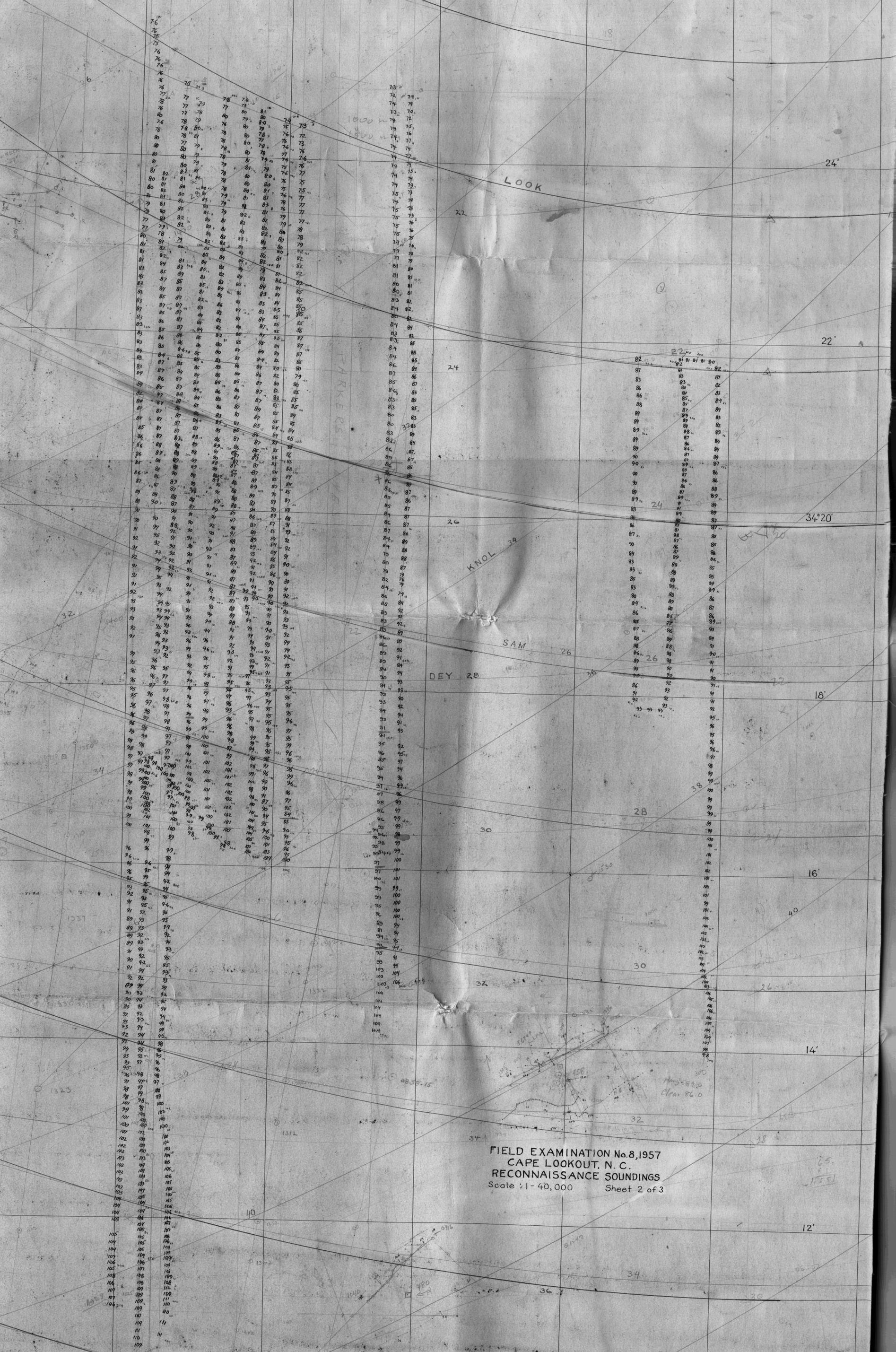
OVERLAY SHEET PBS 4155
WD
GUIDE LAUNCH
SHIP PARKER 38
South
CAPE LOOKOUT SHOAL
N.C.

File in envelop FE 8(1957)

WIRE DRAG
1957
E E No. 8
TO ACCOMPLISH



42 76° 40' 38 36 34 32 76° 30'



FIELD EXAMINATION No. 8, 1957
CAPE LOOKOUT, N. C.
RECONNAISSANCE SOUNDINGS
Scale 1:40,000 Sheet 2 of 3

65
115

12'

14'

16'

18'

24'

22'

24'

26'

28'

30'

32'

34'

36'

38'

40'

42'

44'

46'

48'

50'

52'

54'

56'

58'

60'

62'

64'

66'

68'

70'

72'

74'

76'

78'

80'

82'

84'

86'

88'

90'

92'

94'

96'

98'

100'

102'

104'

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634'

636'

638'

640'

642'

644'

646'

648'

650'

652'

654'

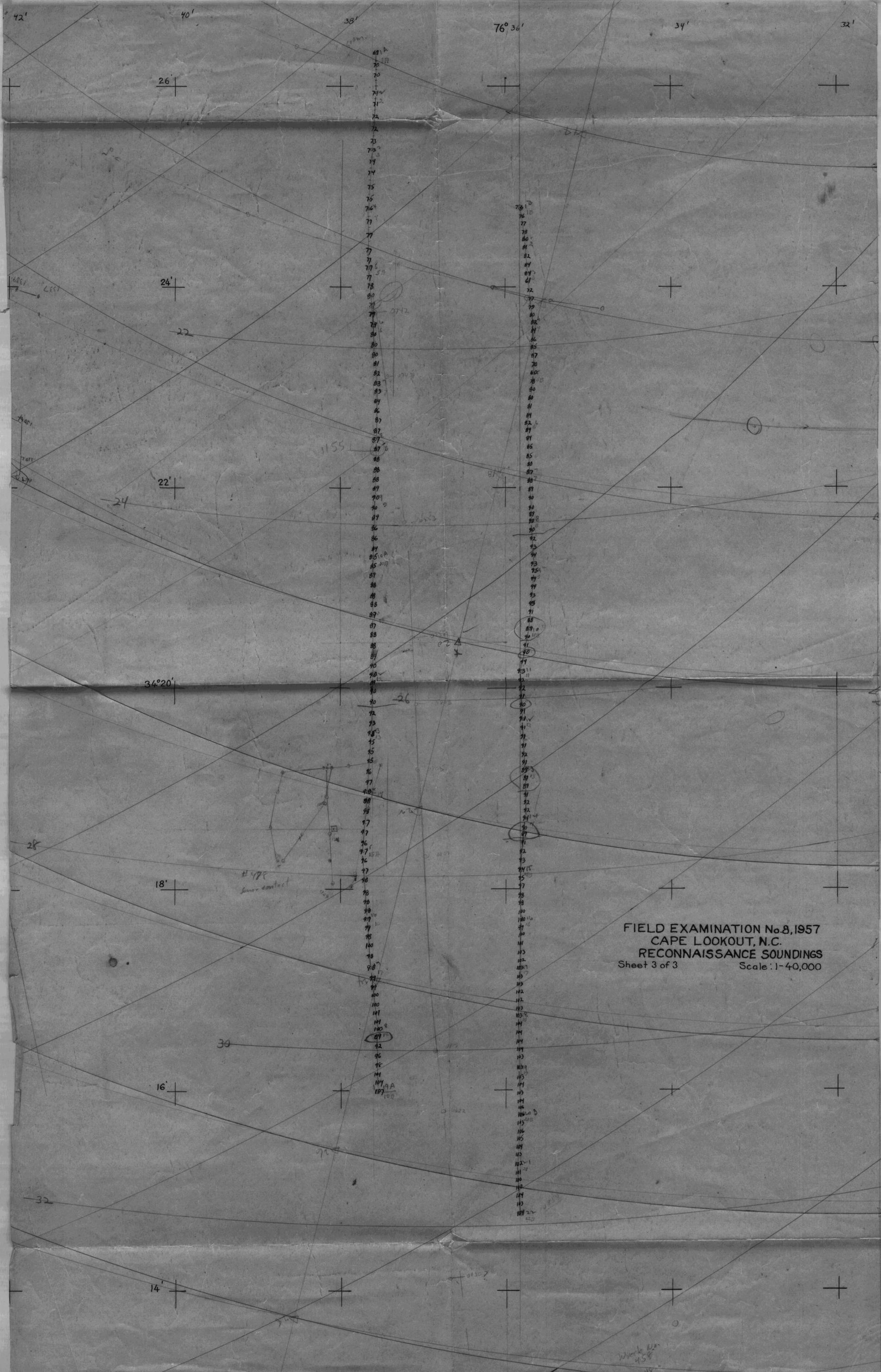
656'

658'

660'

662'

664'



FIELD EXAMINATION No. 8, 1957
 CAPE LOOKOUT, N.C.
 RECONNAISSANCE SOUNDINGS
 Sheet 3 of 3 Scale: 1-40,000

478
 Senior contact

Work on
 450
 21.48

78°

77°

76°

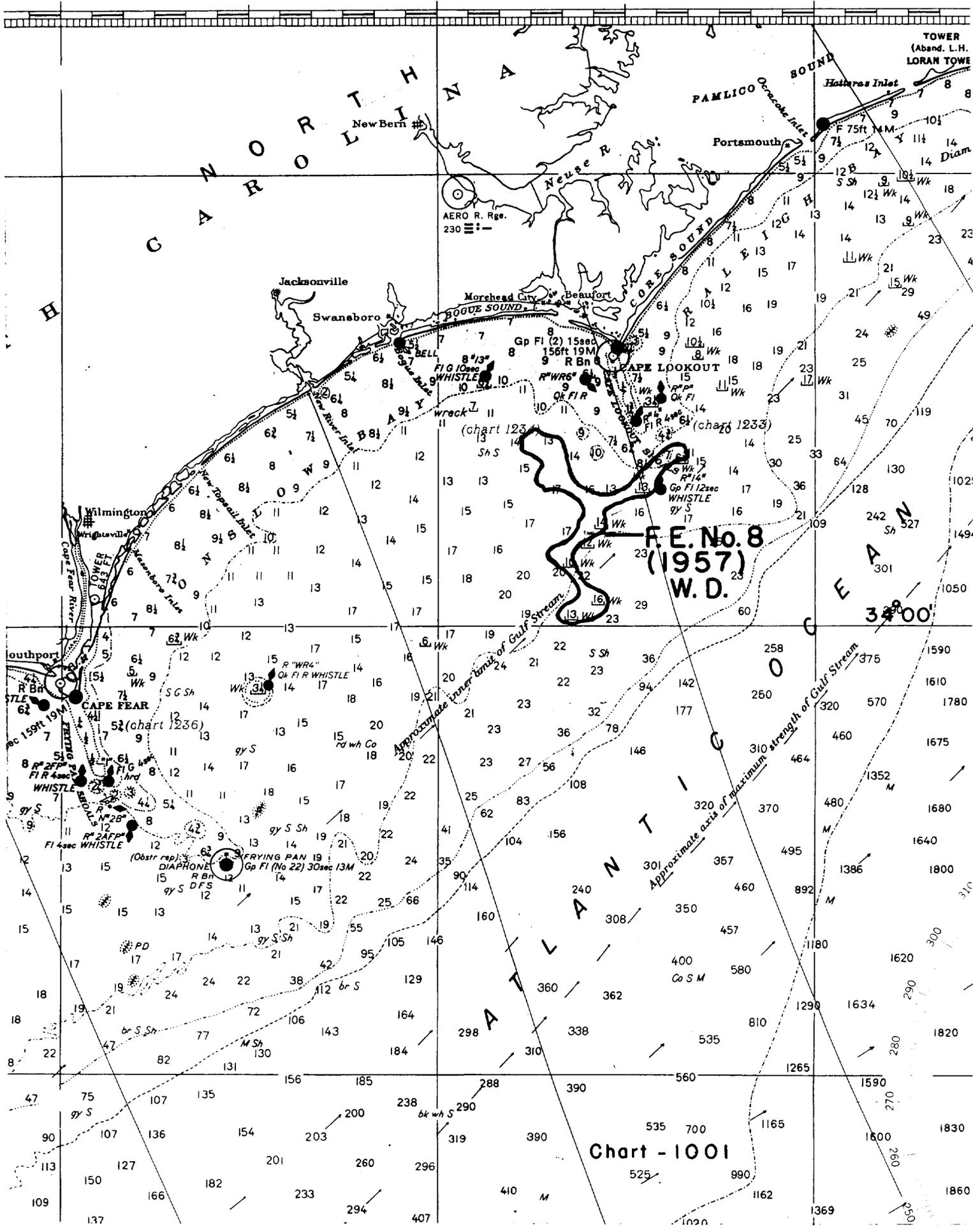


Chart - 1001

F. E. No. 8
(1957)
W. D.

TOWER
(Aband. L.H.)
LORAN TOWER

AERO R. Rge.
230

PAMLICO SOUND
Core Sound Inlet

Portsmouth

Jacksonville

Morehead City

Beaufort

Wilmington

Southport

CAPE FEAR

CAPE FEAR

CAPE FEAR

CAPE FEAR

CAPE FEAR

Approximate inner limit of Gulf Stream

Approximate axis of maximum strength of Gulf Stream

3400'

1590
1610
1680
1780
1800
1820
1830
1860
1880
1900
1920
1940
1960
1980
2000
2020
2040
2060
2080
2100
2120
2140
2160
2180
2200
2220
2240
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3380
3400

