

FE 151

WIRE DRAG

Diagram No. 1228-2

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-151WD

LOCALITY

State North Carolina
General Locality ... Pasquotank River
Locality Entrance to Pasquotank
..... River

19 55

CHIEF OF PARTY
J.C. Mathisson

LIBRARY & ARCHIVES

DATE June 10, 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.10, 1957WD

FE151
WIRE DRAG

FENo.10 1957

WIRE DRAG

FE-151

Diag. Cht. No. 1228-2

Form 504

U. S. DEPARTMENT OF COMMERCE

COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Type of Survey WIRE DRAG WRECK INVESTIGATION

Field No. CHART 829 Office No. F.E.No.10
(1957) W.D.

LOCALITY

State NORTH CAROLINA

General locality PASQUOTANK RIVER

Locality ENTR. TO PASQUOTANK RIVER

1955

CHIEF OF PARTY

JOHN C. MATHISSON

LIBRARY & ARCHIVES

DATE JUN 10 1957

COMM-DC 61300

FENo.10 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.

REGISTER No.

Field No. WIRE DRAG WRECK INVESTIGATION
ON CHART 829

State NORTH CAROLINA

General locality PASQUOTANK RIVER

Locality ENTRANCE TO PASQUOTANK RIVER

Scale 1:40,000 Date of survey 29 Oct. 1955

Instructions dated 6 Oct. 1955

Vessel PARKER, BOWEN & STIRNI

Chief of party JOHN C. MATHISSON

Surveyed by JOHN C. MATHISSON, J.R. PAAGMIER, C.R. REED, W.R. KACHEL
H.J. SEABORG & D.C. RUSHFORD

Soundings taken by fathometer, graphic recorder, hand lead, wire NONE

Fathograms scaled by NONE

Fathograms checked by NONE

Protracted by FIELD PARTY & HUGH L. PROFFITT

DRAG STRIPS INKED BY:

~~SOUNDINGS INKED BY~~ Hugh L. Proffitt

Soundings in ~~XXXXXX~~ feet at MLW ~~XXXXXX~~

REMARKS:

Handwritten initials

653

Ships PARKER, BOWEN & STIRNI
418 Post Office Building
Norfolk 10, Virginia

30 October 1955

TO: THE DIRECTOR
Coast and Geodetic Survey
Washington 25, D. C.

SUBJECT: Special Report on Investigation of Wreck, Pasquotank River.

In accordance with your letter of Instruction, dated 6 October 1955, (Ref. 22 M&K, S-1-PK-BH-SF) the location of the wreck in the lower Pasquotank River was investigated on 29 October, en-route to Norfolk.

A thorough sonar search of the area failed to produce a contact. It was found that fish stakes were located in the area of the requested drag strip, especially on the west side, and it was necessary to shift the strip east about 200 meters but retain the same azimuth.

The first drag strip attempted with uprights set as close to the bottom as practical produced almost simultaneous hangs on both sides of the drag, soon after the strip was begun. The hang on the eastern side of the strip was at Lat. $36^{\circ} 11.03'$, Long. $76^{\circ} 02.63'$ with effective depth of 10.5 feet. This was investigated by fathometer and proved to be a ledge or object slightly shallower than the surrounding soft mud bottom. This was later cleared with drag set at 9 feet effective depth. The hang on the western side of the strip was determined to be at Lat. $36^{\circ} 11.01'$, Long. $76^{\circ} 03.32'$ with effective depth of 10 feet. This hang was very close to the charted position of the wreck on Chart 329 but a thorough fathometer investigation failed to obtain a sounding shallower than the charted depth. This bottom of the river is full of sunken logs, tree trunks and other snags which probably produced the hang at this location. A large log was found lodged on the ground wire at an upright when the drag was picked up.

In order to clear these bottom snags it was necessary to drag the area with uprights set at effective depths of 9 feet. No hangs were obtained at this depth.

Control on charted locations of beacons in this area proved poor as "jumps" were observed when fixes were changed. It is probable that some of the beacons have been rebuilt at slightly different locations from the charted positions. If you have any information regarding this it is requested that this party be informed so that we may obtain a better plot showing the area covered.

John C. Mathiason
Commander, CGS
CO. Ships PARKER-BOWEN-STIRNI

cc: Supervisor, Norfolk District

653

2 November 1955

To: Commanding Officer
USCGS Ship PARKER, BOWEN and STIENI
413 U. S. Post Office Building
Norfolk 10, Virginia

Subject: Investigation of wreck, Pasquotank River, N. C.

Your report on the investigation of the wreck in the Pasquotank River has been received. This investigation will be considered a field examination. Therefore, it will be satisfactory for it to be smooth-plotted on a copy of chart 829, using the control thereon. The smooth plot and records should be forwarded to this office.

Director

cc. Norfolk District Officer

PROCESSING OFFICE NOTES
FOR

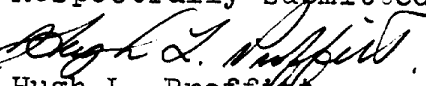
WIRE DRAG WRECK INVESTIGATION ON CHART 829

GENERAL

All E.L. positions, and G.L. positions 8 thru 18A were plotted in the Processing Office and are being submitted on an overlay to accompany chart 829.

The Office plot of G.L. positions 8 thru 18A is questionable as the record book gave no indication as to what station was used on the cuts to "N" buoy, also, the plus and minus signs were not recorded. On this line the cuts to "N" were plotted as indicated by red pencil notes in the G.L. volume. The objects were chosen to plot "N" buoy in a normal towing position in relation to the G.L.

It is not known whether or not buoy "WRLA" was in position during the dragging operation. And, as a matter of record, when all cuts to "N" are plotted on station BLUF the ground falls in the immediate vicinity of the wreck symbol on chart 829.

Respectfully submitted,

Hugh L. Proffitt

Norfolk, Va.
4 June 1957

TIDE NOTE FOR HYDROGRAPHIC SHEET

Chart Division: R. H. Carstens

21 June 1957

Plane of reference approved in
3 volumes of ~~soundings~~ records for
wire drag

HYDROGRAPHIC SHEET FE NO 10 1957

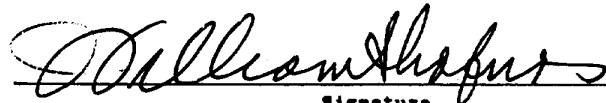
Locality Pasquotank River, N.C.

Chief of Party: J. C. Mathisson in 1955

Plane of reference is
ft. on tide staff at
ft. below B.M.

Condition of records satisfactory except as noted below:

NOTE: No tide reducers applied. The periodic tide in
Albemarle Sound has a mean range of less than 0.5 foot.



Signature

Chief, Tides Branch

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. F.E.No.10 (1957)
W.D.

Records accompanying survey:

Boat sheets; sounding vols. ..1.; wire drag vols. 2.....;
bomb vols.; graphic recorder rolls;
special reports, etc. 1-Descriptive report and 2-Charts 829.....
1-Overlay Chart 829.....

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

Number of positions on sheet	.....	42	
Number of positions checked	.....	15	
Number of positions revised	.....	0	
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 <i>Lu Jaskind</i>	Total time	8	Date 10-15-57
Reviewed by <i>Lu Jaskind</i>	Time	2	Date 10-15-57

REVIEW OF FIELD EXAMINATION NO. 10, 1957

This field examination was made in compliance with the Director's letter 6 October 1955 (Ref. 22 MEK, S-1-PK-BN-ST).

The purpose of the examination was to disprove or confirm the existence of a wreck charted in lat. $36^{\circ}11.04'$, long. $76^{\circ}03.34'$, from HON to M No. 20, 1954.

The wreck was not found; however, in the following locations, hangs were obtained on objects which are thought to be snags:

<u>Location</u>		<u>Hung at</u>	<u>Cleared by</u>
<u>Latitude</u>	<u>Longitude</u>	<u>ft.</u>	<u>ft.</u>
$36^{\circ}11.01'$	$76^{\circ}02.62'$	10	8
$35^{\circ}10.92'$	$76^{\circ}03.30'$	9	Not cleared
36°			

It was necessary to move the western limits of the drag about 200 meters to the eastward of the charted location of the wreck, because a number of fish stakes are located here.

The control based on the charted locations of the beacons, together with inadequate recorded data of fixes made the plotting of some of the end buoys questionable. However, because the wreck was not visible at MLW, and because the area was thoroughly covered by sonar and fathometer, the field examination is considered adequate to disprove the existence of the wreck.

The results of the field examination are shown on the accompanying tracing cloth.

The work was applied to chart 829, dated 17 June 1957, prior to verification and review. The charted information is correct. The effective wire-drag depths are in harmony with the charted depths.

F. E. 10, 1957 - 2

The Descriptive Report covers all other matters pertaining to this examination.

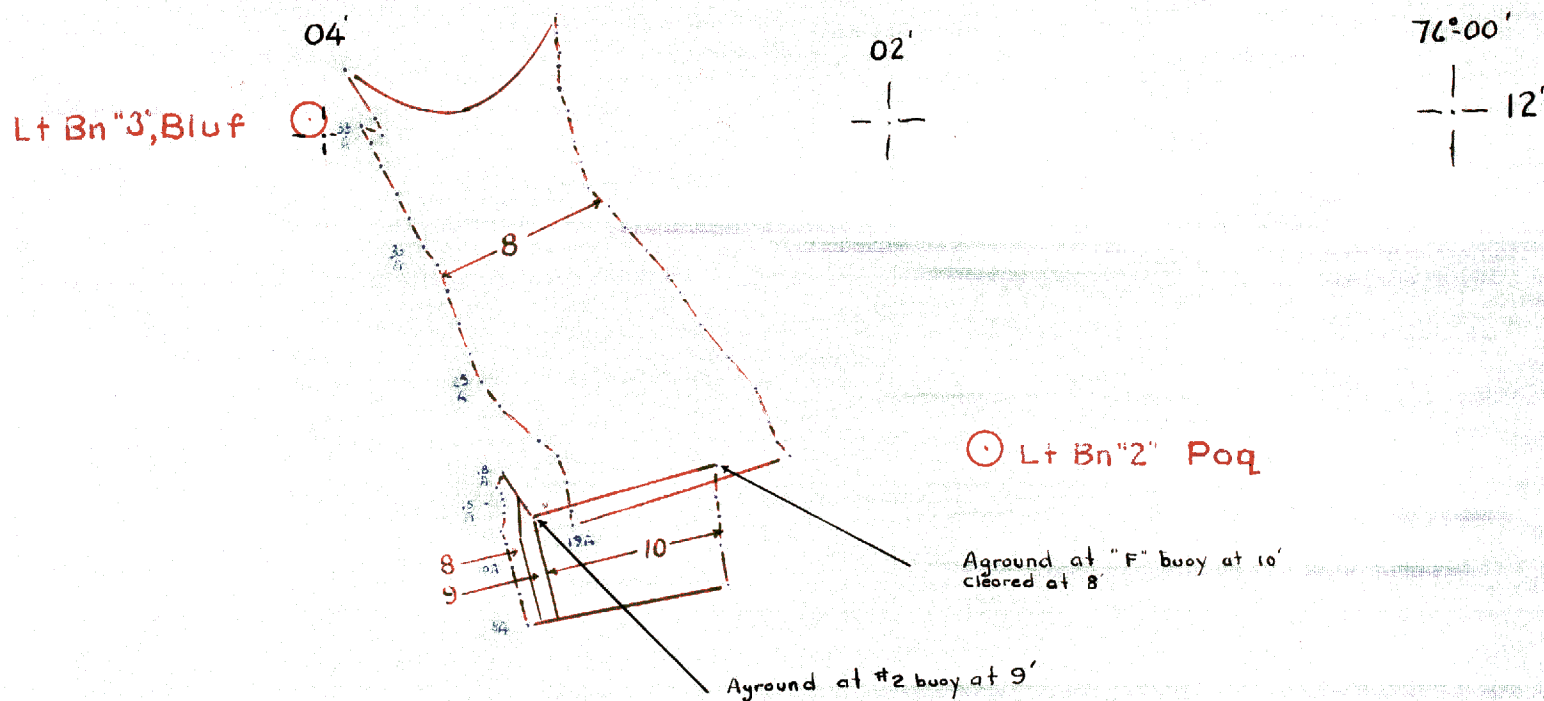
No further discussion is considered necessary.

Reviewed by: _____
I. M. Zeskind
10-15-57

Inspected by: _____
R. H. Carstens

○ Lt. Bn "4", Mill

○ Gab

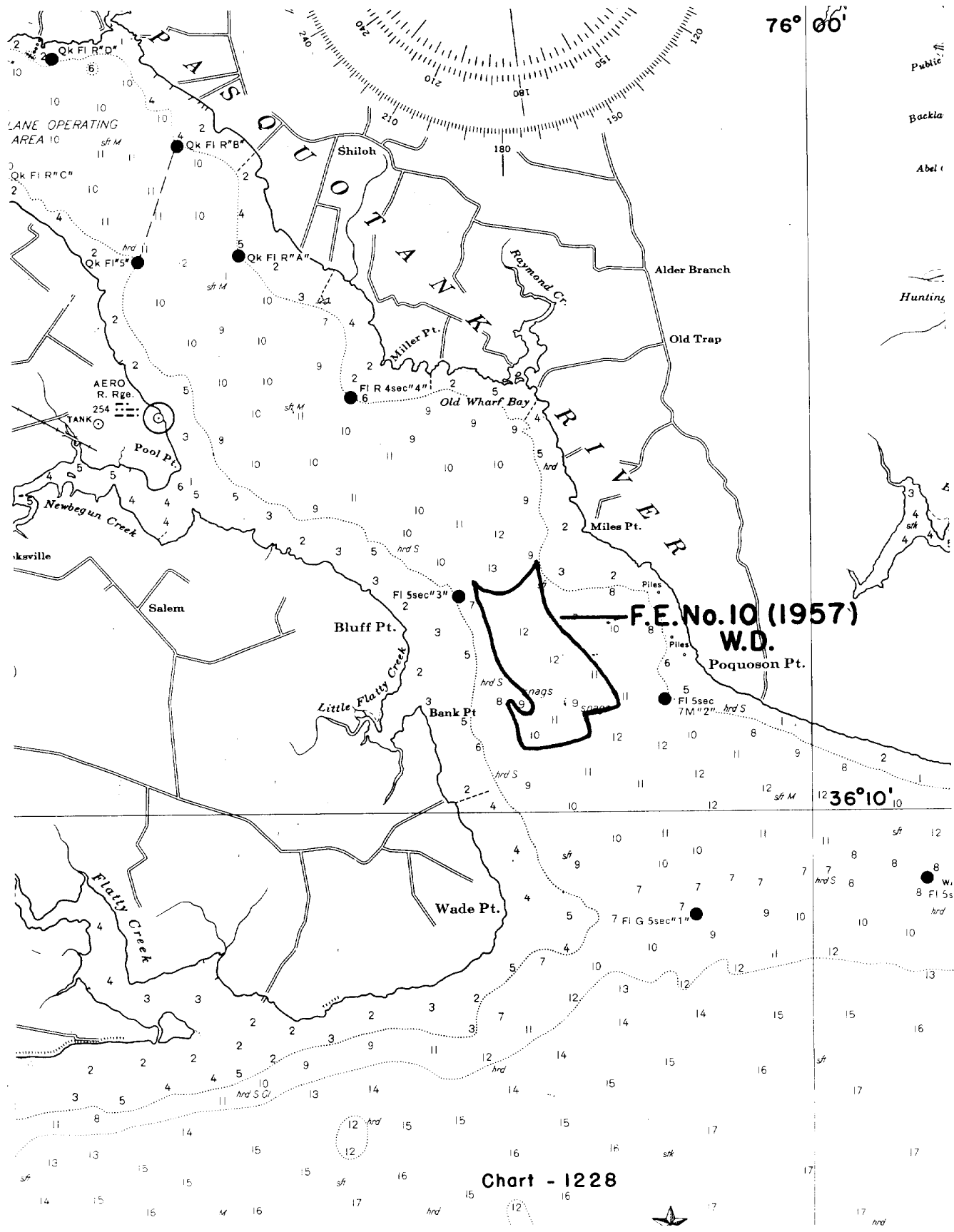


FIELD EXAMINATION No. 10, 1957
WRECK INVESTIGATION
PASQUOTANK RIVER, N. C.
Scale: 1-40,000
Effective wire-drag depths in feet
at M.L.W.

Overlay for chart 829

Wade Pt Lt.

○ Lt Bn "1", Mar



76° 00'

Public

Backla

Abel

Hunting

**F.E. No. 10 (1957)
W.D.**

36° 10'

Chart - 1228



