

FE 155

WIRE DRAG

Diagram No. 1001-3 & 1235

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-4655WD
Office No. FE-155WD (1955-56)

LOCALITY

State North Carolina
General Locality Atlantic Ocean-Onslow Bay
Locality N.E. of Cape Fear

1955-56

CHIEF OF PARTY
J.C. Mathisson

LIBRARY & ARCHIVES

DATE June 13, 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.14, 1957WD

FE 155
WIRE DRAG

F E No. 14 1957

WIRE DRAG

F E No. 14 1957
WIRE DRAG

Diag. Cht. Nos. 1001-3 & 1235

Form 504	
U. S. COAST AND GEODETIC SURVEY DEPARTMENT OF COMMERCE	
DESCRIPTIVE REPORT	
Type of Survey <u>WIRE DRAG WRECK INVESTIGATION</u>	
Field No. <u>PBS-4655WD</u>	Office No. <u>F.E. No. 14</u> <u>(1957) WD</u>
LOCALITY	
State <u>NORTH CAROLINA</u>	
General locality <u>ATLANTIC OCEAN * ONSLOW BAY</u>	
Locality <u>N.E. OF CAPE FEAR</u>	
<u>194</u> 55-56	
CHIEF OF PARTY	
<u>JOHN C. MATHISSON</u>	
LIBRARY & ARCHIVES	
DATE <u>JUN 13 1957</u>	

B-1870-1 (1)

1071
679

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. F. E. No. 14 (1957) WD

Field No. PBS-4655WD

State ATLANTIC OCEAN

General locality ONSLow BAY

Locality N. E. OF CAPE FEAR

Scale 1:40,000 Date of survey 11 Oct. 1955-7 Sept. 1956

Instructions dated 28 January 1955

Vessel PARKER, BOWEN & STIRNI

Chief of party JOHN C. MATHISSON

Surveyed by J. C. MATHISSON, H. J. SEABORG, K. S. ULM, J. R. PLAGGMIER,
R. C. DARLING, D. G. RUSHFORD & W. R. KACHEL

Soundings taken by ~~XXXXXX~~, graphic recorder, ~~XXXXXX~~

Fathograms scaled by FIELD PARTY

Fathograms checked by FIELD PARTY

Protracted by FIELD PARTY

Drag strips inked by:

~~XXXXXXXXXXXX~~ Field Party

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

REMARKS:

20/2

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: PBS 2255 (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 Ocracoke 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 Ocracoke Inlet. It is the subject of a special report previously submitted.

A special wire drag investigation was made in the Pasquotank River, Virginia, N.C. This is also the subject of a special report already forwarded. RE 1019571

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 connection 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.

A tabulation of the shoran corrections used for the three 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
1-26-55	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:

		1	SAM	-0.003	KNOL	-0.026
		2	SAM	-0.016	KNOL	-0.008
4-18-55	2355	1	SAM	-0.009	KNOL	-0.011
4-27-55	2355	1	SAM	-0.008	KNOL	-0.016
5-25-55	4155	1	CLUB	-0.020	PEA	-0.055
5-31-55	2455	1	CLUB	-0.001	PEA	-0.032
6-6-55	4555	2	CLUB	-0.023	PEA	-0.032
7-22-55	4455	2	CLUB	-0.004	LOLA	-0.034
7-28-55	4455	2	CLUB	-0.001	LOLA	-0.042
8-31-55	4255	2	SAM	-0.001	LOLA	-0.043
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)
4-20-55 1600 - 1650		-0.010 (KNOL) (Set #2)
21 1650 - end		-0.015 (KNOL) Set #1

	<u>STA. 36</u>	<u>STA. 37</u>
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)
7-15-55 - 8-4-55	-0.015 (CLUB)(Set #2)	
9-7-55 - 10-5-55		-0.045 (KNOL)(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
<u>BOWEN:</u>		
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 (KNOL)(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 ✓)

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. 1008 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.

PROCESSING OFFICE NOTES
FOR

WIRE DRAG WRECK INVESTIGATION PBS-4655WD

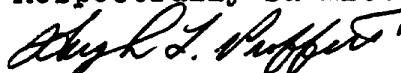
GENERAL

This survey was forwarded to this Office with all records processed and the drag strips inked on the boat sheet.

The body of the descriptive report covers that part of the work accomplished during the 1955 field season. A report for the 1956 season has not been received.

Norfolk, Va.
7 June 1957

Respectfully submitted,



Hugh L. Proffitt
Cartographer.

TIDE NOTE FOR HYDROGRAPHIC SHEET

Chart Division: R. H. Carstens

2 July 1957

Plane of reference approved in
9 volumes of sounding records for

HYDROGRAPHIC SHEET F E No. 14 1957

Locality Cape Fear, N. C.

Chief of Party: J. C. Mathisson in 1955-1956

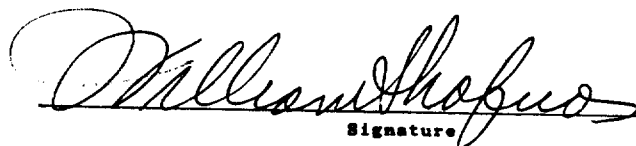
Plane of reference is mean low water, reading

2.0 ft. on tide staff at Wilmington Beach

14.7 ft. below B.M. 1 (1956)

Height of mean high water above plane of reference is 4.0 feet.

Condition of records satisfactory except as noted below:


Signature

Chief, Tides Branch

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. ~~F.E.No.14~~ (1957) WD

Records accompanying survey:

Boat sheets ..2..; sounding vols. ..3..; wire drag vols. ..6....;
 bomb vols.; graphic recorder rolls 2-Envelopes
 special reports, etc. ..1-Descriptive report and 1-Overlay.. Sonar
..Search.....

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

		WD = 383
Number of positions on sheet		<u>543 = 99</u>
Number of positions checked		<u>54</u>
Number of positions revised		<u>6</u>
Number of soundings revised (refers to depth only)		<u>1</u>
Number of soundings erroneously spaced		<u>0</u>
Number of signals erroneously plotted or transferred		<u>0</u>
Topographic details	Time	<u>0</u>
Junctions	Time	<u>0</u>
Verification of soundings from graphic record	Time	<u>3</u>
Verification by <u>[Signature]</u>	Total time	<u>50</u> Date <u>11/13/57</u>
Reviewed by <u>[Signature]</u>	Time	<u>7</u> Date <u>11/14/57</u>

Review of Field Examination No. 14, 1957

The field examination was made in compliance with Instructions for Project CS 377 (later changed to 1377) dated 28 January 1955.

The purpose of the examination was to verify or disprove the existence of wrecks 460, 462, 463, 468, 484, 485 and 488.

Wrecks 460, 462, 463, 468 and 485 were not found.

Wreck 484 (name unknown) was located in lat $33^{\circ}51.96'$, long. $77^{\circ}28.88'$. It was hung by a wire-drag set to an effective depth of 22 ft. and was cleared by a wire-drag set to an effective depth of 16 ft. A sounding of 20 ft. was obtained on the wreck.

Wreck 488 (name unknown) was located in lat. $33^{\circ}57.96'$, long. $77^{\circ}01.86'$. It was hung by a wire-drag set to an effective depth of 42 ft., and was cleared by a wire-drag set to an effective depth of 36 ft. A sounding of 38 ft. was obtained on the wreck.

Several sonar contacts were made on an object in lat. $33^{\circ}44.83'$, long $77^{\circ}10.40'$, in depths of 114-116 ft. No soundings were obtained at the point of contact (see sheet Nos. 4 and 5). The area in the vicinity of the contacts was cleared by a wire-drag set to effective depths of 97-98 ft. It is, therefore, believed that the object contacted lies below the afore-mentioned effective wire-drag depths.

The results of the field examination are shown on the accompanying 4 sections of boat sheet and 1 paper tracing.

The work was applied to charts 1001, dated 10-8-56 and chart 1235, dated 9-24-56, from advance information of the field examination. The charted information is correct, except as follows:

The cleared depth over wreck 484 in lat. $33^{\circ}51.96'$, long $77^{\circ}28.88'$ charted as $19\frac{1}{2}$ ft. on chart 1235 and $3\frac{1}{4}$ fms. on chart 1001, from chart letter 837 (1955) was revised to 16 ft. during verification of the field examination.

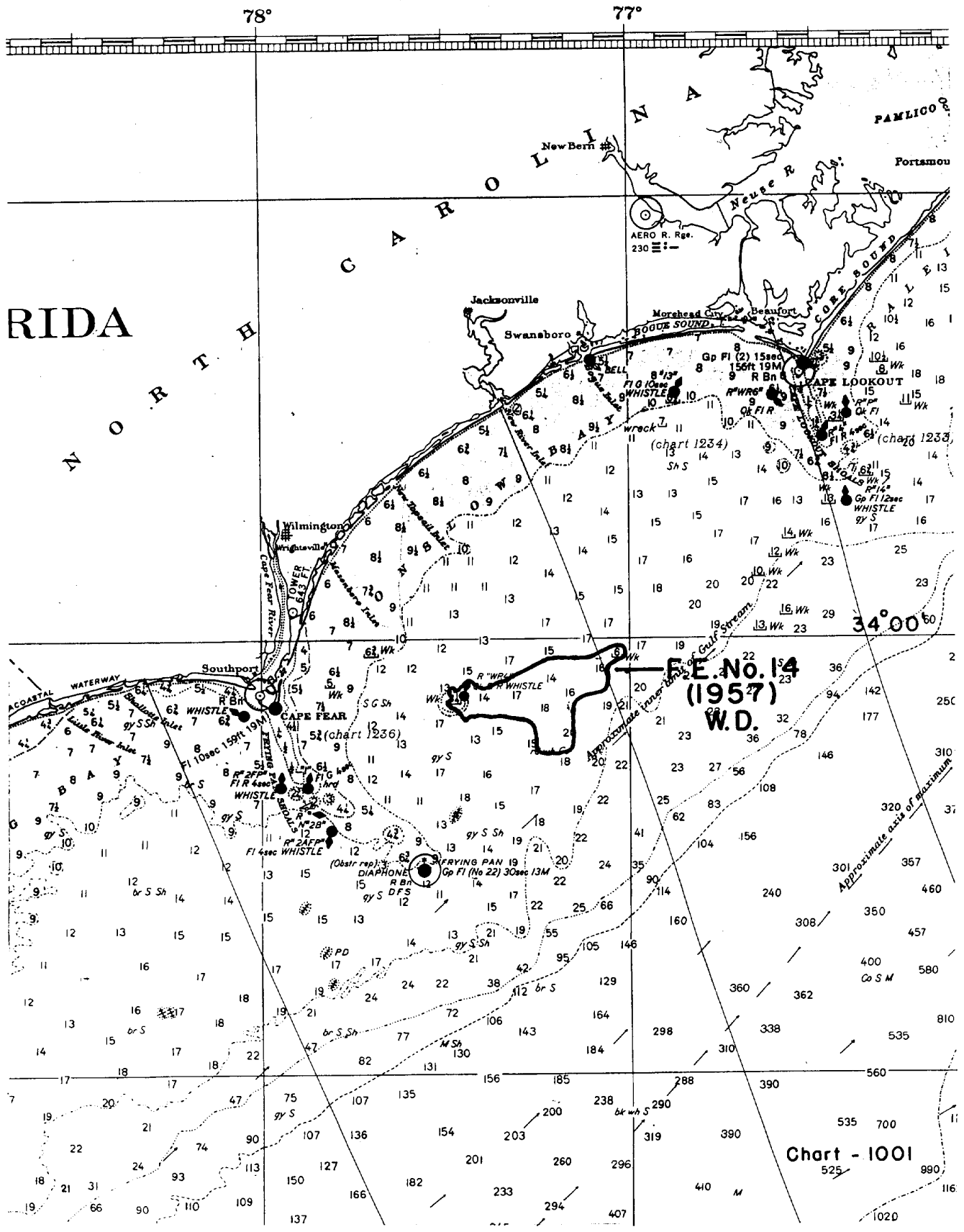
There are no conflicts between the charted depths and the effective wire-drag depths of the field examination.

FE 14, 1957 - 2

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

Reviewed by: I. M. Zeskind
Nov. 14, 1957

Inspected by: R. H. Carstens



FLORIDA

NORTH CAROLINA

E. No. 14
(1957)
W.D.

Chart - 1001
525 890

NAUTICAL CHARTS BRANCH

SURVEY NO. F.E.No. 14 (1957) WD

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
7-11-57	1001	G. P. Wittman	Before After Verification and Review <i>Examined No corr.</i>
^{7/11/58} 8-1-57	1235	^{HTE} F. M. Albert	Before ^{After} Verification and Review <i>[Handwritten mark]</i>
2/2/58	1001	J. C. McLean	Before After Verification and Review <i>Completely applied.</i>
			Before After Verification and Review
3/7/58	1110	J. M. [unclear]	Before After Verification and Review <i>Completely applied.</i>
			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

M-2168-1

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.

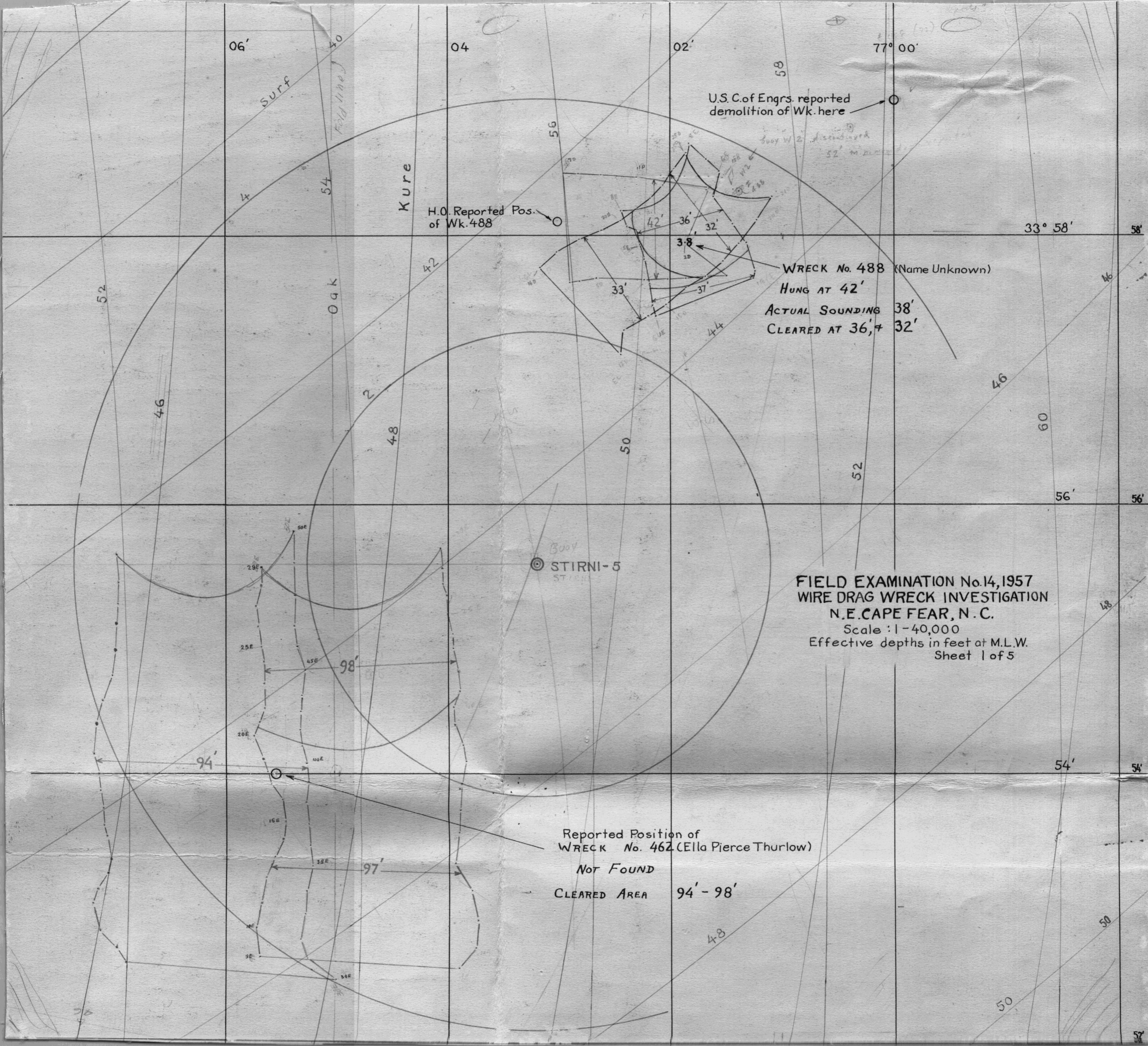
409

860

449

641

458



U.S. C. of Engrs. reported demolition of Wk. here

H.O. Reported Pos. of Wk. 488

WRECK No. 488 (Name Unknown)
 HUNG AT 42'
 ACTUAL SOUNDING 38'
 CLEARED AT 36', 32'

Booy
 STIRNI-5

FIELD EXAMINATION No. 14, 1957
 WIRE DRAG WRECK INVESTIGATION
 N.E. CAPE FEAR, N. C.
 Scale: 1-40,000
 Effective depths in feet at M.L.W.
 Sheet 1 of 5

Reported Position of
 WRECK No. 462 (Ella Pierce Thurlow)
 NOT FOUND
 CLEARED AREA 94' - 98'

06'

04

02'

77° 00'

Surf

Fold line

Kure

Oak

33° 58'

52

46

48

50

52

56'

56'

29E

25E

20E

94'

16E

10E

9E

45E

98'

35E

97'

30E

48

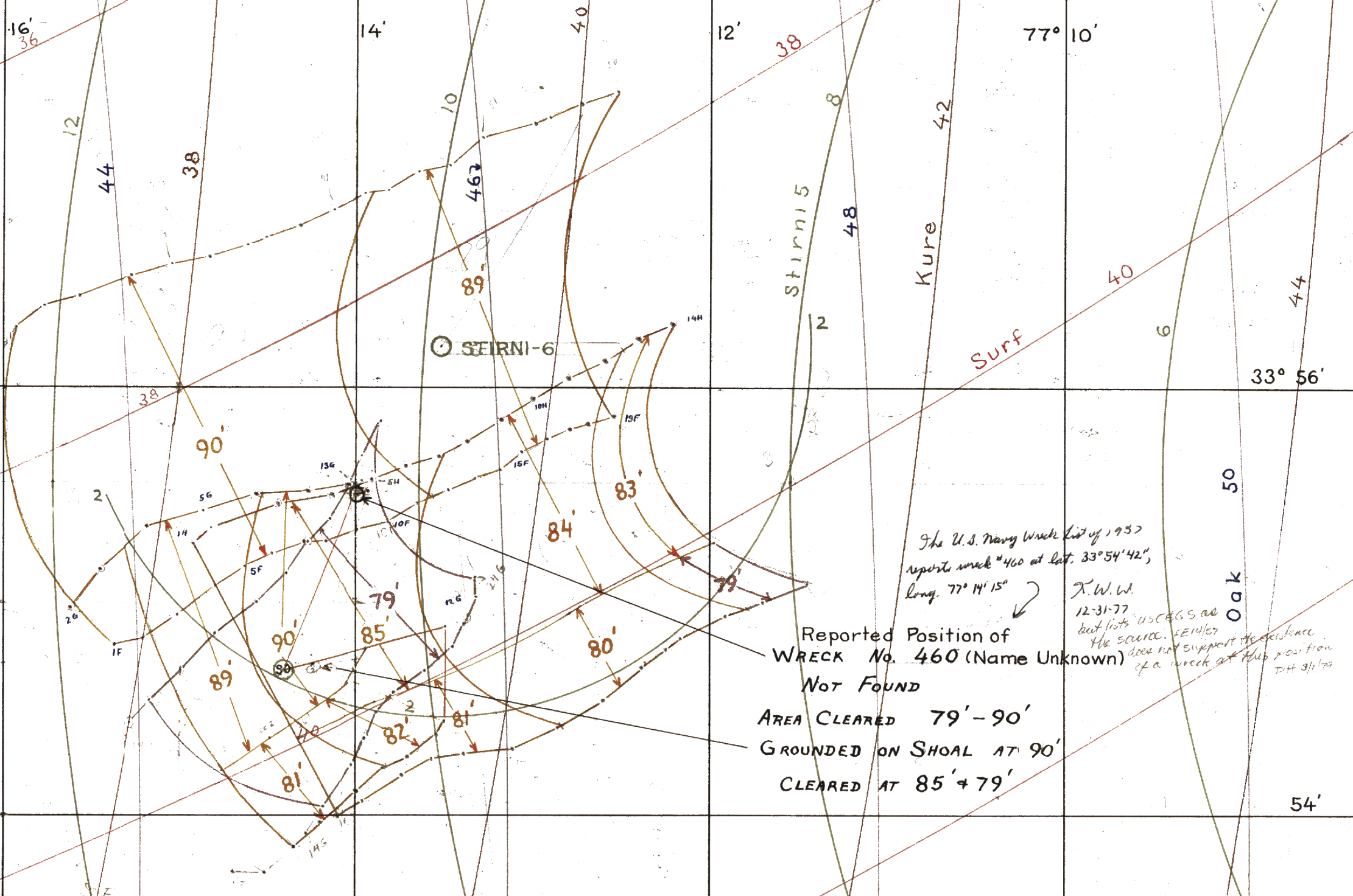
54'

54'

50

50

57



Reported Position of
 WRECK No. 460 (Name Unknown)
 NOT FOUND

AREA CLEARED 79'-90'
 GROUNDED ON SHOAL AT 90'
 CLEARED AT 85' + 79'

The U.S. Navy Wreck List of 1957
 reports wreck #460 at lat. 33° 54' 42",
 long. 77° 14' 15" *X.W.W.*
 12-31-77
 but lists USCGS as
 the source. *SEIRNI-6*
 does not support the existence
 of a wreck at this position
 D.H. 3/1/79

FIELD EXAMINATION No. 14, 1957
 WIRE DRAG WRECK INVESTIGATION
 N.E. CAPE FEAR, N.C.
 Scale: 1-40,000
 Effective depths in feet at M.L.W.
 Sheet 2 of 5

RED LIGHTED BUOY "WR 4"
ESTABLISHED 21 Oct 1955, after DRAGGING DISCLOSED DANGEROUS SUNKEN WRECK

WRECK No. 484 (Name Unknown)
CLEARED, 16, 9'
HANG, 22, 30, 41.5'
SDG. 19, 8'

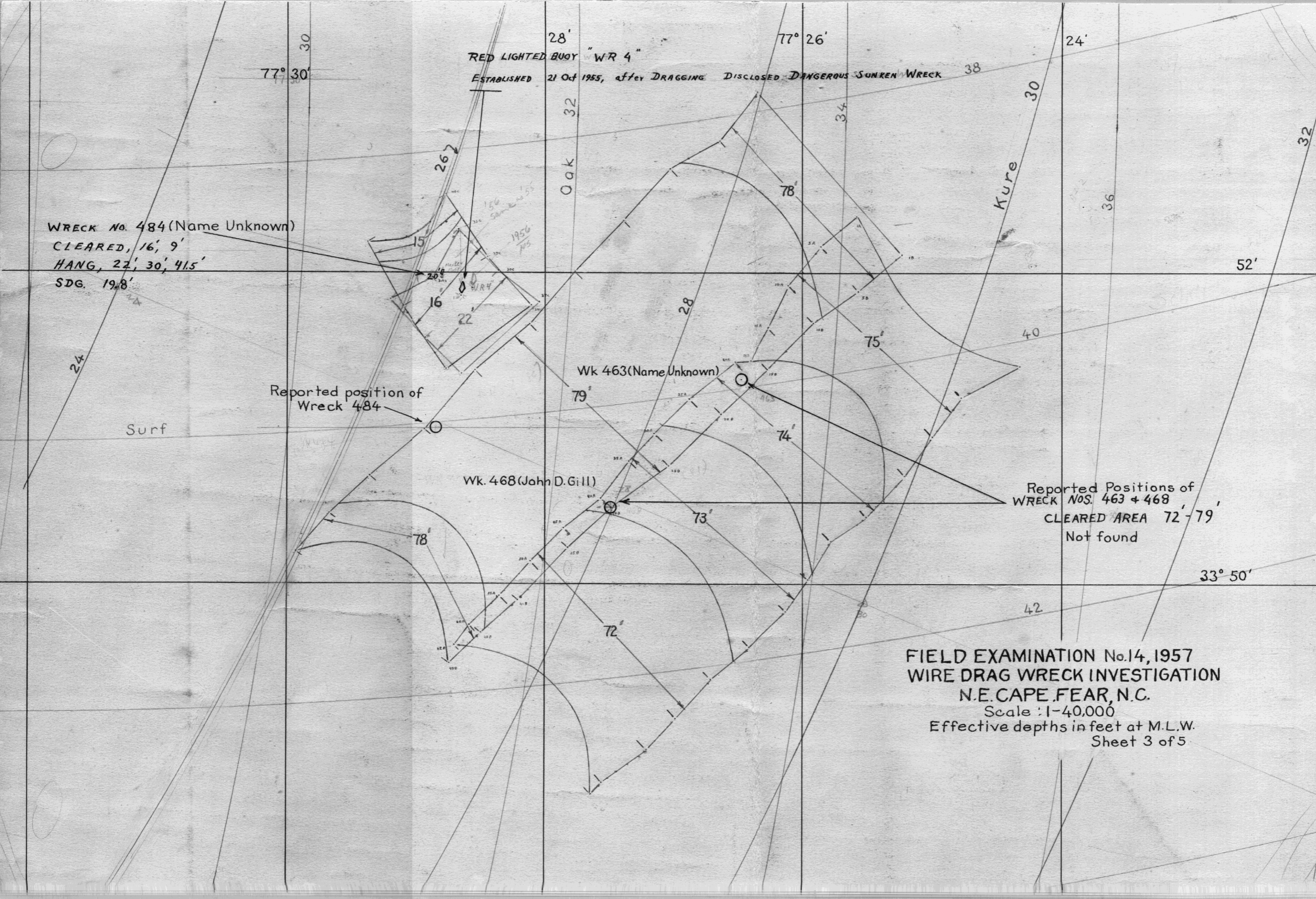
Reported position of
Wreck 484

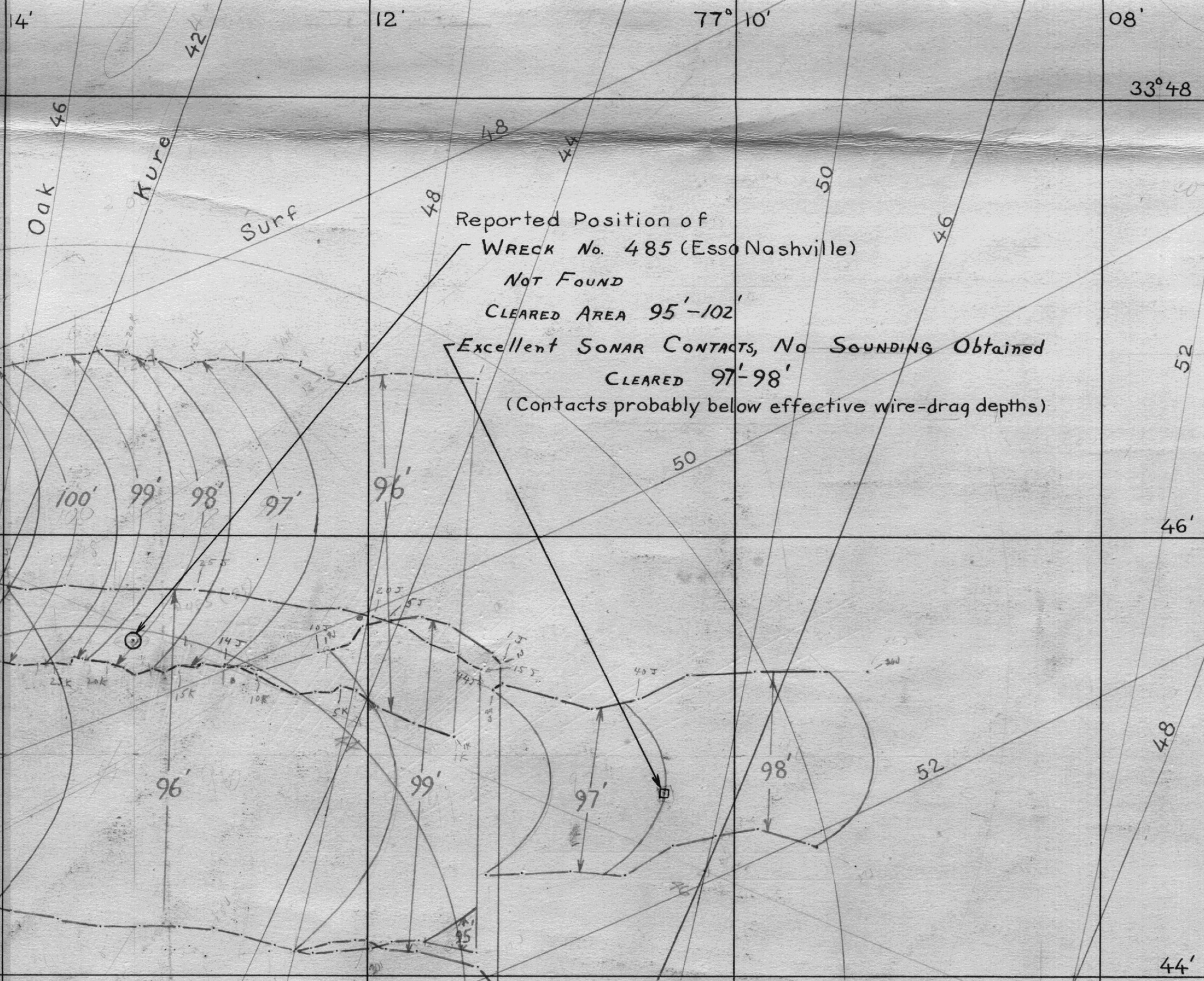
Wk 463 (Name Unknown)

Reported Positions of
WRECK NOS. 463 + 468
CLEARED AREA 72'-79'
Not found

Wk. 468 (John D. Gill)

FIELD EXAMINATION No. 14, 1957
WIRE DRAG WRECK INVESTIGATION
N.E. CAPE FEAR, N.C.
Scale: 1-40,000
Effective depths in feet at M.L.W.
Sheet 3 of 5





Reported Position of
WRECK No. 485 (Esso Nashville)
NOT FOUND
CLEARED AREA 95'-102'
Excellent SONAR CONTACTS, No SOUNDING Obtained
CLEARED 97'-98'
 (Contacts probably below effective wire-drag depths)

⊙ STIRNI-8

FIELD EXAMINATION No.14, 1957
WIRE DRAG WRECK INVESTIGATION
N.E. CAPE FEAR, N.C.
 Scale : 1-40,000
 Effective depths in feet at M.L.W.
 Sheet 4 of 5

77° 18'
33° 48'

77° 08'
33° 48'

FIELD EXAMINATION No. 14, 1957
SONAR SEARCH WK. 485
N.E. CAPE FEAR, N.C.
Scale: 1-40,000
Soundings at M.L.W. (Predicted tides)
Sheet 5 of 5

Sonar Search

Wreck No. 485

4655

Contact
φ 33 44.83
λ 77 10.40

Cleared by dragging

Sonar Contact
shoal
no soundings obtained
cleared

10,200 109'

87F
600 feet
600 feet

33 42

