

FE 172

WIRE DRAG

Diagram No. 78-3

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. SP-6-59.....
Office No..... FE-172WD.....

LOCALITY

State Virginia.....
General Locality Chesapeake Bay.....
Locality LCVP Wreck Investigation.....

1959

CHIEF OF PARTY

J.R. Plaggmier.....

LIBRARY & ARCHIVES

DATE December 21, 1959.....

☆ U.S. GOV. PRINTING OFFICE: 1978-666-172

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.6 1959

FE 172
WIRE DRAG

F E No. 6 1959

WIRE DRAG

FE-172

Diag. Cht. No. 78-3.

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Wire Drag

Field No. SP 6-59 Office No. F.E. No. 6
(1959) W.D.

LOCALITY

State Virginia

General locality Chesapeake Bay

Locality LCVP Wreck

Investigation

19459

CHIEF OF PARTY

J. R. Plaggmier

LIBRARY & ARCHIVES

DATE December 21, 1959

B-1870-1 (1)

F E No. 6 1959 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. F.E.No.6 (1959) W.D.

Field No. Special Project 6-59

State Virginia

General locality Chesapeake Bay

Locality _____

Scale 1:80,000 Date of survey 10/7/59-10/18/59

Instructions dated _____

Vessel WAINWRIGHT - HILGARD

Chief of party J. R. Plaggmier

Surveyed by _____

Soundings taken by fathometer, graphic recorder, hand lead, wire _____

Fathograms scaled by _____

Fathograms checked by _____

Protracted by _____

Soundings penciled by _____

Soundings in fathoms feet at MLW MLLW

REMARKS: _____

Handwritten notes and signatures in the top left corner, including a large scribble and the number '83' with 'wads' written below it.

DEC 11 1959

USC&GSS WAINWRIGHT & HILGARD
U. S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
102 W. Olney Road
Norfolk 10, Va.

*Wire-drag over
LCVP wrecks*

8 December 1959

To: The Director
Coast and Geodetic Survey
U. S. Department of Commerce Building
Washington 25, D. C.

Subject: Report, Special Project 6-59

Field work on Special Project 6-59 was started on 7 April 1959, but was discontinued shortly thereafter due to numerous crab pots in the assigned dragging area. The problem was discussed with local fishermen and information forwarded to Washington Office. As a result, the dragging operations were postponed till the fall of '59.

Dragging operations on this project were commenced by this Command on 7 October 1959. The very small area dragged in April was rejected since it was decided to redrag the whole area. The Ships WAINWRIGHT and HILGARD were based out of Crisfield, Maryland, during the duration of the project.

A tide staff was installed at Watts Island, Virginia, and leveled to three (3) tidal benchmarks. The staff was read and heights recorded at half hour intervals by a member of the crew throughout dragging operations.

During the first day of dragging (A day) natural objects (Landmarks) and navigation buoys were used as objects for sextant fixes. However, due to limited visibility and consequent poor fixes, it was decided to establish temporary signal buoys for the rest of the dragging operations.

One skiff and a life raft, with tripod type signals built in them, were anchored and located accurately on "B", "C", and "D" days and used as hydrographic signals. The location of these signals was checked at the end of each workday. The signals were removed at the end of each days dragging for they would have constituted a danger to navigation at night. On "D" day the signals were located at the same position as on "C" day in order to avoid congestion and confusion while plotting.

12/8/59

- 2 -

A skiff was used as a drag tender throughout the project. ✓

The area within one mile radius of the reported wreck location was wire dragged.. Two definite hangs were recorded and then cleared with shoaler drags within two feet of the hang depth. ✓

Following are the exact locations of these hangs and effective depth at shoalest hang and deepest clear.

1. Latitude $37^{\circ} 39.50^{\prime}$ ✓
Longitude $76^{\circ} 06.18^{\prime}$ ✓
Effective clear: $32-1/2'$ - Effective hang: $34-1/2'$
2. Latitude $37^{\circ} 39.18^{\prime}$ ✓
Longitude $76^{\circ} 05.55^{\prime}$ ✓
Effective clear: $36.0'$ - Effective hang: $38.0'$ ✓ #4

Although no indication of a wreck was obtained on the fathogram at hang No. 1, the hang was firm and trouble was encountered in picking up the drag. Gray paint was noted on end weight and some of the toggles. ✓

While picking up the drag over hang No. 2, a definite trace of an obstruction was indicated on the fathogram. A section of that fathogram is included with this report. ✓

Another hang was recorded on "C" day (Pos. 53C - HILGARD) but the hang was definitely not on a wreck but on a shoal which was confirmed by fathometer soundings taken over the hang and also by the mud and sand on the end weight when the drag was picked up. ✓

Field operations on this project were completed on 18 October and the ships departed for Norfolk, Virginia. ✓

The records were processed and the drag strips smooth plotted by personnel of this Command. All records are forwarded to Washington Office for review along with this report. ✓

John R. Plaggmier
John R. Plaggmier
Lt. Commander, C&GS
Commanding WAINWRIGHT
& HILGARD

VK/jrb

RHC

TIDE NOTE FOR HYDROGRAPHIC SHEET

~~xxx Division of Coastal Survey xxx~~

28 March 1960

Division of Charts: R. H. Carstens

Plane of reference approved in
3 volumes of sounding records for

HYDROGRAPHIC SHEET FE NO 6 1959

Locality Chesapeake Bay, Va.

Chief of Party: J. R. Plaggmier in 1959
Plane of reference is mean low water, reading
0.7 ft. on tide staff at Watts Island
3.6 ft. below B. M. 2 (1956)

Height of mean high water above plane of reference is 1.6 feet.

Condition of records satisfactory except as noted below:

William Hofner

Chief, Tides Branch

~~Chief, Division of Tides and Currents~~

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. F.E. NO. 6-1959 W.D.

Records accompanying survey:

Boat sheets; sounding vols.; wire drag vols.;
 bomb vols.; graphic recorder rolls ..1..;
 special reports, etc. 1-Letter filed in Descriptive report,....
 1-Overlay tracing and 1-Chart 1223, 2 Vols. - Leveling Record - Tide
 station, 1 Vol. - Tides, Watts Island & 3eac. Recovery Notes, Bench Mark.

The following statistics will be submitted with the cartog-
 rapher's report on the sheet:

Number of positions on sheet	.....	140
Number of positions checked	.....	17
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	.....
Junctions	Time	.....
Verification of soundings from graphic record	Time	.....
Verification by <i>Ju Zeskund</i>	Total time	16
	Date	6-15-60
Reviewed by <i>Ju Zeskund</i>	Time	4
	Date	6-15-60

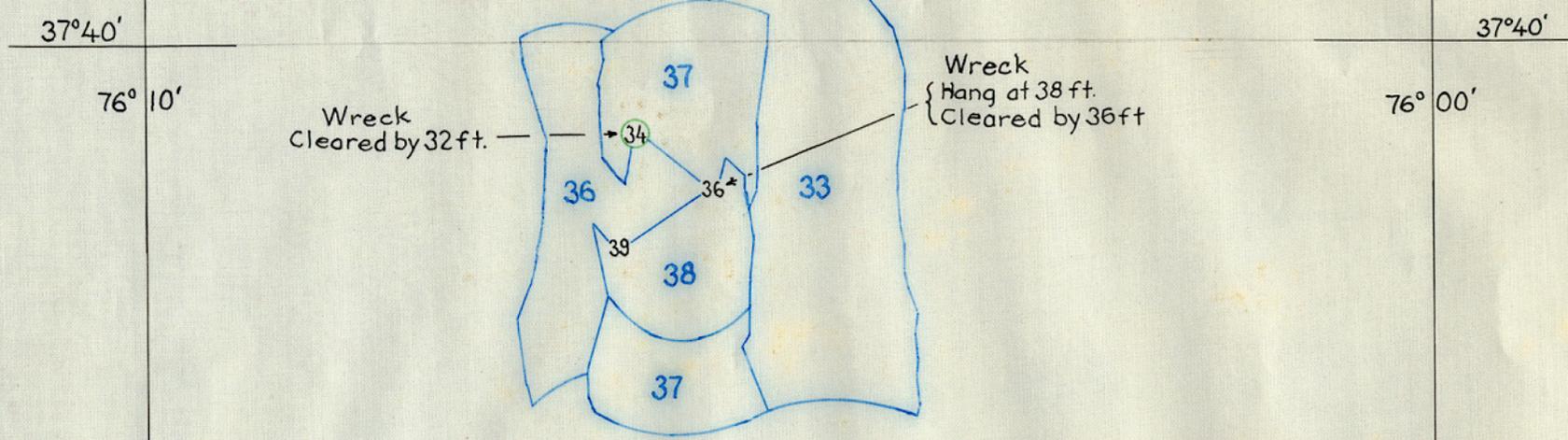
FIELD EXAMINATION NO. 6, 1959

LCVP Wrecks
Chesapeake Bay
Ships Wainwright & Hilgard

1. The field examination was made in compliance with Instructions for Special Project 6-59, date 27 February 1959.
2. The purpose of the field examination was to verify or disprove the existence of the wrecks of 3 LCVP boats.
3. The results of the field examination are given on page 2 of the Descriptive Report. The field examination is plotted on the accompanying section of chart 1223 dated 22 June 1959, a paper tracing overlay, and an area and depth diagram on tracing cloth.
4. The work was applied to chart 1223 dated 14 December 1959. The wreck symbol and "Rep" should be deleted from the chart.
5. Pertinent hydrographic information has been transferred from the field examination to H-8407 (1956-57).
6. The Descriptive Report adequately covers all other information pertaining to this examination. No calibration data for correcting soundings were furnished by the field party.

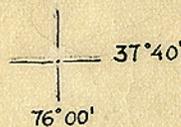
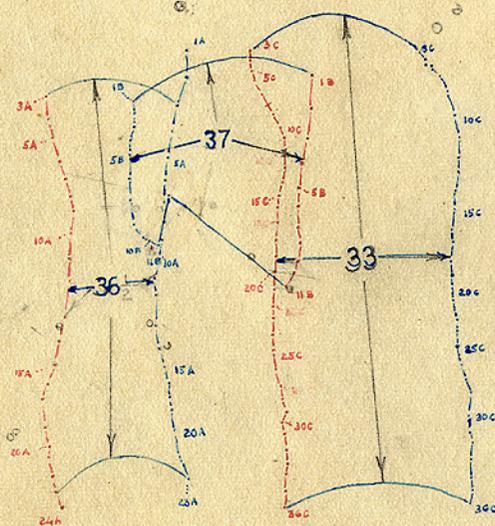
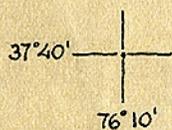
Reviewed by - I. M. Zeskind
June 15, 1960

Inspected by - R. H. Carstens



FIELD EXAMINATION No.6,1959
 AREA & DEPTH DIAGRAM
 VIRGINIA - CHESAPEAKE BAY
 N.E. of RAPPAHANNOCK RIVER

Scale - 1:80,000 Ships - Wainwright & Hilgard
 Soundings and effective wire drag depths at MLW

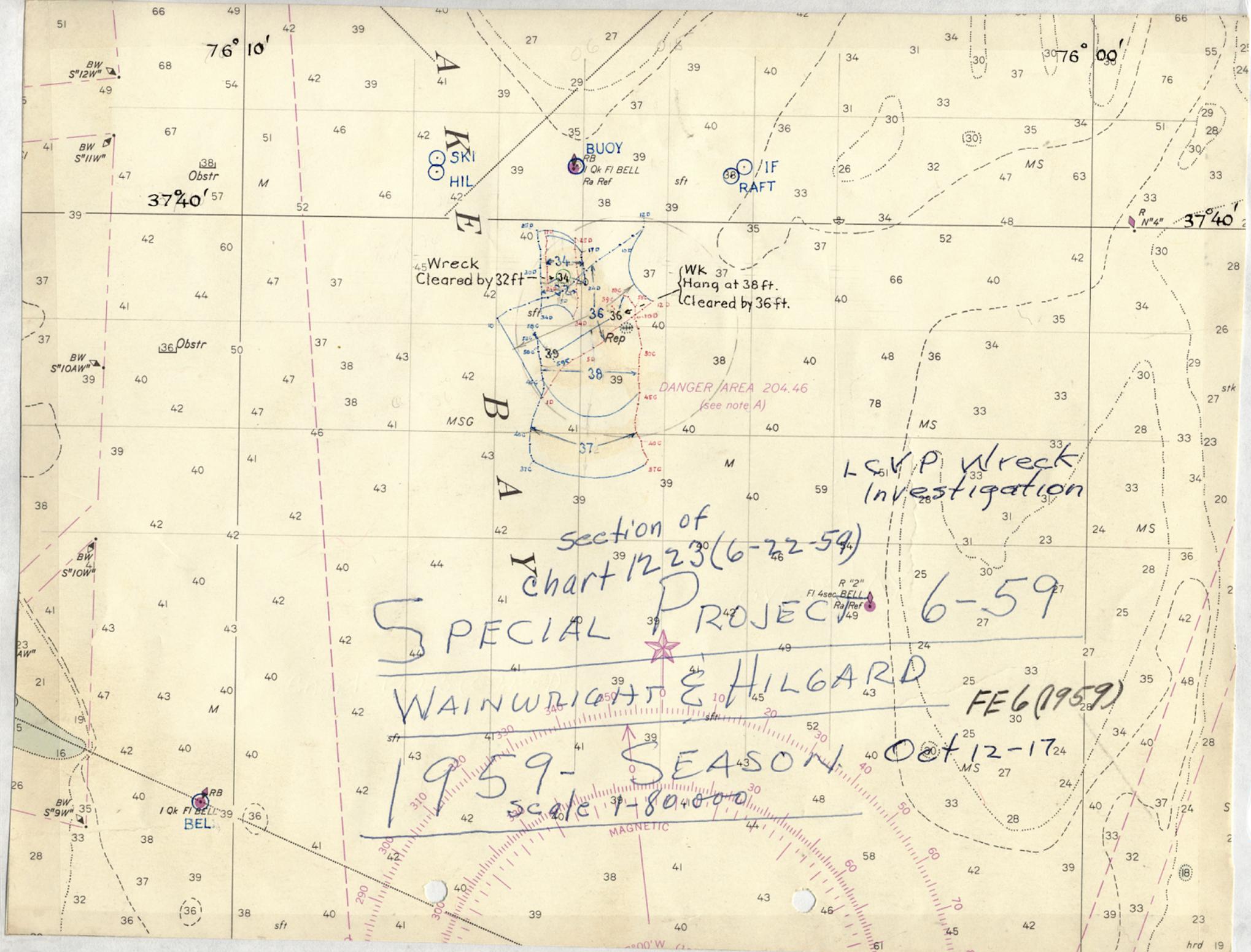


FE 6 (1959) LCVP WK Investigation
 SPECIAL PROJECT 6-59
 WAINWRIGHT & HILGARD
 1959 SEASON - Oct 12-17
 Chart 1223 (6-22-59)

OVERLAY
 scale 1-80,000

FE 6 (1959)

FE 6 (1959)



76° 10'

76° 00'

37° 40'

37° 40'

Wreck
Cleared by 32ft

WK 37
Hang at 38ft.
Cleared by 36ft.

DANGER AREA 204.46
(see note A)

L.S.V.P. Wreck
Investigation

section of
chart 1223 (6-22-59)

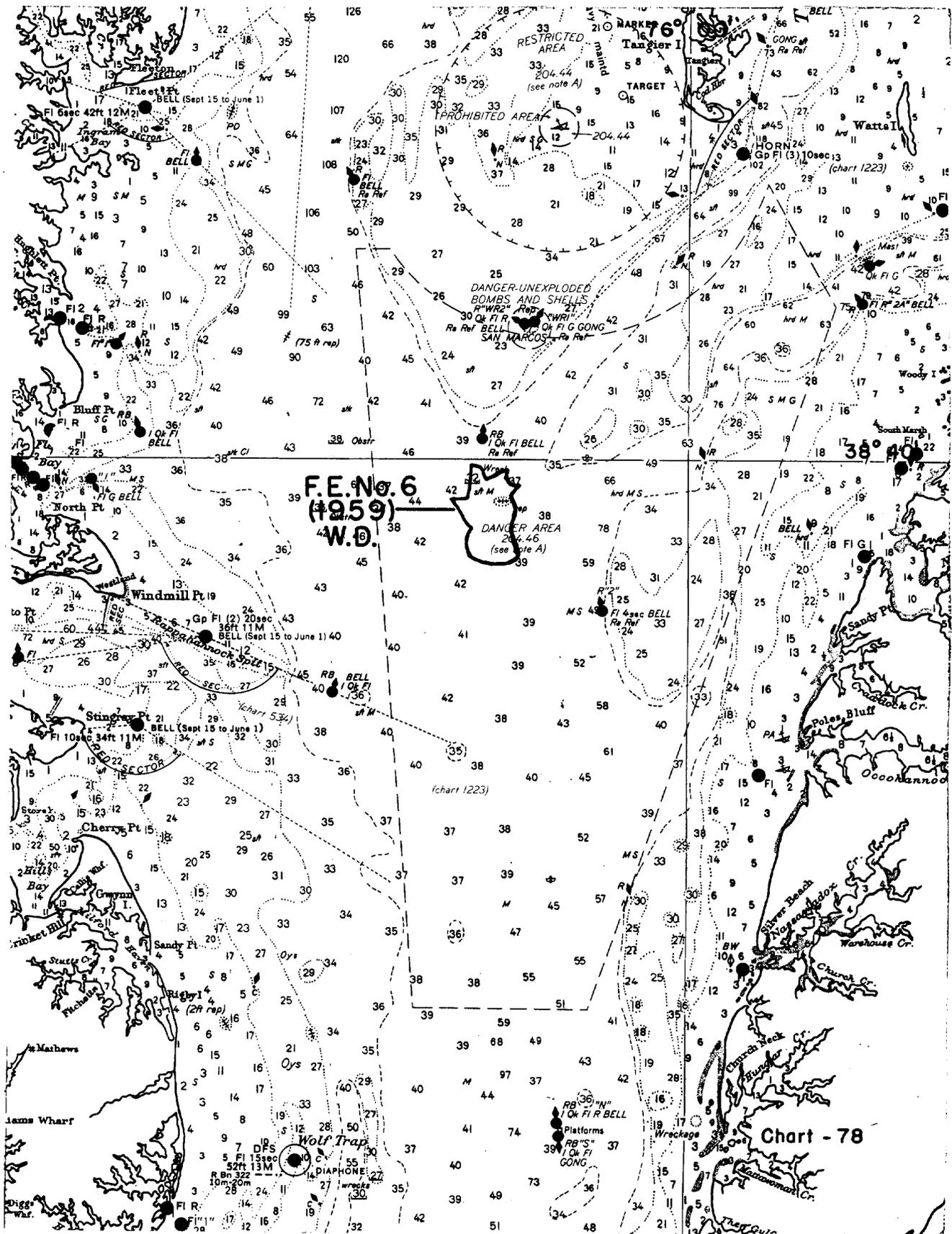
SPECIAL PROJECT 6-59

WAINWRIGHT & HILGARD

FE 6 (1959)

1959- SEASON Oct 12-17
scale 1-80,000

MAGNETIC



L1115/59 = FEG/59