

FE 173

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-2-60

Office No. FE-173WD

LOCALITY

State Virginia

General Locality ... Chesapeake Bay

Locality San Marcos Wreck

1960

CHIEF OF PARTY
D.G. Rushford

LIBRARY & ARCHIVES

DATE May 6, 1960

☆ 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.1 1960

FE 173
WIRE DRAG

F E No. 1 1960 WIRE DRAG

FE-173 WD

Diag. Cht. No. 78-3.

Form 504

U. S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Type of Survey Hydrographic (Wire Drag)

Field No. SP-2-60 Office No. F.E.No.1.1960

LOCALITY

State Virginia

General locality Chesapeake Bay

Locality San Marcos Wreck

1960

CHIEF OF PARTY

D. G. Rushford

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DATE May 6, 1960

USCOMM-DC 5087

F E No. 1
1960
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. 1, 1960

(Wire Drag)

Field No. S.P. 2-60

State Virginia

General locality Chesapeake Bay

Locality San Marcos Wreck

Scale 1 : 40,000 Date of survey April 8-11, 1960

Instructions dated Sp. Proj 2-60

Vessel ~~W. S. P. 2-60~~ - Hilgard

Chief of party D. G. Rushford

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 ~~MLW~~ and are true depths

REMARKS:

USCGS Ships WAINWRIGHT & HILGARD

350

U. S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
§ General Delivery
Annapolis, Maryland

(1960)

Handwritten initials:
LMD
COZ
HCA

13 April 1960

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

Subject: Special Report - Special Project 2-60, Wire Drag, San Marcos
Wreck, Chesapeake Bay

Under separate cover will be forwarded two (2) boat sheets of Guide
and End Launch, drag test records, drag records, tidal and level data,
Landmark for Charts forms, and misc. data.

The Coast Guard, at the request of this Command, placed three (3)
fifty (50) foot special purpose spar buoys (with negligible scope) at
three sites selected by this Command. Location of these buoys was ascer-
tained by three point sextant fixes and check angles on triangulation
stations.

The Westerly navigation buoy was moved 1.5 mile to the Southwest so
as to afford access of the drag over the wreck. Wreck was marked by red
lighted WR2 Bell buoy and green lighted gong buoy WRL, the wreck is
presently located 110 meters 250°T from WRL.

Watts Island tide staff was connected to three old tidal bench marks
and good agreement with the three marks was obtained. Due to the unfavor-
able landing conditions at the completion of wire drag operations levels
were not re-ran. Tide staff was read at half hour intervals during wire
drag operations on 11 April. Actual tides from Watts Island were used to
reduce soundings and apply wire drag depth corrections.

On 11 April 1960 at 1445 hours, with 22 foot uprights, one (1) foot
lift, and +0.5 tide the drag hung at an effective depth of twenty point
five (20.5) feet which was the minimum hang. On picking up this drag
a twenty (20) foot piece of channel iron fouled in the drag and was
removed from the wreck. A least depth sounding of nineteen (19) feet at
1312 hours was obtained, however removal of this obstruction allowed a
drag of twenty (20) feet uprights, 0' lift, 0' tide, at an effective depth
of twenty (20) feet to clear the wreck, and "V" up against the navigation
buoy WRL.

Charts: 78
568
1223

APR 20, MAY 14, 1960

350
APR 19 1960

Handwritten:
APR 15 1960
83

Handwritten:
cc: 22

4/13/60

- 2 -

Numerous tests were obtained on the center sections of the drag. SCUBA Divers facilitated investigation of the hangs and in obtaining least depths with a lead line at the hangs.

All hangs were firm and verified by two Navy SCUBA Divers from the USS SALVAGER. The divers were down approximately one hour and forty minutes on numerous occasions.

The proximity of WRI buoy necessitated all drag strips be run from a west and southwesterly direction, consequently it was impossible to verify with a clearing drag from any other direction.

Joseph Downey from the U. S. Corps of Engineers; Douglas R. Kemp, CHBOSN; USN, and John F. McColgan, BML (DV), USN, with Bobby E. Frost, BML (DV) USN as diving team were aboard to observe and assist in the operations. All were gratified to find a clear of twenty (2) feet over San Marcos Wreck.

D. G. Rushford
D. G. Rushford
Lt. Commander, C&GS
Commanding WAINWRIGHT
& HILGARD

Encl.: Area & Depth Diagram

DGR/jrb

RHC 1

TIDE NOTE FOR HYDROGRAPHIC SHEET

~~DIVISION OF COASTAL SURVEY~~

9 May 1960

Division of Charts: R. H. Carstens

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

HYDROGRAPHIC SHEET F.E. No. 1 1960

Locality Chesapeake Bay, Virginia

Chief of Party: D. G. Rushford in 1960
Plane of reference is mean low water, reading
0.8 ft. on tide staff at Watts Island
4.8 ft. below B. M. 1 (1956)

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

Condition of records satisfactory except as noted below:



Chief, Tides Branch

~~Chief, Division of Tides and Currents~~

Hydrographic Surveys (Chart Division)

WIRE DRAG
~~HYDROGRAPHIC~~ SURVEY NO. .F.E.No.1-1960

Records accompanying survey: Smooth sheets ..1...;
 boat sheets ..1...; sounding vols. ...0...; wire drag vols. ...3...;
 Descriptive Reports ..1...; graphic recorder envelopes .1....;
 special reports, etc.

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

Number of positions on sheet	.....	40
Number of positions checked	.....	12
Number of positions revised	.....	0
Number of soundings revised (refers to depth only)	.....	0
Number of soundings erroneously spaced	.....	—
Number of signals erroneously plotted or transferred	.....	0
Topographic details	Time	—
Junctions	Time	—
Verification of soundings from graphic record	Time	1
Special adjustments	Time	—

Verification by *[Signature]* Total time 10 Date 5-30-60
 Reviewed by *[Signature]* Time 2 Date 5-30-60

REVIEW OF FIELD EXAMINATION NO. 1, 1960

SAN MARCOS WRECK

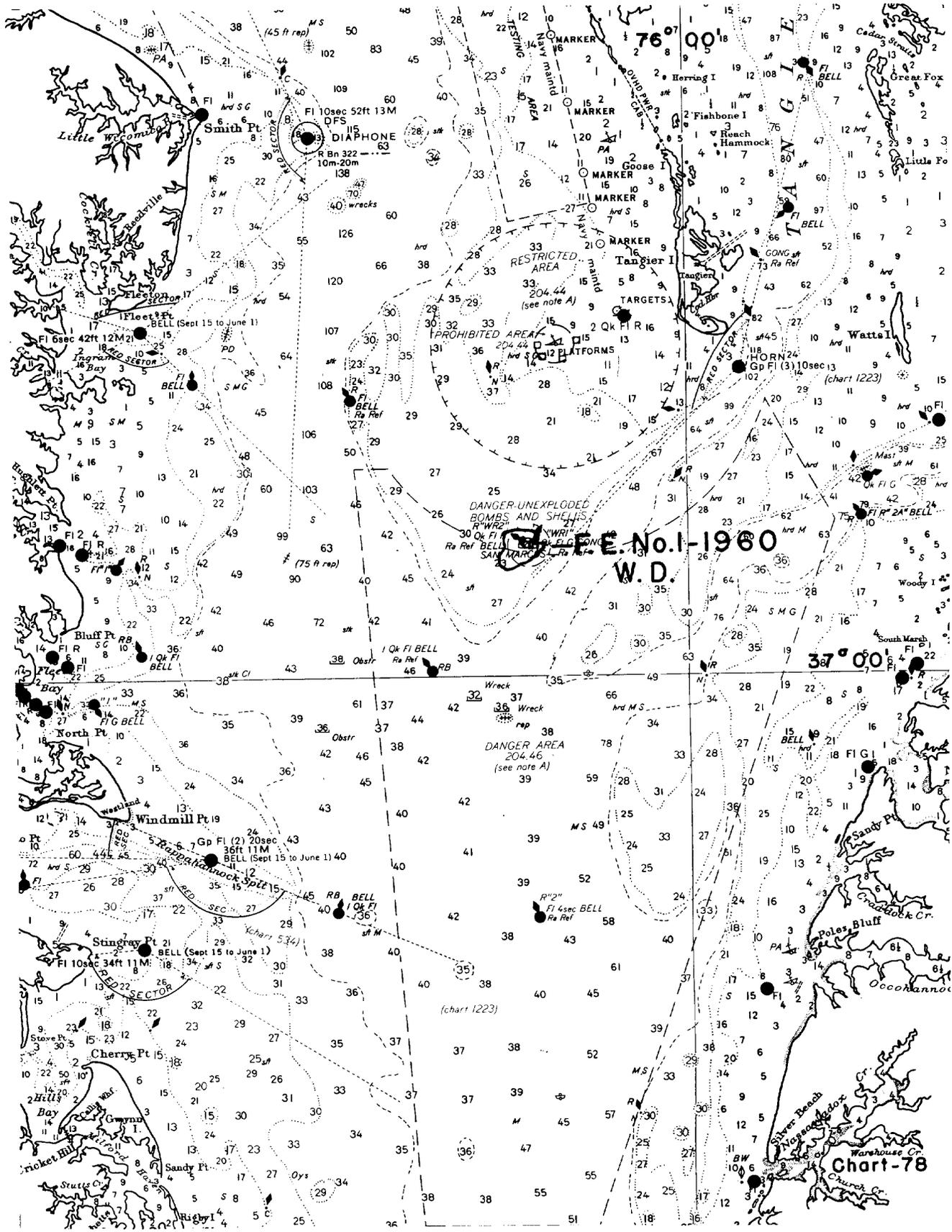
CHESAPEAKE BAY

Ships Wainwright and Hilgard

1. The field examination was made in compliance with Instructions for Special Project 2-60, dated 1 February 1960.
2. The purpose of the examination was to clear the San Marcos Wreck charted in lat. $47^{\circ}43'12''$, long. $76^{\circ}04'42''$, by a wire-drag set to an effective depth which would be either 2 ft. shoaler than the least wire-drag hang or the sounding obtained on the wreck.
3. The wreck was hung by a wire drag set to an effective depth of 20 ft., and a sounding of 19 ft. was obtained by a depth recorder on the wreck. As noted in the letter of the commanding officer of the Hilgard and Wainwright, dated 13 April 1960, on picking up the drag a 20-ft. piece of channel iron fouled in the drag and was removed from the wreck. A subsequent drag set to an effective depth of 20 ft. cleared the wreck.
4. The results of the field examination are shown on the accompanying section of smooth sheet.
5. The attached correspondence adequately covers all matters pertaining to this examination. No further discussion is considered necessary.

Reviewed by: I. M. Zeskind, 5/31/60

Inspected by : R. H. Carstens



F.E. No. 1-1960
W.D.

37° 00'

Chart-78

