

# FE 177

## WIRE DRAG

Diagram No. 1207-2

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. .... SP. 10-60 .....

Office No. .... FE-177WD .....

#### LOCALITY

State ..... Massachusetts .....

General Locality .. Boston Harbor .....

Locality ..... Deer Island .....

1960

CHIEF OF PARTY  
D.G. Rushford

#### LIBRARY & ARCHIVES

DATE ..... November 1960 .....

FE 177  
WIRE DRAG

☆ 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.5 1960WD

# F E No. 5 1960 WIRE DRAG

Diag. Cht. No. 1207-2.

F E No. 5  
1960  
WIRE DRAG

Form 504 U. S. DEPARTMENT OF COMMERCE COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
Type of Survey	Wire Drag
Field No.	SP 10-60
Office No.	F. E. No. 5, 1960
LOCALITY	
State	Massachusetts
General locality	Boston Harbor
Locality	Dear Island
1960	
CHIEF OF PARTY	
D. G. Hushford	
LIBRARY & ARCHIVES	
DATE	November 1960

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.5, 1960 W.D.

Field No. SP-10-60

State Massachusetts

General locality Boston Harbor

Locality Deer Island

Scale 1:25,000 Date of survey 7-8 September 1960

Instructions dated \_\_\_\_\_

Vessel WAINWRIGHT & 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 MLLW

REMARKS: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

867

(1960)

*S.M.G.*  
*W.H.*  
*H.C.*

USCOAS SHIPS WAINWRIGHT & HILGARD

U. S. DEPARTMENT OF COMMERCE  
COAST AND GEODETIC SURVEY  
& General Delivery  
Galilee, Pt. Judith, R.I.

14 September 1960

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

Subject: Special Report - Special Project 10-60, Wire Drag  
of Two Reported Submerged Wrecks, Boston Harbor

Under separate cover will be forwarded two (2) boat sheets  
(Chart 246) of Guide and End launch, drag test records, drag  
records, and tidal data.

The project area was dragged as close to the bottom as  
practical to locate and clear two reported submerged wrecks.

There were three (3) obstructions located within the project  
area. They are described as follows:

Latitude	Longitude	Date	Time	Upright	Lift	Tide	Effective Hang	Effective Clear	Remarks
		1960	60at	Feet	Feet	Feet			
#1 42° 20' <sup>.20'</sup> 12"		9/7	113000	50	1	8.5	<del>41.5</del> 40	<del>39</del> 39.5	Firm
70° 57' 35"		9/7	144000	50	1	9.5			
#2 42° 20' 08.5"		9/7	142350	50	1	10.0	<del>39.0</del> 38	<del>36</del> 35	Temp hang & clear
70° 58' 28"		9/8	102500	40	1/2	3.5		<del>36.0</del>	
#3 42° 20' 11" <sup>.45'</sup> 24"		9/8	103100	40	1/2	3.5	36.0	<del>34</del>	Firm
70° 58' 38.5" <sup>.63'</sup>		9/8	113500	42	1	6.5		<del>34.5</del> 35	picked up mast sail-boat on drag

CONCLUSIONS:

*See additional information attached 10/1-2/60*

Obstruction No. 1, 30' sailboat with mast broke off, least sounding on boat recorded 53.5 feet at this position in a general depth of 5.5 feet.

Obstruction Nos. 2 and 3 (Approximately 300 yards apart) are possibly same object that drifts with the tidal current.

*Chart 246 Applied 11/1/60 ST  
but not printed*

Obstruction No. 2 position is approximate as no firm hang was recorded, drag hung on ebb current. Obstruction No. 3 position was good, sextant fix was recorded at "V" of firm hang by tender on flood current. In picking up drag on clearing strip, mast of sailboat (possibly star 4139) reported location 300 yards East of obstruction No. 2 position recovered and Boston District Officer for disposition.

Tide reducers were based on predicted tides on the standard gage at Boston Harbor. Staff readings were taken before and after dragging. Variation of -0.5 to +0.8 were noted. Hourly heights will be requested. Revised hang and clear data will be forwarded based on actual tides at a later date.

Work was performed in routine manner utilizing natural objects for visual control. No additional dragging in project area is recommended.

Gratitude was expressed to U. S. Coast Guard patrol vessel 30415, WKG, for an excellent job of controlling traffic clear of the drag area.

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

DGR/jrb

L-867(1960)

USC&GS SHIPS WAINWRIGHT & HILGARD

867 RKD  
1960  
JMG  
11/3/60

*card*

U. S. DEPARTMENT OF COMMERCE  
COAST AND GEODETIC SURVEY  
102 W. Olney Road  
Norfolk 10, Va.

26 October 1960

To: Director,  
Coast & Geodetic Survey,  
U. S. Department of Commerce Bldg.,  
Washington 25, D. C.

Subject: Special Report - Special Project 10-60, Wire Drag  
of two Reported Submerged Wrecks, Boston Harbor

The following data are a supplement to the Special Report  
dated 14 September 1960.

Actual tides are used to compute the effective depths.

Latitude	Longitude	Date	Time	Upright	Lift	Tide	Effective Hang	Effective Clear
				Ft.	Ft.	Ft.	Ft.	Ft.
#1 42°20' <sup>20'</sup> 22"		9/7	1130	50.0	1.0	8.0	<del>41.0</del> 40.0	
70°57' <sup>58</sup> 25"		9/7	1440	50.0	1.0	10.0		39.0 ✓
#2 42°20' <sup>17'</sup> 08"		9/7	1424	50.0	1.0	10.0	<del>38.0</del> 39.0*	
70°58' <sup>45'</sup> 28"		9/8	1025	40.0	.5	3.0		<del>36.5</del> 35.0 ✓
#3 42°20' <sup>24'</sup> 14"		9/8	1031	40.0	.5	3.5	36.0 ✓	
70°58' <sup>63</sup> 38.5"		9/8	1135	42.0	1.0	6.0		35.0 ✓

\* Temporary hang and clear

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

CC: Boston District Officer

DGR/jrb

*34 charted on  
Aid Proof  
35 ft cauled  
on N.P.  
ET*

3 Nov 1960 Receipt ack. by postal card (field records not received) *ls*

*Signed* Wallace A. Scudler

for Chief, Nautical Chart Division

## TIDE NOTE FOR HYDROGRAPHIC SHEET

~~Division of Coastal Surveys:~~

23 January 1961

Division of Charts: R.H. Carstens

Plane of reference approved in  
3 volumes of sounding records for

HYDROGRAPHIC SHEET F E NO. 5 1960

Locality: Deer Island, Boston Harbor, Mass.

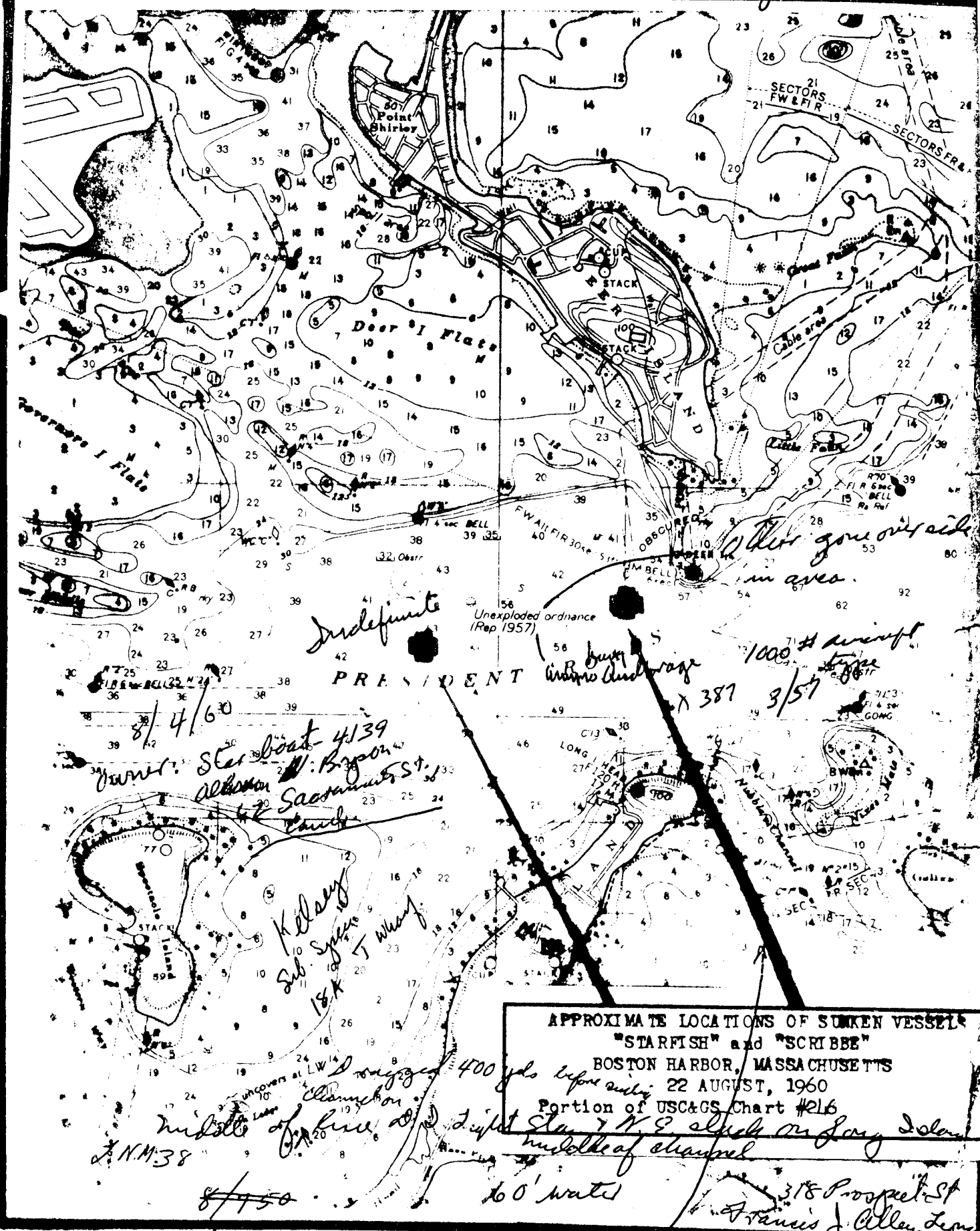
Chief of Party: D.G. Rushford (1960)  
Plane of reference is mean low water.  
ft. on tide staff at  
ft. below B. M.

Height of mean high water above plane of reference is: 9.5 ft.

Condition of records satisfactory except as noted below:

J. M. Symons  
Acting Chief, Tides and Currents Branch  
~~Chief, Division of Tides and Currents.~~

323  
Sullivan, Operations X 281  
Capt. Weed.



APPROXIMATE LOCATIONS OF SUNKEN VESSELS  
"STARFISH" and "SCRIBBLE"  
BOSTON HARBOR, MASSACHUSETTS  
22 AUGUST, 1960  
Portion of USC&GS Chart #216  
middle of channel

Est. 1 mile SW. of Deer Isle light 30' long - mad boom off



Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. F.E.No.5, 1960 W.D.

Records accompanying survey: Smooth sheets .....;  
 boat sheets <sup>2</sup>.....; sounding vols. ....; wire drag vols. <sup>3</sup>.....;  
 Descriptive Reports <sup>1</sup>.....; graphic recorder envelopes <sup>1</sup>.....;  
 special reports, etc. <sup>1</sup>-Description of the wrecks.....  
 .....

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

Number of positions on sheet	.....	33
Number of positions checked	.....	20
Number of positions revised	.....	4
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	.....
Special adjustments	Time	.....

Verification by *S.L. Van Zant* Total time *32* Date *7-19-63*

Reviewed by *S.L. Van Zant* Time *4* Date *7-19-63*

FIELD EXAMINATION NO. 5, 1960  
Boston Harbor, Massachusetts

This field examination was accomplished in compliance with oral instructions for Special Project 10-60.

The purpose of the field examination was to locate obstructions in Boston Harbor, west of Deer Island Light.

The results of the field examination are shown on the accompanying section of chart 246 and the A & D diagram.

A comparison between the charted hydrography and the field examination shows the following:

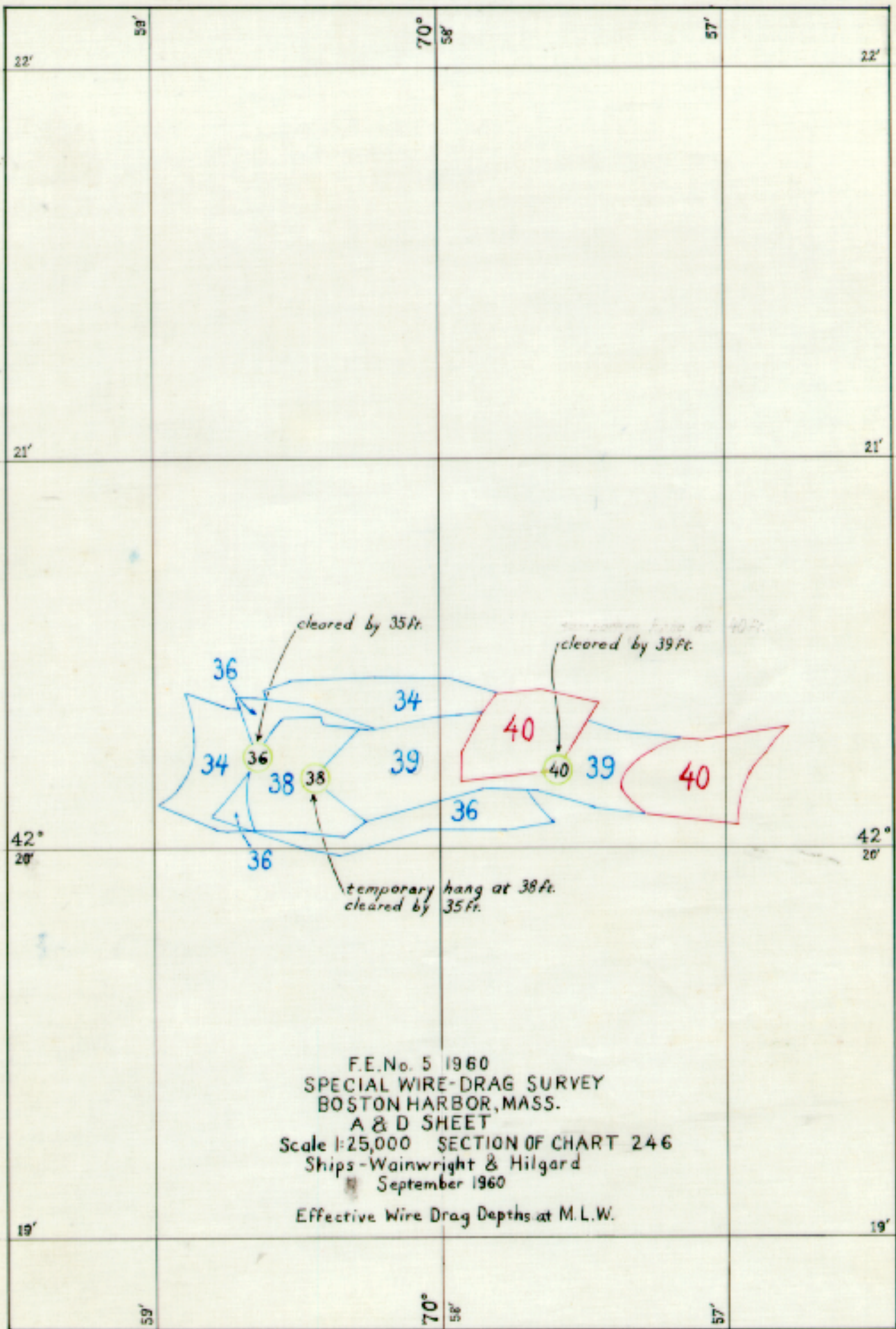
- (a) There are no conflicts between the charted depths and the effective wire drag depths.
- (b) The obstruction cleared by 36 ft charted in lat.  $42^{\circ} 20.13'$ , long.  $70^{\circ} 58.46'$  from the field examination prior to verification and review was revised to a cleared depth of 35 ft. and its location was revised about 50 meters to the north northeastward during verification and review.

The accompanying letters from the commanding officer of the ships Wainwright and Hilgard dated 14 September 1960 and 26 October 1960, covers all other matters pertaining to this work. No further discussion is considered necessary.

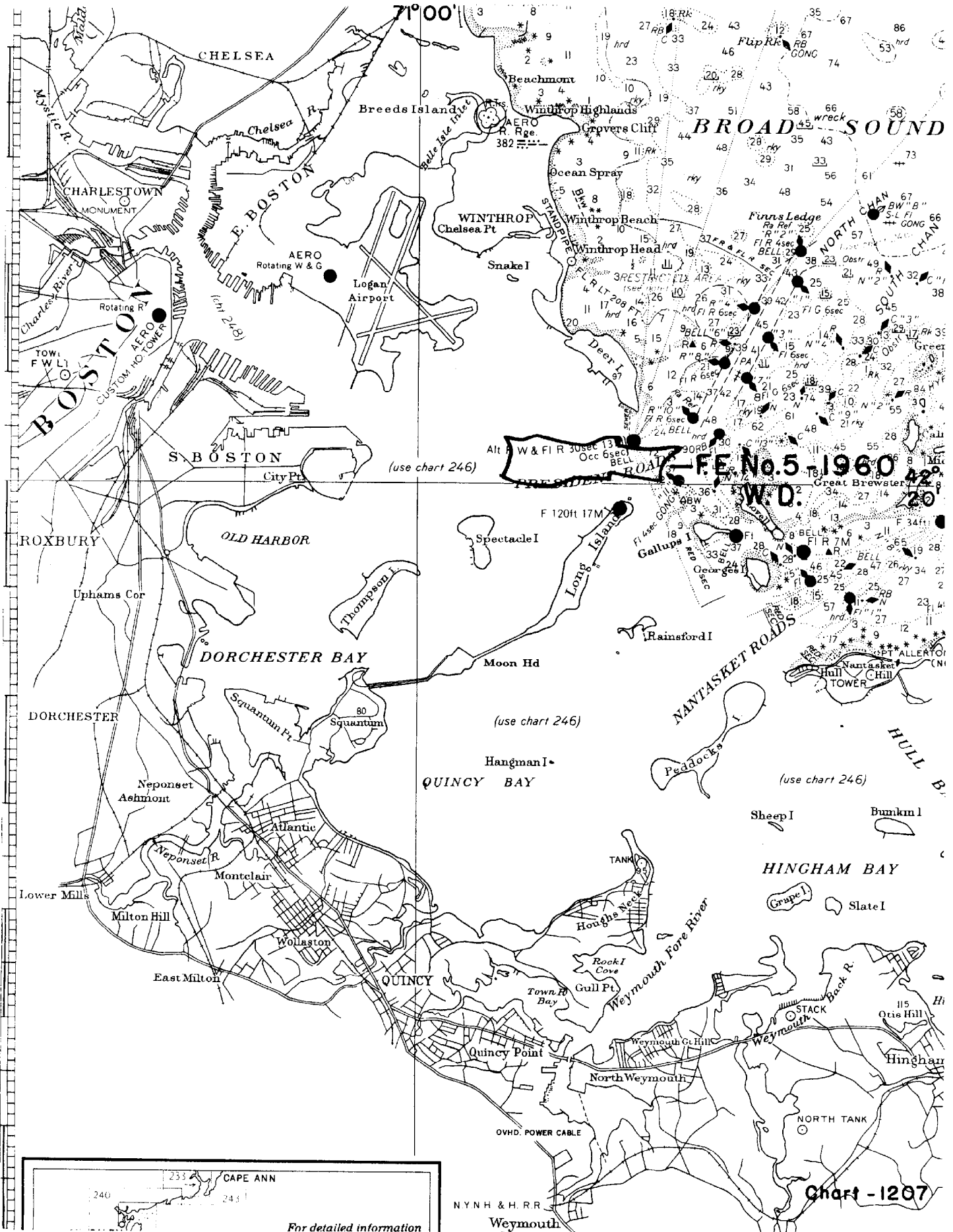
Reviewed by - L. L. Van Zant

7/18/63

Inspected by - I. M. Zeskind



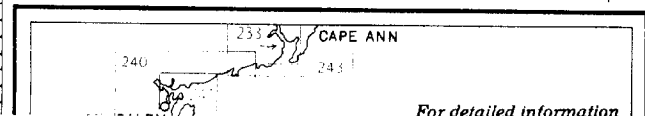
F.E.No. 5 1960  
 SPECIAL WIRE-DRAG SURVEY  
 BOSTON HARBOR, MASS.  
 A & D SHEET  
 Scale 1:25,000 SECTION OF CHART 246  
 Ships - Wainwright & Hilgard  
 September 1960  
 Effective Wire Drag Depths at M.L.W.



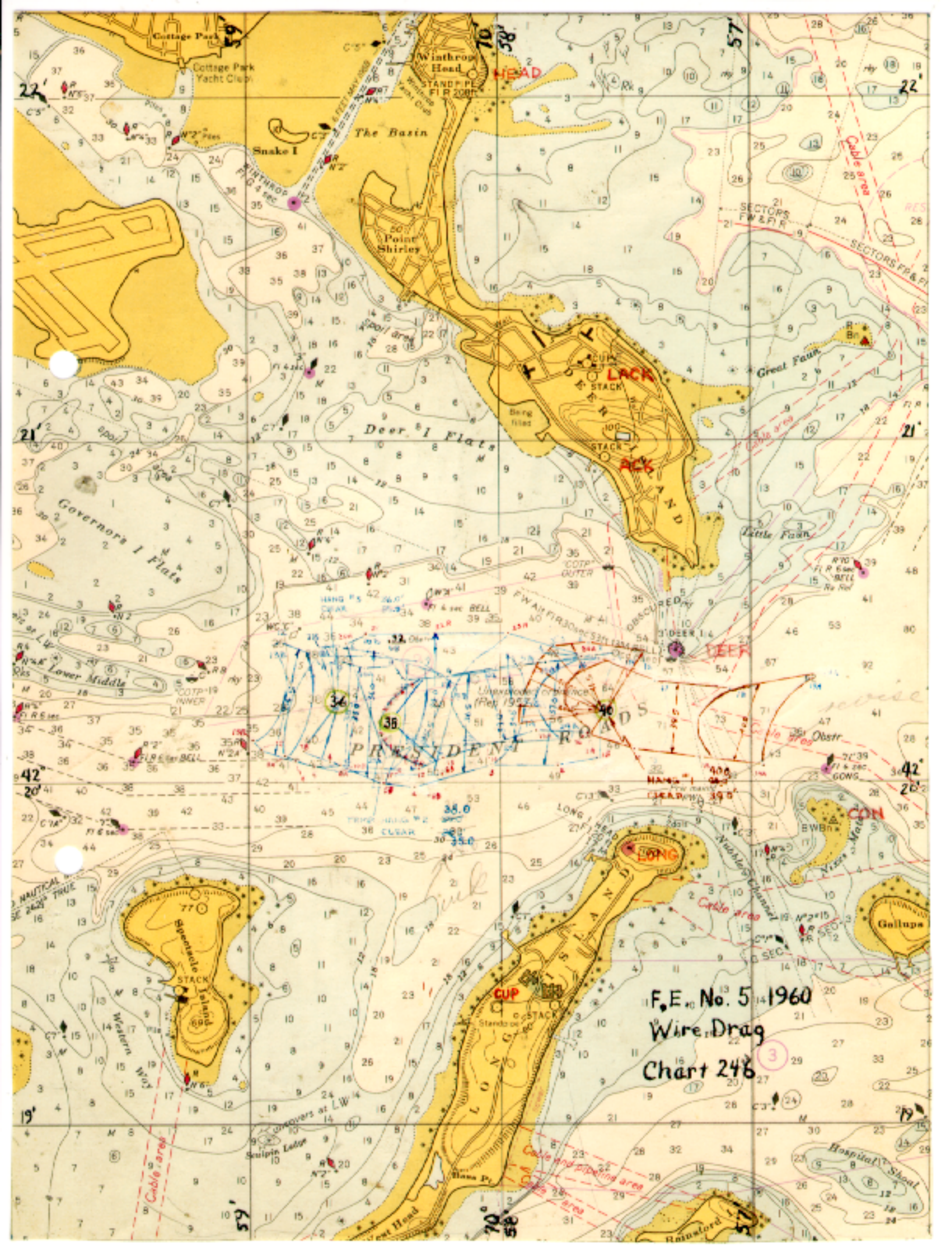
(use chart 246)

(use chart 246)

(use chart 246)



For detailed information



F.E. No. 5 1960  
Wire Drag  
Chart 248

PRESIDENTIAL ROADS

