

FE 194

WIRE DRAG

FE 194
WIRE DRAG

Diagram No.1210-3

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. OPR-444.....
Office No..... FE-194WD (1963).....

LOCALITY

State Massachusetts.....
General Locality .. Narragansetts to Buzzards Bay.....
Locality

1963

CHIEF OF PARTY
E.K. MaCaffrey.....

LIBRARY & ARCHIVES

DATE April 23, 1964.....

☆ 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 1964WD

F E No. 1 1964

WIRE DRAG

Diag. Cht. No. 1210-3.

Form 504

U. S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Type of Survey Wire Drag

Field No. OPR-1111 Office No. F.E.No. 1
(1964) W.D.

LOCALITY

State Massachusetts

General locality Narragansett to Buzzards
Bay

Locality _____

1963

CHIEF OF PARTY

E. K. McCaffrey

LIBRARY & ARCHIVES

DATE April 23, 1964

USCOMM-DC 5087

1964
F E No. 1
WIRE DRAG

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.1-1964 W.D.

Field No. OPR-444

State Massachusetts

General locality Narragansett Bay to Buzzards Bay

Locality

Scale 1:20,000; 1:40,000 & 1:80,000 Date of survey 6/10/63 - 10/1/63

Instructions dated 19 March 1963

Vessel WAINWRIGHT & HILGARD

Chief of party E. K. McCaffrey

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~~

REMARKS:

.....

.....

.....

.....

.....

DESCRIPTIVE REPORT

WIRE DRAG INVESTIGATIONS

PROJECT OPR-444

BUZZARDS BAY, MASSACHUSETTS

1963

EDWIN K. McCAFFREY - CHIEF OF PARTY

A. AUTHORITY:

for Project OPR 444

Instructions, dated 19 March 1963, 2100B-pt, S-2-W&H. ✓

B. CHARACTER AND LIMITS OF THE WORK:

Investigations of certain shoals, obstructions and wrecks charted (C&GS chart #1210) from the vicinity of Brenton Reef Light, Rhode Island to Buzzards Bay and Woods Hole, Massachusetts, for chart revision purposes. ✓

C. CONTROL AND SHORELINE:

The investigations were carried out on the largest scale charts in the area.

All control was visual, utilizing charted objects as signals with the exception of signal LAM. ✓

MCA

D. DATES OF SURVEY:

Field work was begun on 10 June 1963 and terminated on 1 October 1963. ✓

E. VESSELS AND EQUIPMENT:

The ships WAINWRIGHT and HILGARD acted as guide and end launch respectively. Launch CS-181 was used as the tender. ✓

Standard wire drag equipment was used throughout.

F. TIDE STATIONS:

Tidal information was furnished by the Washington Office for the standard tide gage at Newport, Rhode Island. Tide reducers were computed using corrections taken from table 2 of the TIDE TABLES. ✓

See Attachment No. 2 for List of Corrections. ✓

All soundings and effective depths are in feet at Mean Low Water. ✓

G. DRAG TEST:

Test of the drag followed the method outlined in the manual. ✓

H. CONTROL OF WIRE DRAG:

Standard dual control methods were used. Cuts to the end buoy and to the opposite vessel were taken immediately after the fix. The cuts were labeled plus (+) if the object was to the right of the signal used, and minus (-) if to the left. Length of towline was from the center of the wheelhouse to the end buoy in each case. ✓

J. ADEQUACY OF THE SURVEY:

This survey is considered adequate within the limits of the investigated items. The following pre-survey review items were not investigated this season: ✓

J. (Continued)

- 25 (investigation incomplete, see attachment
(a) 1, 4, 11, 12, 20, 23, 24 (Prelim. Review chart #1210) #5, pg 3)
(b) Woods Hole (prelim. review chart #348)

The survey was handicaped this season by not having enough qualified SCUBA divers aboard. Identification of hangs by divers would have expedited these investigations. ✓

K. COMPARISON WITH CHART:

See Attachment No. 4 for List of Hangs and Clears. ✓

L. AIDS TO NAVIGATION:

Landmarks and charting information were forwarded to the Boston District Officer at his request. ✓

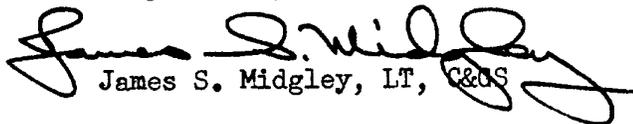
M. TIME:

Sixtieth (60th) meridian time was used throughout the survey. ✓

N. LIST OF ATTACHMENTS:

1. Statistics
2. Tide Note
3. List of Signals
4. Hang and Clear Data
5. List of Investigations

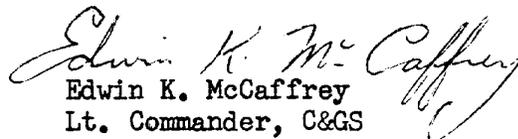
Respectfully Submitted:


James S. Midgley, LT, C&US

JSM/jrb

APPROVAL SHEET

The attached report, related wire
drag records and plotting sheets have
been inspected by me and are approved.


Edwin K. McCaffrey
Lt. Commander, C&GS
Commanding WAINWRIGHT
& HILGARD

S T A T I S T I C S

<u>Volume Number</u>	<u>Day- Letter</u>	<u>Date</u>	<u>Number of Positions</u>	<u>Statute Miles</u>	<u>Square N. Mi.</u>	
		1963				
1	A	6/10	10	1.1	1.0	
1	B	6/11	20	2.5	2.0	
1	C	6/12	26	2.9	2.0	
1	D	6/13	29	3.4	2.0	
1	E	6/23	31	2.1	1.6	
1	F	6/24	31	3.0	2.1	
WA 2	HI - 1	G	6/26	44	3.2	2.2
2		H	7/4	22	2.1	1.4
2		J	7/21	50	2.7	0.8
2		K	7/22	40	2.5	1.3
2 & 3		L	7/23	39	2.4	0.6
3		M	7/31	41	2.6	1.6
3		N	8/1	45	3.3	1.0
3		P	8/2	36	3.2	1.4
3		Q -	8/3	8	0.6	0.3
3 & 4		R	8/5	54	3.5	2.0
4		S	8/6	47	4.8	2.9
4		T	8/15	15	1.1	0.8
4		U	8/16	23	2.3	1.0
4		V	8/19	35	4.7	2.8
4		W	8/20	32	3.2	1.4
5		X	8/27	14	1.1	0.8
5		Y	8/28 -	10	0.8	0.3
5		Z	9/1 -	25	2.4	1.6
5	AA	REJECTED				
5	BA	9/11	25	4.0	1.8	
5	CA	9/18	10	1.6	0.7	
5	DA	9/28	29	2.2	0.8	
5	EA	9/30	17	1.5	0.4	
5 & 6	FA -	10/1	<u>26</u>	<u>1.5</u>	<u>0.9</u>	
		TOTALS	834	72.3	38.6	

T I D E N O T E

Tide Data was furnished by the Washington Office for the standard tide gage at Newport, Rhode Island.

The following corrections were taken from Table 2 of the TIDE TABLES and applied to the indicated investigations:

1. Beavertail Point: HW -02m 0.0', LW -05m 0.0' - Item #15, #16
2. Dumpling Rocks: HW +04m +0.2', LW +03m 0.0' - Item #3, #5
3. West Is.: HW +12m +0.2', LW +13m 0.0' - Item #6
4. Westport (Mass.): HW +12m -0.5'; LW +38m 0.0' - Item #14, 17, 18, 19
5. Penikese Is.: HW -14m -0.1', LW -11m 0.0' - Item #2, 7, 8
9, 10, 13, 21, 22

L I S T O F S I G N A L S

<u>Signal Name</u>	<u>Source</u>
ACK	Stack charted latitude 41°38'13", Long. 70°55'18"
AND	Charted tower, West Island
AXE	Westport Harbor water tank, 1934
BUZZ	Buzzards Bay Light
COCK	Old Cock beacon, 1904
CORM	Cormorant Rock beacon, 1904
CUT	Cuttyhunk Lighthouse, 1904
DAR	Radar dome, Marthas Vineyard
DUMP	Dumpling Rock lighthouse
EAT	East tower of charted radio towers, Round Hill Point
FAIR	Fairhaven Tack Factory chimney, 1938
FLAT	Butler Flats lighthouse, 1902
GAY	Gay Head Lighthouse, 1875
GOO	Gooseberry Neck tower
ILO	White silo, 1934
IRE	St. George spire, N. W. 1934
LAM	Traverse from station LAMB, 1948
LIT	Little Compton Congregational Church spire
LOOK	Cuttyhunk lookout tower
MAT	Mattapoisett water tower, 1913
MON	Gosnolds Monument, 1904
MURF	Water tank at Nonquitt
NED	Ned Point lighthouse, Mattapoisett
OLD	Round Hill Point lighthouse, 1934 (abandoned)
OWE	Westport Pt. Water Tower, 1914
PORT	Westport light, 1934
SAKO	Sakonnet Lighthouse (abandoned)
SILLO	Silo on Sachuest Point
SOU	Little Southwest Rock beacon, 1934
STA	Stack, charted at latitude 41°36-47, long. 70°54-38
TACK	Stack charted 41°36-25, long. 70°54-22
TANK	Point Judith tank, 1940
TED	Fairhaven water tower, 1934
TON	Brenton Reef light
WET	West tower of charted radio towers, Round Hill Point

Note! Also see Attachments No 5

HANG AND CLEAR DATA

Presurvey Review Item	Chart No.	Position & Day Letter	Latitude & Longitude	Grounded-Effective Depth	Sounding	Cleared Effective Depth	Remarks
15 ✓	1210 ✓	25C ✓	41°23.21' N 71°22.49' W	88' ✓	98' ✓	85' ✓	Fathogram shows wreck assumed to be that of PR-15 <i>Charted 56, cleared to 68'</i>
16 ✓	1210 ✓	1-24 H ✓	41°23.24' N 71°22.49' W	- ✓	- ✓	68' ✓	Fathogram shows wreck. Positively identified as wreck <i>See Attachment No 5 (Sheet 3)</i>
21 ✓	1210 ✓	11-13BA ✓	41°23.79' N 71°01.21' W	49' ✓	57' ✓	46' ✓	<i>VANSTAD</i>
22 ✓	1210 ✓	1Y. D.P. ✓	41°22.16' N 70°59.10' W	- ✓	54' ✓	51' ✓	Not hung, looks like a wreck on fathogram <i>Chart 151WK</i>
18 ✓	1210 ✓ 353	7-14X (2 hangs) ✓	1) 41°25.92' N 71°08.16' W 2) 41°25.64' N 71°08.35' W	52' ✓ 59' ✓	45' ✓ 53' ✓	- ✓ -	Not cleared this season. Rocky
18 ✓	1210 ✓ 353	7-14Z & 4FA (3 hangs) ✓	1) 41°25.46' N 71°07.04' W 2) 41°25.29' N 71°07.62' W 3) 41°25.54' N 71°07.12' W	56' ✓ 56' ✓ 49' ✓	56' ✓ 56' (33) ✓ 52' 44' (1FA) ✓	50' ✓ 50' ✓ 41' ✓	Possible wreck trace on fathogram Rocky bottom, extensive HILGARD D.P.
18 ✓	1210 ✓	16FA ✓	41°25.65' N 71°07.81' W	41' ✓	- ✓	37' ✓	Hung on inclined section <i>Cleared 47 Ft FC 3 1967</i>
18 ✓	1210 ✓	25FA ✓	41°25.81' N 71°08.34' W	47' ✓	42' ✓	- ✓	Not cleared this season (Pos. 19-26FA not plotted)
25 ✓	237 ✓	42G ✓	*41°27.60' N 71°06.29' W	*26' ✓	**43' ✓	*** ✓	* Hung on privately maintained salvage buoys (near charted 14+) <i>* See attachment No 5 (Sheet 3)</i>

* This is Lat. & long. of fath. sounding, not a grounding, inside salvage buoys
 ** Least depth obtained at 43', position 80.
 *** Never cleared due to salvage buoys surrounding the area of the wreck.

HANG AND CLEAR DATA - CONTINUED

Presurvey Review Item	Chart No.	Position & Day Letter	Latitude & Longitude	Grounding Effective Depth	Sounding	Cleared Effective Depth	Remarks
2 ✓	249 ✓	29-38S ✓	41°30.34' 30' ✓ 70°48.65' 65' ✓	40.5' 10 ✓	45.6' 10 ✓	40' ✓	Fathogram tracing looks like Chart wreck. Old anchor found in vicinity of the wreck. <i>Chart 49 F+WK (Rev) 5/80</i>
10 ✓	249 ✓	15U ✓	41°28.4' ✓ 70°49.8' ✓	46.5' ✓	45.0' ✓	40.5' ✓	Fathogram tracing has appearance of wreck <i>Chart 1401 WK</i>
9 ✓	249 ✓	12W ✓	41°29.6' ✓ 70°50.6' ✓	50.0' ✓	---	38.0' ✓	50' grounded in vicinity of charted 39' 40' (See attach. 5, sheet 4.) <i>Chart 1387 WK</i>
9 ✓	249 ✓	25V ✓	41°28.92' ✓ 70°51.30' ✓	37.0' ✓	33.8' ✓	32.5' ✓	Uncharted shoal <i>See recommendations in attach. 5, sheet 4</i>
14 ✓	353 ✓	16E ✓	41°25.9' ✓ 70°15.4' ✓	63.0' ✓	66.5' ✓	60.0' ✓	Fathogram trace has appearance of wreck. Tender fix not too good
14 ✓	353 ✓	16&31E ✓	41°25.7' ✓ 70°14.6' ✓	63 & 60' ✓	60.5' ✓	56.0' ✓	Fathogram shows shoal
8 ✓	249 ✓	41N ✓	41°29.4' ✓ 70°55.0' ✓	55' ✓	58.5' ✓	51.0' ✓	See Attachment 5, pg 4.
8 ✓	249 ✓	30W ✓	41°28.6' ✓ 70°54.8' ✓	44' ✓	---	---	Charted shoal ✓
5 ✓	252 ✓	11N ✓	41°32.6' ✓ 70°53.5' ✓	---	---	15.5' ✓	Reported 13' spot cleared at 15.5'; No soundings obtained <i>Chart 15</i>
17 ✓	1210 ✓	F day ✓	41°23.9' ✓ 71°11.5' ✓	56' ✓	---	---	Charted 60' shoal (See attach No 5 pg 11)

HANG AND CLEAR DATA - CONTINUED

Presurvey Review Item	Chart No.	Position & Day Letter	Latitude & Longitude	Grounding Effective Depth	Sounding	Cleared Effective Depth	Remarks
6 ✓	252 ✓	17L ✓	41°35.93' N 70°48.4' W	---	---	20' ✓	Charted wreck, no soundings <i>Not found</i>
6 ✓	252 ✓	13 40K ✓	41°36.31' N 70°48.32' W	22' ✓	---	* 20' ✓	Wire drag grounding, extensive shoaling indicated *Not cleared <i>Chart 22 ft sdg</i>
6 ✓	252 ✓	40K ✓	41°36.23' N 70°48.51' W	20' ✓	---	20' ✓	Wire drag grounding <i>Chart 20 ft sdg</i>
6 ✓	252 ✓	11 (18) ✓	41°36.28' N 70°48.41' W	20' ✓	21' ✓	20' ✓	Launch position. Extensive shoaling indicated <i>Chart 21 ft sdg</i>
6 ✓	252 ✓	1K ✓	41°36.18' N 70°48.44' W	20' ✓	22' ✓	20' ✓	Launch position. Extensive shoaling indicated. <i>Chart 22 ft sdg</i>
3 ✓	252 ✓	37J ✓	41°31.83' N 70°51.75' W	---	---	35' ✓	Reported 30' wreck <i>(not found)</i> <i>Chart applicable</i> <i>All wrecks</i> <i>Omit clearance</i>
3 ✓	252 ✓	20J ✓	41°32.01' N 70°51.71' W	33' ✓	---	---	Wire drag groundings on known shoal <i>(29 groundings, not shown)</i> <i>Chart applicable</i> <i>Omit clearance</i>
3 ✓	252 ✓	50J ✓	41°31.90' N 70°51.59' W	31' ✓	---	28' ✓	Wire drag grounding <i>Chart 28</i>
3 ✓	252 ✓	1J ✓	41°31.92' N 70°51.66' W	35' ✓	33' ✓	33' ✓	Launch position General bottom area <i>Chart 28</i>
3 ✓	252 ✓	2J ✓	41°31.82' N 70°51.55' W	31' ✓	36' ✓	33' ✓	Launch position Possible wreck <i>Chart 23 wreck</i>

*Chart applicable
delete wreck
omit clearance*

*Charting instructions
by P.E.C.
9-16-65*

LIST OF INVESTIGATIONS

P. R. No. 15 (PR = Presurvey Review)

Wreck was found on C day when hung with 88-foot effective depth. A sounding of 98 feet was obtained by the tender at the time of hang. The fathogram indicates a wreck. Traces of red lead and scrape marks were found on the ground wire when drag was brought aboard. This wreck was cleared on D day with an effective depth of 85 feet. It is recommended that the wreck symbol "PA" in latitude $41^{\circ}22.25'15''$, longitude $71^{\circ}23.31'16''$ be expunged and a symbol indicating a wreck cleared to 85 feet be charted in latitude $41^{\circ}23.21'18''$, longitude $71^{\circ}22.49'39''$, or 5,000 yards $165^{\circ}T$ from Brenton Reef Light.

Recommendations concurred in. - I.M.Z.

added to chart

NM 5/1/65

P. R. No. 16

$41^{\circ}24.5' \lambda 71^{\circ}22.42'$

The area was wire dragged for a 1/2-mile radius from the charted wreck shown cleared to 56 feet. A semi-circle of 1/2-mile radius was cleared to the west of the charted wreck by an 87-foot effective depth or greater.* A semi-circle of 1/2-mile radius was cleared to the east of the charted wreck by a 68-foot effective depth (day letter H). It is recommended that the present charted symbol be changed to show it cleared to 68 feet.

Recommendations concurred in. - I.M.Z.

P. R. No. 17

5 (M) T
(51)

The charted position of this wreck was cleared with an effective depth of 56-feet (Day letter F), for a radius of 1/2-mile with the exception of the charted 60-foot to the southwest. The 60-foot shoal was hung with a 56-foot effective depth, however, this should not occasion recharting this shoal to a lesser depth since the drag was fouled by numerous lobster traps while attempting to cross this shoal. It is recommended that the depth of this charted wreck be changed to reflect a cleared depth of 56 feet.

$41^{\circ}29.92'$
 $\lambda 71^{\circ}11.53'$

$41^{\circ}24.18'$
 $\lambda 71^{\circ}11.21'$

Recommendations concurred in. I.M.Z.

P. R. No. 18 (Sec Review) Item 5)

Considerable difficulty was encountered in investigating this charted wreck. Seven different groundings occurred, all in charted deep water with the exception of the two groundings on or near the charted 55-foot shoal to the northwest of the charted wreck. Positive identification of these hangs could

* (day letter D)

Add

1882

Retained on chart 1210

1895

Log 645D

1893

1905

LIST OF INVESTIGATIONS - Continued

not be made since we did not have enough qualified divers aboard.
It is recommended that the hangs be charted as follows:

HANG		
Latitude	Longitude	Recommended Charting
41°25.92'	71°08.16'	45 feet (sounding) (hung at 52') (not cleared)
41°25.64'	71°08.35'	53 feet (sounding) (hung at 59') (not cleared)
41°25.46' ^{27.6}	71°07.04' ^{02.4}	56 feet (sounding) (cleared by 50ft)
41°25.29' ^{17.4}	71°07.62' ^{13.2}	56 feet (sounding) (cleared by 50ft.)
41°25.54'	71°07.12'	41 feet (cleared) (44 ft sdg) -
41°25.65'	71°07.81'	37 feet (cleared) (hung at 41')
41°25.81' ⁷⁸	71°08.34'	42 feet (sounding) (not cleared)

It is further recommended that this area be incorporated in any future hydrographic project and thoroughly investigated, and in the meantime the wreck PA charted in Lat. 41°25.52' Long. 71°07.38', be retained on the chart. The charted "WK PA" was cleared by 41 ft.

P. R. No. 21

This wreck was found using sonar loaned to us by Dr. Harold E. Edgerton (M.I.T. & E.G.&G. Instruments). A local skin diving club made several dives on this wreck and positively identified it as that of the lightship VINEYARD.

It was subsequently hung with a 49-foot effective depth and cleared with a 46-foot effective depth. It is recommended that the charted wreck symbol be expunged and a symbol denoting a wreck cleared to 46 feet be charted in 41°23.79', 71°01.21'.

Logged
#1887

Recommendation concurred in.
IMZ

P. R. No. 22

During a preliminary fathometer search for this wreck the HILGARD obtained a sounding of 54 feet. This area was subsequently cleared with a 51-foot effective depth.

Lat 41° 22.16' Long. 70° 59.09'

7300

chart #1881 151 WK
Updated
M.A.M.
4/87

09.6" 05.4"

LIST OF INVESTIGATIONS - Continued

It is recommended that the charted 55 wreck be expunged and a 54 wreck be charted in latitude $41^{\circ}22.16'$, longitude $70^{\circ}59.10'$.

P. R. No. 13

$41^{\circ}24.60'$, $71^{\circ}00.39'$ charted since 1916-18

Pos
1896
Sec
Comd

The charted position of this obstruction was cleared with a 62-foot effective depth drag that extended approximately 1/2-mile east. The area remaining to the west was cleared to an effective depth of 46 feet. No indication of this charted 37-foot obstruction was found. It is therefore recommended that this be expunged from the chart without substitution.

Recommendation concurred in.
1.M.Z.

N.M. 1/66

P. R. No. 25

(Lat. $41^{\circ}27.70'$; Long. $71^{\circ}06.38'$)

The charted position of this wreck was cleared with a 26-foot effective depth, however, this drag hung on privately "14WK" maintained salvage buoys just south of the charted position. We were unable to clear this wreck since the salvage operations continued throughout the field season.

Delete charted
1.M.Z.

A fathometer search was made in the area marked by the buoys, with a least depth of 43 feet being found. This appears to correspond to what the salvager reported. He stated that the only section remaining in tact was the bow. It is recommended that the presently charted 14-foot wreck symbol be expunged and a 43-foot ~~map~~ wreck symbol be charted in latitude $41^{\circ}27.60'$, longitude $71^{\circ}06.29'$,
59' 26'

N.M. 1/66

Chart 43WK, Delete
Charted "14WK"
1.M.Z.

P. R. No. 19

Pos
1916

A launch search for the submarine chaser charted on Hen and Chickens was made. A leadline sounding of 2 feet was found and verified by a diver at latitude $41^{\circ}28.28'$, longitude $71^{\circ}01.66'$ (W.P. 9Q) Sunken WK in Lat. $41^{\circ}28.28'$ Long. $71^{\circ}01.77'$ (charted) not found, Delete from chart. - 1.M.Z.
16.9 46.2

over wreck

LIST OF INVESTIGATIONS - Continued

P. R. No. 14

Two hangs occurred while wire dragging for this wreck. ✓
(See grounding table, attachment No. 4).

It is recommended that the present wreck symbol be expunged and: (1) A wreck cleared to 60 feet be charted in latitude $41^{\circ}25.96'$, longitude $70^{\circ}15.03'$, (2) A cleared depth of 56 feet be charted in latitude $41^{\circ}25.72'$, longitude $70^{\circ}14.55'$.
71° ✓ Delete charted WIK symbol. 1M2 Concur in 1M2.

7263
1907
RWB

P. R. No. 7

The area was wire dragged for at least a 1/2-mile radius from the charted wreck, no groundings or indications of this wreck were found. It is recommended either that this wreck be expunged from the chart, or left in charted position and shown cleared to 49 feet. 1M2.

Chart 149 WIK 1M2

#1921 updated

P. R. No. 8

Two groundings occurred in the area of this charted wreck, however, both appear to be on charted shoals. It is recommended either that the wreck be expunged or left in charted position and shown cleared to 51 feet.

Chart 151 WIK 1M2

7252 updated

P. R. No. 9

A 38-foot effective depth drag cleared the charted wreck on 'M' day. This drag appears to hang and clear the position of grounding of a 50-foot effective depth drag on 'W' day.

Chart 138 WIK (see below)

2245 updated

A second hang occurred in the vicinity of P. R. No. 9 on position 25V (lat. $41^{\circ}28.92'$, long. $70^{\circ}51.30'$). A fathometer search found a least depth of 33.7 feet. It is recommended that a 33-foot sounding be charted in latitude $41^{\circ}28.92'$ and longitude $70^{\circ}51.30'$, and the strips on 'M' and 'W' day be reviewed for possible charting of a cleared 38-foot wreck.

chart 33 ft sdg chart 138 WIK 1M2

7264

CAA 330m to A0016

LIST OF INVESTIGATIONS - Continued

✓ P. R. No. 10 -

7273
The wreck was hung and cleared on 'U' day with 46.⁰/₁₀ feet and 40.⁰/₁₀ feet effective drags, respectively. A fathometer search found a least depth of 45 feet and showed a definite trace of a wreck. It is recommended that a wreck shown cleared to 40 feet be charted in latitude 41°28.42', longitude 70°49.83'.
49.8 25.2
Recommendation concurred in. I.M.Z.

✓ P. R. No. 2 -

7265
The wreck was hung and cleared on 'S' day with 40.⁰/₁₀ feet and 40.0 feet effective drags respectively. A poor fathometer sounding of 45 feet was obtained, however, the trace clearly indicates that of a wreck. A fluke anchor was retrieved from this hang while taking the drag aboard. It is recommended that a wreck shown ~~cleared to~~ 40 feet be charted in latitude 41°30.33', longitude 70°48.66'.
49.6 39.6 RWD 5/ps
Chart 1401N/K
IMZ

✓ P. R. 5 -

A 15.⁰/₁₀-foot effective drag cleared the reported 13-foot. It is recommended that a cleared 15-foot be charted in the same position as the 13-foot reported sounding. A complete drag of the area to greater depths was not accomplished this season due to the heavy concentration of lobster pots in the area.
Recommendation concurred in. IMZ 15

✓ P. R. No. 6 -

22'
The charted position of this wreck was cleared to an effective depth of 20 feet. Several hangs occurred to the north of the charted wreck, however, all appear to be on shoals. It is recommended that the wreck symbol be expunged, and a 21-foot sounding be charted in latitude 41°36.26', longitude 70°48.41' and a 22-foot sounding be charted in latitude 41°36.18', longitude 70°48.44'.
21 50 IMZ
NM 2/66
Recommendations concurred in.

LIST OF INVESTIGATIONS - Continued

✓ P. R. No. 3 -

Three hangs occurred, other than those on known shoal, while investigating this item. The fathogram shows a possible wreck trace at latitude ~~41°31.82'~~^{41°31.80'} longitude 70°51.55'. It is recommended that the following be charted: 60

<u>Latitude</u>	<u>Longitude</u>	<u>Recommended Charting</u>
41°31.90'	70°51.59' 51'	"28" -
41°31.92'	70°51.66'	"32" [2.8]
41°31.82'	70°51.55' 60	"33" wreck ✓ #1930

TIDE NOTE FOR HYDROGRAPHIC SHEET

May 11, 1964

Nautical Chart Division: R. H. Carstens

Plane of reference approved in
13 volumes of ~~existing records~~ for wire drag records for FE 1 1964

HYDROGRAPHIC SHEET

Locality Narragansett Bay to Buzzards Bay, Massachusetts.

Chief of Party: E. K. McCaffery in 1963

Plane of reference is mean low water

~~xxxxxxx~~

~~xxxxxxx~~

Height of mean high water above plane of reference at
the working grounds is as follows: (see tide note attachment
2, Descriptive Report).

	Feet
Beavertail Point	3.5
Dumpling Rocks	3.7
West Island	3.7
Westport, Mass.	3.0
Penikese	3.4

Condition of records satisfactory except as noted below:

L. G. Wharton for
J. M. Symms

Chief, Tides and Currents Branch

Review of
Field Examination No. 1, 1964

Massachusetts

Buzzards Bay and Vicinity

1. The field examination was made in compliance with Instructions for Project OPR 444, dated 19 March 1963.
2. The purpose of the examination is to verify or disprove the existence of certain shoals, obstructions, and wrecks in Buzzards Bay and vicinity which were indicated and numbered on a copy of chart 1210.
3. The results of the examination are shown on the accompanying sections of charts Nos. 237, 252, 249 and 1210, and attachments Nos. 4 and 5 in the Descriptive Report. Revisions to the charts should be made in accordance with these results.
4. A comparison between the field examination and the following charts,

<u>Chart Nos.</u>	<u>Latest Print Date</u>
237	9-16-63
249	7-27-64
252	9-22-63
1210	8-10-64
353	8-31-64

reveals conflicts indicated on the accompanying chart sections. Revisions should be made in accordance with information on the chart sections and the attachments in the Descriptive Report. Specific attention is directed to the following:

PR-9 The wire-drag set to an effective depth of 38 ft. temporarily hung an obstruction in lat. $41^{\circ}29.56'$, long. $70^{\circ}50.60'$, about 175 meters north-northeast of a charted wreck. It is recommended that this obstruction be charted as a wreck cleared by 38 ft. and the charted wreck deleted.

1245

5. Recommendations for Additional Work

The following groundings shown on the section of chart 1210, PR-18, which were not cleared during the field examination, should be marked for future investigation:

<u>Grounding</u> <u>ft.</u>	<u>Sounding</u> <u>ft.</u>	<u>Location</u>	
		<u>Latitude</u>	<u>Longitude</u>
52	45	41°25.92'	71°08.16'
59	53	41°25.64'	71°08.35'
47	42	41°25.78'	71°08.34'

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

Reviewed by - I. M. Zeskind
9-23-64

Inspected by - R. H. Carstens

FORM C&GS-946
(REV. 3-1-64)
(PRESC. BY
HYDROGRAPHIC
MANUAL 20-2,
6-94, 7-13)

U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
NAUTICAL CHART DIVISION

HYDROGRAPHIC SURVEY STATISTICS
HYDROGRAPHIC SURVEY NO. F.E.No.1-1964 W.D.

RECORDS ACCOMPANYING SURVEY: To be completed when survey is registered.

RECORD DESCRIPTION		AMOUNT	RECORD DESCRIPTION			AMOUNT
SMOOTH SHEET			BOAT SHEETS			8
DESCRIPTIVE REPORT			OVERLAYS			
DESCRIPTION	DEPTH RECORDS	HORIZ. CONT. RECORDS	PRINTOUTS	TAPE ROLLS	PUNCHED CARDS	ABSTRACTS/SOURCE DOCUMENTS
ENVELOPES	1 (8 fathograms missing at time of registration)					
CAHIERS						
VOLUMES						
BOXES						
T-SHEET PRINTS (List)						

~~XXXXXXXXXXXX~~
14 Drag Strip Checks. (Filed with fathograms)

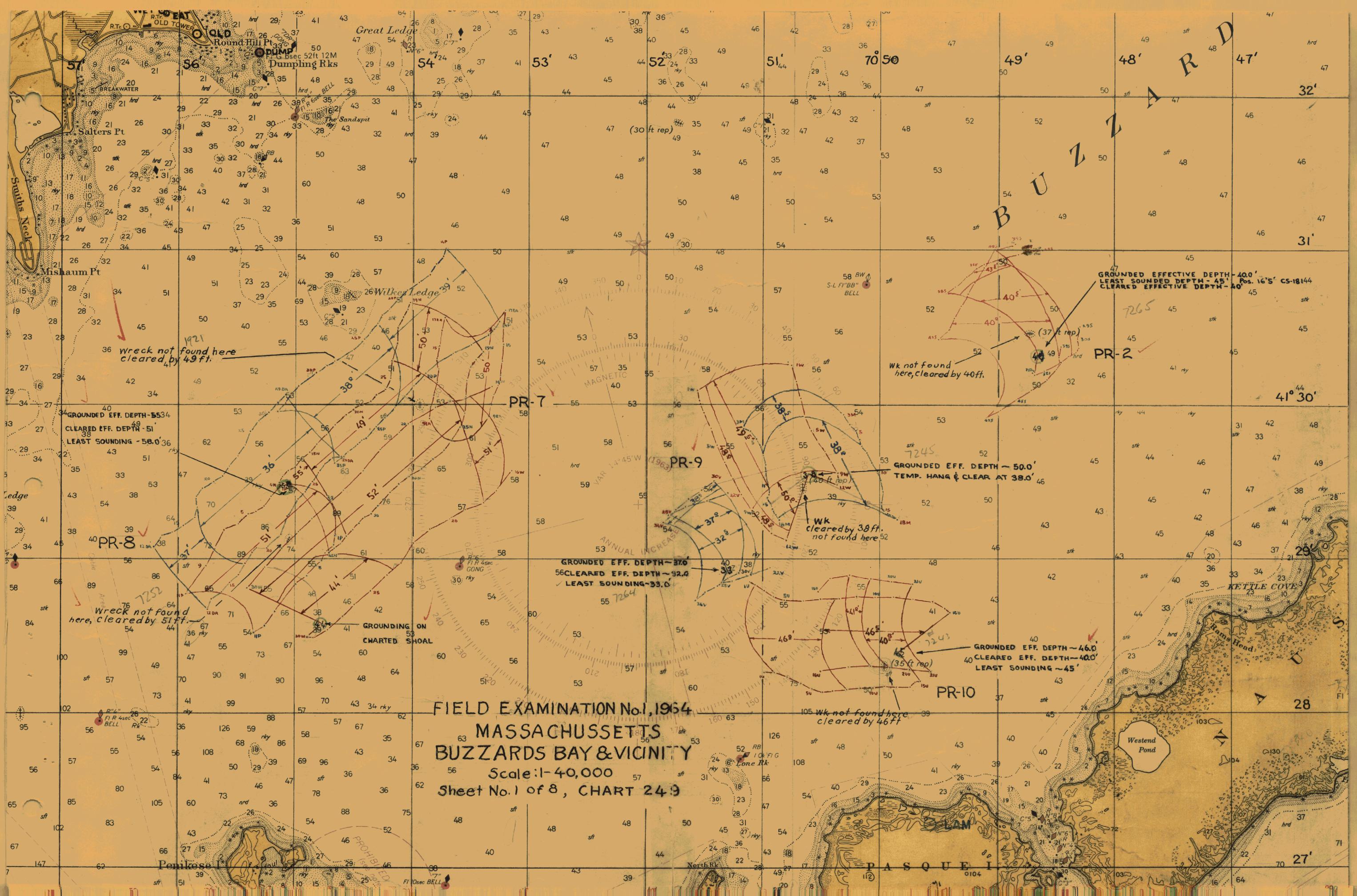
OFFICE PROCESSING ACTIVITIES
The following statistics will be submitted with the cartographer's report on the survey

PROCESSING ACTIVITY	AMOUNTS			
	PRE-VERIFICATION	VERIFICATION	REVIEW	TOTALS
POSITIONS ON SHEET				
POSITIONS CHECKED				
POSITIONS REVISED				
DEPTH SOUNDINGS REVISED				
DEPTH SOUNDINGS ERRONEOUSLY SPACED				
SIGNALS ERRONEOUSLY PLOTTED OR TRANSFERRED				
	TIME (MANHOURS)			
TOPOGRAPHIC DETAILS				
JUNCTIONS				
VERIFICATION OF SOUNDINGS FROM GRAPHIC RECORDS				
SPECIAL ADJUSTMENTS				
ALL OTHER WORK				
TOTALS				176
PRE-VERIFICATION BY	BEGINNING DATE		ENDING DATE	
VERIFICATION BY	BEGINNING DATE		ENDING DATE	
REVIEW BY	BEGINNING DATE		ENDING DATE	

I.M. Zeskind
I.M. Zeskind

for R.H. Carstens 10/25/64
G.K. Myers 8/18/92

9/23/64



FIELD EXAMINATION No. 1, 1964
MASSACHUSETTS
BUZZARDS BAY & VICINITY
Scale: 1-40,000
Sheet No. 1 of 8, CHART 243

wreck not found here
cleared by 49 ft.

GROUNDING EFF. DEPTH - 55.0'
CLEARED EFF. DEPTH - 51.0'
LEAST SOUNDING - 58.0'

wreck not found here,
cleared by 51 ft.

GROUNDING ON
CHARTED SHOAL

GROUNDING EFF. DEPTH - 37.0'
56 CLEARED EFF. DEPTH - 32.0'
LEAST SOUNDING - 33.0'

wk
cleared by 38 ft.
not found here

GROUNDING EFF. DEPTH - 50.0'
TEMP. HANG & CLEAR AT 38.0'

GROUNDING EFF. DEPTH - 46.0'
CLEARED EFF. DEPTH - 40.0'
LEAST SOUNDING - 45'

wk not found here
cleared by 46 ft.

wk not found
here, cleared by 40 ft.

GROUNDING EFF. DEPTH - 40.0'
LEAST SOUNDED DEPTH - 45'
CLEARED EFF. DEPTH - 40'

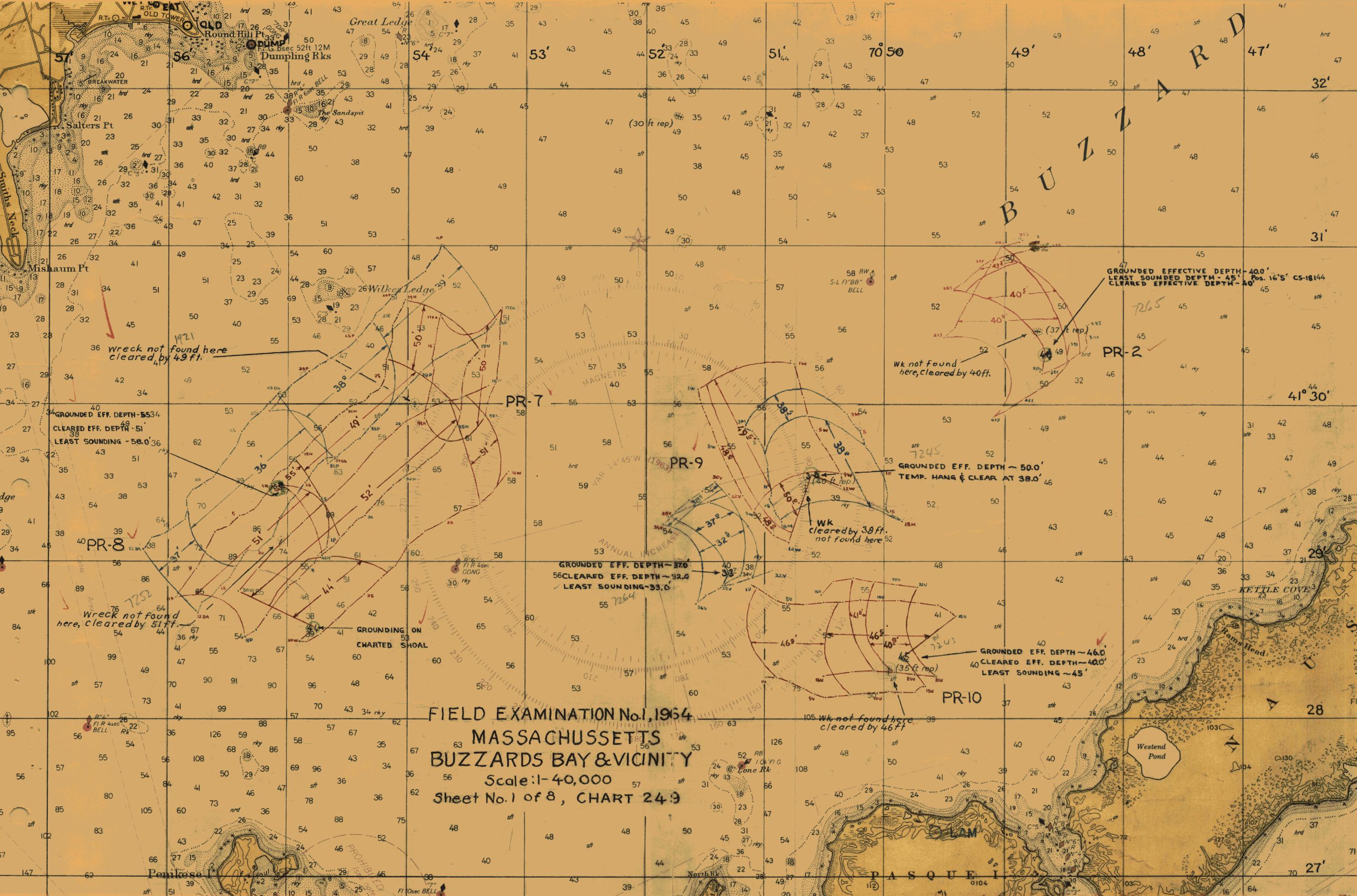
PR-7

PR-9

PR-10

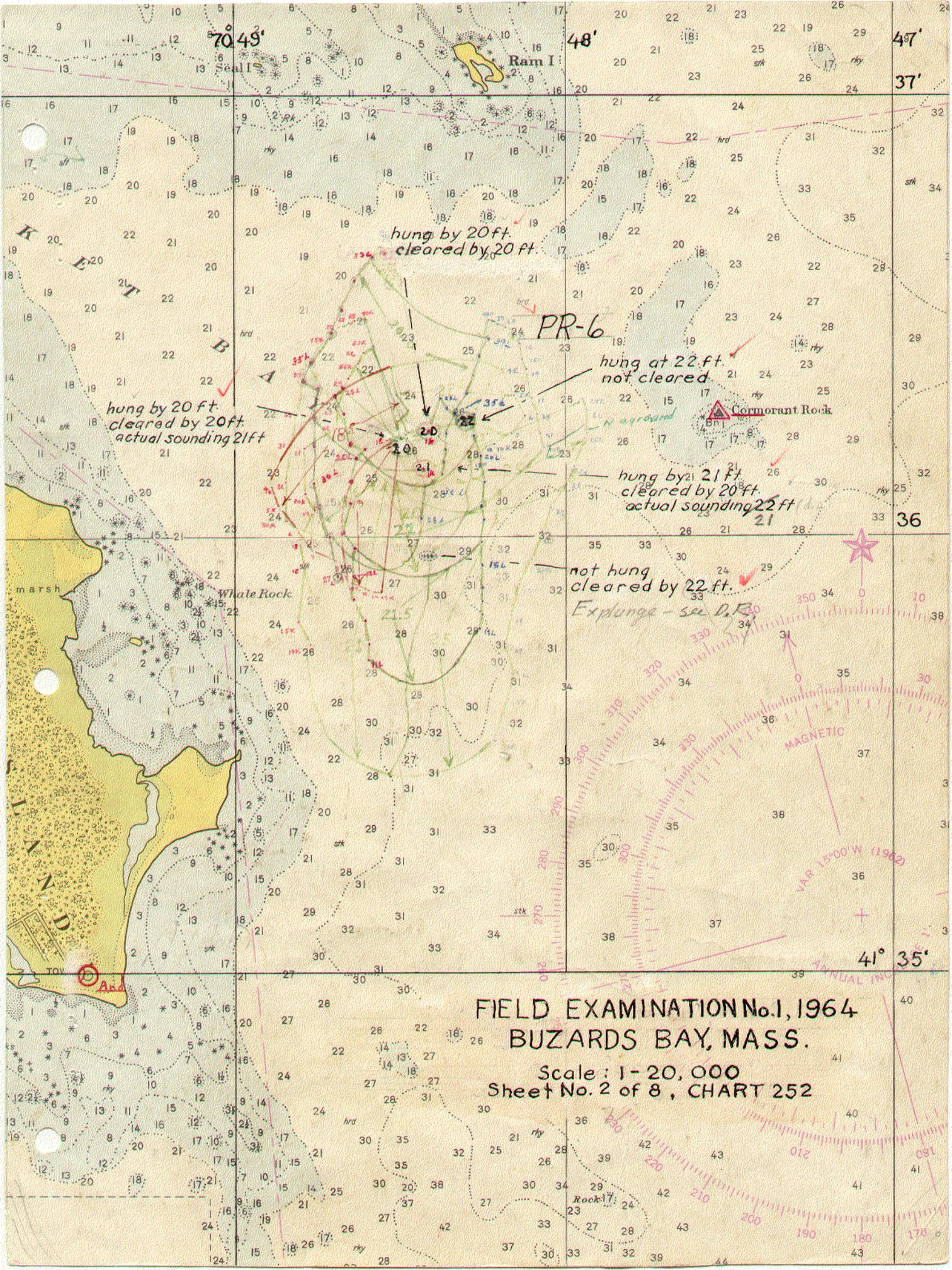
PR-2

B
U
Z
Z
A
R
D
S
B
A
Y



initial

2-7-8-9-10



70° 49'

48'

47'

37'

hung by 20 ft.
cleared by 20 ft.

PR-6

hung at 22 ft.
not cleared.

hung by 20 ft.
cleared by 20 ft.
actual sounding 21 ft.

hung by 21 ft.
cleared by 20 ft.
actual sounding 22 ft.

36

not hung
cleared by 22 ft.

Expunge - see D.R.

MAGNETIC

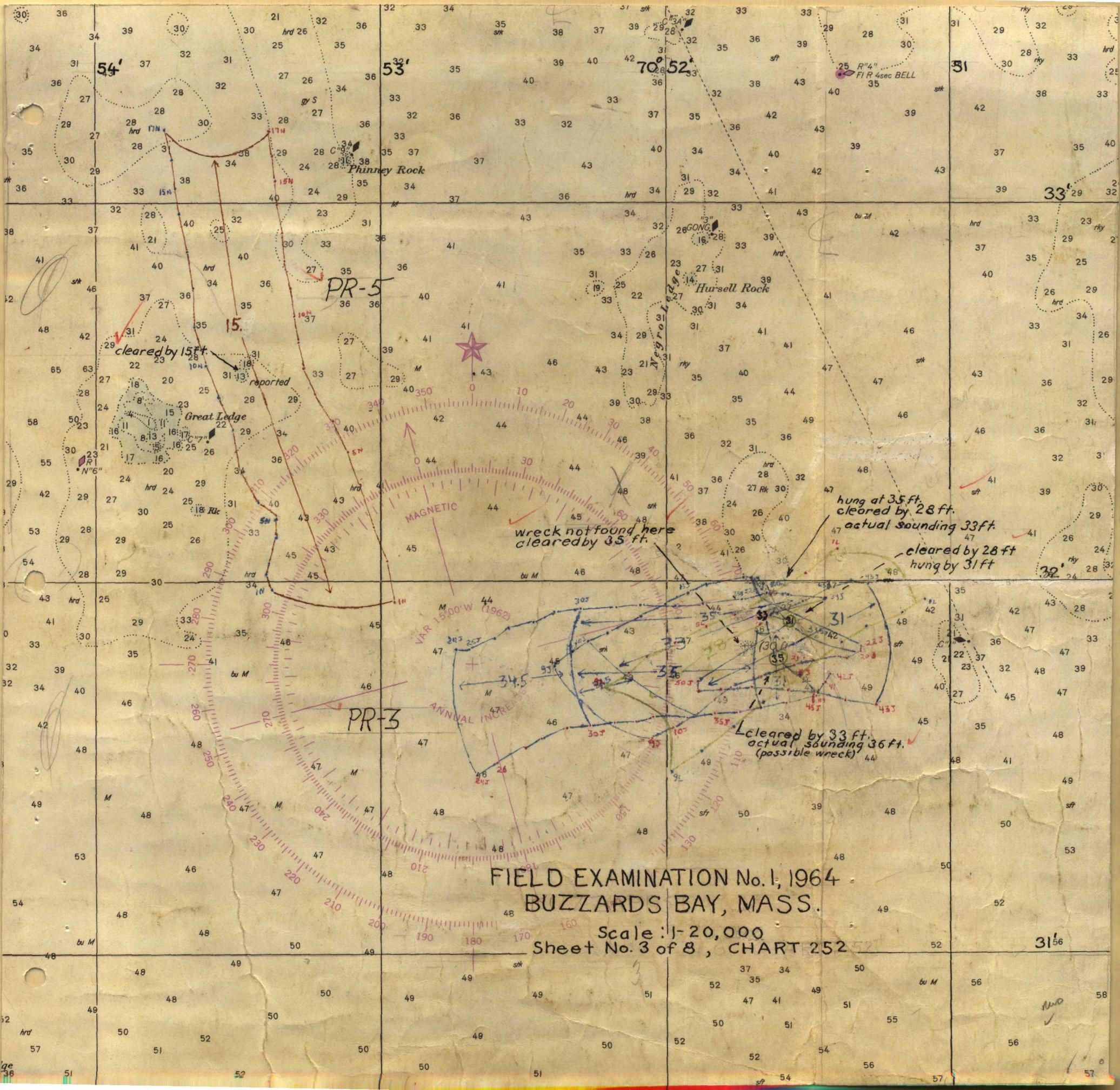
VAR 15° 00' W (1962)

41° 35'

FIELD EXAMINATION No. 1, 1964 BUZARDS BAY, MASS.

Scale: 1-20,000
Sheet No. 2 of 8, CHART 252

6v



54'

53'

70° 52'

31

33'

PR-5

cleared by 15 ft.

Great Ledge

MAGNETIC

wreck not found here
cleared by 35 ft.

hung at 35 ft.
cleared by 28 ft.
actual sounding 33 ft.

cleared by 28 ft
hung by 31 ft

PR-3

VAR 15.00' W (1962)

ANNUAL INCREASE

cleared by 33 ft.
actual sounding 36 ft.
(possible wreck)

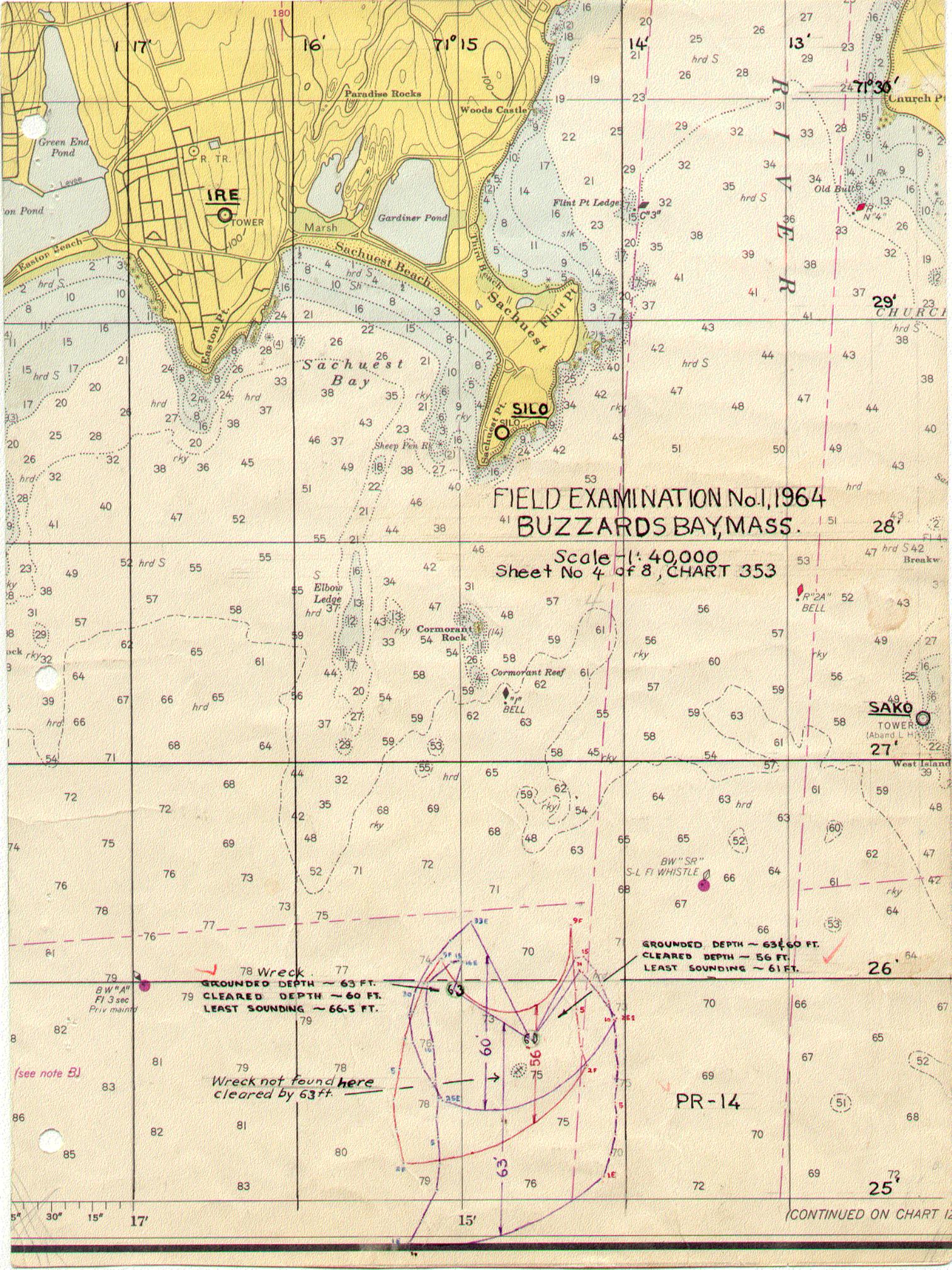
FIELD EXAMINATION No. 1, 1964
BUZZARDS BAY, MASS.

Scale: 1:20,000
Sheet No. 3 of 8, CHART 252

31' 56"

3 ✓
5 - ob.

5 - 3



FIELD EXAMINATION No. 1, 1964
BUZZARDS BAY, MASS.

Scale - 1:40,000
Sheet No 4 of 8, CHART 353

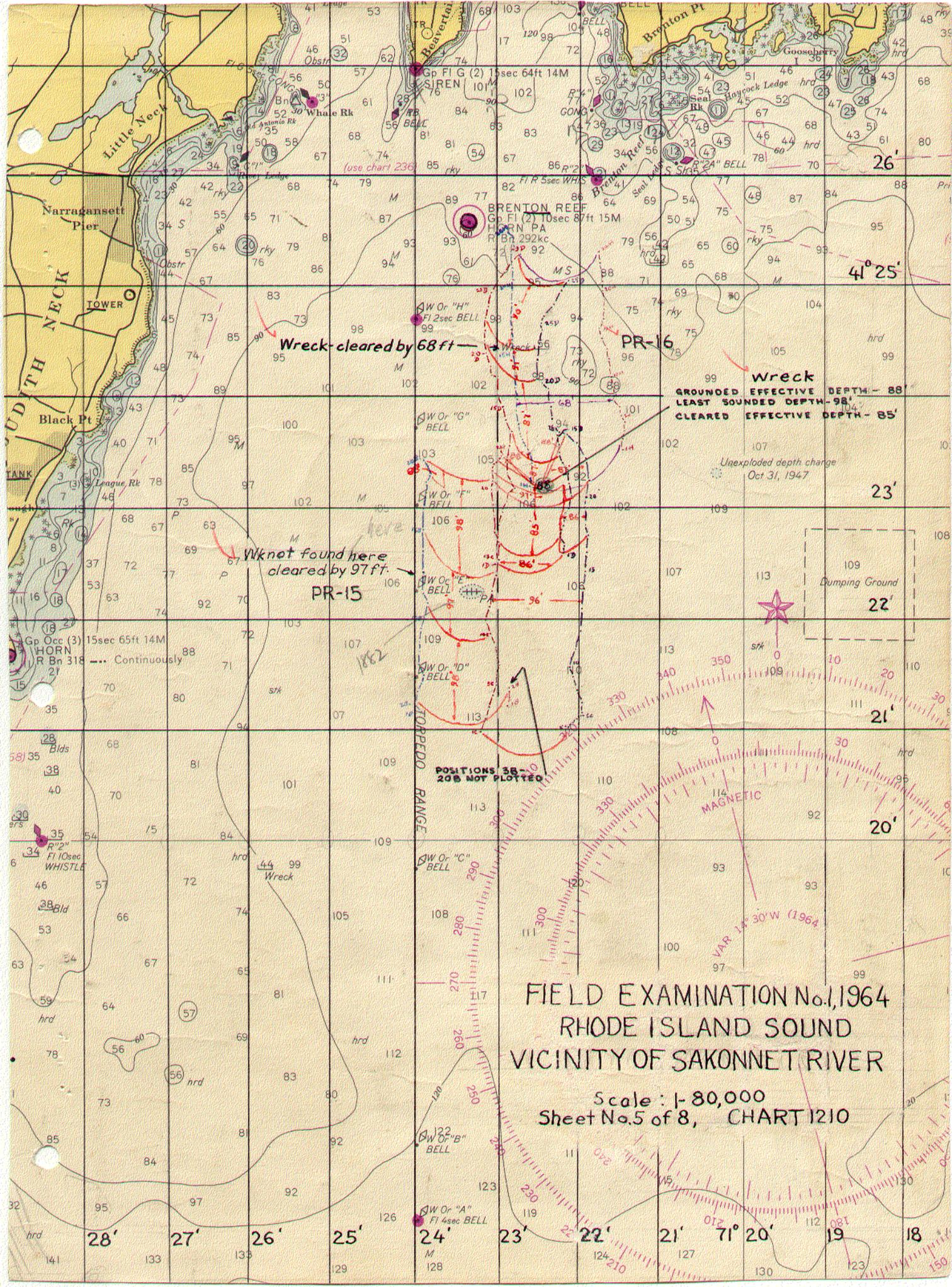
78 Wreck.
 GROUND DEPTH ~ 63 FT.
 CLEARED DEPTH ~ 60 FT.
 LEAST SOUNDING ~ 66.5 FT.

GROUND DEPTH ~ 63±.60 FT.
 CLEARED DEPTH ~ 56 FT.
 LEAST SOUNDING ~ 61 FT.

Wreck not found here
 cleared by 63ft

PR-14

(CONTINUED ON CHART 12)



Wreck - cleared by 68 ft

Wreck
GROUNDED EFFECTIVE DEPTH - 88'
LEAST SOUNDED DEPTH - 98'
CLEARED EFFECTIVE DEPTH - 85'

Wreck not found here
cleared by 97 ft.

POSITIONS 38-208 NOT PLOTTED

FIELD EXAMINATION No. 1, 1964 RHODE ISLAND SOUND VICINITY OF SAKONNET RIVER

Scale: 1-80,000
Sheet No. 5 of 8, CHART 1210

MAGNETIC

VIAR 14° 30' W (1964)

TORPEDO RANGE

Dumping Ground

Unexploded depth change
Oct 31, 1947

41° 25'

23'

22'

21'

20'

28'

27'

26'

25'

24'

23'

22'

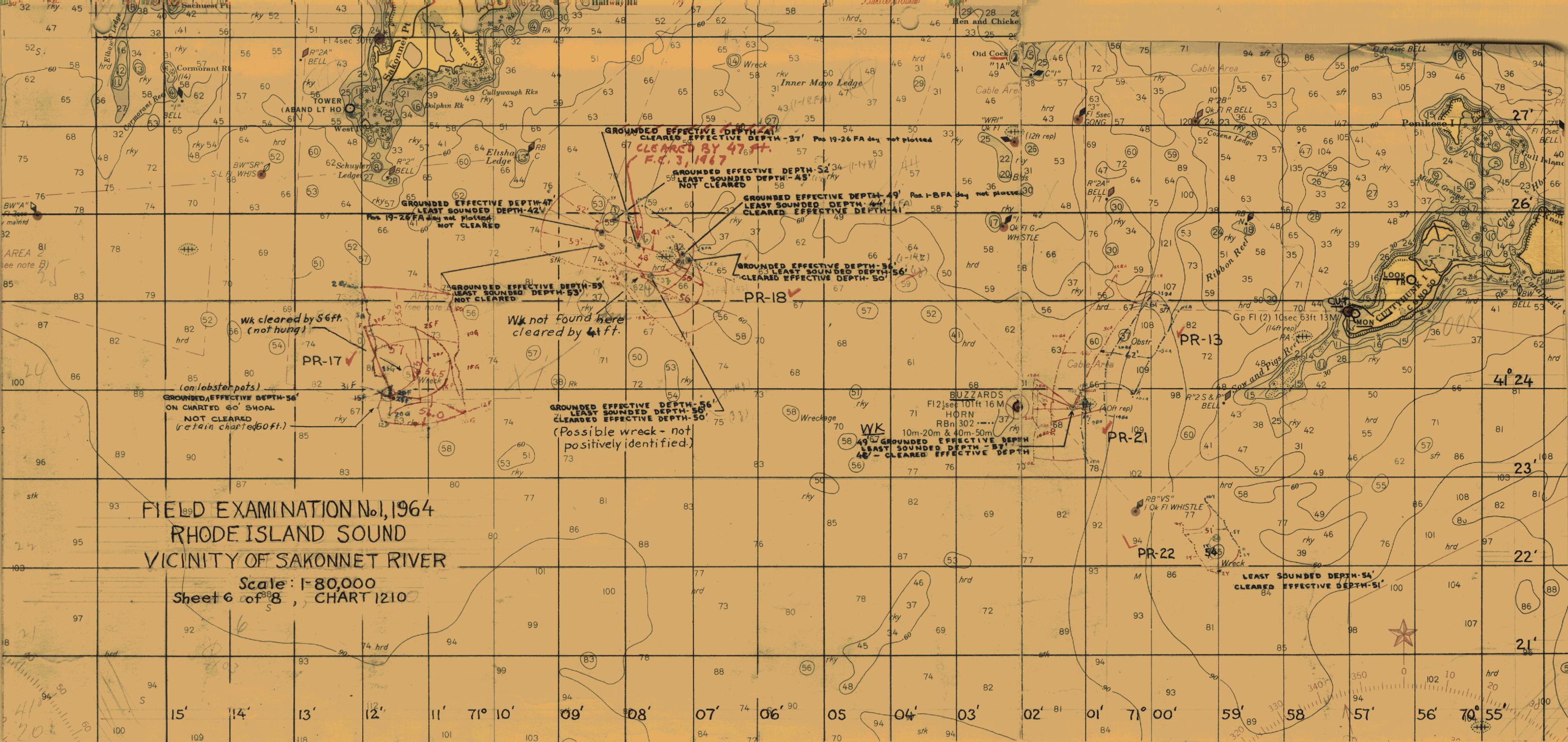
21'

71° 20'

19

18

150 ✓
16 ✓



FIELD EXAMINATION No. 1, 1964
RHODE ISLAND SOUND
VICINITY OF SAKONNET RIVER

Scale: 1-80,000
Sheet 6 of 8, CHART 1210

GROUNDING EFFECTIVE DEPTH-41'
CLEARED EFFECTIVE DEPTH-37'
Pos 19-26 FA day not plotted
CLEARED BY 47 FT.
F.C. 3, 1967

GROUNDING EFFECTIVE DEPTH-52'
LEAST SOUNDED DEPTH-45'
NOT CLEARED

GROUNDING EFFECTIVE DEPTH-49'
Pos 1-BFA day not plotted
LEAST SOUNDED DEPTH-47'
CLEARED EFFECTIVE DEPTH-41'

GROUNDING EFFECTIVE DEPTH-54'
LEAST SOUNDED DEPTH-56'
CLEARED EFFECTIVE DEPTH-50'

PR-18

Wk cleared by 56ft.
(not hung)

Wk not found here
cleared by 4ft.

GROUNDING EFFECTIVE DEPTH-56'
ON CHARTED 60' SHOAL
NOT CLEARED
(retain charted 60ft.)

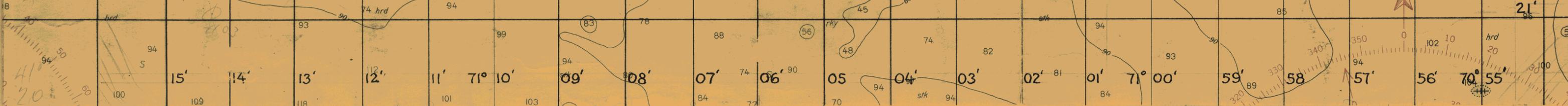
GROUNDING EFFECTIVE DEPTH-56'
LEAST SOUNDED DEPTH-50'
CLEARED EFFECTIVE DEPTH-50'
(Possible wreck - not
positively identified.)

Wk
GROUNDING EFFECTIVE DEPTH-49'
LEAST SOUNDED DEPTH-37'
CLEARED EFFECTIVE DEPTH-46'

PR-21

PR-22

LEAST SOUNDED DEPTH-54'
CLEARED EFFECTIVE DEPTH-51'



13 L

17 ok

18 - ok

21 - ok

22 - ok

FIELD EXAMINATION No.1, 1964
MASSACHUSETTS-RHODE ISLAND
WESTPORT RIVER & VICINITY

Scale: 1-20,000
Sheet No. 7 of 8, CHART 237

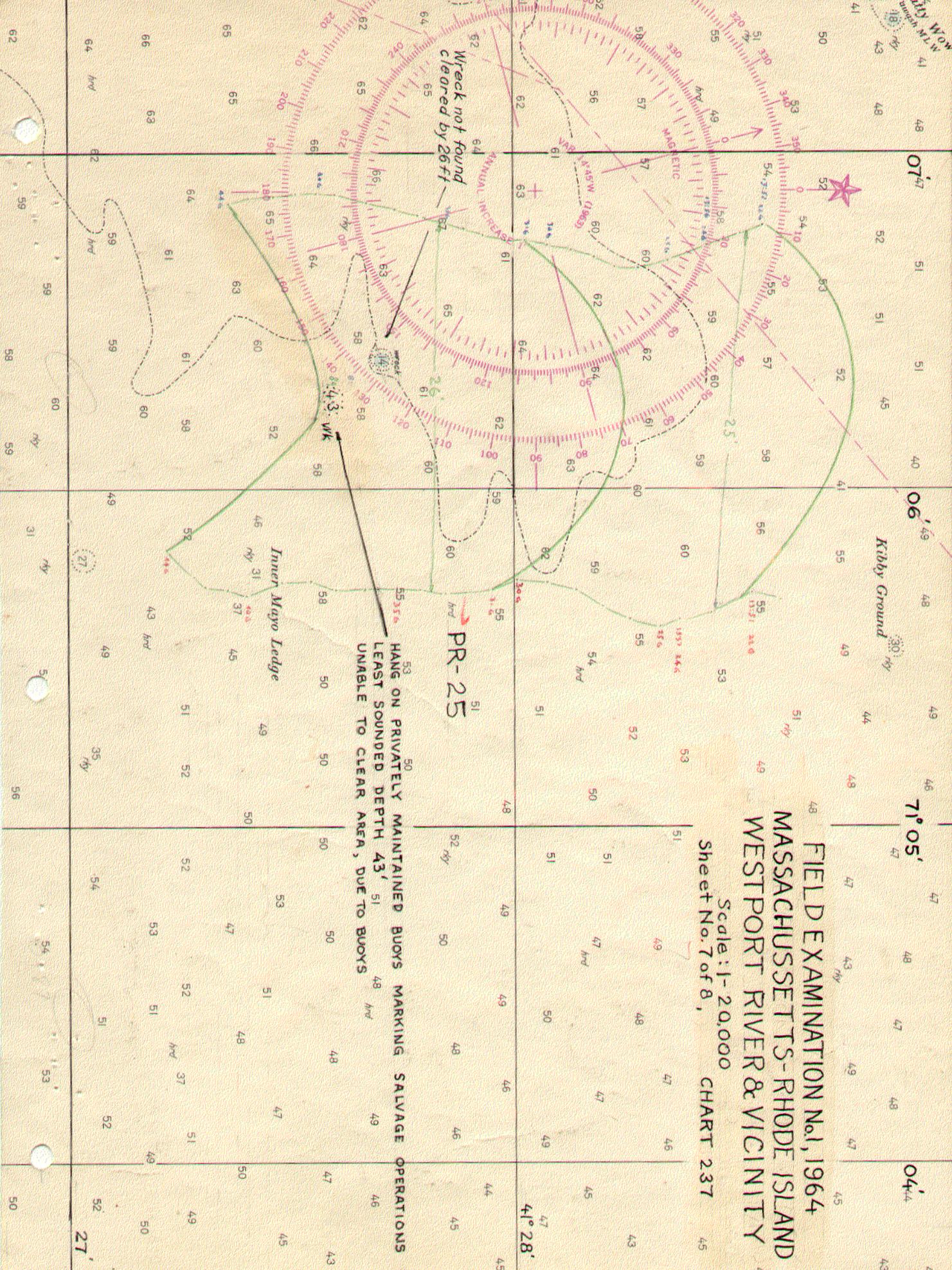
PR-25
HANG ON PRIVATELY MAINTAINED BUOYS MARKING SALVAGE OPERATIONS
LEAST SOUNDED DEPTH 43' 51
UNABLE TO CLEAR AREA, DUE TO BUOYS

Wreck not found
Cleared by 26ft

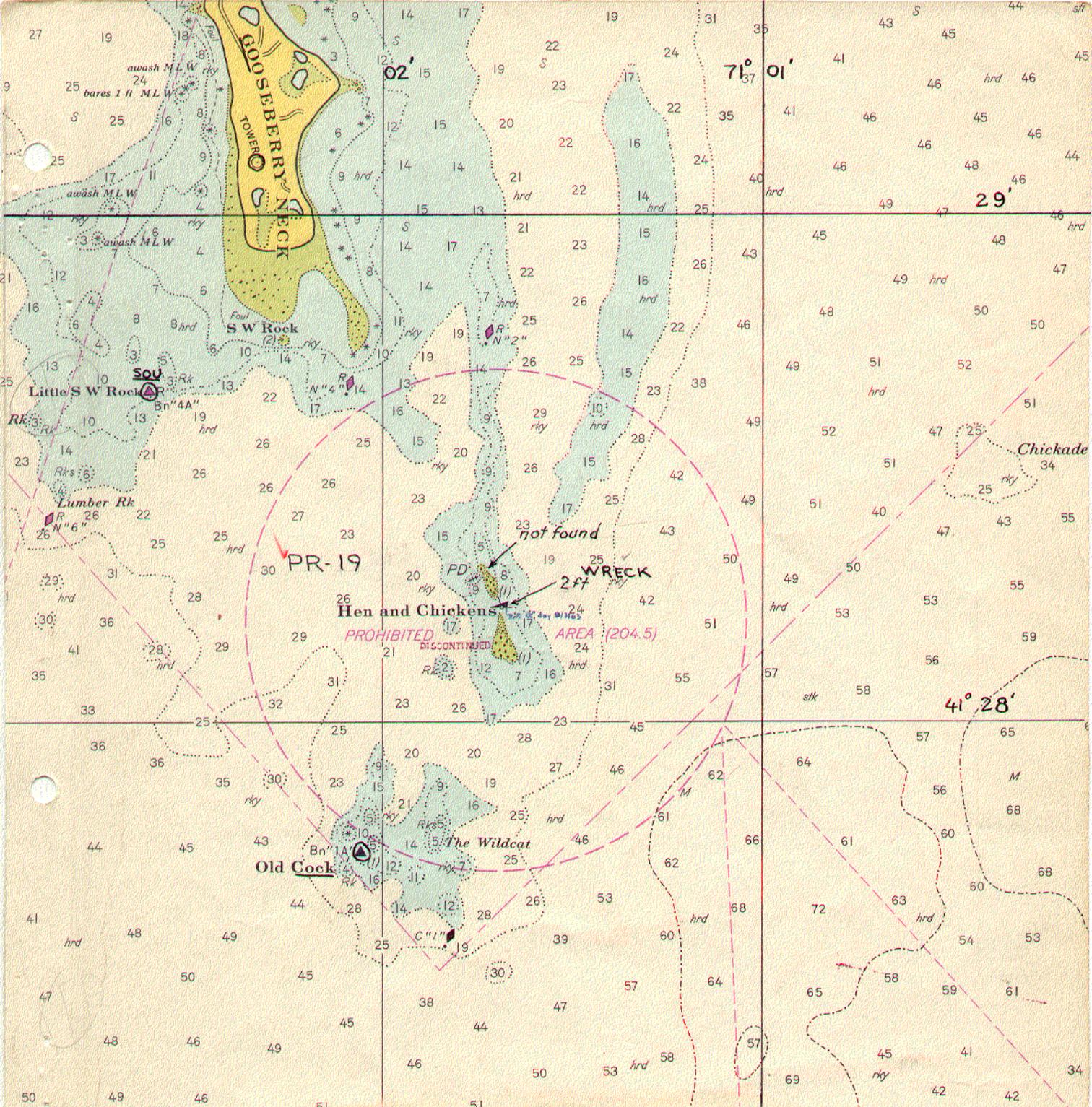
Wk
43.3

Inner Mayo Ledge

Kibby Ground

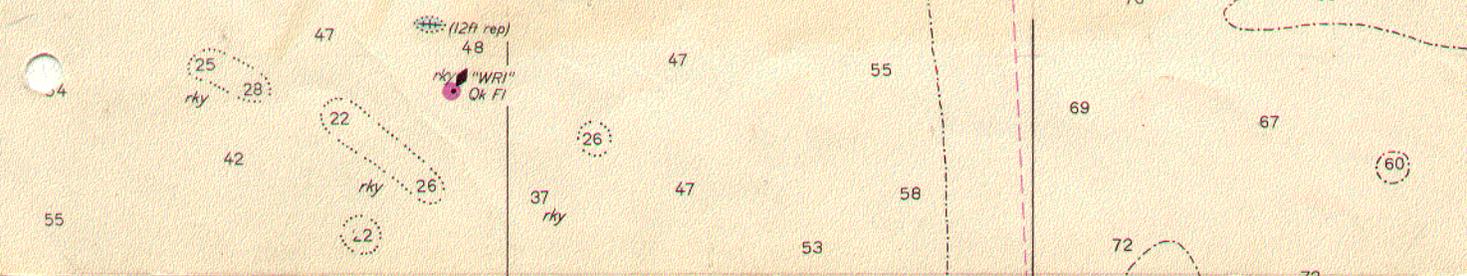


25 ✓



FIELD EXAMINATION No.1, 1964
 MASSACHUSETTS-RHODE ISLAND
 WESTPORT RIVER & APPROACHES

Scale: 1-20,000
 Sheet No.8 of 8, CHART 237



6445
5822 # Ad. W.

John

RECORD OF APPLICATION TO CHARTS

FILE WITH DESCRIPTIVE REPORT OF SURVEY NO.

FE 1, 1964
FE 1, 1964

INSTRUCTIONS

Reviewed Sept 23, 1964

- A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart.
1. Letter all information.
 2. In "Remarks" column cross out words that do not apply.
 3. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

CHART	DATE	CARTOGRAPHER	REMARKS
✓ 1210	6-19-64	G. R. McCann	Full Part Before Verification Review Inspection Signed Via Drawing No. 44 & 44M ✓ RKP
252	7/1/64	W. Evans	Full Part Before Verification Review Inspection Signed Via Drawing No.
✓ 353	8-6-64	Callahan	Full Part Before After Verification Review Inspection Signed Via Drawing No. 33 added 1371 1411 & 42 & 45
249	11-20-64	Lunday	Full Part Before After Verification Review Inspection Signed Via Drawing No.
237	6-2-65	h. Kuler	Full Part Before After Verification Review Inspection Signed Via Drawing No.
1108	7-7-65	R. E. G. Dewar	Full Part Before After Verification Review Inspection Signed Via Drawing No. Fully applied.
252	4-8-65	J. McMullan	Full Part Before After Verification Review Inspection Signed Via Drawing No. Fully applied.
353	4-6-66	M. H. Hall	Full Part Before After Verification Review Inspection Signed Via Drawing No. Fully applied ✓ RKP
1410	4-7-66	M. H. Hall	Full Part Before After Verification Review Inspection Signed Via Drawing No. Fully applied ✓ RKP
70	8/1/68	C. Musfeldt	Full Part Before After Verification Review Inspection Signed Via Drawing No. fully applied ✓ J.H.E.
264	8-18-70	R. Sanocki	Fully applied after Verification, Review, Inspection
263	8-21-70	R. Sanocki	Fully Part applied after V, R, & I. to dug # 8 J.C. 11-2-72

26 pages of narrative
9 chart sections