

FE207

WIRE DRAG

Diagrams 1208-2 & 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-207WD (1966)

LOCALITY

State Rhode Island & Massachusetts

General Locality Buzzards Bay

Locality Rhode Island Sound

1966

CHIEF OF PARTY
C.H. Nixon

LIBRARY & ARCHIVES

DATE October 2, 1967

☆ 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.3 1967WD

FE207
WIRE DRAG

F E No. 3 1967 WIRE DRAG

Diag. Cht. No. 1208-2 & 1210-3.

Form 504

U. S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

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See CL-1019 (1967)
L-999 (1966)

USCOMM-DC 5087

Note:

*Seven (7) sections of
chart accompany
this Descriptive
Report.*

charts 1210

264

251

252

249

237

263

1145

1145

*Partially
E App'd CV
F App'd LLV
G App'd LLV*

F. E. No. 3, 1967

DESCRIPTIVE REPORT

WIRE DRAG INVESTIGATIONS

PROJECT OPR-444

BUZZARDS BAY, MASSACHUSETTS
RHODE ISLAND SOUND

1966

CHARLES H. NIXON - CHIEF OF PARTY

A. AUTHORITY:

Instructions dated 12 January 1966, C-3, 211.

B. CHARACTER AND LIMITS OF THE WORK:

Investigations of certain wrecks and obstructions charted (C&GS Chart 1210) from the vicinity of Sakonnet Point, Rhode Island to No Mans Land and including Buzzards Bay, 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(s) DAR, ANS and LAN and tangents as listed in attachment #3.

D. DATES OF SURVEY:

Field work began on 8 July 1966 and terminated on 2 September 1966.

C.H.N.
J.I.L.

E. VESSELS AND EQUIPMENT:

The wire drag vessels WAINWRIGHT and HILGARD acted as guide and end launch respectively. HILGARD's skiff was used as tender.

F. TIDE STATIONS:

Tidal information was furnished by the WSC for the standard tide gage at Newport, Rhode Island, with the exception of the period 1 August 1966 through 24 August 1966. During this period the tide gage was inoperative and predicted tides were used. In all cases, 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. *Where drag was not tested, a 2 ft. lift generally was assumed.*

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:

- (a) #1, 12, 20, 23. P.R. sheet dated 19 October 1962. ✓
- (b) #6. P.R. sheet dated 25 October 1965. ✓ ← ALSO ITEM A
- (c) Item #1, P.R. sheet dated 25 October 1965 was not completed. ✓

The survey was aided by use of SCUBA divers to investigate hangs and to obtain leadline soundings of least depths over obstructions. ✓
The survey was handicapped by not having a larger radio-telephone equipped launch for use as SCUBA and wire drag tender.

K. COMPARISON WITH CHART:

General shoaling was noted in all areas surveyed in Buzzards Bay, ✓

*Hydrographic Surveys of Buzzards Bay area
scheduled for 1969 season. (6/5/68). DTL*

K. (Continued)

Massachusetts. See Attachment #4 for List of Hangs and Clears. ✓

L. AIDS TO NAVIGATION:

Floating aids to navigation were generally located off station, but are considered adequate for navigation purposes as charted. ✓

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
6. Letter from Dept. of Army (NEOD-N)

7. ~~One (1) overlay for Item #18~~
THREE A & D SHEET OVERLAYS FILED IN D.P.

Respectfully submitted:

Carroll D. North, Jr.

Carroll D. North, Jr., ENS, C&GS

CDN/st

APPROVAL SHEET

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

Charles H. Nixon
Charles H. Nixon
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 1966</u>	<u>Number of Positions</u>	<u>Statute Miles</u>	<u>Square N. Mi.</u>
1	A	7/8	39	4.3	2.2
1	B	7/12	8	0.6	0.1
1	C	7/14	41	3.6	1.8
1	D	7/15	24	3.1	1.0
1	E	7/21	11	0.8	0.2
2	F	7/22	12	1.0	0.3
2	G	7/25	60	5.6	2.7
2	H	7/27	42	6.2	1.5
2	J	7/29	22	1.7	0.9
3	K	8/4	48	5.6	2.2
3	L	8/5	27	2.1	1.4
3	M	8/6	26	1.6	0.9
3	N	8/8	32	2.2	1.0
3	P	8/9	45	4.0	1.3
4	Q	8/10	1	---	---
4	R	8/15	36	2.9	1.2
4	S	8/17	47	3.1	1.2
4	T	8/18	46	3.2	1.0
4	U	8/22	19	1.7	0.8
5	V	8/25	26	1.5	0.3
5	W	8/26	22	1.7	1.0
5	X	8/29	33	2.4	1.0
5	Y	9/1	2	---	---
5	Z	9/2	<u>21</u>	<u>1.7</u>	<u>0.7</u>
		TOTALS	690	60.6	24.7

T I D E N O T E

Tidal data was furnished by the Washington Science Center 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. Westport, (Mass.): HW +12m -0.5'; LW +38m 0.0' - Item #18,25
2. Dumpling Rocks: HW +04m +0.2'; LW +03m 0.0' - Item #4
*Additional #4
3. West Is.: HW +02m +0.2'; LW +13m 0.0' - Item #2,3
*Additional Items
4. Penikese Is.: HW -14m -0.1'; LW -11m 0.0' - Item #11
5. Bird Is.: HW +08m +0.7'; LW +03m 0.0' * Additional Item #1
6. No Man's Land: HW -16m -0.5'; LW 23m 0.0' - Item #24
7. Gay Head, Martha's Vineyard: HW -02m -0.5'; LW +22m 0.0' - * Additional Item #5

* Note: Additional items are on Pre-survey Review Sheet dated 25 October 1965.

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

<u>Signal Name</u>	<u>Source</u>
ACK	Stack charted Lat. 41°38'13"N, Long. 70°55'18"W
AND	Charted tower on West Island
ANS	Tower located Lat. 41°15'38"N, Long. 70°48'57"W
AXE	Westport Harbor water tank
BIRD	Bird Island Lighthouse, 1904
BLA	Black Rock Beacon
BUZZ	Buzzards Light
COCK	Old Cock Beacon, 1904
CUT	Cuttyhunk Lighthouse, 1904
DAR	Radar dome, Martha's Vineyard
DUMP	Dumpling Rock Lighthouse
FAIR	Fairhaven Tack Factory chimney, 1938
FAL	Stand pipe charted Lat. 41°33'06"N, Long. 70°38'27"W
FLAT	Butler Flats Lighthouse, 1902
GAY	Gay Head Lighthouse, 1875
GOO	Gooseberry Neck Tower
HED	Gay Head Baptist Church Spire
HOL	Water Tower charted Lat. 41°31'33"N, Long. 70°39'42"W
ILO	White Silo, Westport, Mass.
IRE	St. Anthony's Church Spire
LAG	Blake Point Flagpole (renamed Converse Point)
LAN	Observation tower Lat. 41°15'25"N, Long. 70°48'13"W
LAND	Cleveland East Ledge Lighthouse
LIT	Little Compton Congregational Church Spire
LOOK	Cuttyhunk lookout tower
MAR	Marion standpipe
MAT	Mattapoisett water tower, 1913
MON	Gosnolds Monument, 1904
MURF	Water tower at Nonquitt
NED	Ned Point Lighthouse, 1904
NOB	Charted range light, Tempest Knob
NUM	Monument on Nashawena Island
PORT	Westport Light, 1934
SAKO	Sakonnett Lighthouse (abandoned)
SAN	Charted range light, Sand Spit
SIP	Gray Standpipe (Sippican Neck)
STA	Stack, charted at Lat. 41°36'47"N, Long. 70°54'37"W
TACK	Stack, charted at Lat. 41°36'25"N, Long. 70°54'22"W
TED	Fairhaven Water tower, 1934
TWO	Two mile rock beacon
WIN	Traffic light, charted on Wings Neck

- * TAN - Squib. South Tangent to Squibnocket Point
- * TAN - No Man's West Tangent to No Man's Land
- * TAN - E. No Man East Tangent to No Man's Land

*Note All tangents were apparent from ship's position.

HANG AND CLEAR DATA

Presurvey Review Item	Chart No.	Position & Day Letter	Latitude Longitude	Grounded-Effective Depth	Sounding	Cleared Effective Depth	Remarks
✓ 1 (NEW)	251	22P	41°40'47" 70°41'44"	18'-20' INCLINED SECTION	20'	not cleared	Hung in inclined section ✓ Rock off 1210 114-SC "G" Appd 2-2-68
✓ 1 (NEW)	251	21W	41°40'01" 70°41'42"	28'-30' INCLINED SECTION	-	not cleared	Hung in inclined section ✓ Known 29' sounding 114-SC "G" off 1210 on chart 251
✓ 1 (NEW)	251	1Q	41°38'58" 70°42'50"	18'	17'	not cleared	Sunken buoy ✓ off 1210 114-SC "G" Prev. Appd 2-2-68
✓ 2 (NEW)	252	¹⁸ B Day DPI	41°33.6' ⁵⁸ 70°51.65'	-	9'	9' 8.5'	Wreck of DYNAFUEL ✓ Removed see L-1412(2) no con 1210 - 4/16/69 HP
✓ 3 (NEW)	252	⁸ 7951 23V 1V	41°34.52' ⁰ 70°52.55'	26' and 29'	26'	24.5' 26'	Fishing ✓ ✓ 114-SC "F" applied Trawler door 1210 applied 4/16/69 HP
✓ 3 (NEW)	252	7952 4OS	41°34.32' ⁶ 70°52.49'	26' 27.5'	-	24.5' 24.8'	Temporary hang ✓ 114-SC "F" 1210 prev applied 4/16/69 HP applied
✓ 3 (NEW)	252	7953 ²⁸ 46S 1A	41°34.28' ²¹ 70°52.30'	25' 27.5'	27' 20'	NOT CLEARED 17.5'	Obstruction ✓ 1210 - no con 4/14/69 HP Pathogram attached
✓ 3 (NEW)	252	7954 4-5T	41°34.02' ⁴ 70°52.48'	31'	-	29' 27.5'	Temporary hang ✓ 114-SC "F" 1210 - no con 4/16/69 HP applied
✓ 3 (NEW)	2252	7955 9S	41°33.49' ⁸⁹ 70°51.49' ⁹²	28.5'	27'	25'	Rock ✓ 1210 prev applied 4/16/69 HP
✓ 4 (NEW)	249	7956 24D 1d	41°30.52' ³ 70°51.35' ¹⁸	50'	-	45' NOT CLEARED	Rock 114-SC "E" applied 1210 prev applied 4/16/69 HP 249 50 RK
✓ 5 (NEW)	264	1Y 2Y	41°19'03" 70°50'11"	42'	10' on mast	40.5' 45.5'	Original hang was on mast which was later removed 1210 prev applied 4/16/69 HP day S. Rose
✓ 5 (NEW)	264	4Z	41°19'11" 70°50'34"	40' 45' INCLINED SECTION	43'	not cleared	Rock ✓ 1210 no con 4/16/69 HP Is there reason for these sdgs not being cleared? Temp. grounding C. Kupiec off 1210 2-2-68
✓ 1 (NEW)	251	43P	41°39'01" 70°42'30"	20'	-	20'	

On chart 251 in the
 L-1162 (no depth) Rev. 4
 ✓ 1 (NEW) 251
 ✓ 2 (NEW) 252
 ✓ 3 (NEW) 252
 ✓ 4 (NEW) 249
 ✓ 5 (NEW) 264

This sdg. no longer
 valid. Mast removed.

not cleared

off 1210

HANG AND CLEAR DATA - CONTINUED

1962 Presurvey Review Item	Chart No.	Position & Day Letter	Latitude Longitude	Grounded- Effective Depth	Sounding	Cleared Effective Depth	Remarks	
✓ 4-9644 (4) (OLD)	252	33C	41°30' ^{36"} 37" 70°54'28"	13' 14'	12' 14.5'	11.5' 10.0'	Wreck 1210 - prev. applied 4/16/69 111 wk	ch 251 Charted 02 of 5-13-68
✓ 11 (OLD)	249	11F 7957	41°28' ^{17"} 18" (.30') 70°57'12" (.20')	79' 77.5'	78'	73.5'	Rock 1210 - prev. applied 4/16/69 237- 73 rk	
✓ 11 (OLD)	249	23G	41°28' ^{18"} 17" (.28') 70°56'41" (.68')	74.0'	63'	60.5'	Obstruction Fathogram attached 1210 prev. applied 4/16/69 160 rk	
✓ Additional Item	249	2B 1917	41°28'17" (.28') 70°58'25" (.41')	-	55.5'	-	Wreck, salvage buoys prevented dragging 1210 Prev. applied 4/16/69 48 wk rsk	
✓ 18 (OLD)	1210	27L	41°25'.77' 71°08.33'	44'	42'	42'	Rock 1210 - Prev. applied 4/16/69 140	
✓ 18 (OLD)	1210	8L	41°25'.88' 71°08.12' 21	44.5'	44'	42'	Rock 1210 - Prev. applied 4/16/69 140	
✓ 18 (OLD)	1210	-	41°26.10' 71°08.40'	-	Charted 53'	42'	Cleared in one direction 1210 - no com. 4/16/69 140	
✓ 18 (OLD)	1210	41H	41°25'.68' 71°07.80' 5	51.5'	47'	47' 48'	Rock Ground swells could have caused error in clearance depth, rock 1210 - prev. applied 4/16/69 Lift adjusted.	
24	264	13U	41°16.33' 70°49.10'	21'	20'	12.5'	Section of wreck	
24	264	12X	41°16.37' 70°49.05'	11' **	14'	12.5'	Possible sag, main wreckage	HANG & CLEAR DATA ON THIS ITEM APPEAR LATER IN THIS REPORT.
24	264	13U	41°16.65' 70°49.05'	21'	18'	16'	Rock	
✓ 11 (OLD)	249	10E	41°28' ^{25"} 25" 70°57'15"	81'	83'	79'	Rock 1210 - applied 4/16/69 140	

** See explanation in Attachment No. 5 (Item 24)

HANG AND CLEAR DATA - CONTINUED

1962 Presurvey Review Item	Chart No.	Position & Day Letter	Latitude Longitude	Grounded- Effective Depth	Sounding	Cleared Effective Depth	Remarks
24	264	5U	41°16.70' 70°50.28'	20'	31'	-	Sag, rock See data for this item later in this report.
✓ 25 (OLD)	237	13N In	41°27'38" 71°06'16" 7	48'	47.8' 0	44'	Wreck of ST. CLAIR ✓ 1210 - prev. applied 4/16/69

LIST OF INVESTIGATIONS

OPR-444 Buzzards Bay, Mass. -- Presurvey Review dated 25 October 1965
Additional Items #1 through #6

P.R.
Additional Item #1: (NEW) chart 251 ✓ #4219

The sunken wreck PA charted in Lat. $41^{\circ}40.0'$, Long. $70^{\circ}42.3'$ was not found. Two drag strips at effective depths of 18.5 and 20 feet cleared the wreck symbol from opposite directions with no indication of a wreck. The area dragged, in which three hangs were encountered, included the area 1 mi N., 1 mi S and 1/2 mi E of the wreck symbol at effective depths of from 18 to 30 feet (as close to bottom as possible). The first hang (22P) was identified by divers to be a rock at Lat. $41^{\circ}40'47''$, Long. $70^{\circ}41'44''$ and a least depth of 20 feet. The second hang (21W) was on a known 29' sounding. ~~known shoal~~ The third hang (1Q) was on a sunken buoy at Lat. $41^{\circ}38'58''$, Long. $70^{\circ}42'50''$. Divers determined the least depth to be 17 feet, (bottom depth of 25 feet MLW). The Coast Guard was notified of the presence of the buoy and had made plans to remove it. At this time no word has been received on its removal. off 1210

The existence of a 17' shoal at Lat. $41^{\circ}39'06''$, Long. $70^{\circ}42'49''$ is doubtful. One strip from the north cleared this area with 21' feet. Lack of time prevented further investigation. Additional dragging is required before the item can be considered complete. (See Review)

A temp. grounding, in addition to the above, is listed in hang 4 clear data.

P.R. (NEW)
Additional Item #2: Chart 252 ✓

The obstruction (PA) charted in Lat. $41^{\circ}33.6^{\prime}N$, Long. $70^{\circ}51.62^{\prime}W$, was determined to be located in Lat. $41^{\circ}33.6^{\prime}N$, Long. $70^{\circ}51.65^{\prime}W$. A sounding of 9.0 ft (B day) was obtained on a sunken vessel determined to be the stern section of the tanker "Dynafuel" by SCUBA divers. The position was subsequently cleared by wire drag (C day) to an effective depth of 9.0 feet in one direction and by an effective depth of 8.5 feet in another direction. It is recommended that the charted obstruction be replaced with a symbol indicating a wreck cleared to 9.0 ft. No further investigation of this wreck is recommended at this time. (See Attachment #6 for further information concerning this item.)

CONCUR. DEW

"Dynafuel" removed see L-1412/67
32 ft sdg. retained.
Obst removed 1210 - prev. applied 4/10/69
from charts

P.R. (NEW)
Additional Item #3: Chart 252 ✓

The submerged obstruction reported (PA) in Lat. $41^{\circ}33.85'N$, Long. $70^{\circ}52.15'W$ was not located. The indicated position was wire dragged for a 1/2 mile (approx.) radius to depths ranging from 24' through 31 feet, (as close to bottom as possible). Several groundings and hangs were encountered as follows:

1. Lat. $41^{\circ}34.52^{\prime}N$ Long. $70^{\circ}52.55^{\prime}W$
2. Lat. $41^{\circ}34.32^{\prime}N$ Long. $70^{\circ}52.49^{\prime}W$

Trawler dec. Hang on 2 strips at 26' Diver investigation. Detached position for fix
grounding 26.0', cleared 1210 prev. applied 4/16/69
grounding 27.0', cleared 1210 prev. applied 4/16/69
24.5' 26' 1210
24.8' 1210

- 3. Lat. $41^{\circ}34.28^{\prime}N$ Long. $70^{\circ}52.30^{\prime}W$ grounding 20.0^{\prime} , cleared ^{NOT CLEARED} _{17.5' 1210-no com 4/16/69 HP #7953}
- 4. Lat. $41^{\circ}34.02^{\prime}N$ Long. $70^{\circ}52.48^{\prime}W$ grounding 31.0^{\prime} , cleared [✓] _{27.5' 29' 1210-no com 4/16/69 HP #7954}
- 5. Lat. $41^{\circ}33.49^{\prime}N$ Long. $70^{\circ}51.49^{\prime}W$ grounding 27^{\prime} , cleared 25^{\prime} [✓] _{1210-geo. applied 4/16/69 HP #7955}

It is recommended the obstruction (PA) be removed from the chart and that this area be incorporated in any future hydrographic survey and thoroughly investigated, since general shoaling was noted in this area. (See K, Comparison with Chart) (Also see Attachment #6) **CONCUR.** *DeW*

P.R.
Additional Item #4: Chart 249 ^(NEW)

The sunken wreck in Lat. $41^{\circ}30.10^{\prime}N$, Long. $70^{\circ}50.9^{\prime}W$ was not located. The indicated position was wire dragged for a 1/2 mile radius and cleared to depths ranging from 40 to 52 feet, (as close to bottom as possible). *approx.* _{1210-no com 4/16/69 HP}

A hang was experienced in Lat. $41^{\circ}30.52^{\prime}N$, Long. $70^{\circ}51.35^{\prime}W$ at 50 ft. effective depth (D day) and subsequently cleared by 45 ft. effective depth (H day). A sounding of 53.5^{\prime} leadline was obtained by SCUBA divers on a rock 2.0^{\prime} above the general bottom. There were numerous small rocks in this area and the drag was almost continually fouled by lobster traps. **NOT CLEARED** _{1210-geo. applied 4/16/69 HP #7956}

It is recommended that the charted wreck symbol be removed from the chart and that this area be incorporated in any future hydrographic survey. (See K, Comparison with Chart). **CONCUR.** *DeW* _{1210-geo. removed 4/16/69 HP}

P.R.
Additional Item #5: ^(NEW) (Chart #264) #7221

The sunken wreck of the fishing vessel WAMSETTA charted in Lat. $41^{\circ}10^{\prime}$, Long. $70^{\circ}52^{\prime}$ was found at Lat. $41^{\circ}19'03''$, Long. $70^{\circ}50'11''$. The tops of two masts of the wreck were found to be at 10 and 12 feet at ~~predicted~~ MLW. Cables connecting the masts to the wreck were unfastened by divers allowing the masts to rise to the surface. The masts were then towed in close to the beach south of Gay Head. The remaining wreckage is broken up and within five feet of the bottom (approx. bottom depth 60^{\prime}). The remaining wreckage was cleared by 40.5 and 45.5 feet from opposite directions. _{1210-geo. applied 4/16/69 HP}

One other obstruction (pos. 4Z) was located and identified by divers to be a rock at a least depth of 43.0^{\prime} at Lat. $41^{\circ}19'11''$, Long. $70^{\circ}50'34''$. The bottom in this area was generally rocky but all other rocks were at greater depths than the hang. _{1210-applied 43Rk 4/16/69 HP}

The approximate position of the wreckage of the WAMSETTA was learned from the owner and skipper of the vessel at the time of her sinking. It is recommended that the wreck be charted at the above position and shown as cleared by 40 feet. **CONCUR.** *DeW* _{1210-geo. applied 4/16/69 HP}

45 ← USE DEEPEST CLEARED DEPTH

7327

A5

Attachment No. 5
(Sheet 3)

Additional Item #6: Chart 264

No field work was accomplished on this item. ✓

LIST OF INVESTIGATIONS

Presurvey Review dated 19 October 1962

(OLD)
P.R. Item #4, Chart 252: ✓

The sunken wreck of the vessel SHERWOOD charted in Lat. 41°30.73'N, Long. 70°54.56'W was located in Lat. 41°30'37"36, Long. 70°54'28". Divers determined the least depth over the wreckage to be 14.5¹² feet. The attempts to clear the wreck within two feet resulted in hangs on the wreck. The wreck was cleared in two directions with 11.5⁰ and 10.0 feet.

It is recommended that the wreck be charted at the above position and shown cleared by 10 feet. **CONCUR. DEW** 1210 - prev. applied 4/16/69 HP

(OLD) **USE MAXIMUM → 11 CLEARED DEPTH**
P.R. Item #11, Chart 249: ✓

#72-46 The sunken wreck charted in Lat. 41°28.0'N, Long. 70°57.32'W was not located. The indicated position was wire dragged for a 1/2 1/4 mile radius and cleared to depths ranging from 48.0' to 79.0', (as close to bottom as practicable.) 1210 - prev. removed 4/16/69 81' HP

79' A hang was experienced in Lat. 41°28'18"17"N, Long. 70°57'12"W at 77.5' effective depth and subsequently cleared by 73.0⁹ ft. effective depth. Divers determined this obstruction to be a boulder approximately 4.0 ft. above general bottom depth. 1210 prev. applied 4/16/69 HP

Another hang was experienced in Lat. 41°28'17"18"N, Long. 70°56'41"W at 63.0 ft. (fathometer) and subsequently cleared by 60.5 ft effective depth in opposite directions. No divers were made on this obstruction. 1210 - prev. applied 4/16/69 HP

Because of many lobster pots in the area, full 1/2 mile radius was not cleared by wire drag. However, in view of the coverage obtained, it is recommended that the charted wreck symbol be removed from the chart. 1210 - prev. applied 4/16/69 HP

#19-17 The sunken wreck of a vessel^{26"} was located near this item in Lat. 41°28'17"N, Long. 70°58'25"W. Since the shoalest sounding obtained was 55.0', and salvage buoys prevented wire drag operations in the area, it is recommended the charted 48' sounding be retained on the chart. 1210 - prev. applied 4/16/69 HP

The vessel was described as having a steel hull and wooden deck. The salvagers indicated that it was possibly the wreck of a ferry, possibly the "CORBIN". 1210 - prev. applied 4/16/69 HP

A hang at 81 ft. on a rock in Lat. 41°28'28", Long. 70°57'15" was also investigated and subsequently cleared by 79 ft. 1210 applied 4/16/69 HP
P.R. Item #18 (OLD) ✓

The wreckage of the sunken barge ARCO No. 7 charted in Lat.

* Fathogram attached

P.R. Item #18 continued

1210- 4/16/69
grv. applied

Wreck should be deleted from charts since other hangs show sufficient dangers in area. *DLW*

41°25.5'N, Long. 71°07.4'W was not located. Three hangs of a previous survey were located and identified by divers to be rocks. Hangs numbered 3, 5, 6 and 7 from the previous survey were not identified. However, hang "3" was cleared from one direction but not hung because hangs "1" and "2" were considered to be the most critical in the immediate vicinity. A number of rocks were reported by divers to be in the area of hangs "1", "2" and "3" but at greater depths than the hangs.

<u>Number from Previous Survey</u>	<u>Sounding</u>	<u>Effective Cleared</u>	<u>Latitude</u>	<u>Longitude</u>
1 (charted at 42')	42.0' ✓	42.5' ✓ 42.0'*	41°25.77' ✓	71°08.33' ✓ <i>cht 1210 ✓</i>
2 (charted at 45')	44.0' ✓	42.5' ✓ 42.0'	41°25.88' ✓	71°08.12' ✓ <i>cht 1210 ✓</i>
3 (charted at 53') (did not clear entire charted 53')	None	42.5' 44' ✓ 42.0'	41°26.10' ✓	71°08.40' ✓ <i>cht 237. no corr. cht 1210 ✓</i> CHARTED POSITION OF 53 ft. sdg.
4 (charted at 37')	47.0' ✓	48.5' ** ✓ 48.0' 47' ✓	41°25.68' ✓	71°07.80' ✓ <i>cht 1210 ✓</i>

* Rounded top on rock - drag could have slipped over.

** ~~Ground swells of as much as 3 ft. could have resulted in some error.~~ **EFFECTIVE DEPTH ADJUSTED.**

Hang "1" should be charted as cleared with 42 ft. ✓

Hang "2" should be charted as cleared with 42 ft. ✓

Hang "3" should be charted as an "isolated" sounding - no change. ✓

Hang "4" should be charted as cleared with 47 ft. ✓

CONCUR. DLW

P.R. Item #24 (OLD)

The sunken wreck charted in Lat. 41°16.40', Long. 70°49.15' was located in two sections - the first at Lat. 41°16.33', Long. 70°49.06' and the main wreckage at Lat. 41°16.37', Long. 70°49.05'. A positive identification of the wreckage to be that of a derrick was made by SCUBA divers. They found the least depth over the first section to be 20 ft. and over the main wreckage to be 14 ft. The two sections were so close together that they are considered one on the chart.

The wreckage was cleared in one direction with an effective depth of 12.5 ft. An attempt to clear it in the opposite direction with an effective depth of 17.5 ft. resulted in a hang on the known wreck. There was a very strong current at this time, which may have

1210 ✓

#7348

P.R. Item #24^(OLD) (cont.) ✓

caused sag or some fluctuation in the drag. The closing of the work on this project prevented additional wire dragging to clear the wreck from a second direction. It is recommended that the wreck be charted at a cleared depth of 12 ft. CONCUR. *DW* 1210 prev. applied 4/16/69 *HR*

Two other hangs occurred during dragging operations. Both were identified as rocks and soundings were taken by SCUBA divers. The soundings of 18 ft. at Lat. $41^{\circ}16'65''42''$; Long. $70^{\circ}49'05''00''$ and 31 ft. at Lat. $41^{\circ}16'20''43''$; Long. $70^{\circ}50'28''17''$ were obtained. It is recommended that ~~these~~ be charted as isolated soundings, *RK*. *The 18' rock should be charted as cleared by 16 ft.* 1210 prev. applied 4/16/69 *HR*
the 31 ft. *an*

Considerable difficulty was encountered in investigating this area. Control was poor because few signals were available and atmospheric conditions hazy or foggy. Also, wire drag operations were often hindered by strong ocean currents. ✓

HANG AND CLEAR DATA

<u>Presurvey Review Item</u>	<u>Chart No.</u>	<u>Position & Day Letter</u>	<u>Latitude Longitude</u>	<u>Grounded- Effective Depth</u>	<u>Sounding</u>	<u>Cleared Effective Depth</u>	<u>Remarks</u>
✓ 24 (OLD)	264	5U	41°16' ^{43"} 70' ^{17"} 70°50' ^{28"}	20'	31' ✓	-	Sag, rock (Hung while setting out drag) 1210 ✓
# 7348 {	✓ 24 (OLD)	264	41°16' ^{20"} 33' ^{17"} 70°49' ^{10"} 06"	21'	20' ✓	12.5	Section of wreck NOT PLOTTED - TOO CLOSE TO MAIN SECTION OF WRECK 1210 ✓
	✓ 24 (OLD)	264	41°16' ^{22"} 37' ^{06"} 70°49' ^{05"} 06"	13' 11'	14' ✓	12.5	Probable sag, wreck, Main section 1210 ✓
✓ 24 (OLD)	264	13U 1u	41°16' ^{42"} 65' ^{00"} 70°49' ^{05"} 00"	21'	18' ✓	16'	Rock 1210 prev. applied 4/16/69

P.R. Item #25 (OLD) ✓

The sunken wreckage of the destroyer ST. CLAIR charted in Lat. $41^{\circ}27.70'$, Long. $71^{\circ}06.38'$ was located at Lat. $41^{\circ}27'38''$, Long. $71^{\circ}06'16''.17''$ Divers investigated the hang (13N) and found an 8'x18' section of the bow, approximately 15 ft off the bottom. The least depth over the wreckage was determined to be 47.5 ft. The wreckage was subsequently cleared from opposite directions with effective depths of 44.0 and 44.5 ft. ✓

It is recommended the wreck be charted at the above position and shown as cleared by 44 ft.

CONCUR.

1210 re-applied 11/16/69 DW

10/19/68
applied
Chart 237 ✓

NEDOD-N

14 July 1966

SUBJECT: Sunken Objects, Buzzards Bay, Massachusetts

TO: Commander, US C&GS Vessels Wainwright & Hilgard
U. S. Coast & Geodetic Survey
P. O. Box 271
Fairhaven, Massachusetts

1. As requested by Lt. Eskelin we are inclosing copies of correspondence from our files affirming the removal of the sunken vessels ANASTASIA E. (Incl 1) and SISTER ALICE (Incl 2) from the vicinity of the wreck of the DYNAFUEL in Buzzards Bay off New Bedford Harbor, Massachusetts.

2. Inclosure 3 is 9 July 1965 letter from Commander, First Coast Guard District, subject: Submerged wreckage in vicinity of Mosher Ledge Buoy 4 A. The CGC HORNBEAM reported striking wreckage at Lat. $41^{\circ} 33' 52''$ N, Long. $70^{\circ} 51' 18''$ W. It is suggested that you investigate the area of the obstruction reported by the HORNBEAM for possible correction of C&GS navigation charts.

FOR THE DIVISION ENGINEER:

Incls: as

Z. MALKASIAN
Chief, Operations Division

DEPOSITIC I FORM

AK 140-15

OFFICE SYMBOL OR FILE REFERENCE

SUBJECT

NEDOD

Wrecks - New Bedford Harbor

TO: Division Engineer

FROM V. L. Andreliunas

DATE 28 June 65

CMT 1

1. Mayor Harrington called this AM seeking to confirm Mr. Malkasian's telephone call to him last week. He was under the impression that the portion of the DYNAFUEL beached off Ft. Rodman was to be removed by 26 June. I informed him that Mr. Malkasian's message was that according to the best information that we could get from Mr. Sanchez work would commence on the stern section of the DYNAFUEL, that portion located off Mosher's Ledge, by 26 June and that Mr. Sanchez promised to remove the bow section by mid-July.
2. I also indicated to the Mayor that the ANASTASIA^F which was hung up on the stern section, had been removed over the weekend and that we expected further dismantling of the DYNAFUEL to continue this week. I assured him that we would take every legal step available to insure that salvage operations were completed as soon as possible. The Mayor seemed satisfied with this report.
3. Operations is continuing a daily surveillance.

V. L. Andreliunas
V. L. ANDRELIUNAS
Assistant for Engineering
Operations Division

Good
[Signature]

cc: Proj Ops Branch
CCC

encl 1

DA FORM 1 FEB 62 2496

REPLACES DD FORM 96, EXISTING SUPPLIES OF WHICH WILL BE ISSUED AND USED UNTIL 1 FEB 63 UNLESS SOONER EXHAUSTED.

U.S. GOVERNMENT PRINTING OFFICE: 1962 O-229107

DISPOSITIVE FORM

(AR 340-15)

OFFICE SYMBOL OR FILE REFERENCE

SUBJECT

NEDOD-P

Removal of SISTER ALICE, New Bedford, Mass.

TO Asst. for Engineering

FROM Ch, Proj. Opers. Branch

DATE 6 July 1965

CMT 1

MR. FARWELL/aeb/323

1. Sunken vessel SISTER ALICE was removed from area of DYNAFUEL wreck on 4 July 1965 by Cecil Smith, Jr. and taken to New Bedford Harbor where it now lies about 100 ft. off Fish Island. Reported by A. Koshela through Cape Cod Canal office.

2. Information furnished to the U. S. Coast Guard (Capt. Kolkorst), Mrs. Torres (secretary to Fairhaven Selectmen) and to Division Counsel on 6 July 1965.

E. C. Farwell

E. C. FARWELL

Chief, Project Operations Branch
Operations Division

cc: Mr. Fistel
Mr. Moncevicz
Division Counsel
Operations Division File.

13 July 1965

Sister Alice later repaired and placed in service by Cecil Smith Jr.

E. C. Farwell

encl 2

DA FORM 2496
1 FEB 62

REPLACES DD FORM 96, EXISTING SUPPLIES OF WHICH WILL BE ISSUED AND USED UNTIL 1 FEB 63 UNLESS SOONER EXHAUSTED.

* U.S. GOVERNMENT PRINTING OFFICE: 1962 O-023128



TREASURY DEPARTMENT
UNITED STATES COAST GUARD

Address reply to:
COMMANDER (o)
1ST COAST GUARD DISTRICT
1400 CUSTOMHOUSE
BOSTON, MASS. 02109

. 3040
9 July 1965

def

From: Commander, First Coast Guard District
To: Division Engineer, U. S. Army Engineer Division,
New England Department of the Army, 424 Trapelo
Road, Waltham, Massachusetts

Subj: Submerged Wreckage in the Vicinity of Mosher Ledge
Buoy 4A

1. On 17 February 1965, at 2:25 pm EST, the CGC HORNBEAM (WLB 394) reported striking submerged wreckage. The best estimated position of the wreckage is 41°33'52"N, 70°51'18"W. Low water on that date was at 2:30 pm.

*AWOL
#7483*

2. Additional evidence available is:

a. At the time of striking, the vessel's depth finder was registering 7' under the keel. The mean draft of the HORNBEAM is 12'6".

b. A steel beam came out of the water for a distance of about 6' and then disappeared.

c. Examination of the hull later revealed markings which appeared to be caused by sharp steel objects rather than by rocks.

B. E. Kolthorst
B. E. KOLKHORST
By direction

Chart 252

NM 2/1/68



Keep Freedom in Your Future With U.S. Savings Bonds

encl 3

Attachment #6 ✓



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02154

IN REPLY REFER TO:
NEDOD-N

14 July 1966

SUBJECT: Sunken Objects, Buzzards Bay, Massachusetts

TO: Commander, US C&GS Vessels Wainwright & Hilgard
U. S. Coast & Geodetic Survey
P. O. Box 271
Fairhaven, Massachusetts

1. As requested by Lt. Eskelin we are inclosing copies of correspondence from our files affirming the removal of the sunken vessels ANASTASIA E. (Incl 1) and SISTER ALICE (Incl 2) from the vicinity of the wreck of the DYNAFUEL in Buzzards Bay off New Bedford Harbor, Massachusetts.

* 2. Inclosure 3 is 9 July 1965 letter from Commander, First Coast Guard District, subject: Submerged wreckage in vicinity of Mosher Ledge Buoy 4 A. The CGC HORNBEAM reported striking wreckage at Lat. 41° 33' 52" N, Long. 70° 51' 18" W. It is suggested that you investigate the area of the obstruction reported by the HORNBEAM for possible correction of C&GS navigation charts.

AWOIS # 7483

FOR THE DIVISION ENGINEER:

(.87')

(.30')

Z. Malkasian
Z. MALKASIAN
Chief, Operations Division

Incls: as

* Nothing noted in this report concerning action taken by W & H as re: this obstruction, called Cdr. Nixon at Norfolk 5-3-68 to determine whether he could recall action taken. Item was not investigated. I suggested we chart and issue N.M. to which he agreed.

Telecon 5-3-68
JRE

"Dynafuel" Removed see L-1412/67

NM 21/68

TIDE NOTE FOR HYDROGRAPHIC SHEET

12/6/67

~~Natural Chief of Party~~ R. H. Carstens

Plane of reference approved in
11 volumes of ~~LOGS~~ records for
wire drag

HYDROGRAPHIC SHEET FE No. 3 1967

Locality: Buzzards Bay-Rhode Island Sound, Massachusetts

Chief of Party: C. H. Nixon, 1966

Plane of reference is mean low water

Tide Station Used (Form C&GS-681):

Newport, Rhode Island

at the working grounds

Height of Mean High Water above Plane of Reference is as follows:

Item 1	= 4.2 feet
" 2, 3, & 4	= 3.7 "
" 11	= 3.4 "
" 5, 18, 24, & 25	= 3.0 "

Remarks

J. M. Symons
Chief, Tides and Currents Branch

HYDROGRAPHIC SURVEY STATISTICS
HYDROGRAPHIC SURVEY NO. F.E.No.3-1966 W.D.

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

RECORD DESCRIPTION		AMOUNT	RECORD DESCRIPTION		AMOUNT	
SMOOTH SHEET		6	BOAT SHEETS		12	
DESCRIPTIVE REPORT		1	OVERLAYS FILED IN D.R.		3	
DESCRIPTION	DEPTH RECORDS	HORIZ. CONT. RECORDS	PRINTOUTS	TAPE ROLLS	PUNCHED CARDS	ABSTRACTS/ SOURCE DOCUMENTS
ENVELOPES	1					
CAHIERS						
VOLUMES	11					
BOXES						
T-SHEET PRINTS (List)						
SPECIAL REPORTS (List)						

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				690
POSITIONS CHECKED		187		
POSITIONS REVISED		5		
EFFECTIVE DEPTHS DEPTH SOUNDINGS REVISED		9		
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		117 hrs.	28 hrs.	
PRE-VERIFICATION BY	BEGINNING DATE		ENDING DATE	
VERIFICATION BY <i>Dale E. Westbrock</i>	5/13/68		6/5/68	
REVIEW BY <i>Dale E. Westbrock</i>	6/5/68		6/10/68	

97.8

REVIEW
FIELD EXAMINATION NO. 3, 1967, W.D.
WRECK INVESTIGATIONS
MASSACHUSETTS
BUZZARDS BAY AND
RHODE ISLAND SOUND

1. This wire-drag field examination was made in compliance with instructions for Project OPR-444, dated 12 January 1966.
2. The purpose of the examination was to investigate and verify or disprove the existence of numerous wrecks and reported obstructions described on two Pre-Survey Reviews for OPR-444.
3. Numbered items investigated on this project have been annotated to describe the Pre-Survey Review with which each item originates.
 - A. An old item is one from the Pre-Survey Review dated October 19, 1962.
 - B. A new item is one from the Pre-Survey Review dated October 25, 1965.
4. The results of the investigations are shown on the accompanying sections of Charts 237, 249, 251, 252, 264, and 1210.

Three A&D Sheets on tracing cloth overlays have been inserted in the Descriptive Report.

5. A comparison between the field examination and the latest largest scale charts of the area, on which work was accomplished, indicates that advance information was used for charting in most instances. Therefore, certain revisions to the charts are necessary to reflect the final results of the investigations.

Attention is directed to the following:

Chart 237, 3rd ED., August 2, 1965

* P.R. Item No. 25 (old)

- A. The 43-ft. sounding Wreck of the destroyer St. CLAIR presently charted from C.L. No. 566 (1948) in lat. $41^{\circ}27'36''$, long. $71^{\circ}06'16''$ should be revised to a cleared by 44-ft. Wreck, positioned as shown on the field examination.

applied 257 10/17/68 HJ
1210 - prev. applied 4/16/69 HJ

Chart 249, 19th ED., June 19, 1967

P.R. Item No. 4 (new)

W A. The sunken wreck of a wooden barge presently charted in lat. 41°30'06", long. 70°50'55" from Notice to Mariners No. 44 (1963) should be deleted from the chart. The area was cleared adequately to depths of 49-51 ft. to disprove the existence of the wreck in its charted position.

ok 249
1210 prev removed 4/16/69
249 NC
NM 4/1/68
114-SC E
Appd LLV

P.R. Item No. 11 (old)

W A. The sunken wreck presently charted in lat. 41°28'00", long. 70°57'21" from the report Naval Losses of All Nations should be deleted from the chart. The area in the vicinity of the reported wreck was cleared by 79-ft.

7246
1210 - prev. applied 4/16/69
249 NC
NM 4/1/68
114-SC E
Appd LLV

W B. The 550ft. sounding WK shown on the field examination in lat. 41°28'17", long. 70°58'25" was a previously uncharted wreck being salvaged, and is possibly the wreck described in this Pre-Survey Review item.

#1917
114-SC LLV
E

A 48-ft. sounding was obtained in about the same position on survey BN-25-4-53 (BP-52348) and is thought to be a chance sounding on the wreck. The present charting of the feature as a 48-ft. Wk. Rep. is adequate, until the salvage operations are complete and a future wire-drag investigation can be made.

ok 249
237 applied 10/17/67
1210 - prev applied 4/16/69
249 NC

W C. The cleared by 73-ft. RK presently charted in lat. 41°28'24", long. 70°57'13" should be deleted from the chart. It was erroneously reported as a separate hang in Chart Letter No. 999 of 1966, a preliminary report of this investigation.

ok 249
114-SC E
Appd LLV
237 - applied 10/17/67
1210 - prev. deleted 4/16/69

W D. The cleared by 73-ft. RK presently charted in lat. 41°28'28", long. 70°57'17" should be revised to a cleared by 79-ft. RK, positioned as shown on the field examination.

7959
249 app
114-SC E
Appd LLV
237 - applied 10/19/67
1210 - applied 4/16/69

W E. The cleared by 73-ft. RK presently charted in lat. 41°28'15", long. 70°57'13" should be positioned as shown by the field examination.

7957
249 app
114-SC E
Appd LLV
237 - applied 10/19/67
1210 - prev. applied

W F. The cleared by 60-ft. RK presently charted in lat. 41°28'20", long. 70°56'42" should be positioned as shown on the field examination.

7958
249 app
114-SC E
Appd LLV
1210 - prev. applied 4/16/69

Chart 251, 14th ED., Revised Dec. 12, 1966

P.R. Item No. 1 (new)

- 52249
- ✓ A. The 17-ft. sounding Subm. Obstr., a sunken buoy, presently charted from advance information of the present survey, in lat. $41^{\circ}38'58.5''$, long. $70^{\circ}42'49.2''$ should be moved to the position shown on the field examination. The compass rose should be moved slightly if necessary for clarity. #7921
114-SC G
Appd LLV
off 1210
- 249 NC
- ✓ B. A temporary grounding at 20-ft. was obtained on the field examination in lat. $41^{\circ}39'01''$, long. $70^{\circ}42'30''$. This grounding is thought to be on general bottom because of possible shoaling in the area; therefore, it is recommended that it be charted as a 20-ft. sounding rather than a cleared depth. 114-SC G
20 NOT ADDED
LLV
off 1210
- 249 NC
- ✓ C. A 20-ft. sounding on a rock was obtained on the field examination in lat. $41^{\circ}40'47''$, long. $70^{\circ}41'44''$ and it should be charted. 249 NC
114-SC G
APPD LLV
18 prev charted + retained
off 1210
- 52249
Hung between 18 and 20 ft. (inclined section)
- ✓ D. The 17-ft. shoal charted in lat. $41^{\circ}39'06''$, long. $70^{\circ}42'50''$ originates with H-3391 W.D. (1912-14) where the records indicate two separate 17-ft. soundings, rocky bottom. The Descriptive Report for H-3391 states, however, that the 17-ft. spot is not a rock, but the remains of a scow or barge lost many years ago. off 1210

The present field examination shows the area of the 17-ft. sounding to be cleared by a drag strip of 20-ft. effective depth. This seems to indicate that the 17-ft. sounding was a wreck that is now deteriorated. However, since the records and the Descriptive Report for H-3391 give conflicting information, it has been decided to retain the 17-ft. sounding until a specific investigation of the feature can be made. 114-SC G
LLV
249
NC

- 52249
- ✓ E. The sunken wreck PA charted in lat. $41^{\circ}39'59''$, long. $70^{\circ}42'18''$, reported to be a wooden barge in Notice to Mariners No. 30 of 1965, was not adequately investigated on this field examination. The drag strips should have covered a greater area to the westward of the reported position. The charted wreck PA should be retained on the chart. off 1210

Presently charted as ED
114-SC G LLV

249
NC

Chart 252, 18th ED., November 7, 1966

P.R. Item No. 3 (new)

- 7951 ✓ A.. The 27-ft. sounding Obstr. presently charted in lat. $41^{\circ}34'31''$, long. $70^{\circ}52'33''$ should be revised to a cleared by 26-ft. Obstr. positioned as shown on the field examination. 1210 prev. applied 4/16/69
- 7952 ✓ B.. A temporary grounding at 26-ft., cleared by 24-ft., was obtained on the field examination in lat. $41^{\circ}34'22''$, long. $70^{\circ}52'30''$. This feature should be charted as a cleared by 24-ft. Obstr. 1210 prev. applied 4/16/69
- 7954 ✓ C.. A temporary grounding at 31-ft., cleared by 29-ft., was obtained on the field examination in lat. $41^{\circ}34'03''$, long. $70^{\circ}52'32''$. This feature should be charted as a cleared by 29-ft. Obstr. 1210 prev. applied 4/16/69
- ✓ D.. The 18-ft. sounding Rk presently charted in lat. $41^{\circ}34'16''$, long. $70^{\circ}52'18''$, and the 27-ft. sounding charted nearby in lat. $41^{\circ}34'17''$, long. $70^{\circ}52'22''$, both originate with Chart Letter No. 1162 of 1966, a preliminary report of the field examination. During verification it was determined that the drag strips in this area had hung on the known 19-ft. shoal presently charted immediately to the eastward of the above soundings.

The 18-ft. Rk and the 27-ft. sounding should; therefore, be deleted from the chart. The soundings and depth curves in the vicinity of Henrietta Rock should be recharted as they were before the preliminary information was compiled. 1210 prev. applied 4/16/69

- 7953 ✓ E.. A hang at 25-ft. was obtained on the field examination in lat. $41^{\circ}34'13''$, long. $70^{\circ}52'00''$. This hang should be charted as a 25-ft. sounding. 1210 prev. applied 4/16/69
- 7955 ✓ F.. The 27-ft. sounding Rk presently charted in lat. $41^{\circ}33'51''$, long. $70^{\circ}51'55''$ should be revised to a cleared by 25-ft. Rk, positioned as shown on the field examination. 1210 prev. applied 4/16/69

P.R. Item No. 2 (new)

- ✓ A.. The wreck of the tanker DYNAFUEL, lat. $41^{\circ}33'35''$, long. $70^{\circ}51'39''$ was reported removed in Notice to Mariners No. 49 of 1967, subsequent to the present survey. A 32-ft. depth has been reported

4
249 NC
114-SC F
Appd LLV
252 appl 7-69 HX
#7951
1210 prev. applied 4/16/69
114-SC F
Appd LLV
#7952
1210 prev. applied 4/16/69
114-SC F
Appd LLV
#7954
1210 prev. applied 4/16/69
114-SC F
Appd LLV
#7953
1210 prev. applied 4/16/69
114-SC F
Appd LLV
#7955
1210 prev. applied 4/16/69
114-SC F
Appd LLV

7951
OK 249
7952 changed to 30 ft
OK 249
7954
OK 249
7953
OK 249
7955
OK 249

at the former position of the wreck. This information supersedes that shown on the present field examination for this item. 1210 applied 4/16/69 40
249 no call

P.R. Item No. 4 (old)

A. Wilkes Ledge Buoy C "5" presently charted in lat. 41°30'35", long. 70°54'36" does not adequately mark the cleared by 11-ft. Wreck found on the field examination and charted about 200 yards east of the buoy. The wreck is the vessel SHERWOOD, previously charted on Wilkes Ledge.

#1925

114-SC E + F
buoy pos changed thru Aid Proof LLV

At the time of the field examination, the buoy was located about 200 yards SSW of the wreck in a position which adequately marks both the wreck and Wilkes Ledge. If the buoy has been intentionally placed in this position south of the wreck, its official position should be changed so the chart can be updated.

02249

A request has been directed to the Nautical Data Branch, Marine Chart Division, to inquire into this matter.

NM 39/68

249 no call 1210 applied thru Aid Proof 4/16/69 NM

Chart 264, 3rd ED., February 6, 1967

P.R. Item No. 5 (new)

A. The 43-ft. sounding Rk presently charted in lat. 41°19'12", long. 70°50'37" should be moved to conform to the position shown on the field examination.

1210 new applied 4/16/69 40

B. The cleared by 45-ft. Wreck of the F/V WAMSETTA, presently charted in lat. 41°19'07", long. 70°50'12" should be moved to conform to the position shown on the field examination.

#19221

1210 - new applied 4/16/69 40

P.R. Item No. 24 (old)

A. The 31-ft. sounding on a rock shown on the field examination in lat. 41°16'43", long. 70°50'17" should be added to the chart.

1210 new applied 4/16/69 40

NM 41/68

B. The 14-ft. sounding Wk, and the 20-ft. sounding Wk presently charted in lat. 41°16'21", long. 70°49'05", and lat. 41°16'18", long. 70°49'05" respectively, should be deleted from the chart.

1210 new applied 4/16/69 40

NM 41/68

A cleared by 12-ft. Wreckage should be charted instead of the above features, positioned as shown by the field examination. 1210 - *prev. applied 4/16/69*

- WC. The cleared by 15-ft. Rk presently charted in lat. $41^{\circ}16'42''$, long. $70^{\circ}49'00''$ should be revised to a cleared by 16-ft. Rk. *1210 - prev. applied 4/16/69*

Chart 1210, 10th ED., June 5, 1967

P.R. Item No. 18 (old)

- A. The 45-ft. sounding presently charted in lat. $41^{\circ}25'92''$, long. $71^{\circ}08'17''$ should be changed to a cleared by 42-ft. Rk in the position shown on the field examination. *1210 prev. applied 4/16/69* *3530 added 4/16/69*

- B. The 42-ft. sounding presently charted in lat. $41^{\circ}25'79''$, long. $71^{\circ}08'32''$ should be changed to a cleared by 42-ft. Rk in the position shown on the field examination. *1210 prev. applied 4/16/69* *3537 added 4/16/69*

- WC. The cleared by 37-ft. presently charted in lat. $41^{\circ}25'62''$, long. $71^{\circ}07'84''$ originates with F.E. No. 1, 1964, W.D., where it was a hang on an inclined section between 41 and 48-ft. At that time it was cleared by 37-ft. and no actual depth was obtained. Hence, the investigation should have been considered incomplete. *7263*

The present field examination completes the investigation of this feature, showing it to be a rock having a greater depth than originally surmised. Therefore, the cleared by 37-ft. should be deleted from the chart and replaced by a cleared by 47-ft. Rk in the position shown by the present field examination. *1210 - prev. applied 4/16/69* *6 added 3537 added*

- D. The sunken wreck PA of the barge Arco No. 7, presently charted in lat. $41^{\circ}25'50''$, long. $71^{\circ}07'38''$ from Notice to Mariners No. 25 of 1952, is considered to have been adequately searched for on F.E. No. 1, 1964, and the present field examination taken together. Although not positively identified, the reported wreck is thought to be the cleared by 50-ft. Wk charted in lat. $41^{\circ}25'29''$, long. $71^{\circ}07'62''$. *#1905*

1905
 Sufficient time has been spent investigating this area, in which several features have been found, and it is felt that a positive identification of **the** wreck is not necessary.

The sunken wreck symbol PA should be deleted from the chart. 1210 prev. applied 4/16/69 NRP

6. All Pre-Survey Review Items investigated were satisfactorily accomplished except for Item No. 1 (new), where an area of sufficient extent around the charted position of the wreck was not cleared. Additional work should be undertaken in the future on this item.
7. Pre-Survey Review Items which remain to be done on this project are:
 - A. Items 1, 12, 20, and 23 (old)
 - B. Items, 1, 6, and A (new)
8. The Descriptive Report adequately covers all other matters pertaining to this examination. No further discussion is considered necessary.

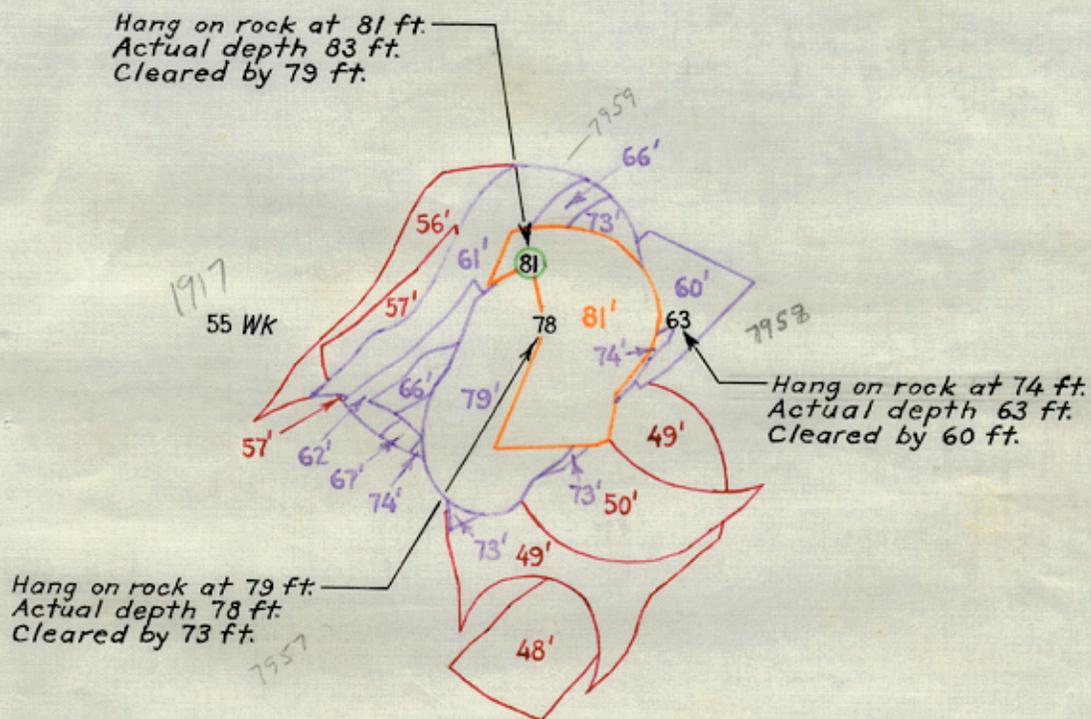
Reviewed by: Dale E. Westbrook
 June 10, 1968

R. H. Carstens
 Inspected by: Raymond H. Carstens.

Approved by: *Wallace A. Bruders, for*
 John O. Boyer
 Captain, USESSA
 Chief, Marine
 Chart Division.

70° 55'

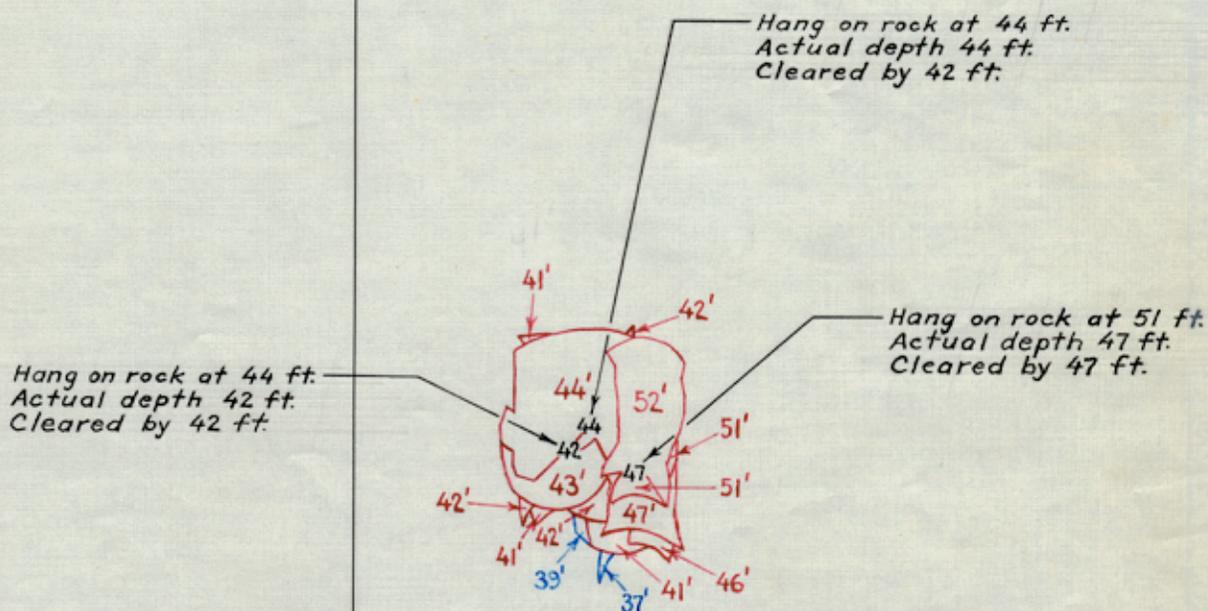
41° 30'



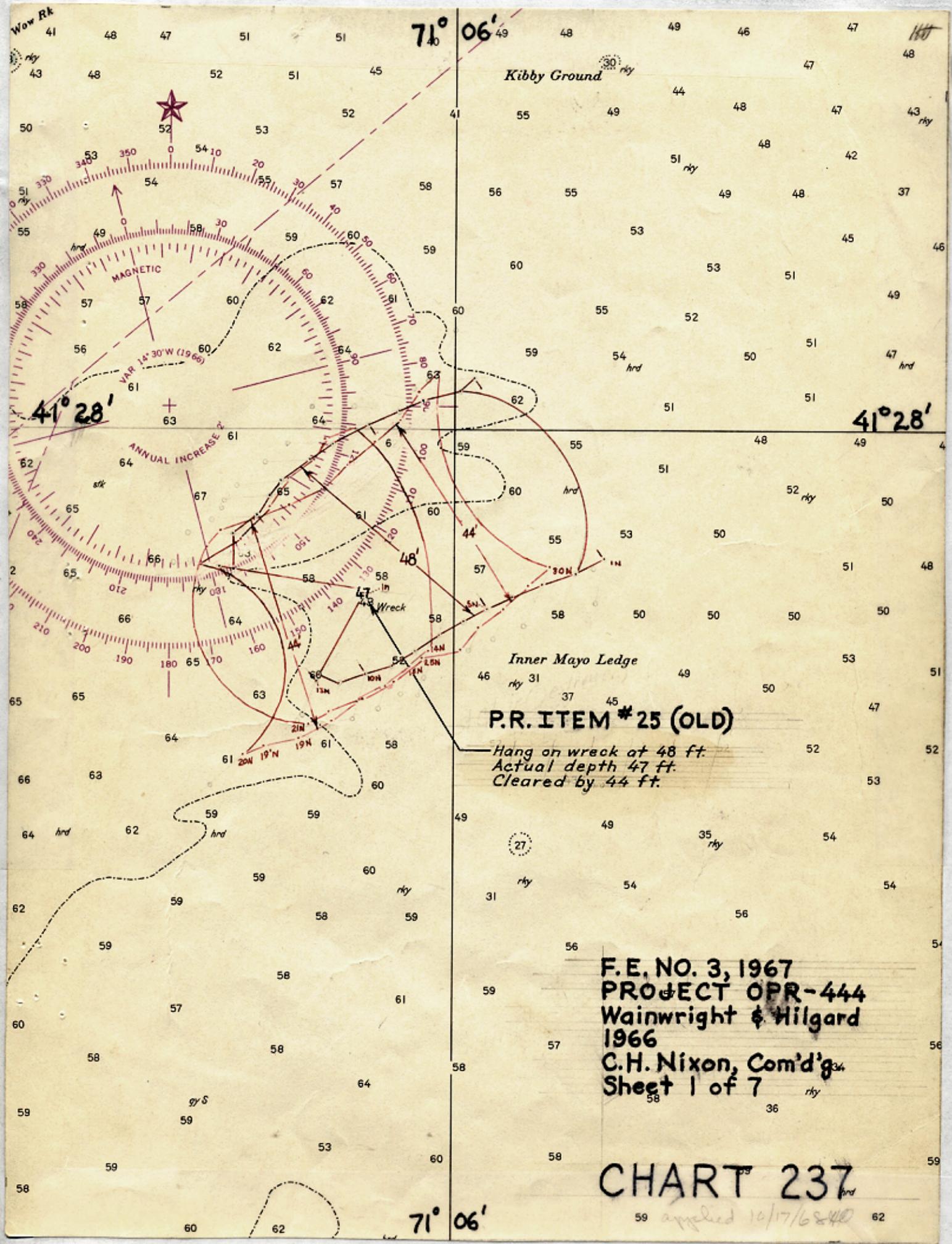
A & D Sheet
F.E. NO. 3, 1967
Pre-Survey Review Item # 11 (OLD)
Chart 249 Scale 1:40,000
Project OPR-444

71° 10'

41° 30'



A & D Sheet
F. E. NO. 3, 1967
Pre-Survey Review Item #18 (OLD)
Chart 1210 Scale 1:80,000
Project OPR-444



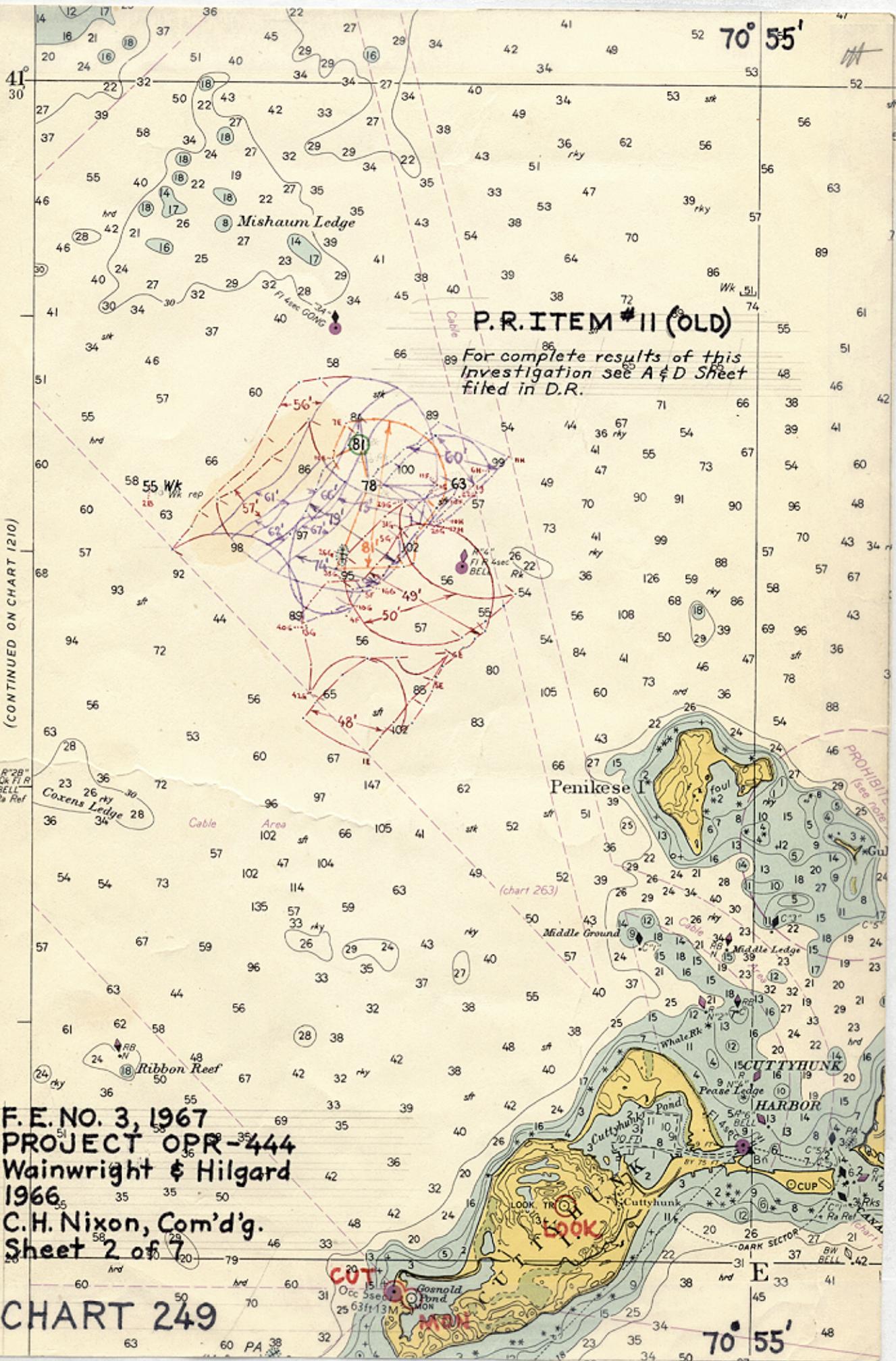
P.R. ITEM # 25 (OLD)

Hang on wreck at 48 ft.
Actual depth 47 ft.
Cleared by 44 ft.

F. E. NO. 3, 1967
PROJECT OPR-444
Wainwright & Hilgard
1966
C. H. Nixon, Com'd'g³⁴
Sheet 1 of 7

CHART 237

59 applied 10/17/68 40 62

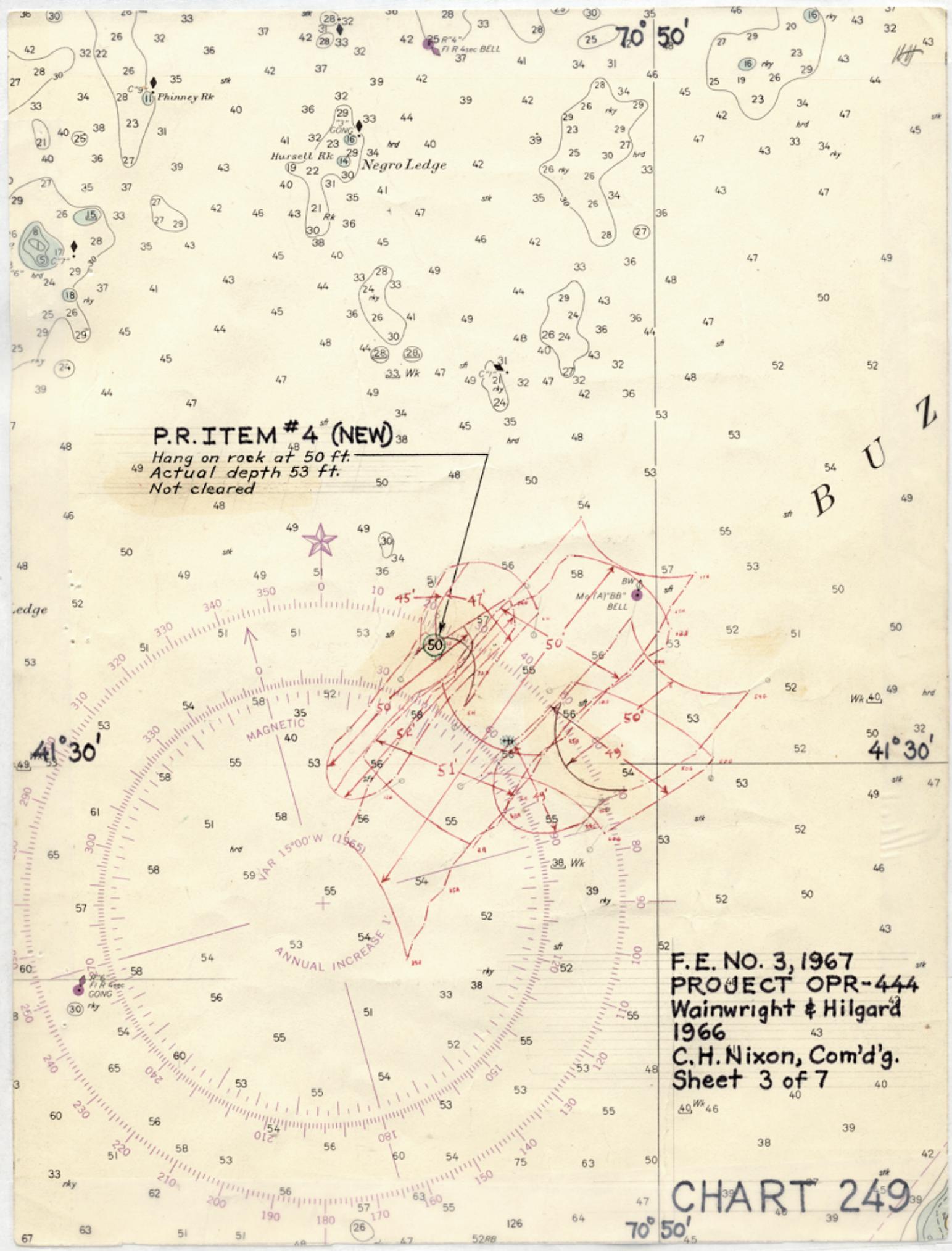


(CONTINUED ON CHART 210)

F. E. NO. 3, 1967
 PROJECT OPR-444
 Wainwright & Hilgard
 1966
 C. H. Nixon, Com'd'g.
 Sheet 2 of 7

CHART 249

70° 55'



P.R. ITEM # 4 (NEW)

Hang on rock at 50 ft.
Actual depth 53 ft.
Not cleared

B
U
Z

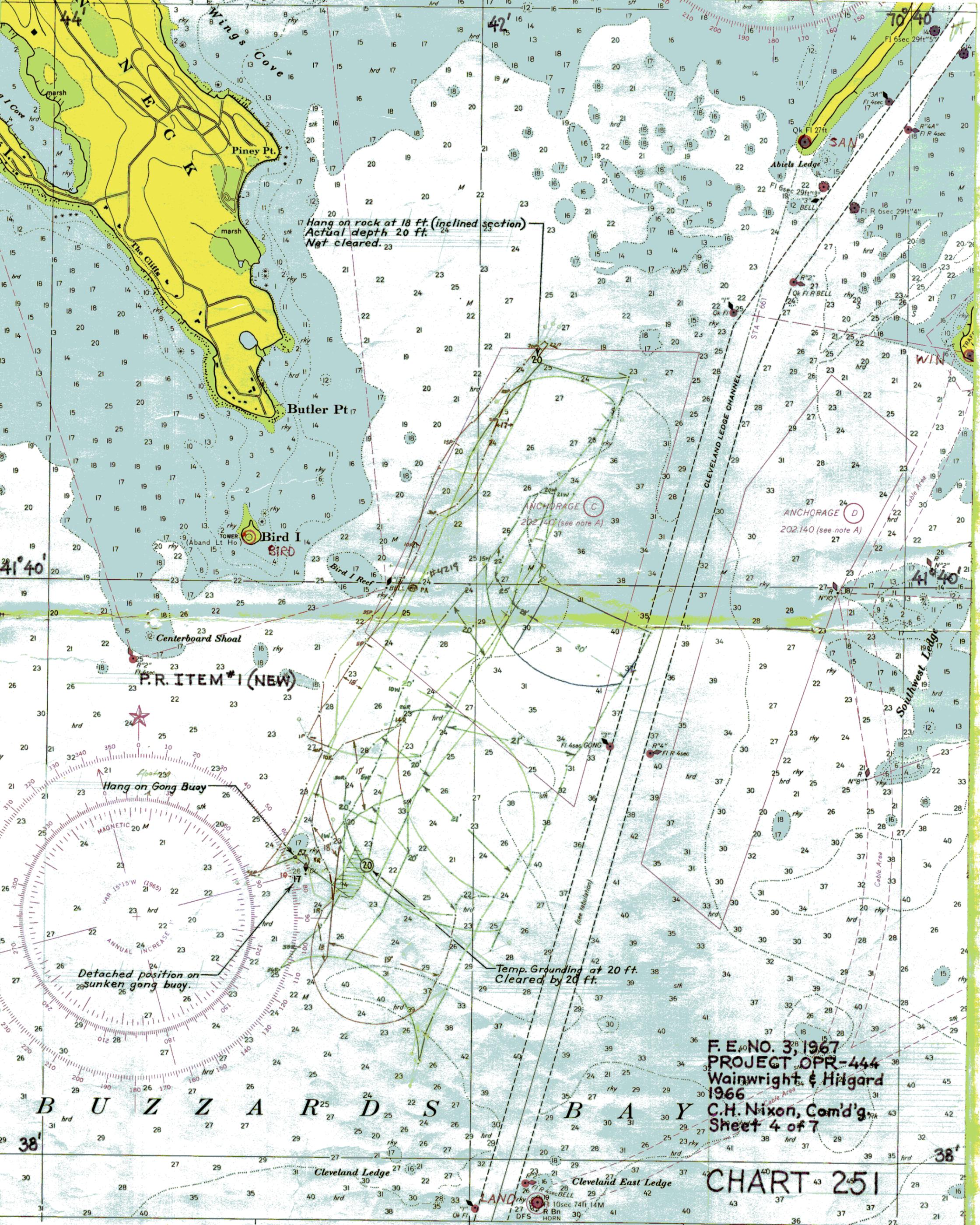
41° 30'

41° 30'

F.E. NO. 3, 1967
PROJECT OPR-444
Wainwright & Hilgard
1966
C.H. Nixon, Com'd'g.
Sheet 3 of 7

CHART 249

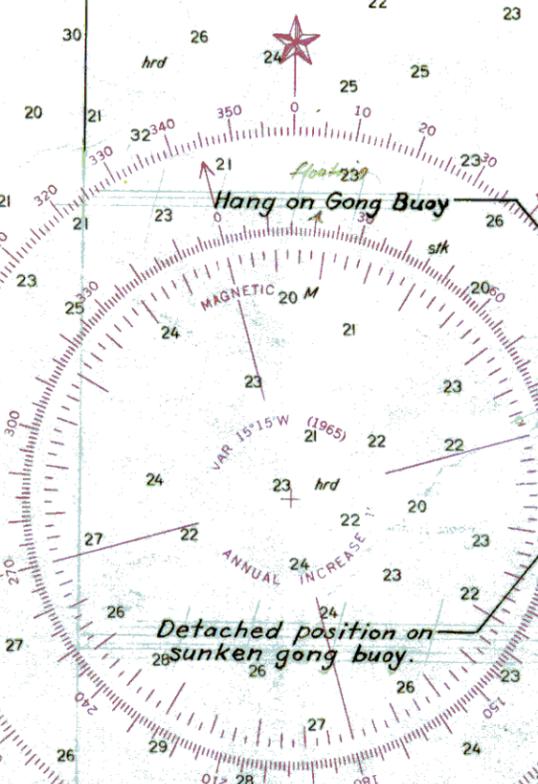
70° 50'



17 Hang on rock at 18 ft. (inclined section)
Actual depth 20 ft.
Not cleared.

ANCHORAGE C
202.140 (see note A)

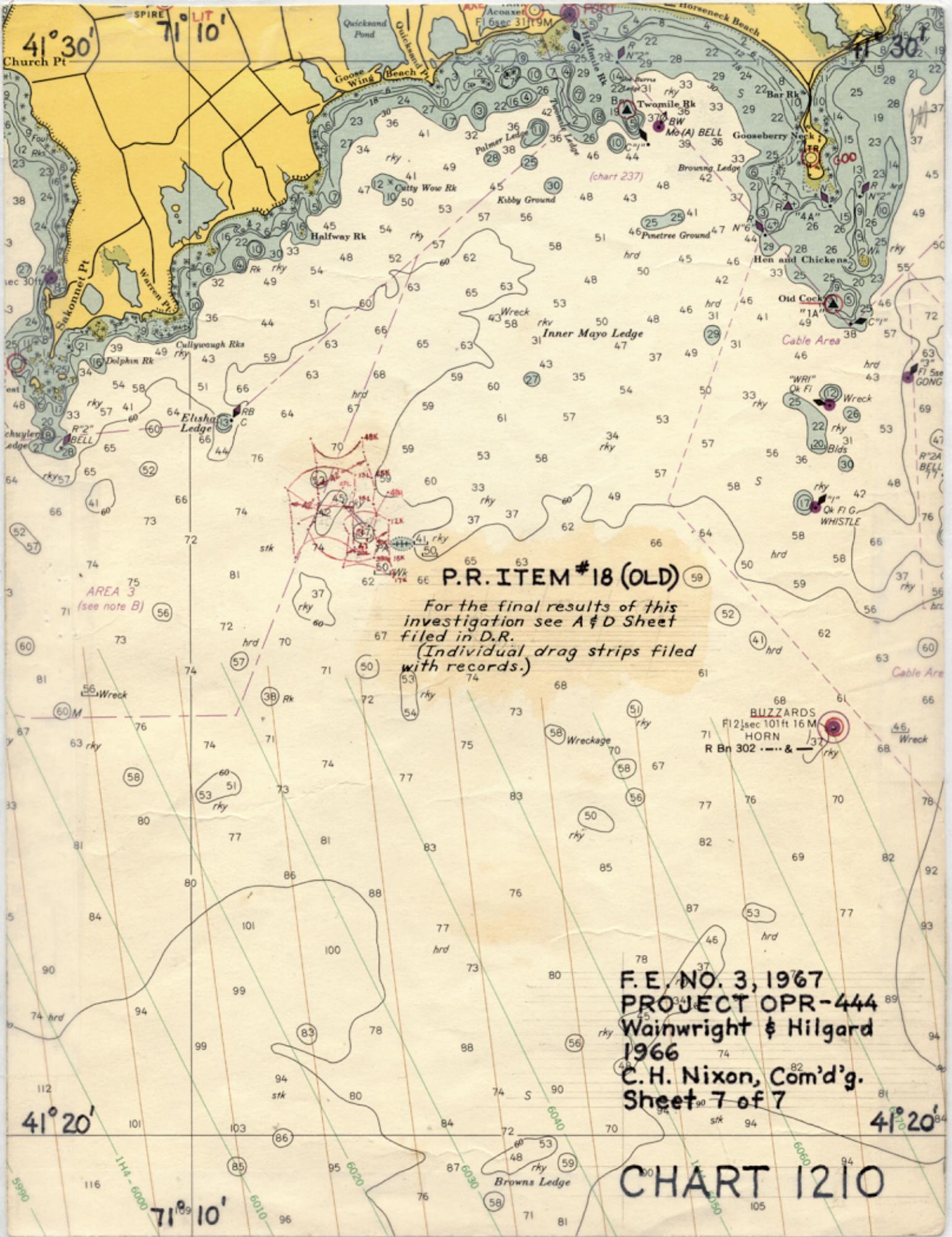
ANCHORAGE D
202.140 (see note A)



Temp. Grounding at 20 ft.
Cleared by 20 ft.

F. E. NO. 3, 1967
PROJECT OPR-444
Wainwright & Hilgard
1966
C.H. Nixon, Com'd'g
Sheet 4 of 7

CHART 251



P.R. ITEM #18 (OLD)

For the final results of this investigation see A & D Sheet filed in D.R. (Individual drag strips filed with records.)

BUZZARDS HORN
 Fl 2 sec 101ft 16M
 R Bn 302

F.E. NO. 3, 1967
PROJECT OPR-444
Wainwright & Hilgard
1966
C.H. Nixon, Com'd'g.
Sheet 7 of 7

CHART 1210

41° 30' 71° 10'

41° 20' 71° 10'

41° 20'

71° 10'

114-6000

6010

6030

6060

5990

116

85

95

87

53

48

59

58

105

94

81

41° 20'

94

105

96

96

96

96

96

96

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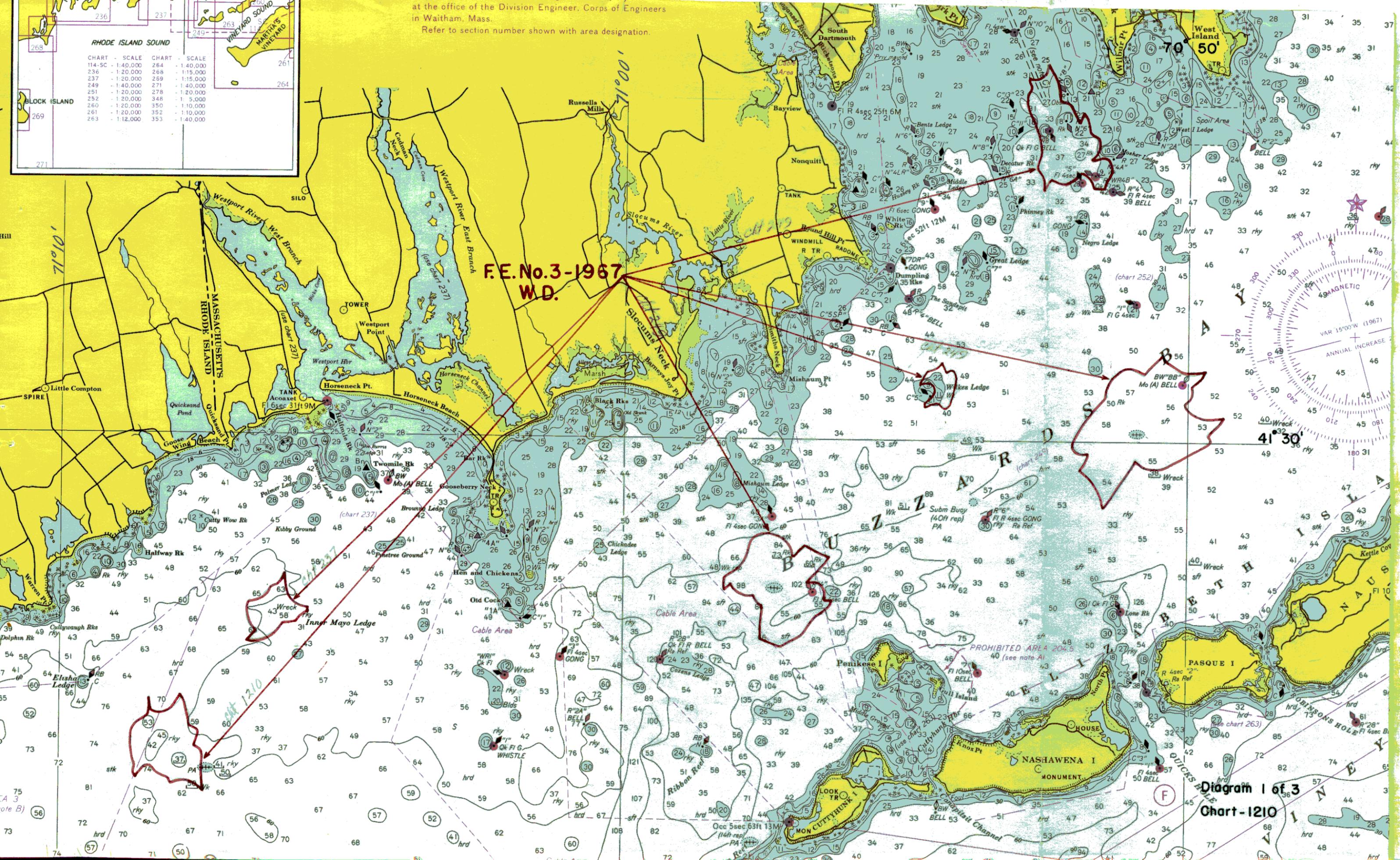
96

96

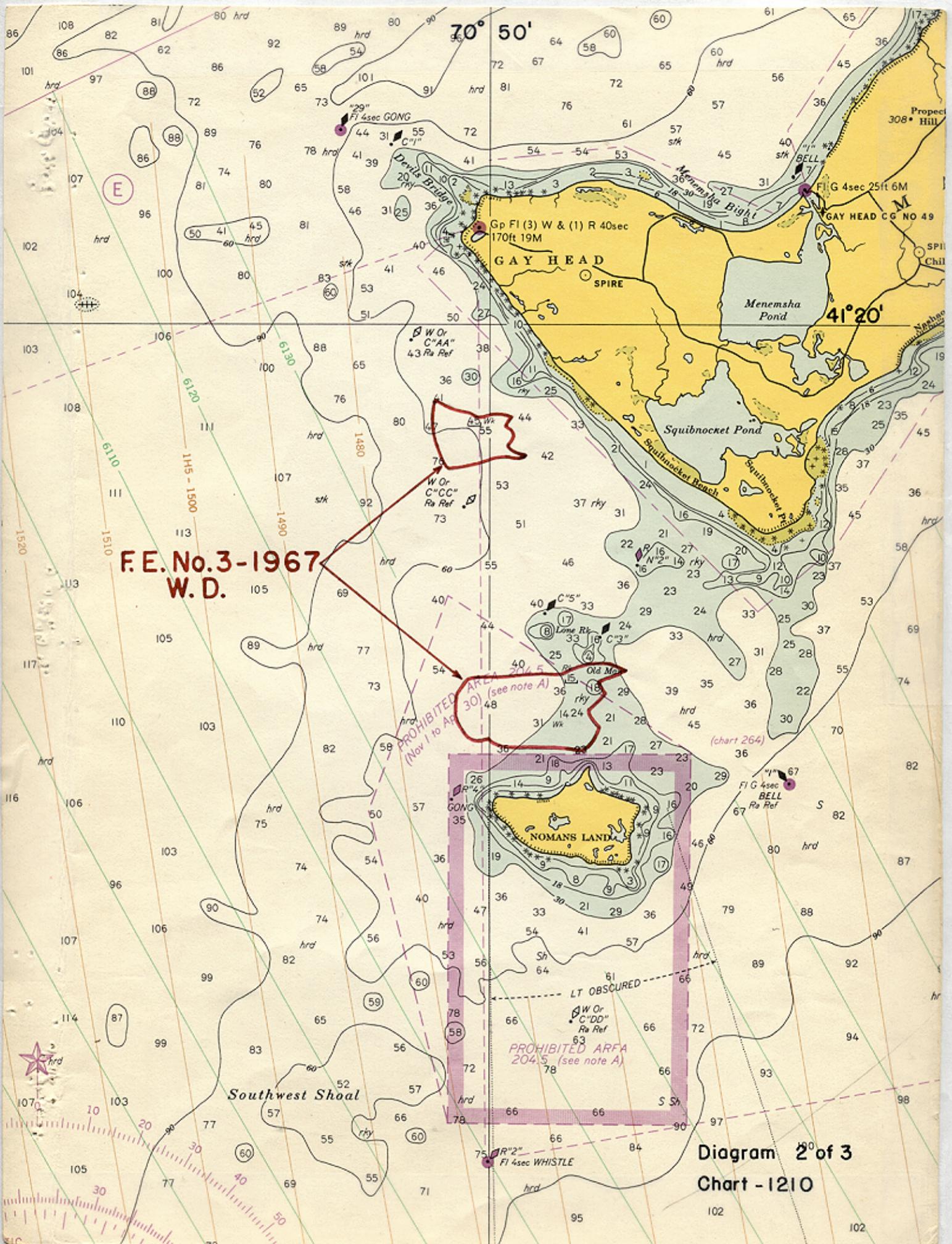
96

96

RHODE ISLAND SOUND			
CHART	SCALE	CHART	SCALE
114-SC	1:40,000	264	1:40,000
236	1:20,000	268	1:15,000
237	1:20,000	269	1:15,000
249	1:40,000	271	1:40,000
251	1:20,000	278	1:20,000
252	1:20,000	348	1:5,000
260	1:20,000	350	1:20,000
261	1:20,000	352	1:10,000
263	1:12,000	353	1:40,000



F.E.No.3-1967
W.D.



F. E. No. 3-1967
W. D.

PROHIBITED AREA 301
(see note A)
(Nov 1 to Apr 5)

PROHIBITED AREA 204
(see note A)

Diagram 2 of 3
Chart - 1210

surface use. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◦ (Approximate location)

45'

WAREHAM

Wareham R.

ONSET

Bourne Corners

Buzzards Bay

Bourne

Cape Cod

(use chart 251)

B A Y

40'

○ BIRD I

41° 40'

F. E. No. 3-1967
W. D.

B U Z Z A R D S



Diagram 3 of 3

Chart - 1208

40'

70° 35'

12th Ed., Sept. 19/66

1208 PRICE \$1.00

10 1467 EMR

10 28 67 CL

14 67 CL

10 14 67

10 14 67

RECORD OF APPLICATION TO CHARTS

FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. F.E.No.3-1967 W.D.

INSTRUCTIONS

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
114-SC Page F-E	1-22-68	L. Van Zant	Full Part Before Full Verification Review Inspection Signed Via Drawing No.
252#	4-30-68	Jeanette O'Connor	Full Part Before Full Verification Review Inspection Signed Via Drawing No.
249*	5-1-68	Jeanette MO'Connor	Full Part Before Full Verification Review Inspection Signed Via Drawing No.
1210	6/13/68	J.M. Millan	Full Part Before After Verification Review Inspection Signed Via Drawing No. ^{before} 48 outline correction applied only to this scale
263	6/7/68	O. Svendsen	Full Part Before After Verification Review Inspection Signed Via Drawing No. 7
264	8/29/68	J.M. Millan	Full Part Before After Verification Review Inspection Signed Via Drawing No. ^{before} Full application before inspection
114-SC Pages E-F-G	10/10/68 11/8/68	L. L. Van Zant	Full Part Before After Verification Review Inspection Signed Via Drawing No. ^{before} Fully appl to 114-SC dwgs #5
237	10/18/68	Helen Quimby	Full Part Before After Verification Review Inspection Signed Via Drawing No. 14.
1108	11/7/68	H.V. Howard	Full Part Before After Verification Review Inspection Signed Via Drawing No. 37 -
251	1/11/69	H.V. Howard	Full Part Before After Verification Review Inspection Signed Via Drawing No. 24
1210	4/16/69	HM Quimby	Full after verification Review Inspection Dwg # 50
249	6/14/69	H.V. Howard	Fully app after V, R. & I.
252	8/1/69	H.B. Knoll	fully app after V, R. & I.
249	Mar 29, 71	R. O. Sanschi	Reexamined - Full after V, R & I. Dwg # 33.