FE282
WIRE DRAG

Diagram No. 1247

NOAA FORM 76-35A

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEY

DESCRIPTIVE REPORT

Type of Survey ..... Wire Drag .....

Field No. ..... R/H-40-3-75 .....

Office No. ..... FE-282WD .....

LOCALITY

State ..... Florida .....

General Locality ..... Atlantic Ocean .....

Locality ..... St. Lucie Shoal .....

.....

1975

CHIEF OF PARTY
CDR R.A. Ganse

LIBRARY & ARCHIVES

DATE ..... August 12, 1986 .....

☆U.S. GOV. PRINTING OFFICE: 1980—766-230

FE282
WIRE DRAG

ACPG & A.3
CHTS
11474
11460
11013
11009
411
} TO SIGN OFF SEE "RECORD OF APPLICATION"

FORM C&GS-537
(5-66)

U.S. DEPARTMENT OF COMMERCE
ENVIRONMENTAL SCIENCE SERVICES ADMINISTRATION
COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

REGISTER NO.

FE-282 WD

INSTRUCTIONS - The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

FIELD NO.

R/H-40-3-75

State Florida ✓

General locality ~~SouthEast coast(Atlantic)~~ Atlantic Ocean ✓

Locality ~~Ft. Pierce, Florida~~ St. Lucie Shoal ✓

Scale 1:40,000 ✓ Date of survey April 1-9,1975 ✓

Instructions dated 24 December 1975[4] & Jan. 14, 1975 (Change #1) 9 April 1975(Change #3) ✓ Project No. Opr 515 ✓

Vessel Rude(ASV 90) & Heck(ASV 91) ✓

Chief of party CDR. R.A. Ganse ✓

Surveyed by CDR. R.A. Ganse, LCDR. Y.A. Bush, Ens. G.M. Albertson, Ens.M.V. Losleben, Ens. T.L. Renninger ✓

Soundings taken by echo sounder, ~~hand lead, pole~~ wire drag ✓

Graphic record scaled by ✓

Graphic record checked by N/A

Protracted by Evaluation & Analysis Group, A.M.C. Automated plot by N/A

Soundings penciled by N/A

Soundings in ~~XXXXX fathoms~~ feet at MLW ~~XXXX MLLW~~ ~~Based of predicted tides~~ (smooth tides)

REMARKS:

STANDARDS CK'D 8-13-86
C.Loy

AWOIS/SWCF GMSM 10/9/86

USCOMM-DC 37009-P66

FORM C&GS-537 (9-66) U.S. DEPARTMENT OF COMMERCE
ENVIRONMENTAL SCIENCE SERVICES ADMINISTRATION
COAST AND GEODETIC SURVEY

REGISTER NO.

HYDROGRAPHIC TITLE SHEET

INSTRUCTIONS - The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

FIELD NO. 40-3-75

State Florida

General locality SouthEast coast(Atlantic)

Locality Ft. Pierce, Florida

Scale 1:40,000 Date of survey April 1-9,1975

Instructions dated 24 December 1975 & 9 April 1975(Change #3) Project No. Opr 515

Vessel Rude(ASV 90) & Heck(ASV 91)

Chief of party CDR. R.A. Ganse

Surveyed by CDR. R.A. Ganse, LCDR. Y.A. Bush, Ens. G.M. Albertson, Ens.M.V. Losleben, Ens. T.L. Renninger

Soundings taken by echo sounder, hand lead, pole

Graphic record scaled by

Graphic record checked by

Protracted by Automated plot by

Soundings penciled by

Soundings in ~~Fathoms~~ XXXXX feet at MLW ~~and MLLW~~ XXXX Based of predicted tides

REMARKS:

Report of FE282 WD before verification

CL 876/75

JUL 1975

USCOMM-DC 37008-P66

40-3-75

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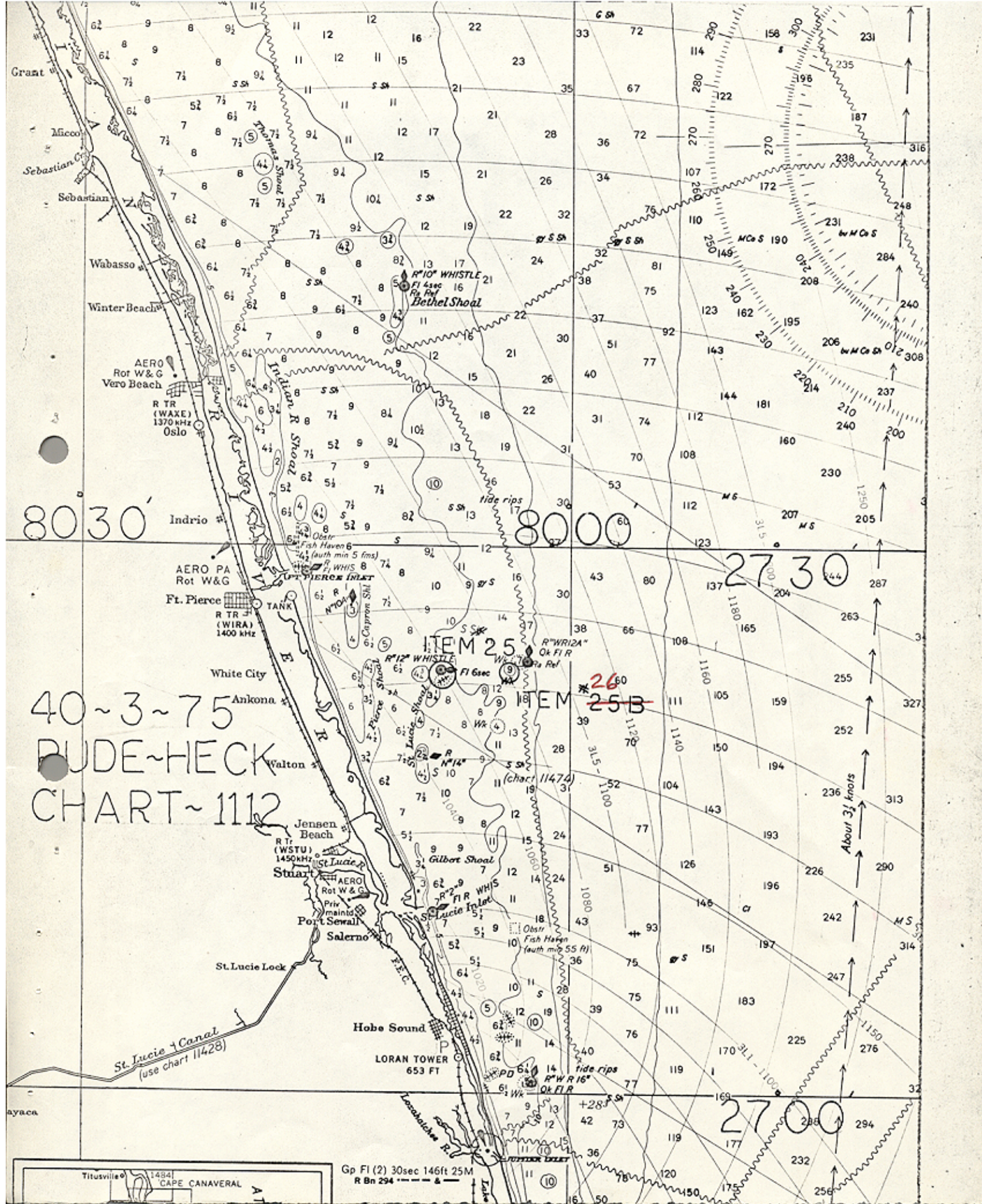

8030'
8000
2730
2700
40-3-75
RUDE-HECK
CHART-112
ITEM 25
ITEM #26 25B
(chart 11474)
Grant
Micco
Sebastian Inlet
Sebastian
Wabasso
Winter Beach
Vero Beach
Oslo
Indrio
Ft. Pierce
White City
Ankona
Walton
Jensen Beach
Stuart
Port Sewall
Salerno
St. Lucie Lock
St. Lucie Canal
(use chart 11428)
Hobe Sound
LORAN TOWER
653 FT
Lake Worth
Titusville
CAPE CANAVERAL
Bethel Shoal
Thomas Shoal
Indian R Shoal
Capron Shl
Pierce Shoal
Lucie Shoal
Gilbert Shoal
St Lucie Inlet
Ft Pierce Inlet
Indian River
Intracoastal Waterway
tide rips
Obstr
Fish Haven
(auth min 5 fms)
(auth min 55 ft)
R 10" WHISTLE
Fl 4sec
Ra Ref
R 12" WHISTLE
Fl 6sec
R"WR12A"
Ok Fl R
R"W R 16"
Ok Fl R
Fl R WHIS
AERO
Rot W&G
Priv maintd
AERO PA
Rot W&G
TANK
R Tr
(WSTU)
1450kHz
R TR
(WAXE)
1370 kHz
R TR
(WIRA)
1400 kHz
Gp Fl (2) 30sec 146ft 25M
R Bn 294
About 3½ knots
1484

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

396
(1975)
C32x3

March 14, 1975

RETURN TO
DATA DISPOSITION FILES

Commander (oan)
7th Coast Guard District
Room 1018, Federal Building
51 S.W 1st Avenue
Miami, Florida 33130

Dear Sir:

Reference is made to your letter 3260, Serial: 4152, August 9, 1972, requesting survey of wrecks near St. Lucie and Jupiter Inlets, Florida.

The wreck shown on chart 11474 (formerly C&GS 1247) by a 42-foot cleared depth at 27°23.65'N; 80°03.20'W, and marked by red lighted buoy "JR12A," was cleared by a 1973 wire -- drag survey to 84 feet. This disproves existence of the wreck at the charted position. The 42-foot depth and lettering Wk will not be shown on the next edition of the chart.

The wreck charted with a 56-foot depth at 27°23.50'N; 80°03.70'W was not disproved by the survey and will be retained on the chart. This position will be again surveyed at a future date.

A shoal near the charted 31-foot wreck position at 27°00.6'N; 80°02.65'W, and also near the same depth, made resolution of the existence of the wreck inconclusive. The cleared 31-foot depth and wreck label will be retained on the chart.

Sincerely,

Richard H. Moulder
Captain, NOAA
Chief, Marine Chart Division

cc:
C3221)
C3222) w/copy of C323mdno

CODE	SURNAME	DATE	CODE	SURNAME	DATE
C323		3/14			

MAR 27 1975

NOAA FORM 61-2

FILE COPY

U.S. DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
National Ocean Survey
Rockville, Md. 20852

Date March 12, 1975

Reply to Attn of C323

Subject Additional Wire-Drag Investigation of Wrecks off St. Lucie Shoal, Florida

To Chief, Requirements Coordination Group
Thru: Chief, Marine Chart Division

Wire-drag investigations, FE 2 (1974), have failed to provide adequate information regarding cleared depths over two wrecks charted off Fort Pierce to Jupiter Inlet, Florida. These were investigated under project instructions SP-AMC-1-RH-73, items B-1 and B-3. Item B-2 was not investigated and should be included in future work.

Item B-1 The wreck found in lat. 27°23.48', long. 80°03.69' on FE 2 (1974) was hung by a 65-foot effective depth and fathogram traces of less than 63 feet were obtained. On survey H-8783 (1964) a depth of 56 feet is shown on the wreck. The wreck was cleared by an effective depth of 70 feet which has been rejected, leaving the wreck without a cleared depth. The wreck should be hung and subsequently cleared to within 2 feet.

The geographic position of the charted wreck cleared to 42 feet from FE 5 (1944) in this vicinity has been cleared to 84 feet which disproves the wreck in the charted position.

Item B-3 The 24 Wk found in lat. 27°20.17', long. 80°04.55' on H-8957 was hung at 49 feet and cleared at 45 feet on FE 2 (1974). Inasmuch as project instructions require a clearance within 2 feet of the wreck, additional work is recommended to accomplish this.

The seas were excessively high (4 to 6 feet) during much of the investigation on FE 2 (1974). This introduced many discrepancies in the data obtained and probably contributed significantly to the deficiencies in the investigations. As much as 5-foot lift corrections were used. It is recommended that project instructions limit drag work on the east coast to conditions where seas are not greater than 3 feet.

Raymond H. Carstens
Chief, Hydrographic Survey Branch

L-396(75)

NATIONAL OCEAN SERVICE
AUTOMATED WRECK AND OBSTRUCTION INFORMATION SYSTEM
OCTOBER 14, 1986

NAME	QUADRANT	REG #	LATITUDE	LONGITUDE	AREA	GP AC	SVY ST	CARTO CODE	CHART
02847			SOUNDING CODE= 127 DEPTH= 59.						
UNKNOWN		1	0000000 27/23/28.80	080/03/41.40	H	32	*1	0370	11474

HISTORY
H8783/64--WK LOCATED AT LAT 27-23-29.09N, LONG 80-03-40.36W WITH DEPTH OF 56 FT.
FE213WD--(FE2/74); WK LOCATED AND HUNG AT 65FT IN LAT 27-23-28.8N, LONG 80-03-41.4W; DIVERS ESTIMATE WK TO BE 25-30 FT OFF BOTTOM IN 80-85 FT; NOT CLEARED.
CL396/75--NOS; REPORT TO CG ON RESULTS OF FE 213WD; WK HUNG BY 65 FT; FATHOMETER TRACE OF LESS THAN 63 FT; CLEARANCE OF 70 FT REJECTED; WK RETAINED AS CHARTED
CL876/75--NOS; REPORT OF FE282WWD BEFORE VERIFICATION; WK REVISED TO 60 FT BASKET SNDG
FE282WD--OPR-515-RU/HE-75; THIS IS BELIEVED TO BE SAME WK AS THAT FOUND BY FE-47WD IN LAT 27-23-39N, LONG 80-03-08W (REF AWOIS ITEM 0166); CLEARED IN TWO DIRECTIONS; CLEARED BY 59 FT; CONSIDERED COMPLETE AND NO ADDITIONAL WORK IS RECOMMENDED; EVALUATOR RECOMMENDS CHARTING AS 59 FT BASKET SNDG. (ENTERED MSM 10/86)

DESCRIPTION
**** WK IDENTIFIED IN FE-213WD AS AMAZONE (REF AWOIS ITEM 00166).

SURVEY REQUIREMENTS
NOT ASSIGNED

THESE DATA WERE GENERATED FROM AUTOMATED FILES WITHIN THE NATIONAL OCEAN SERVICE. INFORMATION IN THE FILE IS INTENDED TO SATISFY THE NEEDS OF HYDROGRAPHIC SURVEY PLANNERS AND IS NOT CONSIDERED TO BE A COMPLETE RECORD OF WRECK AND OBSTRUCTION INFORMATION WITHIN ANY GEOGRAPHIC AREA. FOR ADDITIONAL INFORMATION OR ASSISTANCE IN INTERPRETING THE DATA PLEASE CONTACT THE HYDROGRAPHIC SURVEYS BRANCH (N/CG241), PHONE 301-443-8752.

NATIONAL OCEAN SERVICE
AUTOMATED WRECK AND OBSTRUCTION INFORMATION SYSTEM
OCTOBER 21, 1986

NAME	QUADRANT	REG #	LATITUDE	LONGITUDE	AREA	GP AC	SVY ST	CARTO CODE	CHART
00166 AMAZONE		1 0000000	27/23/39.00	080/03/08.00	H	83	99	0999	11474

HISTORY
NM19/42
NM24/42--BUOY MOORED 12 FT ABOVE WATER 250 YDS, 270 DEG FROM WRECK AT APPROX. POS. LAT.27-23-15N, LONG.80-04-00W.
NM31/43--AMENDED POSITION LAT.27-24N, LONG.80-03-06W.
NM38/44--CLEARED TO 42 FT.
NM43/44--WK LIGHTED BUOY 12 A IS NOW LOCATED AT APPROX. LAT.27-23-39N, LONG.80-03-08W.
FE47WD--(FE5/44); WK LOCATED BY FATHOMETER SEARCH AND CLEARED BY 42 FT IN LAT 27-23-39N, LONG 80-03-08W; CHARTED AS 42 FT BASKET SNDG.
FE213/74WD(FE2/74WD)--SP-AMC-1-R/H-73; WK DISPROVED BY AN EFFECTIVE DRAG OF 84 FT; DELETION FROM CHART RECOMMENDED; THIS WK IS BELIEVED TO BE SAME WK AS CHARTED IN LAT 27-23-30N, LONG 80-03-42W (REF AWOIS ITEM 2847)
CL396/75--NOS; REPORT TO CG ON RESULTS OF FE2/74 WD(FE213); WK CLEARED BY 84 FT AND CONSIDERED DISPROVED; CHART REVISED TO 84 FT BASKET SNDG.
CL876/75--NOS; UNVERIFIED REPORT OF FE282WD; NO CORRECTION.
FE282WD--OPR-515-RU/HE-75; POSITIONING TECHNIGUES ON FE47WD ARE CONSIDERED BELOW STANDARD AND POSITIONING ERROR IS PROBABLE, FE213WD BELIEVED THIS TO BE SAME WK AS AWOIS ITEM 02847; BOTH POSITIONS CLEARED IN TWO DIRECTIONS; THIS WK CLEARED BY 58 FT; EVALUATOR RECOMMENDS DELETING WK FROM CHART. (UPDATED NSM 10/86)

DESCRIPTION
20 FTR; TORPEDOED 5/7/42; 42 FT OVER WK.
24 NO.5051; CARGO, 1294 GT, SUNK 5/7/42 BY SUBMARINE; POS. ACCURACY WITHIN 1 MILE; WRECK DEMOLISHED AND CLEARED TO DEPTH OF 42 FT. (FE47WD)
27 NO.455; CARGO 677 NT, SUNK 5/7/42. WK IN LISTED POS. HAS BEEN DEMOLISHED AND CLEARED TO A LD OF 42 FT. APPROX. POS. LAT.27-23-39N, LONG.80-03-08W.
**** REF AWOIS ITEM 02847.

SURVEY REQUIREMENTS
NOT DETERMINED

THESE DATA WERE GENERATED FROM AUTOMATED FILES WITHIN THE NATIONAL OCEAN SERVICE. INFORMATION IN THE FILE IS INTENDED TO SATISFY THE NEEDS OF HYDROGRAPHIC SURVEY PLANNERS AND IS NOT CONSIDERED TO BE A COMPLETE RECORD OF WRECK AND OBSTRUCTION INFORMATION WITHIN ANY GEOGRAPHIC AREA. FOR ADDITIONAL INFORMATION OR ASSISTANCE IN INTERPRETING THE DATA PLEASE CONTACT THE HYDROGRAPHIC SURVEYS BRANCH (N/CG241), PHONE 301-443-8752.

DESCRIPTIVE REPORT
TO ACCOMPANY
WIRE DRAG FIELD NO. RH-40-3-75 – FE-282 WD
PROJECT OPR-515 RU/HE-75
FT. PIERCE, FLORIDA
1975
CDR R.A. GANSE

A. AUTHORITY

This project was authorized under Project Instructions OPR-515-RU/HE-75, East and Gulf Coast Investigations, dated 24 December 74, and Supplement, Change #3 dated 9 April 1975 & Change #1 dated 14 January 1975.

B. CHARACTER AND LIMITS OF THE WORK

The purpose of this project was to investigate two items (items 25 & 26) off Ft. Pierce. This report covers all items investigated in this area. The area is covered by C&GS Charts 1112 and 1247. The boatsheet layout is from latitude 27°16' to 27°34'N and longitude 79°52' to 80°22'W. The scale used for this survey was 1:40,000.

C. CONTROL AND SHORELINE

Raydist DR-S Range-Range control was used, operating on a frequency of 3300.4000 KHz, giving a lane width of 45.39904 meters. Two Raydist shore stations, FAT (R1) and BUM II (R2) were utilized for control. FAT, located at latitude 27°34'38.629"N and longitude 80°19'38.080"W served as the RED station (north station). BUM II, located at latitude 27°04'38.158"N and longitude 80°07'39.335"W served as the GREEN station (south station). There was no shoreline on this boatsheet. Both stations were dismantled upon completion of this boatsheet; both stations are recoverable.

See section 2.a. of the Modified Evaluation Report.

See attachment #1 on shore station control. ~~and attachment #5 for Raydist station description.~~ (Attachment #5 is the Electronic Control Parameters Form which has been removed and filed with the survey records.)

D. DATE OF SURVEY

Sheet RU/HE-40-3-75 commenced on 2 April 1975 and ended on 9 April 1975. This completed work on items 25 and ~~25B~~ 26.

E. TIDE REDUCERS – Smooth tides have been applied to the verified data.

Preliminary reduction of each days data was done using predicted tides. The smooth tides have been requested from Rockville for AMC. (See Attachment VII for information on predicted tides.) ← Removed and filed with the survey records.

F. JUNCTIONS

There were no junctions with this boatsheet (40-3-75).

G. SPLITS

There were no splits on this boatsheet. – See section 10. of the Modified Evaluation Report.

H. GROUNDINGS AND HANGS

1. WATCH BUOY: A drag was ran on A Day Strip I hanging R"12'S" watch buoy. No investigation was conducted.
2. R"12" BUOY: A drag was ran on A Day Strip II hanging the R"12" buoy. No investigation was conducted.
3. R"12" BUOY: A drag was ran on B Day Strip I hanging the R"12" buoy from a "different" direction. No investigation was conducted.
4. R"12" BUOY: A drag was ran on B Day Strip II with the purpose of clearing up any "holidays" left by A Day Strip I & II. This was completed, ending the drag by hanging R"12" buoy.
5. Mud Hang: On rejected year day 097 a mud hang was encountered on outset. This hang was investigated and verified.

I. GENERAL NOTES

1. There ~~were no~~ was one investigation conducted on the ~~four~~ five hangs which occurred on this boatsheet due to several reasons: 1. Drag A Day Strip I, sharks had been sited in the area. 2. Drag B Day Strip I, the wind and current caused the vessels to drift off the hang before divers could investigate. 3. Drag B Day Strip II, the wire (ground) parted before divers could investigate.
2. While working off Ft. Pierce, morning and evening calibration was conducted by "running" a range. Two ranges were utilized. See Attachment III B concerning calibration. See Attachment I B for visual control signals.
3. A supplement, Change #3, dated 9 April 1975 was attached to Instructions 515-RU/HE-75. This involved the clearing of a wreck in latitude 27°23.48'N and longitude 80°03.69'W, worked up under Field No. 20-2-73. There had been a discrepancy in the records plus excessive sea conditions required a reinvestigation of the wreck. The wreck was worked up on boatsheet 40-3-75 and labeled ~~25-B~~ 26. All work concerning this item can be found in Volume I labeled "Item ~~25-B~~ 26". FE-213WD (FE No. 2, 1974)

Item 26

The following occurrences should be noted when verifying this survey:

A Day Strip I: Information concerning this hang can be found under the "Journal" in Volume I, A Day Strip I, 40-3-75. This hang involves the sweeping of an area after being hung and is better described in the volume.

B Day Strip I: Both the station buoy and the R12 buoy were hung. The vessels were not able to stay on the hangs due to wind and sea conditions.

B Day Strip II: The ground wire parted after hanging R"12" buoy & the watch buoy.

C Day Strip I: (Item ~~25B~~ 26) ~~this was a~~ these were clearing strips over the wreck which had been previously investigated on boatsheet 20-2-73. After the first strip cleared the item the drag was reversed and cleared the item from the opposite direction. It was worked up as ~~one~~ two strips. FE-213WD

J. CURRENTS

A current survey was conducted prior to each drag. In most cases the drag was run with the current unless the current had little effect on the drag. The current survey consisted of recording the time and position the tester went in and came out of the water, with this we could determine the velocity of the current.

K. DISCREPANCIES AND COMPARISONS WITH RECENT SURVEYS AND CHARTS

In general, we found the recent charts adequate for determining the depths. See sections 6. & 7. of the Modified Evaluation Report.

L. PERSONNEL AND EQUIPMENT

During this survey the RUDE & HECK acted as guide and end vessel respectively. Both vessels were equipped with Raytheon DE-723 fathometers. Both launches were utilized as drag tenders. Skiffs were also used depending on weather. Bearing to end buoys and opposite vessels were made on the Sperry gyro repeaters. Standard wire drag equipment was used. The side scan sonar system was utilized on item 25 to further complete the work and verify the non-existence of the item. The officers aboard included: CDR Ganse, LCDR Bush, ENS Albertson, ENS Losleben, and ENS Renninger.

M. MISCELLANEOUS

1. Buoy R12 and it's station buoy presented certain unusual dificulties. Both buoys were on very long scope; the buoys were about 600 feet apart; a strong current prevailed; the visibility was poor (particularly for a Gulf Stream area); numerous sharks (some in an aggetated state) frequented the area. These condition made it difficult to drag in the short distance between buoys or to adequately explore by divers in the long distance between buoys. The buoys were hung from 4 directions from the outside, still it was not possible to state with certainty that an obstruction didn't exist in the middle. A Side Scan Sonar (EEG Model — most likely EG&G) borrowed from AMOL was used to investigate the area between and immediately around buoys R12 and it's watchdog. A plywood cube 4 1/2 feet on a side weighted with a few cemment blocks was sunk between the buoys, and a close spaced Raydist controlled pattern was run in the area. The cube was identified a couple of times before three of the sides floated to the surfact. The buoys and their anchors were always visible when in range. No other obstructions were noted. The position of the buoy anchors corresponded very well with the hang positions.

Little additional information can be obtained from the DE-723 record, which was gathered concurently with the side scan survey. In reviewing this fathogram it should be noted that the immediate area around R12 was amazingly abundant in fish, and that many of the strays occured in areas that the wire passed over.

Local fishermen and divers also claim no wreck exists at R12.

2. The wreck shown at 27°23'N and 80°08'W is referred to in the Project Instructions as the HALSEY. The Navy Wreck List, 1946 also shows the HALSEY, a 7000 ton steel tanker torpedoed in 1942, at that position. Local information does not substantiate a large wreck anywhere within a couple of miles. It is highly unlikely that such a vessel would have completely disintegrated in 33 years. A clerical error is suspected.. Further, The Encyclopedia of American Shipwrecks, written by Bruce D. Berman and published by Mariners Press of New York list the HALSEY's position as latitude 27°14'N and longitude 80°03'W in 58 feet of water; however, no wreck is shown at that position on chart 1247 and the depth shown is somewhat greater.— Additional research should be accomplished to determine the most probable location of this wreck.

3. Testing procedures were conducted as have been in the past. This basically was having the testers in the launch read the tester rod as if the ground wire was always set the same as the tester rod. All corrections were done by personnel on the guide vessel and recorded in the smooth tester record.

4. Throughout this survey the RUDE's Gyro was subject to variable error (2 degrees high to 5 degrees low). Bearings are recorded as observed. To determine this error it is recommended that RUDE bearing be corrected by comparing the computed bearing between the RUDE & HECK positions with the observed bearing.

N. SUMMARY

The following items were investigated while working on this boatsheet and our results are as follows.

1. Item 25, wreck charted on C&GS 1247 as a submerged dangerous wreck at latitude 27°23'N and longitude 80°08'W. The drags pertaining to this item were A Day Strips I & II, B Day Strips I & II. The plotted position of the item was cleared to 45.5' with the surrounding least depth cleared to 25' and the maximum depth cleared was 53.5', all using predicted tides. No wreck was located. The "holiday" left between the two buoys was investigated using the side scanner sonar system. This information will accompany this report. This item is considered complete.— Concur

2. Item ~~25 B~~ 26, this item is in latitude 27°23.48'N and longitude 80°03.69'W on C&GS Chart 1247. The item had been previously investigated under Field No. 20-2-73. We ran a clearing strips on C Day Strip I II giving an effective depth over the item of ~~60.5~~ 59' using ~~predicted~~ smooth tides. The item is considered complete.— Concur — See section 6.b. of the Modified Evaluation Report. FE-213 WD

O. RECOMMENDATIONS

1. Dangerous wreck shown at latitude 27°23'N and longitude 80°08'W on C&GS Chart 1247 be removed from the chart.— Concur - See section 7. of the Modified Evaluation Report.

2. Wreck, ~~reported~~ located in latitude 27°23.48'N and longitude 80°03.69½'W on C&GS Chart 1247, be smooth plotted and the resultant depth over the item be shown using the wreck with depth cleared by wire drag symbol. The depth over the item using ~~predicted~~ smooth tides is ~~60.5~~ 59 feet.— Concur - See section 6.b. of the Modified Evaluation Report.

Approval Sheet

All records of this survey prior to smooth plotting are hereby approved. The field work has personnally supervised by the undersigned and the boatsheet and records were inspected daily. The survey is considered complete and adequate for charting.

Submitted by:

G.M. Albertson
Operations Officer
Noaa Ships Rude & Heck

Approved by:

R.A. Ganse
Commanding Officer
Noaa Ships Rude & Heck

List of Attachments

I A. Raydist Control Stations
B. Visual Control Signals

II List of Groundings and Hangs

*III A. Daily Raydist Correctors
~~B. Electronic Calibration Data~~ < was not included in this report.

IV Statistics

* V Parameters
A. Boatsheet Request
B. Electronic Control Sheet

*VI Tides
A. Predicted Tides
B. Report on Tide Station

* = Data removed from the Descriptive Report and filed with the field records.

ATTACHMENT I

A. Raydist Control Stations

Station	Latitude	Longitude	Remarks
Fat	27°34'38.629"	80°19'38.080"	Red Station
Bum II	27°04'38.158"	80°07'39.335"	Green Station

B. Visual Control Signals

Signal	Latitude	Longitude	Remarks
*Pierce 2	27°28'11.217"	80°17'27.9"	Front Range(1&2)
Tank	27°27'23.520"	80°19'44.1"	Rear Range(2)
J.C. Park Tank	27°27'10.160"	80°17'13.3"	Left Angle(Range 1&2)
Tank	27°26'21.145"	80°19'56.967"	Rear Range(1)

*Note: Pierce 2 was a visual signal constructed by ship's personnel over the disc of the same name. The structure was approximately 25 feet tall.

None of these control stations have been verified. See section 2.a. of the Modified Evaluation Report.

Attachment II

Groundings and Hangs

Pos.# & Day Letter	Buoy#	Latitude	Longitude	Cleared Day & Strip#	Cleared Eff. DEpth	Chart Depth	Remarks
10-A	6-7	27 23.2	80 07.9	-	-	-	R"12" Watchbuoy & R"12
28-A	6-7	27 23.1	80 07.8	-	-	-	R"12" Buoy
06-B	1-3	"	"	-	-	-	Hung Both Buoys
12-B	1-2	"	"	-	-	-	R"12" Buoy & watch buoy
Rejected 097 Day.		27°23.11'	80°03.86'	Not Cleared	—	80'	Mud Hang (verified) at 78' (estimated)

Statistics

IV

STOCK NO. 37
(4-30-57)
COMM-DC 28424

DATE	DAY LETTER	STRIP	VOL. #	POSITIONS	L.N.M.	S.N.M.	RED CORR.	GREEN CORR.	LENGTH OF DRAG	SMOOTH PLOT	REMARKS
Apr. 2, 1975	A	1	1	15	1.6	1.9	-	-	9600		Hung R"12" Watch Buoy & R"12"
" "	A	2	1	14	1.2	1.4	-	-	9600		Hung R"12" Buoy
" 3 "	B	1	1	07	.45	.225	-	-	3200		Double Hang, R"12" & Watch Buoy
" " "	B	2	1	05	.49	.245	-	-	3200		Hang R"12" Buoy & Watch buoy Wire Parted
" 9 "	C	1	1	~~16~~ 7	3.0	1.35	-	-	3200		Clearing Item ~~25 B~~ 26
Apr. 9, 1975	C	2	1	9					3200		" " "
Apr. 7, 1975	—	—	1	0	0	0			4800		Rejected day - Mud Hang on outset (verified)

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEY

November 15, 1979

TIDE NOTE FOR HYDROGRAPHIC SHEET

Processing Division: Atlantic Marine Center:

Hourly heights are approved for

Tide Station Used (NOAA Form 77-12): 872-3170 Miami Beach, FL

Period: April 1-9, 1975

HYDROGRAPHIC SHEET: (R/H-40-3-75) FE-282 WD

OPR: 515

Locality: Offshore, southeast of Ft. Pierce Inlet, Florida

Plane of reference (mean ~~low~~ low water): 2.35 ft.

Height of Mean High Water above Plane of Reference is 3.0 ft.

REMARKS: Recommended zoning:

For ITEMS ~~21~~ 25 and ~~21A~~ 26 apply -25 minute time correction and range ratio x1.20.

James E. Hubbard
Chief, Datums and Information Branch

NOAA FORM 76-155
(11-72)

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

GEOGRAPHIC NAMES

SURVEY NUMBER

FE-282 WD

Name on Survey	A ON CHART NO.	B ON PREVIOUS SURVEY NO.	C ON U.S. QUADRANGLE MAPS	D FROM LOCAL INFORMATION	E ON LOCAL MAPS	F P.O. GUIDE OR MAP	G RAND MCNALLY ATLAS	H U.S. LIGHT LIST	K	
ATLANTIC OCEAN (title)										1
FLORIDA (title)										2
ST. LUCIE SHOAL (title)										3
										4
										5
										6
										7
										8
										9
										10
										11
										12
										13
										14
										15
										16
										17
				Approved:						18
										19
				Charles E. Harrington						20
				Chief Geographer - N/CG2x5						21
				JUL 16 1986						22
										23
										24
										25

NOAA FORM 76-155 SUPERSEDES C&GS 197

HYDROGRAPHIC SURVEY STATISTICS
REGISTRY NO.: FE-282WD

Number of positions	114
Number of soundings	N/A
Number of control stations	6

	TIME-HOURS	DATE COMPLETED
Preprocessing Examination		
Verification of Field Data	52	11 JUL 1986
Quality Control Checks		
Evaluation and Analysis	46	26 JUL 1986
Final Inspection	6	30 JUL 1986
TOTAL TIME	104	
Marine Center Approval		31 JUL 1986

Transmittal letter of survey and survey records will be included in the Descriptive Report to identify the records accompanying the survey.

ATLANTIC MARINE CENTER
MODIFIED EVALUATION REPORT

SURVEY NO.: FE-282WD FIELD NO.: R/H-40-3-75

Florida, Atlantic Ocean, St. Lucie Shoal

SURVEYED: April 1 through April 9, 1975

SCALE: 1:40,000 PROJECT NO.: OPR-515

SOUNDINGS: Wire Drag, Raytheon DE-723 Fathometer, and Side Scan Sonar CONTROL: Raydist (Range-Range)

Chief of Party.....R. A. Ganse

Surveyed by.....Y. A. Bush
.....G. M. Albertson
.....M. V. Losleben
.....T. L. Renninger

1. INTRODUCTION

a. The purpose of this survey is adequately defined in the Descriptive Report and the Project Instructions. Processing of wire drag surveys has been modified so that only verified hangs and groundings and accompanying notes are to be smooth plotted. Three hangs and no groundings occurred on this survey. Two hangs were on floating aids to navigation and the third hang was a mud hang (diver verified) on outset which did not conflict with prior and charted hydrography. None of these hangs were smooth plotted. Therefore no smooth sheet was generated for this survey. A copy of the rough A&D sheet (verified) is included in the Descriptive Report. This modified and limited processing is considered complete in regard to nautical charting requirements.

b. Corrections and notes made by the evaluator to the Descriptive Report are denoted in red ink.

2. CONTROL AND SHORELINE

a. Horizontal control stations used during this survey cannot be verified as no records for any of the control stations could be found. All horizontal control stations used during this survey are considered as undescribed and nonrecoverable stations. Positioning methods are adequately discussed in the Descriptive Report. Calibration methods are not well documented in the Descriptive Report but the survey volumes in conjunction with the Descriptive Report provide sufficient data to verify calibrations.

b. No shoreline exists within the limits of this survey.

3. HYDROGRAPHY

The only soundings taken on this survey are soundings taken in conjunction with side scan sonar investigations in the area between the two floating aids to navigation. These soundings were not plotted and only partially recorded in the sounding volume. No sounding data tapes were submitted nor necessary sounding correctors determined. These soundings are of reconnaissance value only and not suitable for charting except as "reported" soundings. Hydrography was not required by the Project Instructions.

The side scan sonar investigation, while being very limited in scope, proved that no wreck or wreckage exists between or in the immediate vicinity of the two located floating aids to navigation.

4. CONDITION OF SURVEY

The adequacy of the final field sheets, survey records, and reports, and conformity to the requirements of the HYDROGRAPHIC MANUAL and the WIRE DRAG MANUAL were not considered during the modified processing of this survey.

5. JUNCTIONS

There are no junctions on this survey.

6. COMPARISON WITH PRIOR SURVEYS

a. HYDROGRAPHIC SURVEYS

H-5057 (1930) 1:40,000
H-8783 (1964) 1:100,000
H-8957 (1967) 1:20,000

Prior survey H-5057 (1930) is common to the entire present survey. No conflicts exist between prior hydrography and present effective depths.

Prior survey H-8783 (1964) is common only to the Item #26 area of investigation. No conflicts exist between prior hydrography and present effective depths within the common area. Present survey Item #26 originated with this prior survey as a 9.3-fathom (56-foot) sounding on a wreck in Latitude 27°23'29.09"N, Longitude 80°03'40.36"W. See section 6.b. of this report for further discussion of this item.

Prior survey H-8957 (1967) is common to all of the Item #25 area of investigation and only a small portion of

the Item #26 area of investigation. No conflicts exist between prior hydrography and present effective depths within the common area of Item #26. Several conflicts exist between prior hydrography and present effective depths within the common area of Item #25. These conflicts are on the the northern end of St. Lucie Shoal and are conflicting by up to 5 feet. In this area of conflicting prior and present data the bottom is composed of course and fine sand and it is suspected that the structure of this shoal is in somewhat continual movement. These conflicts are not considered significant and no additional investigation due to these conflicts is recommended. This prior survey located St. Lucie Shoal Lighted Whistle Buoy 12 approximately 365 meters north of the present survey position and the station buoy was located approximately 145 meters east of the present survey position. St. Lucie Wreck Lighted Buoy WR12A was located on on this prior survey approximately 440 meters east of its charted position. St. Lucie Wreck Lighted Buoy WR12A was not plotted by the field nor during office processing. Recommendations pertaining to aids to navigation are adequately discussed in section 7.b. of this report.

It is not the intent of the present survey to supersede but only to supplement prior hydrography.

b. WIRE DRAG SURVEYS

FE-47WD (FE No. 5, 1944) 1:5,000
FE-213WD (FE No. 2, 1974) 1:20,000

Both prior field examinations FE-47WD and FE-213WD (field # R/H-20-3-73) are common to assigned Item #26 on the present survey. Item #26 is presently charted as a dangerous sunken wreck cleared by 60 feet in Latitude 27°23.48'N, Longitude 80°03.69'W. This wreck was originally located in Latitude 27°23'29.09"N (27°23.48'), Longitude 80°03'40.36"W (80°03.67') with a sounding of 9.3 fathoms found by prior survey H-8783 (1964) and was later located, hung, and investigated by divers on FE-213WD but no valid clearance depth was obtained. This wreck was identified on FE-213WD as the AMAZONE, a badly broken up large metal hull. The AMAZONE apparently originated with Notice to Mariners No. 19 of 1942 and is described as a 1,294 gross ton cargo ship sunk on May 7, 1942 with an amended position by Notice to Mariners No. 31 of 1943 in Latitude 27°24.0'N, Longitude 80°03.1'W.

A dangerous sunken wreck cleared by 42 feet on chart 1247 and a nondangerous sunken wreck cleared by 84 feet on chart 11474 (same wreck) in Latitude 27°23'39"N, Longitude 80°03'08"W was located by fathometer search by FE-47WD and cleared by an effective depth of 42 feet. This wreck was also identified as the AMAZONE on FE-47WD. Positioning

Awash #0166

techniques used on FE-47WD are considered below standards and considerable positional error is probable. This charted wreck was cleared by 84 feet on FE-213WD and was considered disproved by survey FE-213WD. Survey FE-213WD believed the wreck located by survey FE-47WD to be the same wreck as that hung by FE-213WD.

The present survey cleared in two directions both positions of the wreck. The charted wreck in Latitude 27°43.48'N, Longitude 80°03.69'W was cleared by a minimum effective depth of 59 feet. The clearance depth of 84 feet presently charted in Latitude 27°23.65'N, Longitude 80°03.20'W was cleared by a minimum effective depth of 58 feet.

Item #26, the dangerous sunken wreck with a clearance depth of 60 feet presently charted in Latitude 27°23.48'N, Longitude 80°03.69'W, is considered complete and no additional work is recommended. This charted item presently does not have an assigned AWOIS number. It is recommended that this item be charted in the position determined by FE-213WD as a dangerous sunken wreck cleared by a wire drag depth of 59 feet from the present survey (FE-282WD). It is further recommended that the clearance depth of 84 feet charted in Latitude 27°23.65'N, Longitude 80°03.20'W be deleted and applicable hydrographic survey depths be charted in its place.

7. COMPARISON WITH CHARTS 1247 (5th Ed., Apr. 15, 1972)
11474 (8th Ed., Mar. 21, 1981)

a. HYDROGRAPHY

The charted hydrography originates with the previously discussed prior surveys. The previously discussed prior surveys require no further consideration.

Attention is directed to Item #25, the dangerous sunken wreck HALSEY (AWOIS #02855) charted in Latitude 27°23'N, Longitude 80°08'W, is considered complete and adequately disproved as shown in its charted position. The wreck HALSEY originated with the 1946 Navy Wreck List and is identified as a 7,088 ton steel tanker with 78,000 barrels of gasoline onboard which was sunk on May 6, 1942. If this wreck existed within the assigned search area it would have been located by the present survey. As noted in section M. (paragraphs 1. and 2.) of the Descriptive Report, a strong possibility exists that this wreck was charted in error. It is recommended that this wreck be removed from all effected charts. It is further recommended that additional research be accomplished to ascertain the most probable location of the HALSEY and reassigned if the new location poses a hazard to navigation.

b. Aids To Navigation

Two floating aids to navigation were located by this survey. St. Lucie Shoal Lighted Whistle Buoy 12 was hung by the present survey approximately 565 meters southeast of the charted position (both charts 1247 and 11474). A buoy described by the hydrographer as a watch or station buoy was hung by the present survey in Latitude 27°23'08.3"N, Longitude 80°07'53.8"W and is not charted on either chart 1247 or 11474 nor listed in the U. S. Coast Guard Light List. This watch or station buoy was located approximately 180 meters northwest of St. Lucie Shoal Lighted Whistle Buoy 12. St. Lucie Wreck Lighted Buoy WR12A is charted in an area cleared by wire drag on the present survey. This buoy and its station buoy are noted in the survey volume for Item #26 with Raydist values for both buoys but neither were plotted by the field or during office processing. Chart Letter 1224 of 1972 states that station buoys were being maintained at both St. Lucie Shoal Lighted Whistle Buoy 12 and St. Lucie Wreck Lighted Buoy WR12A by the U. S. Coast Guard.

It is recommended that the floating aids to navigation within the common area be charted in accordance with the most current available information.

8. COMPLIANCE WITH INSTRUCTIONS

Compliance of this survey with the Project Instructions was not considered during this modified processing.

9. ADDITIONAL FIELD WORK

In general the adequacy of this survey was not considered during modified processing, except as it serves charting needs. Additional field work on the two assigned items is not recommended except as noted in section 7.a. of this report.

10. MISCELLANEOUS

Two splits exist within the surveyed area. One split in Latitude 27°23'07"N, Longitude 80°07'51"W is between the two located aids to navigation and is adequately covered by side scan sonar. The other split in Latitude 27°22'57"N, Longitude 80°08'02"W was caused by voiding for effective depth the wire drag strips past the initial point of hang. The split caused by this voiding has been covered by the wire sweep but no valid effective depth is claimed. If any wreck or wreckage was in the area of this split it would have been hung by the wire sweep.

Maurice B. Hickson, III

Maurice B. Hickson, III
Cartographer
Modified and Limited Verification of Field Data
Modified and Limited Evaluation and Analysis

INSPECTION REPORT
FE-282WD

The completed survey has been inspected with regard to survey coverage, investigation of hangs and clearance depths, cartographic symbolization, and verification or disproval of charted data. The survey complies with National Ocean Service requirements except as noted in the Evaluation Report. The survey records comply with NOS requirements except where noted in the Evaluation Report.

Inspected

R. D. Sanocki
Chief, Hydrographic Surveys
Processing Section
Hydrographic Surveys Branch

for R. D. Sanocki
David B. MacFarland, Jr., CDR, NOAA
Chief, Hydrographic Surveys Branch

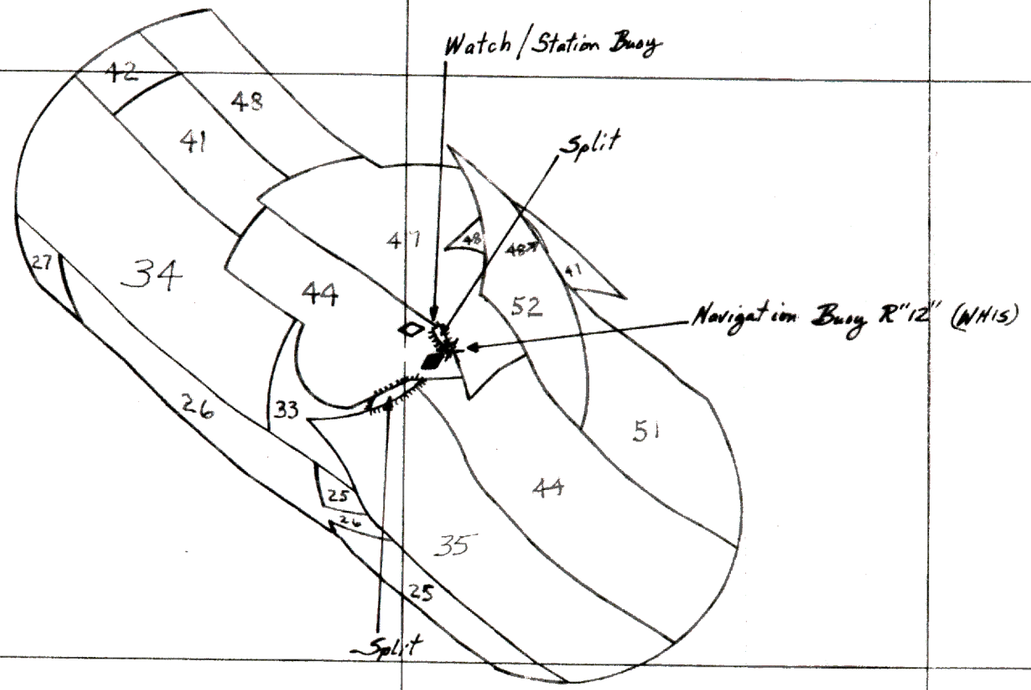
Approved July 31, 1986

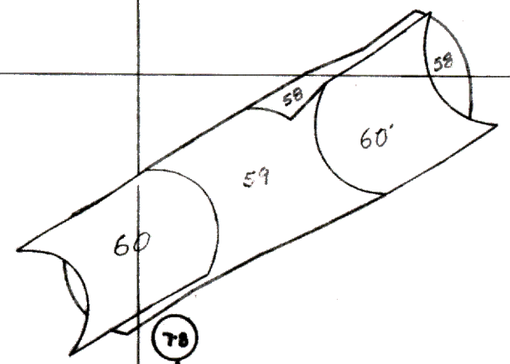
Wesley V. Hull
Wesley V. Hull, RADM, NOAA
Director, Atlantic Marine Center

80° 10′ 0″ | 80° 8′ 0″ | 80° 6′ 0″ | 80° 4′ 0″ | 80° 2′ 0″

27° 26′ 0″

FE-282 WD
Rough A&D Sheet (Verified)





Approximate position of mud hang on outset of drag (diver investigated) at 78 ft. (estimated) on rejected day 097.

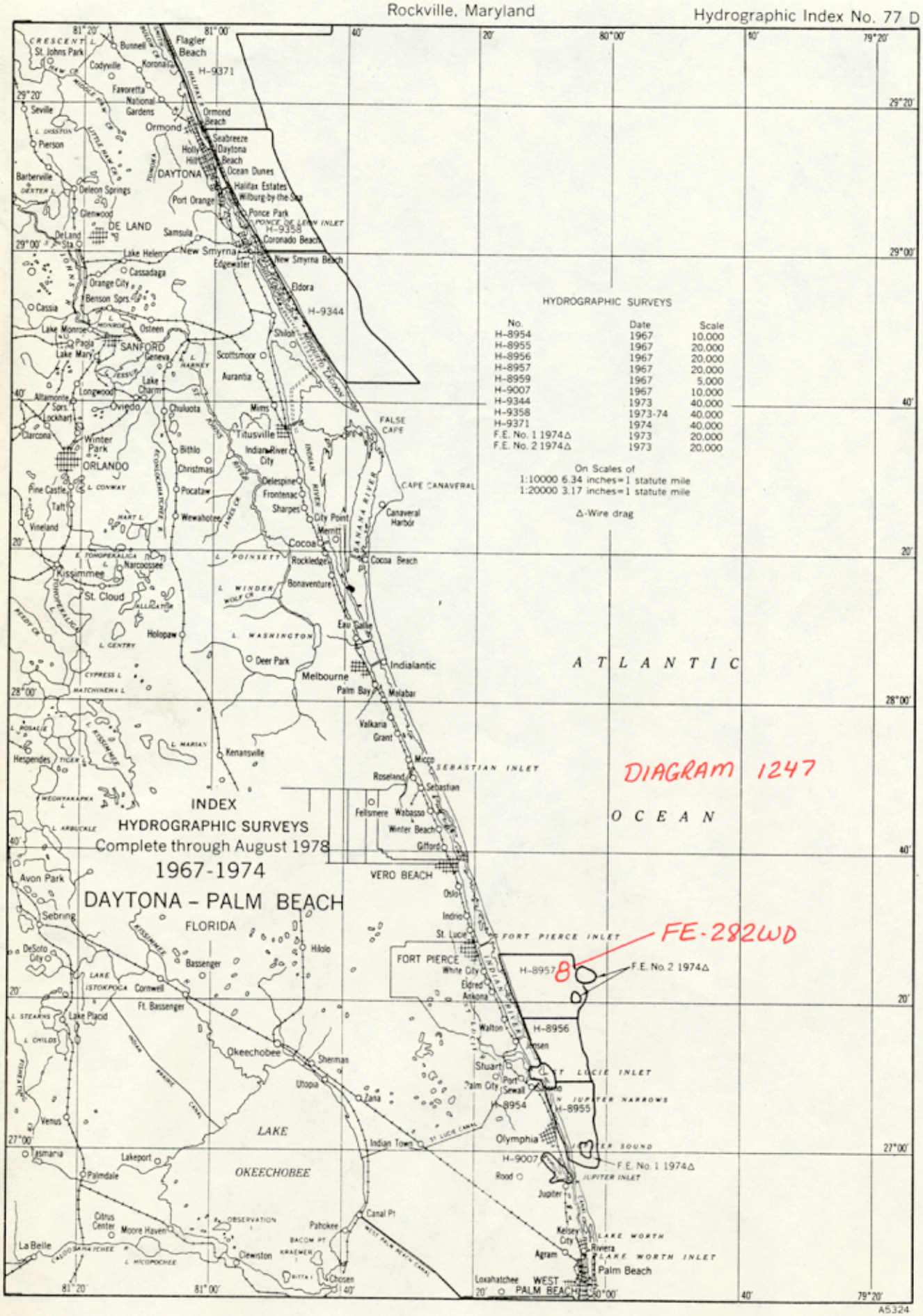
27° 24′ 0″

27° 22′ 0″

80° 10′ 0″ | 80° 8′ 0″ | 80° 6′ 0″ | 80° 4′ 0″ | 80° 2′ 0″

DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
National Ocean Survey
Rockville, Maryland

Hydrographic Index No. 77 D



NOAA FORM 75-96
(10-83)

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

MARINE CHART BRANCH

RECORD OF APPLICATION TO CHARTS

FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. FE-282WD

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
411	10-31-86	D. Wyllie	Full ~~Part Before~~ After Marine Center Approval Signed Via
			Drawing No. 60
11460	3/25/88	Corbett	Full ~~Part Before~~ After Marine Center Approval Signed Via
			Drawing No. 45 28th Ed. JD 4-28-88
11013	3/25/88	Corbett	Full ~~Part Before~~ After Marine Center Approval Signed Via JD 4-28-88
			Drawing No. 46 36th Ed.
11009	3/25/88	Corbett	Full ~~Part Before~~ After Marine Center Approval Signed Via
			Drawing No. 51 31st Ed. JD 4-28-88
11474	3/25/88	Corbett	Full ~~Part Before~~ After Marine Center Approval Signed Via
			Drawing No. 27 8th Ed. Skip 5/30/87
			Full Part Before After Marine Center Approval Signed Via
			Drawing No.
			Full Part Before After Marine Center Approval Signed Via
			Drawing No.
			Full Part Before After Marine Center Approval Signed Via
			Drawing No.
			Full Part Before After Marine Center Approval Signed Via
			Drawing No.
			Full Part Before After Marine Center Approval Signed Via
			Drawing No.

SUPERSEDES C&GS FORM 8352 WHICH MAY BE USED.