

6707

WIRE DRAG

6707

WIRE DRAG

Form 504
Rev. Dec. 1933
DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

~~XXXXXXXXXX~~ } Sheet No. 6707
~~XXXXXXXXXX~~ } WIRE DRAG

Wire Drag
U.S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES

JUL 1 1942

Acc. No. _____

State New Hampshire, Maine

LOCALITY

Submarine Trial Course

10 miles East of Isles of Shoals

1934

CHIEF OF PARTY

C. D. Meaney

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

REG. NO. H-6707

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. W.D. 21

H6707 WIRE DRAG

REGISTER NO. H-6707

State NEW HAMPSHIRE, ~~Maine~~

General locality East of Isles of Shoals

Locality ~~Submarine Trawl Course 10 Miles East of Isles of Shoals~~

Scale 1:20,000 Date of survey Sept.-Oct., 19 41

Vessel LYDONIA & GILBERT

Chief of Party C. D. Meaney - H. C. Warwick

Surveyed by Ship's Officers

Protracted by L. L. Lawrence

Soundings penciled by _____

Soundings in ~~fathoms~~ feet _____

Plane of reference M.L.W.

Subdivision of wire dragged areas by _____

Inked by L.L. Lawrence

Verified by G.B. Littlepage

Instructions dated August 2, & Supplemental Inst. Oct. 19 ⁴¹ ~~42~~

Remarks: This sheet was protracted at the Norfolk Processing Office.

JWW 8/27/42

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ADDENDA

WIRE DRAG

Wire Drag operations A to E days' inclusive were not plotted in accordance with authority contained in Director's letter reference 82-DRM dated June 26, 1942.

*On these days
Navy moorings
were located and
raised.*

Norfolk Processing Office
June 29, 1942

Respectfully forwarded:



H. C. Warwick
Officer in Charge

H6707
WIRE DRAG

Field Notes Outlined

for

DESCRIPTIVE REPORT

to accompany

WIRE DRAG SHEET WD - 6707

Field No. WD - 21

INSTRUCTIONS

This survey was executed in accordance with the Director's Instructions dated August 2, 1941 for Project CS-269 and supplemental instructions dated October 1, 1941. ✓

CONTROL

The control consisted of a buoy traverse located by the taut wire - sun azimuth method. This traverse was tied into triangulation on Boon Id., Isles of Shoals and Thacher Id. by sextant angle observations. *Control computations filed with sdg records of H-6706(523)* ✓

SURVEY METHODS

Dual control was used during all wire drag operations; the LYDONIA acted as guide vessel and the GILBERT as the end vessel. The LYDONIA's launch was used as the tender. ✓

The drag was set out and picked up by the LYDONIA. The GILBERT set out and picked up her own towline. ✓

The ship's position was determined almost entirely by three point visual fixes on buoys. Visual fixes were taken simultaneously by the LYDONIA and GILBERT. After sundown on the evening of Oct. 13, 1941, when the buoys were no longer visible, it was necessary to take a few three point fixes on Boon Id. Lt., Isles of Shoals and Thachers Id. Lt. to determine the positions of both vessels. ✓

LIFT AND EFFECTIVE DEPTH

Lift, determined by pipe tester, varied from zero feet to fifteen feet. The maximum lift found in testing the strip was subtracted from all sections of a strip in determining depth of the groundwire. Tide reducers were added to lift to determine the effective drag depth. The lengths of uprights at every section of ✓

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H6707 WIRE DRAG

-2-

the drag were the same and were not changed while dragging a strip. Effective depth diagrams have been made in the wire drag volumes. ✓

DANGERS

The two moorings described in the instructions were recovered after many unsuccessful attempts. A report concerning the recovery of these moorings has been submitted. ✓

Much of the area having depths of less than 300 feet was wire dragged. ✓

The area near the position Lat. $42^{\circ} 57.1'$ - Long. $70^{\circ} 22.1'$ of the reported rock pinnacle was covered by wire dragging to an effective depth of 225 feet. No indications of the presence of the rock pinnacle were found. ✓ 83

COMPARISON: WITH PREVIOUS SURVEYS

This operation will be performed after the completion of smooth plotting. *No conflicts*

GROUNDINGS

There were no groundings. ✓

DISCREPANCIES

These will be considered after the smooth sheet has been plotted. *No discrepancies*

TIDAL REDUCERS

Hourly heights have been scaled on the marigrams and have been recorded. They have been submitted with the other field data. ✓

Respectfully submitted;

Norman Porter

Norman Porter,
Aid, C&GS.

Approved and Forwarded:

C.D. Meaney
C.D. Meaney,
Chief of Party.

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WIRE DRAG

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STATISTICS FOR SHEET, FIELD NO. WD - 21

<u>DAY</u>	<u>DATE</u>	<u>STAT. MILES</u>	<u>SOUNDINGS</u>	<u>POSITIONS</u>
A	Sept. 25	1.8		L 25 G 26
B	" 26	0.5		L 15 G 10
C	" 27	0.5		L 32 G 36
D	" 30	0.5		L 33 G 13
E	Oct. 2	2.5		L 61 G 34
F	" 13	6.1		L 49 G 47
G	" 15	7.5		L 65 G 62
H	" 17	<u>2.1</u> 21.5		L 17 G 17 <u>542</u>

257

Area - square statute miles - 16.0

L - LYDONIA
G - GILBERT

22
23
821
23

POST-OFFICE ADDRESS: 600 Flatiron Bldg.,
Norfolk, Virginia

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

JUN 10 PM 4 00

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
NORFOLK PROCESSING OFFICE

June 9, 1942.

To: The Director,
U. S. Coast and Geodetic Survey
Washington, D. C.

From: The Officer in Charge,
Norfolk Processing Office,
Norfolk, Virginia.

Subject: Sheet No. H-6707⁽¹⁹⁴¹⁾ (wire drag) Project CS-269, LYDONIA-
GILBERT, 1941 Isles of Shoals, New Hampshire.

Wire drag operation on A to E days (inclusive) were prosecuted for the sole purpose of recovering sunken moorings in the area. The drag grounded on the moorings on each of these days. The last of the two moorings was recovered between E and F days. On F day the same area was dragged with a least effective depth of 338 feet with no grounding.

It is respectfully recommended that all wire drag work on A to E days (inclusive) be eliminated from the smooth wire drag sheet and the work on the smooth sheet be started with F day which shows the area in the vicinity of the sunken moorings clear to a depth of 338 feet.

H. C. Warwick
H. C. Warwick,
Officer in Charge,
Norfolk Processing Office.

HCW:H

LAC
HAC

TIDE NOTE FOR HYDROGRAPHIC SHEET

August 26, 1942

~~Division of Hydrography and Topography~~

✓ Division of Charts: Attention: Mr. H. R. Edmonston.

Plane of reference approved in
5 volumes of ~~sounding~~ ^{wire drag} records for

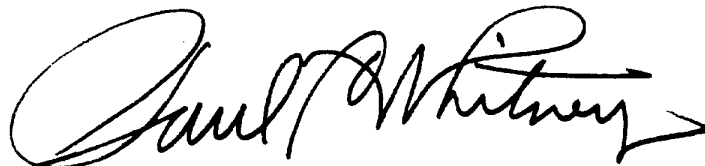
HYDROGRAPHIC SHEET 6707

Locality Submarine Trial Course 10 miles east of Isles of Shoals

Chief of Party: C. D. Meany in 1941
Plane of reference is mean low water reading
0.2 ft. on tide staff at Gosport Harbor
16.2 ft. below B. M. 2

Height of mean high water above plane of reference is 8.7 feet.

Condition of records satisfactory except as noted below:



Chief, Division of Tides and Currents.

GEOGRAPHIC NAMES

Survey No. **H6707**

WIRE DRAG

Name on Survey	Source of Name										No.
	A	B	C	D	E	F	G	H	K		
<u>Isles of Shoals</u>											1
											2
											3
											4
											5
<u>Gosport Harbor</u>											6
											7
Title should have been Maine and New Hampshire											8
since islands are divided between these two states											9
								L.H.			10
											11
											12
											13
											14
											15
											16
											17
											18
											19
											20
											21
											22
											23
											24
											25
											26
											27

Names undeline in red approved
by L. Heck on 10/22/42

Remarks

Decisions

	Remarks	Decisions
1		429705-706
2		
3		
4		
5		
6	Location of tide staff.	429705-706
7		
8		
9		
10		
11		
12		
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18		
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22		
23		
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25		
26		
27		
M 234		

Surveys Section (Chart Division)

HYDROGRAPHIC SURVEY NO. **H6707** WIRE DRAG

Records accompanying survey:

Boat sheets *two*.; sounding vols. *(2)*; wire drag vols. *(3)*.;
 bomb vols.; graphic recorder rolls
 special reports, etc.

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

Number of positions on sheet	<i>257</i> 542
Number of positions checked	<i>20</i>
Number of positions revised	<i>0</i>
Number of soundings recorded	<i>—</i>
Number of soundings revised (refers to depth only)	<i>—</i>
Number of soundings erroneously spaced	<i>—</i>
Number of signals erroneously plotted or transferred	<i>—</i>
Topographic details	Time
Junctions	Time
Verification of soundings from graphic record	Time

Verification by *S. B. [Signature]* Total time *12 hrs* Date *10/19/42*

Review by *R. H. Carstens* Time *6 hrs* Date *Oct 20, 1942*

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
 DESCRIPTIVE REPORT
~~PHOTOSTATION~~

No. **HH6707**
~~XXXX~~ **WIRE DRAG**

received **July 1, 1942**
 registered **August 17, 1942**
 verified
 reviewed
 approved

This is forwarded in order that your attention may be directed to the matters as indicated below. Please initial in column 3 as an acknowledgement that your attention has been thus directed. The complete original records are available if desired. If you cannot give this your immediate attention, please initial, note, and forward to the next section marked, calling for the records at your convenience.

ROUTE		Initial	Attention called to
20			
22			
24			
25			
26			
30			
40			
62			
63			
82			
✓ 83	Pa 2	<i>H.H.</i>	Checked with sheet. H.H. --
88			
90			

RETURN TO

82	R. W. Knox
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✓ RWC

DIVISION OF CHARTS

SURVEYS SECTION

REVIEW OF HYDROGRAPHIC SURVEY

REGISTER NO. 6707 W. D.
Field No. W. D. 21

New Hampshire, East of Isles of Shoals
Surveyed September - October 1941; Scale 1:20,000
Instructions dated August 2, October 1, 1941

Soundings: None

Control: Visual Fixes on
Hydrographic Signals

Chief of Party - C. D. Meaney; H. C. Warwick
Surveyed by - Ship's Officers
Protracted by - L. L. Lawrence
Inked by - L. L. Lawrence
Verified by - G. B. Littlepage
Reviewed by - R. H. Carstens
Inspected by - H. R. Edmonston

1. Purpose of Survey

The survey was accomplished for the purpose of locating certain moorings planted by the U. S. Navy; to investigate a 19-fm. pinnacle rock reported in Lat. $42^{\circ}57.1'$, Long. $70^{\circ}22.1'$; and to drag the area, included in the original instructions, with depths less than 300 feet and the area, included in the supplemental instructions, with depths less than 200 ft.

2. Shoreline and Signals

See page 1 of Descriptive Report for signals. No shoreline falls on this survey.

3. Results of Survey

The moorings planted by the U. S. Navy in Lat. $42^{\circ}59.8'$, Long. $70^{\circ}20.45'$ were successfully located by means of the wire drag and were raised by Navy ships. The area was then dragged to an effective depth of 339 feet.

The area in which the pinnacle rock was reported was dragged to an effective depth of 225 feet. The existence of such a rock in the reported position should be regarded as disproved. Shoals with depths

less than 300 feet lying about one mile to the west and about one mile to the northwest of the reported position of the rock were dragged to effective depths of 225-227 feet.


In the areas included in the supplemental instructions the shoals with depths less than 200 feet were dragged to effective depths of 141-149 feet.

4. Comparison with Chart 1206 (Latest print date 8-24-42)


There are no conflicts between the charted hydrography and the effective depths of the present survey.

Examined and approved:


Chief, Surveys Section


Chief, Division of Charts


Chief, Section of Hydrography


Chief, Division of Coastal Surveys

Applied to Cht. 1206 — 11-18-42 K.P.

Applied to Chart Correction 50 March 8, 1943 H.E.M.