

7177

WIRE DRAG

Diag'd. on Diag. Ch. No. 1222-3

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey **WIRE DRAG**

Field No. **PBS-2247** Office No. **H-7177 W.D.**

LOCALITY

State **VIRGINIA**

General locality **CHESAPEAKE BAY, HAMPTON ROADS**

Locality **THIMBLE SHOAL CHANNEL**

194 7

CHIEF OF PARTY

Ralph L. Pfau

LIBRARY & ARCHIVES

DATE

7177

WIRE DRAG

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

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

REGISTER No. H-7177 WD

Field No. PBS-2247

State Virginia

General locality Hampton Roads, Chesapeake Bay

Locality Thimble Shoal Channel

Scale 1:20,000 Date of survey 31 March 1947 to 13 May 1947

Instructions dated 24 July 1946 and 27 March 1947 (CS-326)

Vessel PARKER, BOWEN, STIRNI

Chief of party Ralph L. Pfau

Surveyed by Ralph L. Pfau, M.A. Hecht, H.L. Proffitt

Soundings taken by fathometer, graphic recorder, hand lead, wire

Fathograms scaled by _____

Fathograms checked by _____

Protracted by A. Kaupa

Soundings penciled by A. Kaupa

Soundings in fathoms feet at MLW MLLW

REMARKS: Fath. Sdgs. taken with NJ-9 Graphic Recorder.

This sheet was processed in the Hydrographic Section of the S.E. District at Norfolk, Va.

H-7177 WD

✓
✓
✓
✓
✓
✓
✓
✓
✓

DESCRIPTIVE REPORT
TO ACCOMPANY
WIRE DRAG SURVEY FIELD SHEET No. PBS-2247

H-7177 WD

PARKER, BOWEN & STIRNI

Lt. Comdr Ralph L. Pfau, Comdg.

AUTHORITY

This survey was executed in compliance with Instructions for Project CS-326 dated 24 July 1947 and instructions from the Supervisor Southeast District by telephone on 27 March 1947.

DATE OF SURVEY

Field work was begun on 31 March 1947, and ended on 13 May 1947.

SCOPE

This survey was made for the purpose of locating a railroad boxcar that had fallen off the Cape Charles-Little Creek car ferry. An extensive area was dragged just ^{South} north of Thimble Shoal Channel extending between channel buoys 1 and 5 and about two miles in width. The boxcar was not found. However, four obstructions were found and three of these were investigated by a diver furnished by the U. S. Engineers.

CONTROL

Natural objects previously located by triangulation or topography were used for control.

SURVEY METHODS

Standard dual control methods were used, drag strips being controlled by three point shore fixes. Lifts were determined by tests made by the tender using a graduated rod coated with a mixture of white lead and oil.

The PARKER was used as the guide launch, the BOWEN as the end launch and the STIRNI or line handling launch # 121 as the tender throughout this entire survey.

Assistance was rendered by the U. S. Engineers in marking the obstructions found so that they could be investigated by a diver. A marker buoy was dropped on the obstructions and the diver went down on the lines. Storms and strong currents hampered diving operations to a considerable extent, therefore, a great deal of time was consumed in making these investigations.

RECORDS

Tide Reducers and lift were entered to 0.5 feet and the diagrams drawn in the record in the record books show effective depths to the next lowest integral foot.

Lift, tide reducers, effective depths and diagrams have been checked.

Drag strips were plotted on the boat sheet using predicted tides. The diagrams in the record books were drawn using actual tides furnished by the Washington Office, therefore, the effective depths will differ in some cases. All reference to effective depths unless specified otherwise are those shown in the record books.

TIDES

No tide gage was maintained by this party. For the preliminary tidal reduction and for drag settings predicted tides corrected for tidal differences for Hampton Roads, Virginia were used. Final values of reducers were furnished upon request by the Washington Office.

OBSTRUCTIONS, CLEARANCES, DISCREPANCIES, ETC.

A special report on this survey has been submitted to the Washington Office. A copy is attached hereto and becomes a part of this report.

RECOMMENDATIONS

L. 337 (1947)

No additional work is recommended and the charting depths are recommended in the special report referred to above. Some hydrographic development was done to determine the extensiveness of the ~~34 foot~~³⁵ sounding which was not investigated by the diver. It is apparently an obstruction of very small size. It is recommended that this hydrography be considered of a reconnaissance nature only, as the NJ-9 fathometer used is not considered satisfactory for hydrographic surveying. Bar checks were made and all records, fathograms and bar checks will be furnished the processing office. (not plotted on smooth sheet)

Concur

Respectfully submitted,

Maurice A. Hecht
Maurice A. Hecht
Lt. Comdr. USC&GS

Approved and forwarded,

Ralph L. Pfau
Ralph L. Pfau
Lt. Comdr. USC&GS

418 Post Office Building, Norfolk, Va.

22 May, 1947

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

Subject: Special Report, Wire drag for the location of a
Boxcar, south of Thimble Shoal Channel

Reference: Letter from Supervisor S.E. District to The
Director, Dated 31 March, 1947.

Enclosure: (A) Obstruction Data Sheet.

1. At the request of the District Supervisor, this party made an extensive wire drag investigation of an area south of Thimble Shoal Channel extending approximately between Channel Buoys Nos. 1 & 5, in an effort to locate a railroad boxcar that had fallen off the Cape Charles-Little Creek Car Ferry. Four obstructions were found, three of which were investigated by a diver furnished by the U.S. Engineers. The boxcar was not found, and it is felt that the fourth obstruction could not be the boxcar. Since, when last seen, the boxcar was still floating, it is possible that it did not sink but floated seaward on the ebb current that was flowing at that time. For information on the obstructions found, see enclosure (A).

2. It is considered that this operation is complete, with the exception of a possible call for assistance from the Navy or the U.S. Engineering Department in recovering the sunken LCVP. A marker buoy has been left on this obstruction.

Removed, Chart Letter #80, 1947

Ralph L. Pfau
Chief of Party

CC; Supervisor S.E. District

*Filed as L. 337 (1947)
nautical charts*

LOCATION	DEPTH	GENERAL MINIMUM HANG	MAXIMUM CLEARANCE	CHARACTER	REMARKS
AUG 05 11/19/54 MSN Lat 36-57-11 00 ⁰⁰ .0 Long 76-05- 20 ²¹ .0	38' sdg	34' ^{35 1/2} sdg	32'	Not known	Recommend that this be charted as an obstruction with the maximum clearance.
1594.0 Lat 36-57- 30 ³⁰ .0 Long 76-07- 32 ²⁹ .0	32' sdg	25'	23'	LCVP-APD-135-1	This obstruction has been reported to the Navy and it is expected that it will be removed. (Removed, Chart Letter 480, 1947)
584.0 Lat 36-57- 50 ⁵⁰ .0 Long 76-04- 13 ¹⁴ .0	39' ctd.	31'	29' (in one direction only)	16' piece of straight angle iron (imbedded)	Removed by U.S. Engineers and redragged to a 34' ^{33'} clearance.
10 34.8 792.0 37.0 Lat 36-57-10 00 ⁰⁰ .0 Long 76-04- 77 ⁷⁹ .0	37' sdg	33' ³⁴	31'	Old hulk	Engineers felt that this would not be removed. Recommend that it be charted as an obstruction with the maximum clearance.

H-1177 W.D. (1947)

(All soundings and drag depths are reduced on ~~predicted~~^{actual} tides)

NOTE: Some of the above data differs slightly from preliminary information furnished and shown as hand corrections on chart # 481.

*Filed w/ R. 337 (1947)
 printed chart*

LIST OF SIGNALS FOR SHEET (FIELD # PBS 2247) LOWER
CHESAPEAKE BAY - LYNNHAVEN ROADS

Project C. S. - 326

Triangulation Stations

Ships PARKER, BOWEN & STIRNI

RADIO	Radio transmitting tower, 1941
HOT	Hygeia Inn, 1929
NITE	Granite Tower C (U.S.E.) 1939
MATE	Casemate (U.S.E.) 1939
HENRY	Cape Henry L.H. - 1887-1932

Topographic Stations

LYNN

STACK

SHIPS PARKER, BOWEN & STIRNI STATISTICS FOR SHEET (FIELD NO. P.B.S. 2247)
 LOWER CHESAPEAKE BAY - LYNNHAVEN ROADS
 PROJECT NO. CS-326

1947 DATE	DAY	STAT. MI. DRAG	NO. POSITIONS	NO. SOUNDINGS	
				H.L.	FATH.
3/31/47	A	3.8	47	0	0
4/1/47	B	4.7	44	0	3
4/8/47	C	3.3	32	0	1
4/10/47	D	2.9	28	0	1
5/ 1/47	E	2.7	35	0	0
5/ 5/47	F	0.8	18	0	3
5/ 9/47	G	0.93	15	0	0
5/13/47	H	0.6	12	0	0
	TOTALS	<u>19.73</u>	<u>231</u>	<u>0</u>	<u>8</u>

TOTAL SQUARE STATUTE MILES DRAGGED - 7.5

A D D E N D U M

to accompany

HYDROGRAPHIC SURVEY H-7177 WD (Field No. PBS 2247)

NOTE: Corrections to depths and distances in the preceeding portion of this report are shown in red ink. ✓

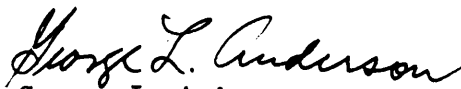
HYDROGRAPHY: The hydrography which accompanied this survey was not plotted, in accordance with the recommendation by the hydrographer contained in the last paragraph of this report (See page #2). ✓

Respectfully submitted,


Isadore M. Zerkand
Cartographic Engineer

Norfolk, Va.
September 4, 1947

Approved and Forwarded


George L. Anderson
Supervisor Southeastern District

839

ZMC

TIDE NOTE FOR HYDROGRAPHIC SHEET

~~Division of Hydrography and Topography~~

19 Sept. 1947

Division of Charts: H. W. MURRAY

Plane of reference approved in

7 volumes of ~~sounding records for~~ WIRE DRAG RECORDS FOR

HYDROGRAPHIC SHEET

7177

Locality - Lower Chesapeake Bay - Lynnhaven Roads, Virginia.

Chief of Party: R. L. Pfau in 1947

Plane of reference is Mean low water, reading

3.6 ft. on tide staff at N. O. B., Norfolk

13.4 ft. below B. M. 6 (1927)

Height of mean high water above plane of reference is 2.6 feet.

Condition of records satisfactory except as noted below:

E. C. McKay

Section

Chief, ~~Division of Tides and Currents~~

GEOGRAPHIC NAMES

Survey No.

17177 W.D.

Name on Survey

	A	B	C	D	E	F	G	H	K	
	On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List		
<u>Virginia</u>			(for title)						USFB	1
<u>Hampton Roads</u>			" "							2
<u>Thimble Shoal Channel</u>			" "							3
										4
										5
										6
										7
										8
										9
										10
										11
<u>N. O. B., Norfolk</u>			(location of tide staff)							12
										13
										14
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										25
										26
										27

This chart was produced and approved
 by L. Heck on 10/15/47

117377
W.D.

Remarks

Decisions

	Remarks	Decisions
1		
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Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. *H7177.W.D*

Records accompanying survey:

Boat sheets *2* charts, sounding vols. *2*.....; wire drag vols. *4*.....;
 bomb vols. *0*....; graphic recorder rolls *3*...;
 special reports, etc. *1* smooth tender volume. *1* A&D sheet.....
3 sheets bathogram corrections... *3* sheets tide corrections.....

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

Number of positions on sheet	.....	<i>231</i>
Number of positions checked	.....	<i>35</i>
Number of positions revised	.....	<i>2</i>
Number of soundings revised (refers to depth only)	.....	<i>0</i>
Number of soundings erroneously spaced	.....	—
Number of signals erroneously plotted or transferred	.....	<i>0</i>
Topographic details	Time	..... <i>1 hr.</i>
Junctions	Time	.....
Verification of soundings from graphic record	Time	.....
Verification by <i>J.A. Dinmore</i>	Total time	..... <i>28 hrs.</i> Date <i>10/10/47</i>
Reviewed by <i>J.A. Dinmore</i>	Time	..... <i>12 hrs.</i> Date <i>10/14/47</i>

DIVISION OF CHARTS

REVIEW SECTION - NAUTICAL CHART BRANCH

REVIEW OF HYDROGRAPHIC SURVEY

REGISTRY NO. H-7177 W.D.

FIELD NO. PBS-2247

Virginia, Hampton Roads, Thimble Shoal Channel
Surveyed in March - May 1947 Scale 1:20,000
Project No. CS-326

Soundings:

Control:

Hand lead

Sextant fixes on shore signals

Chief of Party - R. L. Pfau
Surveyed by - R. L. Pfau, M. A. Hecht and H. L. Proffitt
Protracted by - A. Kaupa
Soundings plotted by - A. Kaupa
Verified and inked by - T. A. Dinsmore
Reviewed by - T. A. Dinsmore, October 14, 1947
Inspected by - R. H. Carstens

1. Shoreline and Signals

The shoreline and signals are from topographic quadrangles T-8301 and T-8302 of 1942-44 and T-6820 of 1941. Signal STACK is from Chart Letter 453, 1944.

2. Adjoining Surveys

In the vicinity of lat. $36^{\circ} 55.9'$, long. $76^{\circ} 04.9'$, a small overlap occurs between a detached investigation on H-7028 W.D. (1944-45) and the present survey. In the overlapped area, effective drag depths on H-7028 W.D. are slightly greater than on the present survey. No conflicts are noted between the two surveys.

No other wire-drag surveys adjoin this special project.

3. Comparison with Contemporary Surveys

H-7089 (1946) 1:10,000 and H-7090 (1946) 1:20,000

Present effective drag depths are in harmony with the soundings on H-7089 (1946) and H-7090 (1946) which cover the area west of long. $76^{\circ} 05.50'$

There are no contemporary surveys in the eastern portion of the present survey.

4. Comparison with Chart 481 (Latest print date 3/31/47)A. Hydrography

Charted depths are in harmony with the effective drag depths of the present survey.

Obstructions and clearance depths have been applied to the chart by hand correction from advance information furnished in Chart Letter 337, 1947.

B. Aids to Navigation

Spar buoy "64-N", located on the present survey at lat. $63^{\circ} 57.21'$, long. $76^{\circ} 07.37'$, falls about 270 meters southwestward from its charted position. This buoy marks the line of demarcation between two adjacent anchorage areas. No other aids to navigation fall within the area of the present survey.

5. Condition of Survey

A. The field records and Descriptive Report are complete and comprehensive.

B. The smooth plotting is neat and carefully executed.

C. Obstructions found on the present survey are as follows:

- (1) A 25-ft. sounding was obtained on an obstruction at lat. $36^{\circ} 57.86'$, long. $76^{\circ} 07.20'$ in general depths of 32 feet. Identified as a sunken Navy LCVP, the obstruction has been subsequently removed (Chart Letter 480, 1947) and should therefore be disregarded.
- (2) A 35-ft. sounding falling in 38-ft. depths was obtained at lat. $36^{\circ} 57.64'$, long. $76^{\circ} 05.15'$. The immediate vicinity was covered by a system of closely-spaced fathometer sounding lines which failed to disclose any additional shoal soundings. The apparent obstruction should be charted with a clearance depth of 32 feet.
- (3) A 29-ft. grounding (not plotted) occurring in charted 39-ft. depths at lat. $36^{\circ} 57.32'$, long. $76^{\circ} 04.90'$ should be disregarded. The obstruction, upon removal by the U. S. Engineers, was found to be a 16-ft. piece of straight angle iron. The spot was subsequently cleared by 33 feet.

AJW 012
11/16/54
msm

- (4) A 34-ft. grounding was obtained on an obstruction at lat. $36^{\circ} 57.55'$, long. $76^{\circ} 04.52'$ in depths of 37 feet. Identified as an old hulk, the obstruction was cleared by 31 feet.

AW 015
11/19/84
msm

D. Hydrographic development, supplementing the wire-drag operation on this survey, was not smooth plotted for the reasons stated on page 2 of the Descriptive Report.

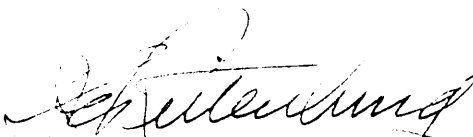
6. Compliance with Project Instructions

The present survey adequately complies with the Project Instructions.

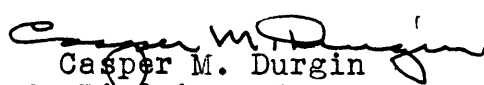
7. Additional Field Work Recommended

No additional field work is recommended.

Examined and approved:



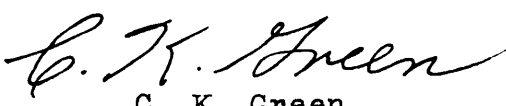
I. E. Rittenburg
Chief, Nautical Chart Branch



Casper M. Durgin
Chief, Division of Charts



K. G. Crosby
Chief, Section of Hydrography



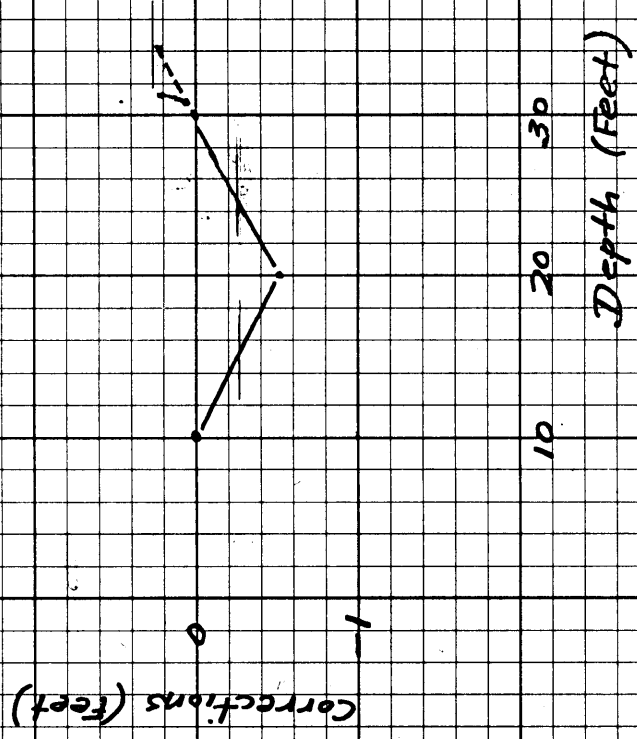
C. K. Green
Chief, Division of Coastal Surveys

177177

FATHOMETER CORRECTIONS

SHEET 2247 (Field)

9 MAY 1947 (A. day) STIRNI
green



Corrections

0	to 15 Ft.
$-\frac{1}{2}$	to 25
0	to 35

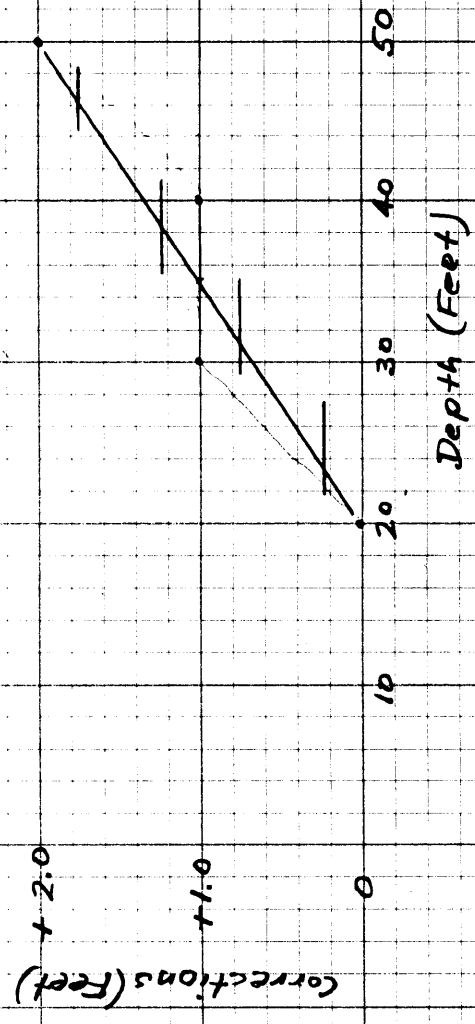
Comp. by RAY.

H 7177

FATHOMETER CORRECTIONS

SHEET 2247 (Field)

20 May 1947 B. J. Bowen



Corrections
 0.0 0 to 23 ft.
 + 0.5 23' to 31'
 + 1.0 31' to 38'
 + 1.5 38' to 46'

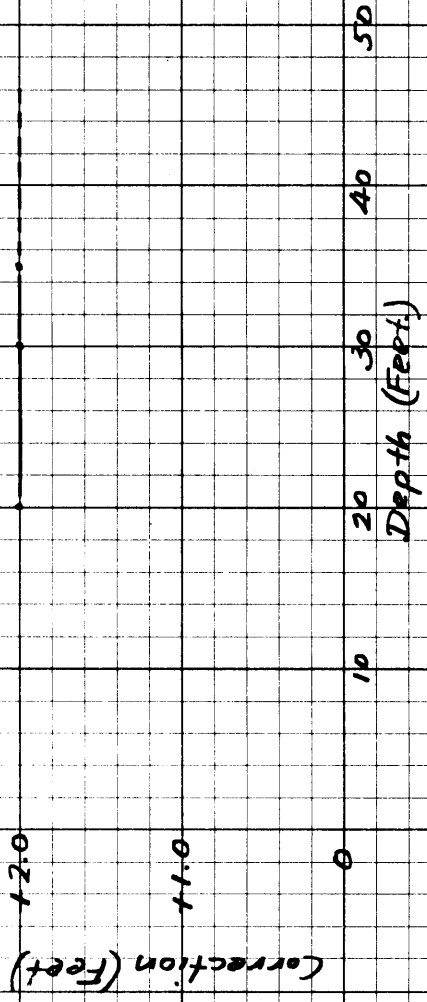
Comp. D.A.J.

H 7177

FATHOMETER CORRECTIONS

SHEET 2247 (Field)

5 May 1947 A-day Bowen



Corrections

$$T_0 \ 45 \text{ ft.} = +2.0 \text{ ft.}$$

Comp. P.A.J.

Vicinity of Lynnhaven Roads

Sheet 2247 (Field)

HYDRO

H. 7177

1200 1300 1400 1500 1600 1700

20 May B day BOWEN
5 May A day BOWEN

9th May A day STIRNI

9 May 1947

20 May 1947

5 May 1947

2	1	0	-1
1400 to 1510 ✓	0900 to 1015 ✓	0.0 - 1400 to 1505 ✓	
to 1627 ✓	to 1125 ✓	$\frac{1}{2}$ to 1546 ✓	
to 1700 ✓	to 1255 ✓	to 1618 ✓	
	to 1355 ✓	to 1653 ✓	
	to 1500 ✓		
	$1\frac{1}{2}$		
	2		
	$1\frac{1}{2}$		
	1		
	$\frac{1}{2}$		

Comp. by D.J. H.L.P.

NAUTICAL CHARTS BRANCH

SURVEY NO. ~~117177~~ W.D.

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
10/4/47	1222	J.F. Walker	Before After Verification and Review <i>Partially</i> <i>Added 29 foot sounding removed</i> <i>obstruction</i>
			Before After Verification and Review
3/9/48	1222	J.A. McGinn	Before After Verification and Review <i>Completely applied.</i>
5/7/48	78	W.E. MacEwen	Before After Verification and Review
6/10/48	481	W.E. MacEwen	Before After Verification and Review <i>completely</i>
8/24/50	78	S. McMillan	Before After Verification and Review <i>fully thro</i> <i>cht 1222 Day 457</i>
			Before After Verification and Review
			Before After Verification and Review
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			Before After Verification and Review

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

7177

WIRE DRAG

Additional work

Diag'd. on Diag. Ch. No. 1222-3

Form 504

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey WIRE DRAG
Field No. PBS-WD-2248 Office No. H-7177 Add. Wk.

LOCALITY

State VIRGINIA
General locality CHESAPEAKE BAY
Locality OFF ENTRANCE TO LITTLE CREEK

194 8

CHIEF OF PARTY

A. C. THORSON

LIBRARY & ARCHIVES

DATE January 17, 1949

B-1870-1 (1)

7177
WIRE DRAG
Additional work

JAN 17 1949

Form 537
(Ed. June 1946)

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

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

H 7177 WRE DRAG
Additional work

REGISTER No. H-7177add

Field No. PBS-WD-2248

State Virginia

General locality Chesapeake Bay

Locality Little Creek

Scale 1:20,000 Date of survey 1 July thru 13 August 1948

Instructions dated 5 March 1948 and 23 June 1948

Vessel PARKER, BOWEN & STIRNI

Chief of party A.C. Thorson

Surveyed by A.C. Thorson

Soundings taken by ~~echometer~~, graphic recorder, ~~hand lead, voice~~

Fathograms scaled by ---

Fathograms checked by ---

Protracted by A. Kaupa

Drag Strips inked

Soundings penciled by A. Kaupa

Soundings in ~~fathoms~~ feet at MLW ~~2510ft~~

REMARKS: This report covers that part of the work done by Ships Parker, Bowen & Stirni during the 1948 season.

DESCRIPTIVE REPORT
TO ACCOMPANY

WIRE DRAG SURVEY FIELD SHEET No. PBS-WD-2248

PARKER, BOWEN & STIRNI

Lt. Comdr. A.C. Thorson, Comdg.

AUTHORITY

This survey was executed in compliance with instructions for Project CS-326, dated 5 March and supplemental instructions dated 23 June 1948.

DATE OF SURVEY

Field work on this sheet commenced 1 July 1948 and was completed on 13 August 1948.

SCOPE

This survey was made in order to locate and determine the least depth over a reported obstruction in Latitude $36^{\circ} 57'.10''$, Longitude $76^{\circ} 10' .08''$.

Additional work was necessary as the drag hung on other uncharted obstructions.

CONTROL

Objects ashore located by triangulation, topographic, or sextant cuts were used to control this survey.

SURVEY METHODS

Standard dual control methods were used, drag strips being controlled by three point fixes observed with sextants on shore objects. Tests for lift were made by the tender using a graduated lead filled pipe attached to graduated airplane cord. The pipe was coated with a mixture of white lead and oil just prior to each test in order to accurately determine point of contact with ground wire.

The Ship PARKER was used as the Guide Vessel, the Ship BOWEN as the End Vessel and the Ship STIRNI as the Tender.

RECORDS

Tide reducers and lifts have been entered to the nearest 0.5 foot and checked. Diagrams drawn in the record book indicate effective depth of nearest 0.5 foot.

Drag settings were based on predicted tides for Hampton Roads, Virginia. Actual tides used in the completion of smooth records were furnished upon request by the Washington Office. All references to effective depths unless otherwise specified are those shown in the record books.

TIDES

Tide gauges were not maintained by this party. Drag settings were based on predicted tides for Hampton Roads, Virginia and tidal reducers entered in record books were based on actual tidal data furnished upon request by the Washington Office.


OBSTRUCTIONS, CLEARANCES, DISCREPANCIES, ETC.

Special reports relative to this survey were submitted to the Director during the progress of the survey and copies of these reports were forwarded to the Supervisor S.E. District. Copies of these reports are attached hereto and become a part of this report.

RECOMMENDATIONS

No additional work in this area is recommended. The charting depths are those listed on the Obstruction Data Sheet. No obstruction was found in the reported position.

The eastern portion of this area is reported to have previously been used as a dumping ground.


A. C. Thorson, Lt. Comdr.
Comdg. PARKER, BOWEN & STIRNI

OBSTRUCTION DATA SHEET

LOCATION	GENERAL DEPTH FEET	MINIMUM HAMB	POSITION NUMBER	MAXIMUM CLEARANCE FEET	POSITION NUMBER	CHARACTER OF OBSTRUCTION	REMARKS
Lat. 36 - 57 - 18.0 Long. 76 - 09 - 47.5	20	15.1 ✓ 16.0	32A 36A	18.0 ✓ 11.0 ✓ 15.0 ✓	17-36A 35-45B 9-21B	Unknown	1 Aug 15 noon 10/1/84 noon
Lat. 36 - 57 - 23.0 Long. 76 - 09 - 27.0	20	14.0 ✓	32B	11.0 ✓	35-45B	Unknown	2 Aug 15 noon 10/1/84 noon
Lat. 36 - 57 - 43.0 Long. 76 - 08 - 56.5	25	17.0 ✓	8B	15.0 ✓ 15.0 ✓	26-37C 1-7D	Unknown	3 Aug 15 noon 10/1/84 noon
Lat. 36 - 57 - 35.0 Long. 76 - 09 - 02.5	20	15.1 ✓ 16.0	25C	18.0 ✓ 15.0 ✓	1-7D 26-37C	Unknown	4 Aug 15 noon 10/1/84 noon
Lat. 36 - 57 - 44.0 Long. 76 - 08 - 32.5	22	16.0 ✓ 14.0	40C 13D	* 24.0 ✓ 15.0 ✓	1-25C 1-7D	Unknown	Against Current 10/1/84 noon
Lat. 36 - 57 - 33.0 Long. 76 - 08 - 54.0	20	15.0	21B	15.1	1-22 B	UNKNOWN	

* Clearance changed to 13 feet by
 distribute increasing diff to arrival
 current with 14 feet ground
 See W.D. record V.1. p.27
 3/11/84
 7/27/51

14.5 feet that
 recorded ground
 was nothing more
 than tension in
 drag.
 not plotted
 Against Current
 10/1/84 noon

STATISTICS FOR SHEET NO. _____ (PBS-WD-2248
 Ships PARKER, BOWEN & STIRNI PROJECT CS-326

OFF LITTLE CREEK, VIRGINIA

Date 1948	Day Letter	Stat. Miles Drag	Number Positions	No. H.L.	Soundings Fath.
1 July	A	2.4	36	--	--
6 July	B	4.6	43	--	1
23 July	C	2.2	40	--	1
13 August	D	1.9	13	--	1
Totals		11.1	132	--	3

Total square statute miles area dragged 0.41

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

22/MEK
S-1-PK-BO-ST

POST-OFFICE ADDRESS:

Washington, D.C.

23 June 1948

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

To: Commanding Officer
USC&GS Ships PARKER, BOWEN & STIRNI
418 P.O. Building
Norfolk, Virginia

Subject: Wire-Drage investigation, reported obstruction-
Little Creek, Virginia.

1. You will make the necessary arrangements and complete a wire-drag investigation of a reported obstruction in Latitude $36^{\circ} 57' 10''$, longitude $76^{\circ} 10' 8''$. LST No. 980, whose draft is 12 feet, reported striking an obstruction in charted depths of 20 feet in this location.

2. This obstruction may be the box car referred to in a letter dated 31 March 1947 from the Supervisor, Southeastern District and which was unsuccessfully searched for by the Commanding Officer, Ships PARKER, BOWEN AND STIRNI during April and May 1947.

3. No definite limits of the area to be investigated will be specified, but an area of 0.5 mile radius from the reported position should be adequately covered by the wire drag.

4. When you have located the obstruction and determined the least effective depth over it, or have disproved its existence in this vicinity, you will advise the Supervisor, Southeastern District and this office, giving pertinent information relative to the investigation.

/s/ J.H. Hawley
Acting Director.

467 (1948)

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

POST-OFFICE ADDRESS: 418 P.O. Building, Norfolk, Virginia
TELEGRAPH ADDRESS: 24 August 1948
EXPRESS ADDRESS:

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

Subject: Special Report on Obstruction off
Entrance to Little Creek, Va.
Ref. My letter dated 6 Aug. 1948

next page
Obstruction No. 5 (see referenced letter) has
been cleared by a drag set to an effective depth of
13 feet.

Obstruction was hung by a drag set to an effective
depth of 14 $\frac{1}{2}$ feet.

Above survey based on predicted tides at Hampton
Roads, Virginia corrected for tidal difference.

/S/ A.C. Thorson
Lt. Comdr.
Comdg. Ships
PARKER, BOWEN & STIRNI

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

POST-OFFICE ADDRESS: 418 P.O. Building, Norfolk, Virginia

TELEGRAPH ADDRESS: 6 August 1948

EXPRESS ADDRESS:

To: The Director
U.S. Coast & Geodetic Survey
Washington, 25, D.C.

Subject: Special Report & (Preliminary) Reported Obstruction,
Little Creek, Virginia.

In accordance with your letter No. 22/MEK S-1-PK-BO-ST dated 23 June 1948, a wire drag investigation has been in progress during such times as weather conditions prevented wire-dragging on the outside coast. This investigation is not yet completed but the following preliminary report is submitted for your information.

The reported obstruction with 11 feet over it in Lat. $36^{\circ} 57' 10''$ Long. $76^{\circ} 10' 08''$ was not found, being cleared to $16\frac{1}{2}$ feet.

However, five obstructions were found in this area:

#1	Lat. 36-57.31 Long. 76-09.78	Hung Cleared	$15\frac{1}{2}'$ $15'$
#2	Lat. 36-57.38 Long. 76-09.45	Hung Cleared	$14'$ $12'$
#3	Lat. 36-57.70 Long. 76-08.93	Hung Cleared	$17'$ $16'$
#4	Lat. 36-57.55 Long. 76-09.07	Hung Cleared	$16'$ $15\frac{1}{2}'$
#5	Lat. 36-57.73 Long. 76-08.54	Hung Not Yet Cleared	$15\frac{1}{2}' \rightarrow 14\frac{1}{2}'$ $13'$

The hangs and clears are based on predicted tides at Hampton Roads, Virginia corrected for tidal differences.

/S/ A.C. Thorson, Lt. Comdr.
Comdg. PARKER, BOWEN & STIRN I

L. 609 (1948)

LIST OF SIGNALS

To Accompany

WIRE DRAG SURVEY H-7177 add. (Field No. P.B.S.-2248)

Triangulation Stations

LIT - Little Creek, 1929-39

LOOK - Little Creek C.G. Tower, 1941

Hydrographic Signals

Bil - Vol. No. 2

ADDENDUM

To accompany

WIRE DRAG SURVEY H-7177 add. (Field No. P.B.S.-2248)

This report covers that part of H-7177 W.D. done by Ships PARKER, BOWEN, & STIRNI during the 1948 season.

In several instances drag strips in record books show groundings where field notes only mention buoys towing under momentarily. As a buoy towing under does not necessarily denote a ground, these points were not regarded as such on the smooth sheet.

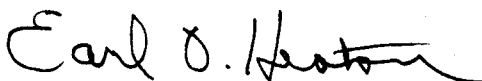
Respectfully submitted,



Hugh L. Proffitt
Cartographer

Norfolk, Va.
Jan. 10, 1949

Approved and forwarded:



Earl O. Heaton
Supervisor, Southeastern Dist.

TIDE NOTE FOR HYDROGRAPHIC SHEET

11 February 1949

~~Division of Hydrography and Topography:~~

Division of Charts: R. H. Carstens

Plane of reference approved in
3 volumes of sounding records for

HYDROGRAPHIC SHEET 7177 Ad. Wk.

Locality - Little Creek, Chesapeake Bay, Virginia

Chief of Party: A. C. Thorson in 1948
Plane of reference is mean low water, reading
3.6 ft. on tide staff at Hampton Roads (N.O.B.)
13.4 ft. below B. M. 6(1927)

Height of mean high water above plane of reference is
2.5 feet

NOTE: Allowance of -050 minutes was used to determine
time of tide at working grounds.

Condition of records satisfactory except as noted below:

E. C. McKay
Section
Chief, ~~Division~~ of Tides and Currents.

GEOGRAPHIC NAMES **WIRE DRAG**

Survey No.

H7177

Additional work

On Chart
No.

On previous survey
No.

On U. S. quadrangle
Maps

From local
information

On local Maps

P. O. Guide or Map

Rand McNally Atlas

U. S. Light List

Name on Survey

A

B

C

D

E

F

G

H

K

										1
										2
										3
										4
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										24
										25
										26
										27

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. H-7177.W.D.. Ad. Wk.

Records accompanying survey:

Boat sheets .2...; sounding vols. .1...; wire drag vols. .2...;
 bomb vols.; graphic recorder rolls;
 special reports, etc. A & D Sheet.....

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

Number of positions on sheet	.....	132
Number of positions checked	.....	21
Number of positions revised	.....	-
Number of soundings revised (refers to depth only)	.....	-
Number of soundings erroneously spaced	.....	-
Number of signals erroneously plotted or transferred	.....	-
Topographic details	Time	-
Junctions	Time	-
Verification of soundings from graphic record	Time	-

Verification by *J. V. Evans III* Total time .20 hrs. Date .5 July 1949

Reviewed by *Sam Jeschke* Time .15 hrs. Date .8-23-49

DIVISION OF CHARTS

REVIEW SECTION - NAUTICAL CHART BRANCH

REVIEW OF HYDROGRAPHIC SURVEY

REGISTRY NO. H-7177 W.D.
Ad. Wk. 1948

FIELD NO. PBS-WD-2248

Virginia, Hampton Roads, Thimble Shoal Channel
Surveyed in March - June, 1948
Project No. CS-326
Scale 1:20,000

Soundings:

Control:

NJ Fathometer

Sextant fixes on shore signals

Chief of Party - A. C. Thorson
Surveyed by - A. C. Thorson
Protracted by - A. Kaupa
Soundings plotted by - A. Kaupa
Verified and inked by - L. V. Evans
Reviewed by - I. M. Zeskind, August 23, 1949
Inspected by - R. H. Carstens

1. Scope

The purpose of this additional work was to determine the least depth over an obstruction reported in lat. $36^{\circ} 57' 10''$, long. $76^{\circ} 10' 08''$, in Ch. L. 467 (1948). The obstruction was disproved but additional obstructions were discovered to the northeastward. The additional work lies about 1/2 mile west of the 1947 wire-drag work.

2. Adjoining Surveys

No wire-drag surveys adjoin this additional work.

3. Comparison with Contemporary Surveys

H-7089 (1946) 1:10,000 and H-7090 (1946) 1:20,000

Present effective drag depths are in harmony with the soundings on H-7089 and H-7090 within the common area.

4. Comparison with Chart 481 (Latest print date 5/30/49)A. Hydrography

Charted depths originate with the hydrographic surveys mentioned above. Present effective wire-drag depths do not conflict with charted depths.

The charted wire-drag clearances over obstructions originate with the present survey before verification. The following charted clearances have been revised and are superseded by those shown on the smooth sheet.

<u>Chart</u>	<u>Clearance</u>		<u>Chart Location</u>	
	<u>W.D. Survey</u>		<u>Lat.</u>	<u>Long.</u>
12	11		36° 57.38'	76° 09.45'
16	15		36° 57.70'	76° 08.94'

B. Aids to Navigation

There are no aids to navigation within the area of the present survey.

5. Condition of Survey

A. The field records and Descriptive Report are complete and adequate.

B. The smooth plotting is neat and carefully executed.

6. Compliance with Project Instructions

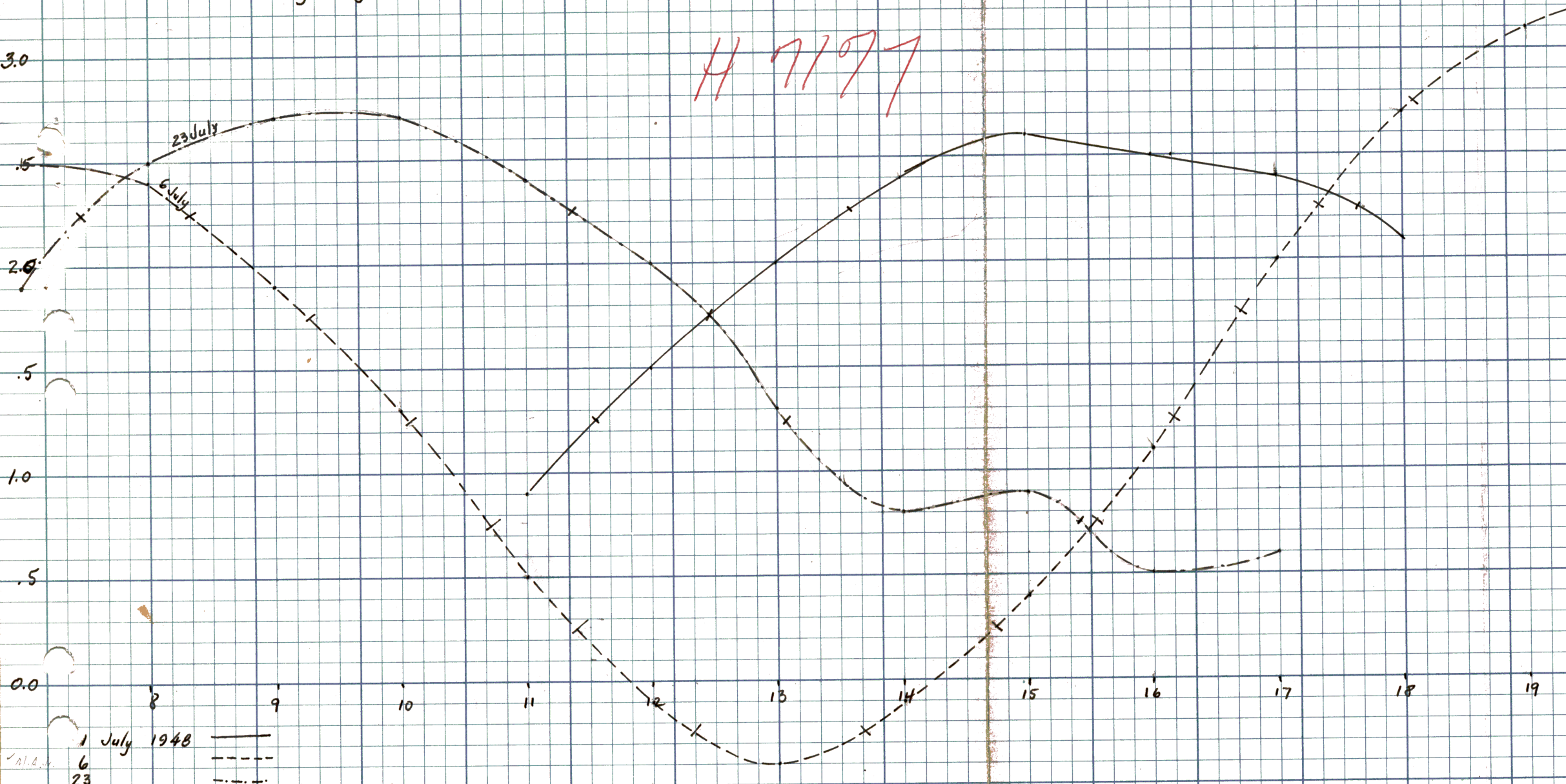
The present survey adequately complies with the Project Instructions.

7. Additional Field Work Recommended

No additional field work is recommended.

Actual hourly heights - NOB, Hampton Roads, Va.

H 7197



1 July 1948
 6
 23

1 July 1948	6 July 1948	23 July 48
-1.0 Ft to 1133	-2.5 to 0820	-2.0 Ft to 0728
1.5 1228	2.0 0916	2.5 1123
2.0 1336	1.5 1005	2.0 1228
2.5 1738	1.0 1043	1.5 1305
2.0 18	0.5 1124	1.0 1525
	0.0 1220	-1.5 17
	+1.5 1342	
	0.0 1445	
	-1.5 1534	
	1.0 1610	
	1.5 1643	
	2.0 1720	
	2.5 1805	
	3.0 19	

Plotted & scaled - M. A. Jr.
 checked - BBA

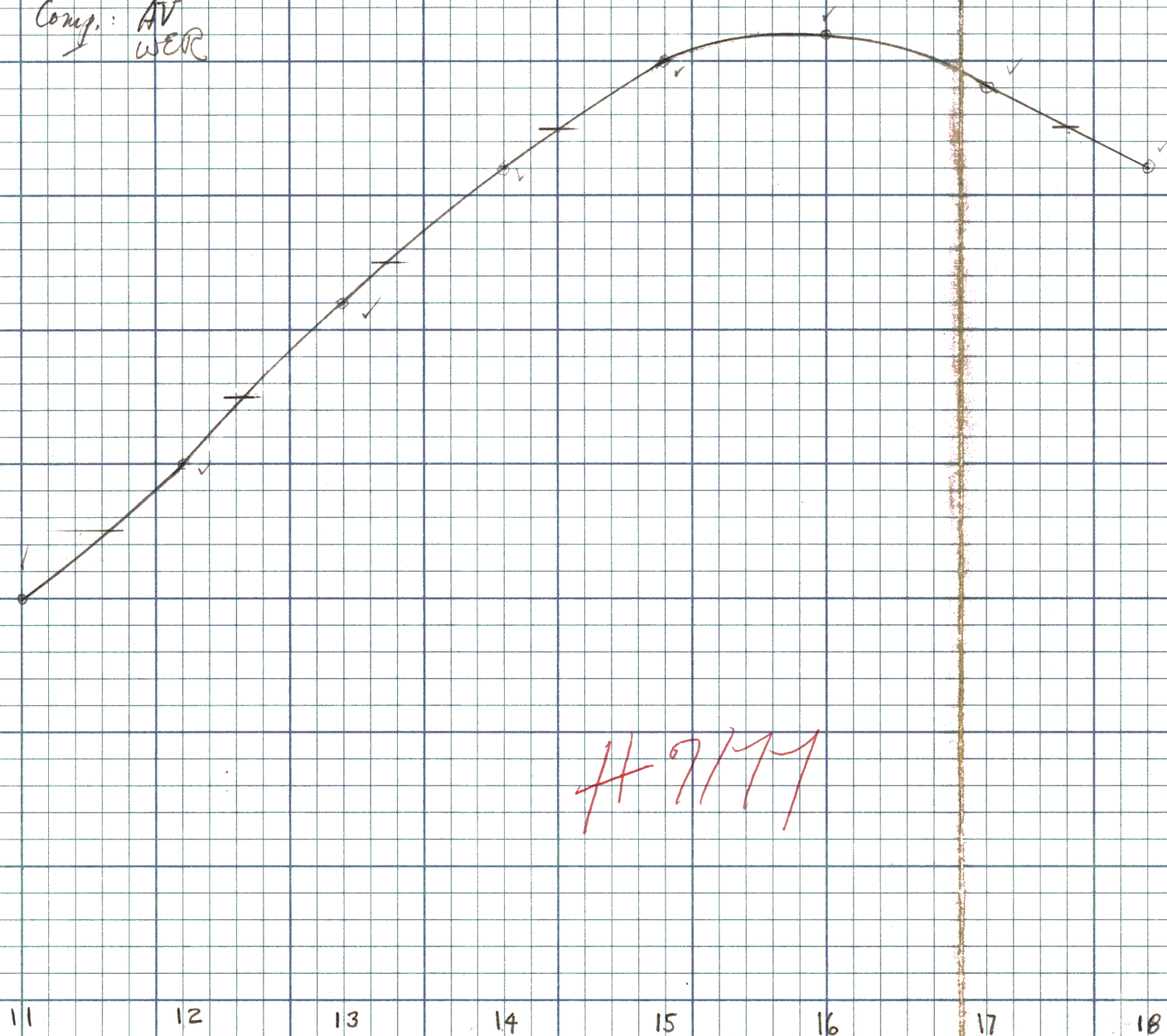
WD Sheet 2248

off Little Creek, Va. (Boxcar)

Aug. 13, 1948 = D-day —

-1.0 ft	to	1134'
-1.5		1223'
-2.0		1317'
-2.5		1420'
-3.0		1730'
-2.5		

Comp. AV
WER



9/77

NAUTICAL CHARTS BRANCH

SURVEY NO. *H7177 add'l work*

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
<i>2/4/49</i>	<i>78</i>	<i>SA McGarr</i>	<input checked="" type="radio"/> Before <input type="radio"/> After Verification and Review
<i>4/14/49</i>	<i>481</i>	<i>SA McGarr</i>	<input checked="" type="radio"/> Before <input type="radio"/> After Verification and Review
<i>12/28/49</i>	<i>1222</i>	<i>Risegari</i>	<input type="radio"/> Before <input type="radio"/> After Verification and Review
<i>7-26-51</i>	<i>481</i>	<i>J. H. Eaton</i>	<input type="radio"/> Before <input type="radio"/> After Verification and Review
<i>8/16/56</i>	<i>481</i>	<i>Redhead</i>	<input type="radio"/> Before <input type="radio"/> After Verification and Review
<i>8/24/70</i>	<i>78</i>	<i>J. H. Hillard</i>	<input type="radio"/> Before <input type="radio"/> After Verification and Review <i>fully three</i> <i>Ch 1222 Day #57</i>
			<input type="radio"/> Before <input type="radio"/> After Verification and Review
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A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.