

FE 198

Diagrams 1255-2, 1268, 1280, 1282-2

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-450.....
Office No..... FE-198WD (1964).....

LOCALITY

State Texas.....
General Locality Gulf of Mexico.....
Locality Texas Coast, Gulfport, Miss.,
..... San Carlos Bay, Fla.....

19 64

CHIEF OF PARTY
E.K. McCaffrey.....

LIBRARY & ARCHIVES

DATE February 24, 1965.....

☆ 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.1 1965WD

FE 198

F E No. 1 1965 WIRE DRAG

Diag. Nos. 1255-2, 1268, 1280, 1282-2
and 1283. Form 504

U. S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Type of Survey Wire Drag

Field No. OPR-450 Office No. F.E.No.1, 1965
Wire Drag

LOCALITY

State Texas

General locality Gulf of Mexico, Gulfport, Miss.

Locality Texas Coast, Gulfport, Miss.

San Carlos Bay, Fla.

1964

CHIEF OF PARTY

E. K. McCaffrey

LIBRARY & ARCHIVES

DATE February 24, 1965

USCOMM-DC 5087

*Note: This D.R. is
accompanied by 6
Sections of chart.*

F E No. 1
1965
WIRE DRAG

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

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

REGISTER No. F.E.No.1-1965 W.D.

Field No. OPR-450

State Texas

General locality Gulf of Mexico

Locality Texas Coast, Gulfport, Miss. San Carlos Bay, Fla.

Scale 1:40,000 & 80,000 Date of survey 4/3/64 to 9/17/64

Instructions dated _____

Vessel WAINWRIGHT & HILGARD

Chief of party E. K. McCaffrey

Surveyed by Ship's Officers

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

Fathograms scaled by _____

Fathograms checked by _____

Protracted by _____

Soundings penciled by _____

Soundings in fathoms feet at MLW MLLW

REMARKS: _____

DESCRIPTIVE REPORT

to
Accompany -

Wire Drag Investigations

PROJECT OPR-450

G U L F O F M E X I C O

1964

Edwin K. McCaffrey - Chief Of Party

A. AUTHORITY:

INSTRUCTIONS dated 27 Dec. 1963, Supplemental Instructions dated 19 February 1964, 19 March, 27 March, 24 April, 5 June, 6 July, and 7 August, all 1964. ✓

B. CHARACTER AND LIMITS OF THE WORK:

Investigations of wrecks and obstructions charted from Freeport, Texas to Vermillion Bay, Louisiana. ✓

C. CONTROL AND SHORELINE:

All investigations were carried out on the largest scale charts of the area. ✓

Both visual and electronic control were used. Visual work was accomplished using charted objects. ✓

For explanation of electronic control see attached "Decca-Alpine Ranging System Report".

↳ Abstracts of calibration corrections used are attached to the Seasons Report.

Dea

MBI

D. DATES OF SURVEY:

Field work was begun on 3 April 1964 and terminated on 17 September 1964. ✓

E. VESSELS AND EQUIPMENT:

The Ships WAINWRIGHT and HILGARD acted as guide and end launch respectively. The HILGARD's skiff, equipped with a Raytheon DE-119B portable fathometer, was used as drag tender. ✓

Standard wire drag equipment was used throughout. ✓

F. TIDE STATION:

Tidal information was furnished by the Washington Office for the standard gages at Freeport, Texas and Galveston, Texas. Tide reducers were computed using corrections taken from Table 2 of the 'Tide Tables'.

*Some tide
reducers
corrected by
Rockville
Office Tides
Division.*

See Attachment No. 2 for list of corrections.

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

G. DRAG TESTS:

Tests of the drag followed the method outlined in the manual.

H. CONTROL OF WIRE DRAG:

Standard dual control methods were used where visual control was available. 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 the object was to the left. Length of towline was from the center of the wheelhouse to the end buoys in each case.

Single vessel control was used on investigations requiring electronic control. The position of the end launch was determined by a radar range and gyro bearing from the guide launch. cuts to the end buoys were taken using the opposite vessel as a signal. For a more detailed explanation of the method used, see attached "Decca-Alpine Ranging System Report".

*This report filed with
Season's Report in
Archives.*

J. ADEQUACY OF THE SURVEY:

This survey is considered adequate within the limits of the investigated items. The following pre-survey review items were investigated and completed this season: No's. 28, 32, 33, 35, 36, 39, 39A, 40A, 40, 41, 42, 43, 44, 45, 47, 51, 52, 53, 56, 57, 58, and 59; and those listed below:

see Review

See Review

San Carlos Bay, Florida, Supplemental Instructions 19 Feb. 1964. Gulf of Mexico (Pass Christian, Miss.) 'JACKIE LYNNE' Supplemental Instructions 1964.

The following OPR-450 items were by-passed because they were beyond the range of our electronic control shore stations: No's 46, 48A, 54, 55 and 60.

K. COMPARISON WITH CHART:

See Attachment No. 4 for List of Hangs & Clears, and Attachment No. 5 for List of Investigations.

L. TIME:

Ninetieth (90th) meridian time was used throughout the survey.

M. LIST OF ATTACHMENTS:

1. Statistics
2. Tide Note
3. List of Signals and Electronic Control Stations
4. Hang and Clear Data
5. List of Investigations
6. Radar Report

Respectfully submitted:

Frederick J. Kuehn Jr by direction
Ellis G. Campbell, Ens., C&GS

APPROVAL SHEET

The attached report, related wire
drag records and plotting sheets ~~has~~ ^{are} have
been inspected by me and ~~is~~ ^{are} approved.

Edwin K. McCaffrey
LCDR Edwin K. McCaffrey
Commanding,
WAINWRIGHT & HILGARD

STATISTICS

OPR - 450

<u>Vol No.</u>	<u>Day- Letter</u>	<u>1964 Date</u>	<u>Number of Positions</u>	<u>Statute Miles</u>	<u>Square Nautical Miles</u>
1	A	4/3	29	2.2	1.3
1	B	5/19	9	1.7	1.3
1	C	5/21	1	-	-
1	D	5/26	32	4.4	2.7
1	E	5/27	30	5.3	3.1
1	F	5/29	14	1.4	0.8
1	G	6/1	43	6.3	4.4
2	H	6/3	22	3.9	2.7
2	J	6/5	27	4.6	3.2
2	K	6/22	27	4.7	3.5
2	L	6/23	17	2.9	1.7
2	M	6/25	39	6.5	4.2
3	N	6/26	31	6.6	3.9
3	P	7/3	11	1.0	0.4
3	Q	7/7	17	2.6	2.0
3	R	7/8	24	3.6	2.6
3	S	7/9	11	1.7	1.2
3	T	7/10	11	0.8	0.3
3	U	7/14	17	3.2	2.2
3	V	7/15	9	1.0	0.5
4	W	7/20	17	1.4	0.5
4	X	7/21	26	2.7	1.0
4	Y	7/23	18	3.2	2.0
4	Z	7/24	15	2.7	1.9
4	AA	8/3	21	2.8	2.0
4	BA	8/4	26	3.8	1.9
4&5	CA	8/5	25	2.5	1.2
5	DA	8/6	20	3.0	2.1
5	EA	8/11	3	-	-
5	FA	8/12	33	4.8	2.8
5	GA	8/17	19	3.4	1.8
5	HA	8/18	8	1.3	0.5
5	JA	8/25	29	4.5	2.8
5	KA	8/26	14	2.5	1.1
6	LA	8/31	9	1.4	0.6
6	MA	9/1	6	0.5	0.3
6	NA	9/2	24	3.4	2.4
6	PA	9/3	26	3.2	2.2
6	QA	9/4	19	2.6	1.8
6	RA	9/7	12	2.6	1.8
6	SA	9/9	27	3.8	2.2
6	TA	9/10	19	2.5	1.8
6	UA	9/17	30	3.2	1.6
TOTALS 43			867	126.2	78.3

TIDE NOTE

Tidal data was furnished by the Washington Office for the standard tide gage at Galveston, Texas.

The following corrections were applied from Table 2 of the Tide Tables to the indicated investigations:

1. San Luis Pass, HW 0.86 ratio -0.9m, LW 0.86 ratio -0.9m;
Items Nos. 51, 52, 53, 56, 57, 58, 59
2. South Jetty, Galveston, $\frac{2}{3} \times \text{HW} + 0.6' = \text{HW} + 27\text{m}$, $\frac{2}{3} \times \text{LW} = \text{LW} + 0\text{m}$, items Nos. 39, & 42
3. No correction: Items 35, 36, 37, 40, 40A, 41, 43, 44, & 45.
4. Sabine Pass: HW - 0.6m, LW +0.9m - items Nos. 32, & 33.

Exceptions are as follows:

1. "A" day, hourly heights computed by Washington Office
2. "UA" day computed by Washington Office
3. "P" and "Q" days, Freeport standard gage, correction -22m
+0.3' @ HW; No LW correction.

LIST OF SIGNALS

	<u>Name</u>	<u>Source</u>
<u>Chart 1283</u>	BRA	Brazos River lighthouse 1897-1931
	*CUP	Coast Guard Cupola (charted 28°56.4'; 95°18.1')
	DOW	Dow Chemical Co. Chlorine water tank, 1954
	*EVE	LEVEE, 1934
	FREE	Freeport municipal water tank, 1954
	*MAC	Offset from BM-754 USE 1934
	*MOT	MOTTO, 1933
	*WIL	WILL, 1933
<u>Chart 1282</u> <u>& 886</u>	- AIR	Water Tank (charted 29°16.1'; 94°51.1')
	- *BUC	BUCCANEER, 1933
	- ELF	Galveston Municipal Water Tank, 1960
	*JET	South Jetty Light, 1933
	NOR	North Jetty Light (charted 29°20.7'; 94°40.8')
	OIL	Pure Oil 107 (Offshore oil platform)
	OLD	Bolivar Point Lighthouse, USE 1900
	TOW	Tower (charted 29°21.2'; 94°42.6')
<u>Chart 1280</u>	MOB	MOBIL 10L (Offshore oil platform)
	*REB	REBECCA 2 1934
	*SHE	SHELL, 1934
<u>Chart 877</u>	BAY	Tank (charted 30°18.9'; 89°19.7')
	BOB	Tank (Charted 30°19.6'; 89°13.0')
	HEN	Tank (charted 30°18.5'; 89°17.6')
	IRE	Spire (charted 30°18.9'; 89°14.7')
	TAN	Tank (charted 30°18.9'; 89°14.9')
	TOW	Radio Tower (charted 30°19.8'; 89°15.7')
<u>Chart 856-SC</u>	MEX	Offshore lighted beacon (charted 26°25.3'; 81°57.3')
	SAN	Pt. Ybel lighthouse (charted 26°27.2'; 82°00.8')
	TAN	Tank (charted 26°26.7'; 81°56.1')

* Denotes electronic control station

In all cases latitude is given first, followed by longitude

Note: Temporary grounding occurred while investigating Pre-Survey Review Item #52

Attachment No. 4

HANG & CLEAR DATA

Presurvey Review Item	Chart No.	Position & Day Letter	Latitude & Longitude	Grounding Effective Depth	Sounding	Cleared Effective Depth	Remarks
NM 40/64 → None #32	1280 ✓	6MA ✓ 3TA	29°33.56' 8 94°06.11' 17 29°33.60 94°04.08	32' ✓ 32'	14' ✓ —	— NOT CLEARED Temporary grounding on bottom.	This hang investigated by diver & did not appear to be item No. 32. Diver reported it to be a large diameter cylinder inclined at about 30° to the horizontal. Lead line sounding by diver at 14' least depth.
518 94° 3-11-65HR 42 ✓	1282 ✓	7CA 1ca & 2 ca ✓	29°19.63' ✓ 29°38.77' ✓ 94°	31' ✓	27' ✓	27' ✓	Wreck Object hung & then cleared in both directions to an effective depth of 27' ✓
43 ✓	1282 ✓	29JA ✓	29°03.96' ✓ 94°40.62' ✓	54' ✓	—	53' ✓	Hang near charted position of wreck ✓
41 ✓	1282 ✓	6HA 1ha	29°13.43' ✓ 94°42.36' ✓	45' ✓	45' * ✓	42' ✓ 43' ✓	*Fathometer indicates uniform bottom at 45' in this area. ✓
36 ✓	1282 ✓	1EA ✓	29°26.98' ✓ 94°37.31' ✓ 4 2	—	0.0 -2.0'	—	Wreck awash @ MLW
53 58 ✓	1283 ✓	23-25G ✓	28°50.6' ✓ 95°08.1' ✓	58' ✓ 48' ✓	—	—	50' Charted shoal
40 ✓	886 ✓	1y 3Y, 1s 26X & 11S ✓	29°15.35' ✓ 94°46.06' ✓	29', 21' ✓ see rmks	19' ✓ 20' ✓	—	Y day was not smooth plotted because the drag hung at outset of drag & effective depth was inaccurate. Diver w/leadline located top of mast at 20' 19' with thorough investigation assuring mast as highest point of wreck.
518 ✓ 39 ✓	886 ✓	11P ✓	29°20.43' ✓ 94°40.77' ✓	26' ✓ 16' ✓	—	16' 9' ✓ 10' ✓	Drag hung on strewn wreckage reported by diver on T day. ✓

XERO COPY

XERO COPY

XERO COPY

Charted 11/2/45
1116

(Attachment No. 4 - continued)

HANG & CLEAR DATA - Continued

Presurvey Review Item	Chart No.	Position & Day Letter	Latitude & Longitude	Grounding Effective Depth	Sounding	Cleared Effective Depth	Remarks
514 39 ✓	886 ✓	11T 1t	29°20.43 ¹⁶ 94°40.77 ¹	26' ✓	--	9' ✓ 10' ✓	Old anchor - drag hung on 4' fluke exposed according to diver's report ✓
516 39 ✓	886 ✓	12T 2t	29°20.43 ⁵⁰ 94°40.77 ³	26' ✓	--	9' ✓ 10' ✓	Diver reports steel plates - wreckage all over area. ✓
514 39 ✓	886 ✓	3t 5t	29°20.43 ¹ 94°40.77 ¹	26' ✓ 18' ✓	--	16' 9' ✓ 10' ✓	Diver reports steel plates - wreckage all over area. ✓
518 39 ✓	886 ✓	17W 1w	29°20.43 ⁵⁰ 94°40.77 ³	16' ✓	11' ✓	9' ✓ 10' ✓	Diver located 3" diameter steel bar among other wreckage at 11' depth ✓
518 39 ✓	886 ✓	8W 4t	29°20.43 ¹ 94°40.77 ¹	18' ✓	18' ✓	9' 16' ✓ 10' ✓	This drag was not plotted but hung in same area as wreckage - pos. 17W & 3t ✓ 4t

LIST OF INVESTIGATIONS

P. R. No. 32: *Drag also temporarily grounded at 32 ft. See Review.*

*F/V SHERRY ANN
NM 48(6)*

The area was wire dragged for a 1-mile radius from the charted wreck. It was cleared with a 27' effective depth drag or greater (day letter SA). It is recommended that the present charted symbol be deleted. PA removed - 27, not charted

1116-42 ✓
1117
Ch 1280-NWA CBS
11/29/66

CONCUR DEW

(NM 4064)

A 4' diameter cylinder was located with a 32' effective drag (day letter MA) just outside the 1-mile drag area for No. 32. A leadline investigation by a diver determined the least depth to be 14'. It is recommended that an obstruction with a least depth of 14' be charted at latitude 29°33.56', longitude 94°06.11'.

*charted through
N.M. 4064
C.L. 1144(64)*

1116 2 1/2' obstr
1117
1280 (14) Obstr
CBS 11/29/66

CONCUR.

58'

DEW

P. R. No. 33:

*F/V FAITH
NM 40(59)*

On letter day "PA" the charted wreck position was cleared within a 1-mile radius by wire drags of 38' effective or greater. It is recommended that the present charted symbol be deleted.

1116 (54) ✓
1117
CONCUR DEW

(10 ft rep) removed - 38, not charted on Ch 1280 11/29/66 CBS

P. R. No. 47:

*F/V ROYS BOY
NM 34(61)*

Mr. Yeager of Gilchrist, Texas reported that this wreck had been dragged ashore and salvaged several months after it went down. It is recommended that this wreck symbol be deleted.

1116 ✓
1117
*rep removed
deleted
TAW*

PA removed from Ch 1280 11/29/66 CBS

CONCUR DEW

P. R. No. 35:

*F/V SKIPPER
NM 47(58)*

Postmaster Charles Faggard, of Gilchrist, Texas reported that this wreck was washed ashore following Hurricane CARLA in 1961 and salvaged. It is recommended that this wreck symbol be deleted.

1116 ✓
1117
*deleted
TAW*
*rep removed
Ch 1282 4*

ED removed from Ch 1280 CBS 11/29/66

CONCUR DEW

P. R. No. 36:

This item was found to be very close to the charted position (day letter EA). The depth noted was 2 feet. It is recommended that this wreck be charted as a wreck awash in latitude 29°26.98', longitude 94°37.31'.

MLW

1116 - No corr ✓
1117 " " ✓
1282 - no corr ✓
518 - charted 2 1/2' Wk at position of EA Deleted 4/7/65
1282 - will be applied area 518 at lighting 7/65

CONCUR DEW

4 2

P. R. No. 41:

An area of 1-mile radius of the reported position was cleared with an effective drag of 44 feet on "FA" day. Just slightly outside the 1-mile radius, an effective 45-foot drag hung at latitude 29°13.43'; longitude 94°42.36' ("HA" day). Fathometer soundings indicate a uniform bottom at that depth, which is 3 to 4 feet shoaler than charted. This position of the grounding was cleared by wire drag at an effective depth of 43² feet ("LA" day). It is recommended that a cleared Forty-three (43) feet be charted in this position.

1282 - charted 43 at CH
quire position
charted (74) shoal
at 1117
charted
(74) at 1117
position of Wx
cl 1116
1117

P. R. No. 42:

On "CA" day an effective 31-foot drag hung at latitude 29°19.63', longitude 94°38.77'. Shoalest fathometer sounding over the area of the hang was 27' reduced. This was subsequently cleared with a 27' effective drag, in two opposing directions, on "CA" day. It is recommended that the present charted wreck symbol be moved to the position of the hang, indicating a cleared depth of 27'.

two (42) Rep. Position of old
wreck cleared by
46' CONCUR.
See Review Dew

578, 1282
added
27' Wreck
cl 3/5/65
1116 43' Wx

F/V "D3"
NM 2 (59)

P. R. Nos. 37 & 38:

These areas were not wire dragged since the wrecks were already located in dumping areas, close to shore. The pre-survey review noted that those areas need not be wire dragged.

old PD not cleared
by W.D. retained on 1282
recent 44' PA also on
1282 and retained cl
on FE 9/1966, Delete from chart. Dew See Review
No! charted 44' PD NOT
CLEARED

P. R. Nos. 54, 55, 60, 46, & 48A:

These areas were not wire dragged because they were outside the range of the Decca Alpine control system.

1116 No Corr
1117 " "

P. R. Nos. 39A & 40A:

An engineer of the Corps of Engineers, in charge of extending the Galveston Jetties, stated that both of these wrecks will be covered in the near future as their work progresses. It is recommended that these charted wrecks be deleted at such time as they are covered.

1116 No Corr
1117 No Corr
See of N 900M
with 1116

P. R. No. 43:

1282 - Delete (4) A and added 53 WK ✓

F/V ROSEING
NM 35 (59)

An effective 54-foot drag hung at latitude 29°03.96', longitude 94°40.62' on "JA" day. On "KA" day it was cleared by a 53' effective drag. It is recommended that a wreck shown cleared to 53-feet be charted at the above position.

1116 } 3
1117 } 104 WK ✓

CONCUR

DeW

P. R. No. 44:

F/V WILLIAM HAYES
NM 37 (58)

This area was wire dragged for a 1-mile radius to the north and south of the presurvey review position. It was dragged for 0.7 mile to the west and a holiday of approximately 0.1 mile wide extends to the east. The position of the wreck was cleared to an effective depth of 52 feet on "BA" day.

1116 } 82 ✓
1117 } ✓

NM 37/58 (#4446) reported wreck demolished. - No conv. to Ch. 1282, Ch. 1280 - HWK, CW, CBS - 11/28/66

P. R. No. 45:

NM 19 (61)

The area was wire dragged for a 1/2-mile and greater radius. The area was cleared to 50 feet (on "R" day) effective depth or greater. It is recommended that the pipe symbol be deleted from the charts.

1116 ✓
1117 ✓
1282 - Deleted pipe (rep)

CONCUR

DeW

P. R. No. 40:

steel-hulled shrimp boat DeW ✓

The wreck in this area was hung by wire drags of 29 and 21 feet (day letters S & X) effective depths at latitude 29°15.35', longitude 94°46.06'. A diver with a lead line recorded a least depth of 20 feet (position 1y), with good underwater visibility. It is recommended that the wreck be charted in the above position with a least depth of 20 feet.

1116 34 WK
1117 ✓
1282 - 20 WK, blue tint

Wreck cleared by 19 ft. Pos. 17-23 X
See Review

P. R. No. 39:

On "P", "T", and "W" days this area was wire dragged and numerous scattered hangs occurred. A divers investigation determined that wreckage was strewn over a large area. On "W" day an effective 16-foot drag hung on a 3" diameter steel rod at latitude 29°20.43', longitude 94°40.77'. Our diver obtained an 11' sounding by leadline atop this rod. The position was cleared in opposite directions by 9 and 10-foot effective depth drags on "X" day. It is recommended that wreckage cleared to 9 feet be charted at the above position.

Reported in L-966 (64) as 11' ✓
Deleted on 518, 082
1117 Obstr (wreckage)
19 Wreck added 9 Wreck at this position ✓
1116 ✓
1117 ✓

Hangs and clearances shown on A & D sheet for Item #39. See Review.

P. R. No. 28:

NM 51(53)

This area was checked visually for the stranded wreck charted. No wreck was located. It is recommended that the symbol be deleted from the charts.

No! Chart submerged wreck PA
DEW

1116 Charted Sunken wreck PA
1117-off limits

FT. MEYERS (11' Sounding Reported):
(Off Sanibel Island, Fla.)

This charted sounding at latitude 26°22.9', longitude 81°57.2' was covered with two drags in opposite directions at 19 and 18 feet effective depths on "A" day and cleared with both. There was no indication of an obstruction of any kind. It is recommended that the reported 11-foot sounding be expunged.

1116-off limits
1117- " "

CONCUR. DEW

P. R. 51:

about

An area of 1-mile radius was cleared to an effective depth of 43 feet and greater on "M" and "N" days. It is recommended that no wreck symbol be placed at the reported position, i.e. latitude 29°00', longitude 95°00'.

1116-off limits
1117- 241

CONCUR DEW SEE REVIEW

Buoys 6 through F were dragging bottom for all of one strip (positions 21M through 39M), but since the bight remained normal, the strip was assumed to be adequate for wreck investigation.

1252 added 43, at 29°45' as on 1117-H
1283- added 43, 10/10/66 HQ

P. R. No. 52:

Temporary grounding at 52' obtained at Lat. 28°56.26, Long. 95°04.84 (SEE REVIEW)

An area of 1-mile radius was cleared to 51 feet (J, K, & L days) and greater. It is recommended that the obstruction charted at latitude 28°55.79', longitude 95°05.8' be deleted.

1253 added 51 10/10/66 HQ
1116-off limits
1117- 821
CONCUR DEW

P. R. No. 53:

Note - Recommend charting on 1283 delete present charted position of Obstr. Move to charted 50' sdg. delete 50' sdg and chart 1/2 mile radius Fish Haven 10/10/66 HQ

An area of 1/2-mile radius was cleared to 58' on G day. It is recommended that the fish haven obstruction symbol at latitude 28°50.98', longitude 95°08.49' be deleted. On the second strip at position 23G, the drag was hung on the known 50' shoal, at lat. 28°50.7', longitude 95°08.06'.

1116-off limits
1117- 124
1287 changed position of Fish Haven

SEE REVIEW

P. R. No. 56:

GLORIA COLITAU'S
WRECK LIST 528

The wreck was located by swimmers in 11-14 feet of water, 294 yards offshore* from high water line. The position was about 2.15 statute miles in an easterly direction along the beach road from triangulation station WILL 1933. (by truck odometer)

chart 507- changed to 1116-off limits
1117- Added wood stack

The stack was the only portion of the wreck exposed. It extended 10 feet above the water. No revisions are recommended.

1282- changed visible to 10 ft stack
1283- changed to 10 ft stack 10/10/66 HQ

9 ft @ MLW Wreck now charted as 10 ft stack Retain as charted. DEW

P.R. No. 56 - Continued:

* the distance was obtained by a sextant angle of $0^{\circ}39'$ subtended by the 10-foot height of the exposed stack.

$$\text{Distance} = 10 \div \tan 39' = 881 \text{ ft.} \\ 294 \text{ yds.}$$

P. R. No. 57:

An area of 1/2-mile radius (only .4 mile radius SE of the wreck symbol) was cleared to at least 53 feet (36' reported on present chart). It is recommended that the wreck symbol and the works "36 ft rep" at latitude $28^{\circ}40.94'$, longitude $95^{\circ}27.67'$ be deleted.

CONCUR DEW

See Review

1116 - off limits

1117 - 83

1283 - deleted symbol
added 53, 10/10/66 DEW

P. R. No. 58:

An area of 1-mile radius was cleared to at least 53 feet (G, E, J days). It is recommended that the wreck symbol at latitude $28^{\circ}46.97'$, longitude $95^{\circ}15.98'$ be deleted.

See Review

CONCUR DEW

1116 - off limits

1117 - 83 w/ removed

1283 - deleted symbol
added 53, 10/10/66 DEW

P. R. No. 59:

An area of 1/2-mile radius was cleared to 48 feet (D day). It is recommended that the wreck symbol at latitude $28^{\circ}54.02'$, longitude $95^{\circ}11.32'$ be deleted.

CONCUR DEW

See Review

1116 - off limits

1117 - 83

1283 - added 48
10/10/66 DEW

CHART 877 - Mississippi Sound near Pass Christian, Miss.:

"JACKIE LYNNE" - The area around the reported position of the wreck was cleared to a depth of 5 feet and greater. The area covered extended more than 1/2-mile in all directions except east of the reported position where the area was restricted by oyster beds marked with stakes. Therefore, the area covered to the east of the reported position extended out only 1/5-mile. It is recommended that the wreck symbol be deleted.

CONCUR

DEW

1116 - off limits

1117 - " "

1268 - stakes
877 - oys



TIDE NOTE FOR HYDROGRAPHIC SHEET

June 1, 1966

Nautical Chart Division: R. H. Carstens

Plane of reference approved in
13 volumes of sounding records for

HYDROGRAPHIC SHEET F. E. No. 1, 1965 *W.D.*

Locality: Gulf of Mexico
Texas Coast, Gulfport, Miss., and San Carlos Bay, Fla.

Chief of Party: E. K. McCaffrey, 1964

Plane of reference is mean low water

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

- Key West, Florida
- Sabine Pass, Texas
- Galveston, Texas
- Freeport, Texas

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

Key West	1.5 feet
Sabine Pass	1.9 "
Galveston, Pleasure Pier	2.1 "
Galveston, Pier 21	1.4 "
Freeport	1.8 "

Remarks Tide reducers for the following positions have been revised in red and verified.

<u>Vol.</u>	<u>Position</u>
3	R6 - 21; S1 - 11
4	y1 - 18; Z2 - 15; AA1 - 21; BA1 - 19
5	GA1 - 19
6	LA1 - 9; NA1 - 22; PA1 - 26; QA1 - 19

*Smooth plot
← revised where
necessary.
DEW*

J. M. Symons
Chief, Tides and Currents Branch

HYDROGRAPHIC SURVEY STATISTICS
HYDROGRAPHIC SURVEY NO. F.E.No.1-1965 W.D.

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

RECORD DESCRIPTION		AMOUNT	RECORD DESCRIPTION		AMOUNT	
SMOOTH SHEET		6	BOAT SHEETS	<i>Boat sheets Destroyed after Review</i>	7	
DESCRIPTIVE REPORT		1	OVERLAYS			
DESCRIPTION	DEPTH RECORDS	HORIZ. CONT. RECORDS	PRINTOUTS	TAPE ROLLS	PUNCHED CARDS	ABSTRACTS/ SOURCE DOCUMENTS
ENVELOPES	1					
CAHIERS	1					1
VOLUMES	13					
BOXES						

T-SHEET PRINTS (List)

SPECIAL REPORTS (List)

1-Calibration Mylar Sheet

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				867
POSITIONS CHECKED		158	-	158
POSITIONS REVISED		7	-	7
DEPTH SOUNDINGS REVISED		3	-	3
DEPTH SOUNDINGS ERRONEOUSLY SPACED		-	-	-
SIGNALS ERRONEOUSLY PLOTTED OR TRANSFERRED		-	-	-
	TIME (MANHOURS)			
TOPOGRAPHIC DETAILS				
JUNCTIONS				
VERIFICATION OF SOUNDINGS FROM GRAPHIC RECORDS				
SPECIAL ADJUSTMENTS		5 hrs.		
ALL OTHER WORK		77 hrs.		
TOTALS		82 hrs.	23 hrs.	
PRE-VERIFICATION BY		BEGINNING DATE	ENDING DATE	
VERIFICATION BY <i>Del. E. Westbrook</i>		3 July 1967	25 July 1967	
REVIEW BY <i>Del. E. Westbrook</i>		25 July 1967	5 Sept. 1967	

REVIEW
Field Examination No. 1, 1965 W.D.
Wreck Investigations
Gulf of Mexico
San Carlos Bay, Fla.
Freeport to Sabine Pass, Texas
Pass Christian, Mississippi Sound

1. This wire-drag field examination was made in compliance with instructions for Project OPR-450.
2. The purpose of the examination was to investigate and verify or disprove the existence of numerous wrecks and reported obstructions described in the Pre-Survey Review for OPR-450 and supplemental instructions.
3. The results of the investigations are shown on the accompanying sections of charts 856-SC, 877, 886, 1280, 1282, and 1283. An A & D sheet is attached to Chart 886.
4. A comparison between the field examination and the charts of the area in which work was done indicates that advance information was used for charting in several instances. Therefore, certain revisions to the charts are necessary to reflect the final results of the investigations.

Attention is directed to the following:

Chart 877 - 4th Ed., Jan. 16, 1967

A. The sunken wreck PA of the cabin cruiser JACKIE LYNNE charted in Latitude $30^{\circ}17'.42$, Longitude $89^{\circ}15'.59$ should be deleted from the charts.

App'd
877 ✓
876 SC ✓

Although the wire should have been set to pass closer to the bottom, the wreck is considered disproved at the position reported.

In addition, the statement in the original report (N. to M. No. 16 of 1964) that the wreck may have been partially afloat, was possibly correct, and if so, the continuance of a wreck symbol as now charted would be meaningless in any case. The wreck may have moved to some undetermined location far removed from the original reported position.

B. The Oyster stakes charted nearby in Latitude $30^{\circ}17'.3$, Longitude $89^{\circ}15'.1$ from the unverified present survey, should be revised to conform to the delineation now shown on the

App'd
877 ✓
876 SC ✓

accompanying section of Chart 877.

Chart 1283 - 12th Ed., Dec. 12, 1966

A. (P.R. 57) The cleared by 53-ft. charted in Latitude 28°40'.95, Longitude 95°27.69 from the present examination before review should be removed from the chart. The wreck of the F/V VIVIAN TILEMAN reported here in (N. to M. 41, 1956) was not found and is considered disproved at the reported position.

App'd 1283 ✓

184 on 1117
NO CORR ✓

B. (P.R. 58) The cleared by 53-ft. now charted in Latitude 28°47'.00, Longitude 95°15.97, from the present examination before review, should be removed from the chart. The wreck, reported in N. to M. 47 (1959) as the F/V LAVENA, was not found and is considered disproved at the reported position. The cleared by 8-3/4 fm. charted on Chart 1117 in the same position should be revised to a cleared by 9-1/2-fm.

App'd 1283 ✓

1117 off ✓

C. (P.R. 59) The cleared by 48-ft. now charted in Latitude 28°54'.00, Longitude 95°11.32, from the present examination before review, should be removed from the chart. The wreck, reported in Chart Letter 629 (1957) as the trawler WILDA L, was not found and is considered disproved at the reported position.

App'd 1283 ✓

184 on 1117 ✓
NO CORR

D. (P.R. 53) The Obstr. Fish Haven now charted in Latitude 28°50'.65, Longitude 95°08'.07 was not found in its original reported position. The fish haven, which originated with N. to M. 46 (1959) was moved by a chart compiler to its present position because a privately maintained fishing reef buoy was charted nearby. The present charted fish haven falls on a known coral head of 50-ft. depth.

NO CORR ✓

Since a question remains regarding the exact location of the fish haven, this item shall be listed for future additional wire-drag and subsurface investigation. The present charting of the fish haven is adequate until more complete information is forthcoming. (See Par. 5 this review).

NO CORR ✓

E. (P.R. 52) The cleared by 51-ft. now charted in Latitude 28°55'.80, Longitude 95°05'.19, from the present examination before review, should be removed from the chart. The wreck, reported in Chart Letter 629 (1957) as the F/V BOY SCOUT, was not found and is considered disproved at the reported position. A temporary grounding on the bottom at 52-ft. was obtained nearby, however, and this should be charted.

App'd 1283 ✓

reapplied 184 on chart before 1283
184 on 1117
NO CORR ✓

F. (P.R. 51) The cleared by 43-ft. now charted in Latitude 29°00'.00, Longitude 95°00'.00, from the present examination before review, should be removed from the chart. The wreck reported as No. 817, cargo vessel MARGATE, U. S. Navy Wreck List, was not found and is considered disproved at the reported position. *App'd 1283 ✓*

The cleared by 7-1/4-fm. on Chart 1117 at this position should be revised to a cleared by 8-1/2-fm. *App'd 1117 ✓*

Chart 518, 4th Ed., April 17, 1967

A. (P.R. 39) The cleared by 9-ft. now charted in Latitude 29°20'.44, Longitude 94°40'.77, from the present examination before review, should be deleted and replaced by a cleared by 10-ft. located in Latitude 29°20'.50, Longitude 94°40'.72. This wreck is the barge GALVESTON reported in Chart Letter 112 (1950). Other information shown nearby on this field examination (A & D sheet accompanying section of Chart 886) may also be charted on Chart 518 if desired. *App'd to 1282 ✓
App'd to 518 ✓
1116 No con ✓
1117 ✓
1117 No con ✓*

B. (P.R. 36) The 2-ft. sounding WK shown on the accompanying section of Chart 1282, now charted in Latitude 29°26'.92, Longitude 94°37'.32, from the present examination before review, should be deleted from the charts and replaced by a wreck awash at MLW, positioned as shown on the field examination. A visible wreck was located here on H-5511 (1933). *App'd to 1282 ✓
Already on 518 ✓
OK on 1116 ✓
OK on 1117 ✓*

Chart 1282 - 25th Ed. Jan. 2, 1967

A. (P.R. 41) The cleared by 43-ft. now charted in Latitude 29°13.43', Longitude 94°42'.39, from the present examination before review, should be deleted. The 45 ft. hang appears to be on general bottom when compared with depths on H-8752 (1962), and is not an obstruction or singular bottom feature. Since shoaling has apparently taken place in the area, the 45-ft. sounding should be charted at the above location. *App'd 1282 ✓
7/1/1117 ✓*

The cleared by 7-1/4-fm. charted on Chart 1116 in the same position should be deleted, and replaced by a 7-1/2-fm. sounding. *App'd 1117 ✓
1116 ✓*

B. (P.R. 40) The 20-ft. sounding WK now charted in Latitude 29°15'.37, Longitude 94°46'.03, from the present examination before review, should be revised to a cleared by 19-ft. WK, as shown by the present field examination on a portion of Chart 886. The wreck, a steel-hulled shrimp boat, was originally reported in N. to M. 5 (1944). *App'd 1282 ✓
1117 ✓*

Chart 1280 - 7th Ed., March 13, 1967

A. (P.R. 32) The 14-ft. Obstr. now charted in Latitude 29°33'.60, Longitude 94°06'.15, from the present examination before review, has been revised slightly in position during verification of this field examination and the chart should be revised accordingly. The wreck of the F/V SHERRY ANN originating with N. to M. 48 (1961) was not found and is considered disproved.

App'd
1280 ✓
✓

The depth curves around the obstruction on both charts 1280 and 1116 should be replaced by a danger curve.

App'd
1280 ✓
1117 ✓
1116 ✓

The temporary grounding at 32-ft. cleared by 30-ft. shown on this field examination nearby in Latitude 29°33'.61, Longitude 94°04'.09, should be charted.

App'd
1117 ✓
1116 ✓

The cleared by 4-1/2-fm. value shown on Chart 1116 in Latitude 29°34', Longitude 94°05', should be revised to a cleared by 5-fm. value to conform to present data.

App'd
1117 ✓
1116 ✓
1280 ✓

Chart 1279 - 9th Ed., Oct. 24, 1966

A. (P.R. 28) The visible wreck PA charted from N. to M. 51 (1953) in Latitude 29°38', Longitude 93°53', was searched for visually during the present field examination but was not found.

1279 ✓
No card

This wreck should now be charted as a sunken wreck PA.

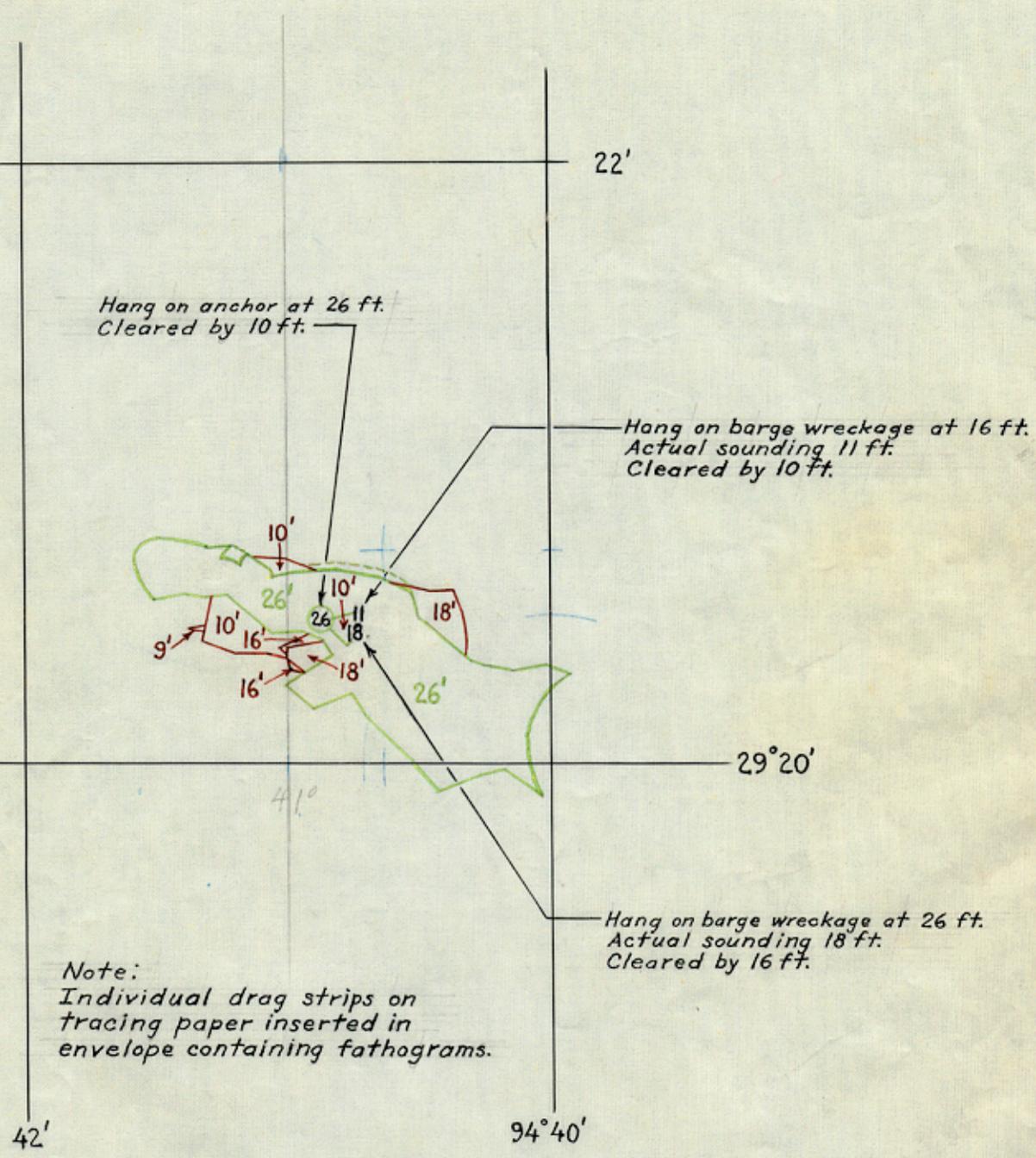
5. All Pre-Survey Review Items investigated were satisfactorily accomplished except Item No. 53, the fish haven, for which additional work is considered necessary for its final disposition.

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

Reviewed by : Dale E. Westbrook
September 5, 1967

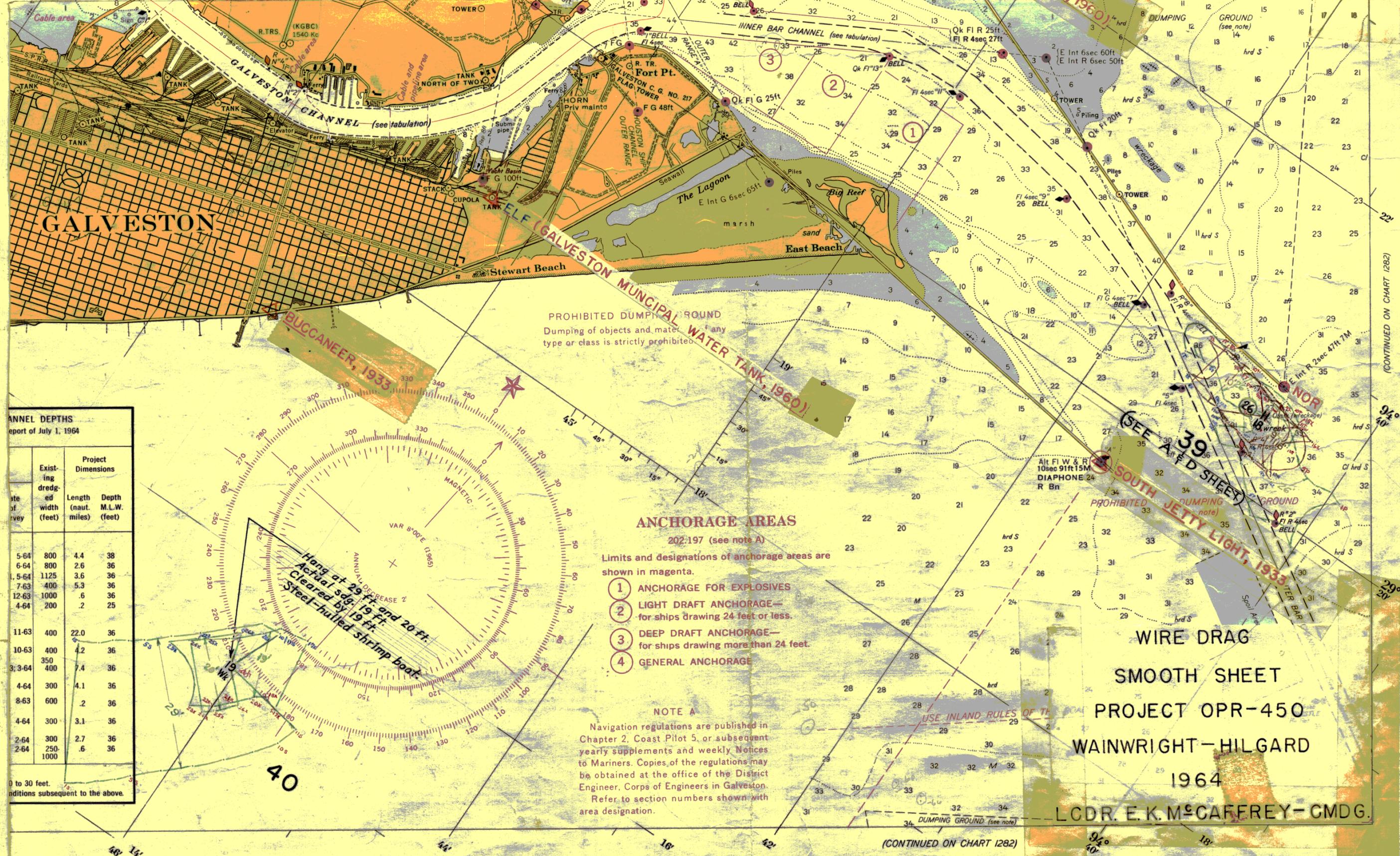
Inspected by : R. H. Carstens
October 19, 1967

Approved: 
John O. Boyer
Commander, USESSA
Chief, Marine
Chart Division



Note:
 Individual drag strips on
 tracing paper inserted in
 envelope containing fathograms.

A & D SHEET
 F.E. # 1, 1965
 Item 39
 Scale 1:40,000



CHANNEL DEPTHS
Report of July 1, 1964

Date of survey	Existing dredged width (feet)	Project Dimensions	
		Length (naut. miles)	Depth M.L.W. (feet)
5-64	800	4.4	38
6-64	800	2.6	36
5-64	1125	3.6	36
7-63	400	5.3	36
12-63	1000	.6	36
4-64	200	.2	25
11-63	400	22.0	36
10-63	400	4.2	36
3-3-64	350	7.4	36
4-64	400	7.4	36
4-64	300	4.1	36
8-63	600	.2	36
4-64	300	3.1	36
2-64	300	2.7	36
2-64	250-1000	.6	36

0 to 30 feet.
Conditions subsequent to the above.

ANCHORAGE AREAS
202.197 (see note A)

Limits and designations of anchorage areas are shown in magenta.

- 1 ANCHORAGE FOR EXPLOSIVES
- 2 LIGHT DRAFT ANCHORAGE—
for ships drawing 24 feet or less.
- 3 DEEP DRAFT ANCHORAGE—
for ships drawing more than 24 feet.
- 4 GENERAL ANCHORAGE

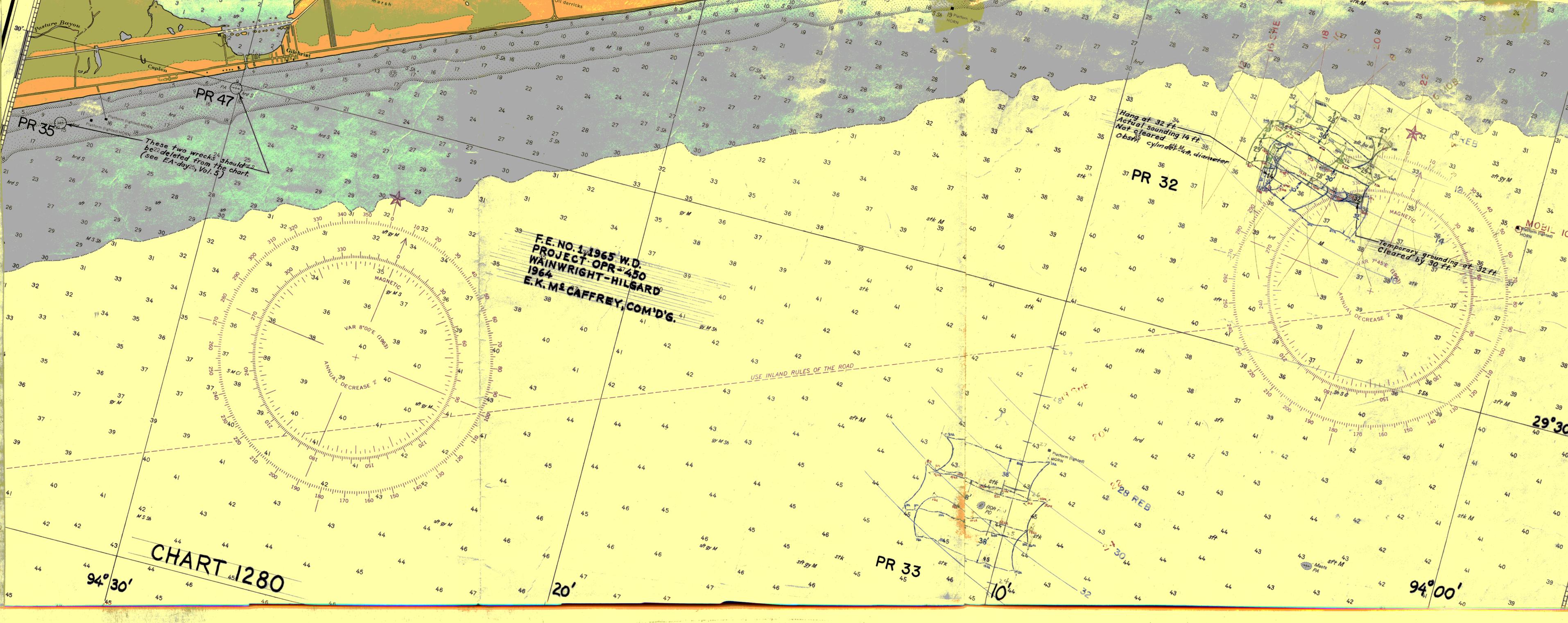
NOTE A
Navigation regulations are published in Chapter 2, Coast Pilot 5, or subsequent yearly supplements and weekly Notices to Mariners. Copies of the regulations may be obtained at the office of the District Engineer, Corps of Engineers in Galveston. Refer to section numbers shown with area designation.

WIRE DRAG
SMOOTH SHEET
PROJECT OPR-450
WAINWRIGHT-HILGARD
1964
LCDR. E.K. McCAFFREY-CMDG.

518
Del. Tol
19 wrecks
11 wrecks
added
u
la

(CONTINUED ON CHART 1282)

(CONTINUED ON CHART 1282)



PR 35

PR 47

PR 32

PR 33

F.E. NO. 1, 1965 W.D.
PROJECT OPR-450
1964
E.K.M. & CAFFREY, COM'D'G.

CHART 1280

94°30'

94°00'

29°30'

20'

10'

These two wrecks should
be deleted from the chart.
(see EA-day²⁵, Vol. 5)

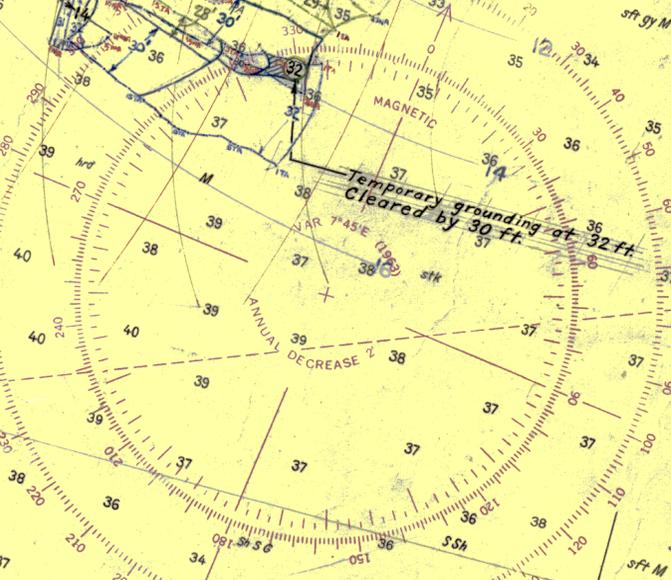
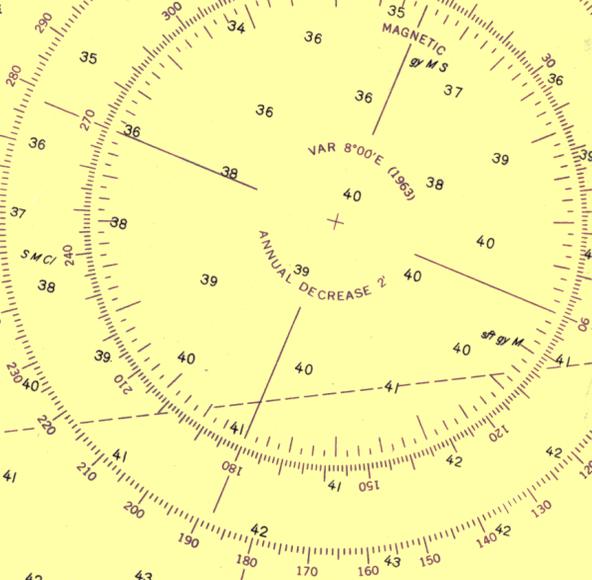
Hang at 32 ft.
Actual sounding 14 ft.
Not cleared
Obs'n cylinder 24" diameter

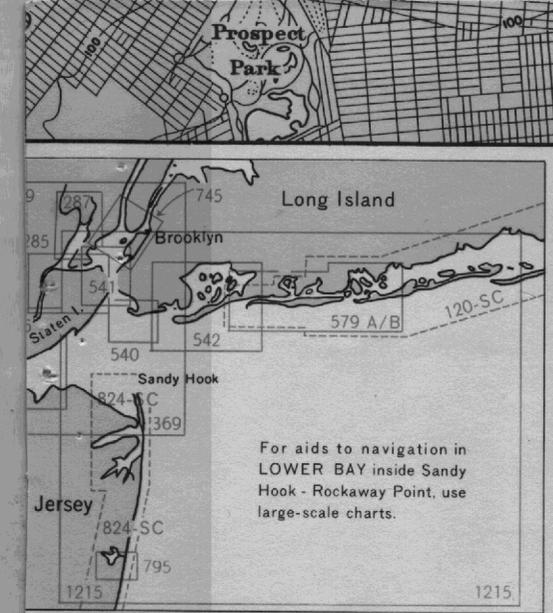
Temporary grounding at 32 ft.
Cleared by 30 ft.

USE INLAND RULES OF THE ROAD

Pasture Bayou
Caplen
Gilchrist

MOBILE IOL
Platform (lighted)
HORN





For aids to navigation in LOWER BAY inside Sandy Hook - Rockaway Point, use large-scale charts.

F.E. No. 2 (1966)

Chart 1215

40°30'

73°50'

John F. Kennedy International Airport

Prospect Park

Long Island

Brooklyn

Sandy Hook

Jersey

Canarsie

Bergen Beach

Sheepshead Bay

Barren I.

CONEY ISLAND

ROCKAWAY

FAR ROCKAWAY

First Bank

FOURTEEN FOOT CHANNEL

ROCKAWAY CHANNEL

AERO Rotating W&G

AERO P.A. Rot W&G

John F. Kennedy International Airport

Inwood

Jo Co Marsh

FAR ROCKAWAY

Sheepshead Bay

Barren I.

CONEY ISLAND

ROCKAWAY

FAR ROCKAWAY

First Bank

FOURTEEN FOOT CHANNEL

ROCKAWAY CHANNEL

AERO Rotating W&G

AERO P.A. Rot W&G

John F. Kennedy International Airport

Inwood

Jo Co Marsh

FAR ROCKAWAY

Sheepshead Bay

Barren I.

CONEY ISLAND

ROCKAWAY

FAR ROCKAWAY

First Bank

FOURTEEN FOOT CHANNEL

ROCKAWAY CHANNEL

AERO Rotating W&G

AERO P.A. Rot W&G

John F. Kennedy International Airport

Inwood

Jo Co Marsh

FAR ROCKAWAY

Sheepshead Bay

Barren I.

CONEY ISLAND

ROCKAWAY

FAR ROCKAWAY

First Bank

FOURTEEN FOOT CHANNEL

ROCKAWAY CHANNEL

AERO Rotating W&G

AERO P.A. Rot W&G

John F. Kennedy International Airport

Inwood

Jo Co Marsh

FAR ROCKAWAY

Sheepshead Bay

Barren I.

CONEY ISLAND

ROCKAWAY

FAR ROCKAWAY

First Bank

FOURTEEN FOOT CHANNEL

ROCKAWAY CHANNEL

AERO Rotating W&G

AERO P.A. Rot W&G

John F. Kennedy International Airport

Inwood

Jo Co Marsh

FAR ROCKAWAY

Sheepshead Bay

Barren I.

CONEY ISLAND

ROCKAWAY

FAR ROCKAWAY

First Bank

FOURTEEN FOOT CHANNEL

ROCKAWAY CHANNEL

AERO Rotating W&G

AERO P.A. Rot W&G

John F. Kennedy International Airport

Inwood

Jo Co Marsh

FAR ROCKAWAY

Sheepshead Bay

Barren I.

CONEY ISLAND

ROCKAWAY

FAR ROCKAWAY

First Bank

FOURTEEN FOOT CHANNEL

ROCKAWAY CHANNEL

AERO Rotating W&G

AERO P.A. Rot W&G

John F. Kennedy International Airport

Inwood

Jo Co Marsh

FAR ROCKAWAY

Sheepshead Bay

Barren I.

CONEY ISLAND

ROCKAWAY

FAR ROCKAWAY

First Bank

FOURTEEN FOOT CHANNEL

ROCKAWAY CHANNEL

AERO Rotating W&G

AERO P.A. Rot W&G

John F. Kennedy International Airport

Inwood

Jo Co Marsh

FAR ROCKAWAY

Sheepshead Bay

Barren I.

CONEY ISLAND

ROCKAWAY

FAR ROCKAWAY

First Bank

FOURTEEN FOOT CHANNEL

ROCKAWAY CHANNEL

AERO Rotating W&G

AERO P.A. Rot W&G

John F. Kennedy International Airport

Inwood

Jo Co Marsh

FAR ROCKAWAY

Sheepshead Bay

Barren I.

CONEY ISLAND

ROCKAWAY

FAR ROCKAWAY

First Bank

FOURTEEN FOOT CHANNEL

ROCKAWAY CHANNEL

AERO Rotating W&G

AERO P.A. Rot W&G

John F. Kennedy International Airport

Inwood

Jo Co Marsh

FAR ROCKAWAY

Sheepshead Bay

Barren I.

CONEY ISLAND

ROCKAWAY

FAR ROCKAWAY

First Bank

FOURTEEN FOOT CHANNEL

ROCKAWAY CHANNEL

AERO Rotating W&G

AERO P.A. Rot W&G

John F. Kennedy International Airport

Inwood

Jo Co Marsh

FAR ROCKAWAY

Sheepshead Bay

Barren I.

CONEY ISLAND

ROCKAWAY

FAR ROCKAWAY

First Bank

FOURTEEN FOOT CHANNEL

ROCKAWAY CHANNEL

AERO Rotating W&G

AERO P.A. Rot W&G

John F. Kennedy International Airport

Inwood

Jo Co Marsh

FAR ROCKAWAY

Sheepshead Bay

Barren I.

CONEY ISLAND

ROCKAWAY

FAR ROCKAWAY

First Bank

FOURTEEN FOOT CHANNEL

ROCKAWAY CHANNEL

AERO Rotating W&G

AERO P.A. Rot W&G

John F. Kennedy International Airport

Inwood

Jo Co Marsh

FAR ROCKAWAY

Sheepshead Bay

Barren I.

CONEY ISLAND

ROCKAWAY

FAR ROCKAWAY

First Bank

FOURTEEN FOOT CHANNEL

ROCKAWAY CHANNEL

AERO Rotating W&G

AERO P.A. Rot W&G

John F. Kennedy International Airport

Inwood

Jo Co Marsh

FAR ROCKAWAY

Sheepshead Bay

Barren I.

CONEY ISLAND

ROCKAWAY

FAR ROCKAWAY

First Bank

FOURTEEN FOOT CHANNEL

ROCKAWAY CHANNEL

AERO Rotating W&G

AERO P.A. Rot W&G

John F. Kennedy International Airport

Inwood

Jo Co Marsh

FAR ROCKAWAY

Sheepshead Bay

Barren I.

CONEY ISLAND

ROCKAWAY

FAR ROCKAWAY

First Bank

FOURTEEN FOOT CHANNEL

ROCKAWAY CHANNEL

AERO Rotating W&G

AERO P.A. Rot W&G

John F. Kennedy International Airport

Inwood

Jo Co Marsh

FAR ROCKAWAY

Sheepshead Bay

Barren I.

CONEY ISLAND

ROCKAWAY

FAR ROCKAWAY

First Bank

FOURTEEN FOOT CHANNEL

ROCKAWAY CHANNEL

AERO Rotating W&G

AERO P.A. Rot W&G

John F. Kennedy International Airport

Inwood

Jo Co Marsh

FAR ROCKAWAY

Sheepshead Bay

Barren I.

CONEY ISLAND

ROCKAWAY

FAR ROCKAWAY

First Bank

FOURTEEN FOOT CHANNEL

ROCKAWAY CHANNEL

AERO Rotating W&G

AERO P.A. Rot W&G

John F. Kennedy International Airport

Inwood

Jo Co Marsh

FAR ROCKAWAY

Sheepshead Bay

Barren I.

CONEY ISLAND

ROCKAWAY

FAR ROCKAWAY

First Bank

FOURTEEN FOOT CHANNEL

ROCKAWAY CHANNEL

AERO Rotating W&G

AERO P.A. Rot W&G

John F. Kennedy International Airport

Inwood

Jo Co Marsh

FAR ROCKAWAY

Sheepshead Bay

Barren I.

CONEY ISLAND

ROCKAWAY

FAR ROCKAWAY

First Bank

FOURTEEN FOOT CHANNEL

ROCKAWAY CHANNEL

AERO Rotating W&G

AERO P.A. Rot W&G

John F. Kennedy International Airport

Inwood

Jo Co Marsh

FAR ROCKAWAY

Sheepshead Bay

Barren I.

CONEY ISLAND

ROCKAWAY

FAR ROCKAWAY

First Bank

FOURTEEN FOOT CHANNEL

ROCKAWAY CHANNEL

AERO Rotating W&G

AERO P.A. Rot W&G

John F. Kennedy International Airport

Inwood

Jo Co Marsh

FAR ROCKAWAY

Sheepshead Bay

Barren I.

CONEY ISLAND

ROCKAWAY

FAR ROCKAWAY

First Bank

FOURTEEN FOOT CHANNEL

ROCKAWAY CHANNEL

AERO Rotating W&G

AERO P.A. Rot W&G

John F. Kennedy International Airport

Inwood

Jo Co Marsh

FAR ROCKAWAY

Sheepshead Bay

Barren I.

CONEY ISLAND

ROCKAWAY

RECORD OF APPLICATION TO CHARTS

FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. FE #1 (65)

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
518	3/5/65	Helmner	Part Part Before After Verification Review Inspection Signed Via Drawing No. <u>Applied critical changes</u>
1116	3-11-65	Hedgeson Radde	Part Part Before After Verification Review Inspection Signed Via Drawing No. ³⁰ <u>App'd critical changes</u>
1117	4-6-65	Hedgeson Radde	Part Part Before After Verification Review Inspection Signed Via Drawing No. <u>App'd critical changes thru chrt. 1116 drawing #30 - App'd area not covered by chrt. 1116 directly</u>
1268	4-21-65	Hedgeson Radde	Part Part Before After Verification Review Inspection Signed Via Drawing No. <u>App'd critical changes</u>
1282	4/9/65	Helmner	Part Part Before After Verification Review Inspection Signed Via Drawing No. <u>App'd critical changes</u>
518	7/1/65	Helmner	Part Part Before After Verification Review Inspection Signed Via Drawing No. <u>Re-appl'd in new area 94°36'-94°38'</u>
152-SC	8-4-65	L. Van Zant	Part Part Before After Verification Review Inspection Signed Via Drawing No. <u>Applied thru Chrt 1282 Drug #39</u>
877	10-21-65	Hedgeson Radde	Part Part Before After Verification Review Inspection Signed Via Drawing No. ¹⁶ <u>Retained Wreck padded 573 Kes 1045</u>
886	5/18/66	Helmner	Part Part Before After Verification Review Inspection Signed Via Drawing No. <u>app'd critical changes thru 518</u>
1283	10/10/66	H. Quinby	Part Part Before After Verification Review Inspection Signed Via Drawing No. <u>Applied critical corrections</u>
887	10/10/66	H. Quinby	<u>Part Before Ver. & Review Insp. Revised visible wh to iii stack.</u>
1280	12/1/66	C.B. Samuel	<u>App'd before V&R</u>
518	5/7/68	T.A. Ware	<u>fully applied after V&R. ✓</u>
1280	5/16/68	T.A. Ware	<u>fully applied after V&R. ✓</u>
1282	5/7/68	T.A. Ware	<u>fully applied after V&R. ✓</u>
1116	4/30/68	T.A. Ware	<u>fully applied after V&R. ✓</u>
1117	5/2/68	T.A. Ware	<u>fully applied after V&R. ✓</u>

Charts	Date	Cartographer	Remarks
1283	5/8/68	Thorne	Applied fully after V&R. ✓
876 ^{5C} 877	5/8/68	Thorne	Fully applied after V&R. ✓
1279	5/8/68	Thorne	Fully applied after V&R. ✓
1007	4/9/69	J.S. Forbes	Applied ^{fully} entire changes after V&R.
518 ^{Dwg} #13	1/6/75	W. Wambert	Part applied; fully applied A+D sheet #39 after inspection
1282 ^{Dwg} #54	1/7/75	W. Wambert	Part applied; fully applied. A+D sheet #39 after inspection. Applied thru chrt 518 Dwg #13
152 ^{Dwg} #12	1/7/75	W. Wambert	Part applied; fully applied A+D sheet #39 after inspection. Applied thru chrt 1282 Dwg #54
887	9-1-76	J. OWYANG	NO CORR. AFTER VERIFICATION, & REVIEW OFF LIMITS.
11371	6-5-90	P. Pich	Considered Adequately applied.