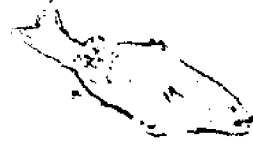


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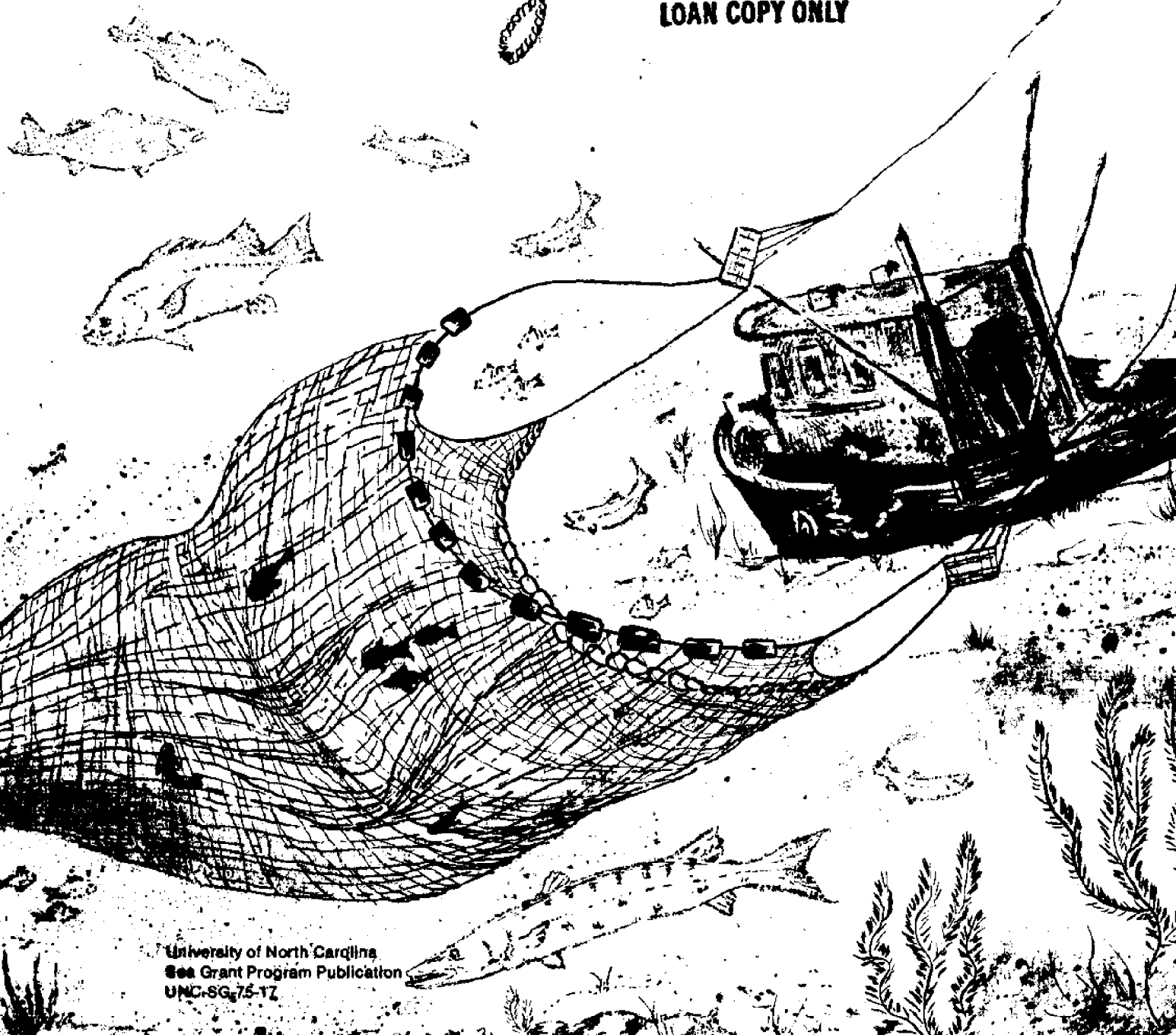
Hangs and Obstructions To Trawl Fishing

North Carolina
South Carolina
Georgia

*Hang
log*



LOAN COPY ONLY



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HANGS AND OBSTRUCTIONS TO TRAWL FISHING
North Carolina - South Carolina - Georgia

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Division of Continuing Education
East Carolina University

University of North Carolina

Sea Grant Publication

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* * *

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Center for Marine Development Services

FOR THE CAPTAIN

This log is not complete. It is a continuing accumulation and deletion of bad bottom information. It is almost as important for an incorrect reading to be removed as it is for a correct reading to be added. With your co-operation, it will be possible for the log to be progressively updated. Trawler captains are encouraged to record on this page new information such as corrections, additions and deletions. Also, enter comments for the miscellaneous information section about bad bottom that you feel would be useful to other fishermen. Fold along dotted lines and return to address on opposite side. Information will be disseminated to other fishermen holding a copy of this log and used for updating the log.

BEARING	BEARING	MILES	FATHOMS	COMMENTS

ADDITIONAL INFORMATION AND COMMENTS:

FOLD

From
Capt. _____

FOLD

Sea Grant Advisory Service
Division of Continuing Education
East Carolina University
Greenville, North Carolina 27834

PREFACE

Bottom obstructions or "hangs" are ever-present hazards for commercial fishermen who fish the ocean and sound waters along our coast. Almost daily, a number of boats in the commercial fishing fleet will suffer damage to fishing gear valued at many thousands of dollars. The extent of damage can range from a small tear in the webbing requiring only minor repairs to the loss of an entire rig.

Fishing time lost in clearing, retrieving and repairing fishing gear that has become tangled in a bottom obstruction can be as costly in dollars as loss of the gear itself.

Commercial fishermen using loran, or, more often, a combination of loran, radar, and fathometer, have plotted and fixed the position of literally hundreds of bottom obstructions. On boats that do not have electronic gear installed the captain of the boat or a crewman will often take a fix and record the position by use of visual lines of bearings only.

In cooperation with commercial fishermen from Wanchese, North Carolina, to Brunswick, Georgia, Sea Grant Advisory personnel at East Carolina University have attempted to accumulate and document under one cover as many of the recorded bottom obstructions or "hangs" as possible. It is our hope that this information so generously provided by trawler captains and others will be of some help in keeping commercial fishermen clear of known hangs, making their time spent at sea a little less frustrating and, hopefully, a little more productive.

All users of this log should keep in mind that a log of this type can never be complete or entirely accurate. There will always be "hangs" that have never been recorded. Others have disappeared, sanded over, deteriorated or shifted in position due to the forces of wind and sea. Some obstructions were plotted under adverse conditions, and the fix may not be entirely accurate. Other considerations are operator and equipment errors.

We feel this manual is a start in the right direction. With the continued cooperation of the fishermen, this hang log will, in time, become a much more complete, effective and useful tool for the fishermen.

PERIODIC UPDATING

The loran readings are listed in numerical order. Blank spaces have been provided to record new hangs as they are located. All new hangs should also be entered on one of the report sheets in the back of the log. When a number of hangs have been recorded, this report should be placed in the mail to the address shown. When a sufficient number of new hangs have been received, they will be compiled and forwarded to the holders of this hang log. When the number of new hangs and/or corrections becomes excessive, the log will be updated and reprinted.

MISCELLANEOUS INFORMATION

BEARINGS:

Each hang is located by two or more bearings giving a cross-bearing. Ideally, two loran lines of bearing would be used. However, in much of the area where the 3H4 readings are received, the 3H5 bearings are too weak to be dependable as an accurate cross-bearing. Therefore, either a radar reading showing the distance from shore or a fathometer reading showing the depth of water is given as a cross-bearing. Although this method is less accurate than two reliable loran readings, it is the most dependable method presently available to the fishermen.

CONCERNING BAD BOTTOM:

From line 1550 to 1420 - 3H4 at a depth of 50 fathoms and deeper, there is an abundance of coral. The area between 1458 and 1462 is especially bad and impossible to drag. Between lines 1430 and 1460 a large, uncharted canyon extends inward to a depth of approximately 30 fathoms. South of this canyon the bottom has been worked extensively and found to be good in all depths out to the 100 fathom edge. It remains good southward down to line 1240 - 3H4. Farther south, between 45 and 100 fathoms, large pieces of coral are numerous.

ROCKS:

The area from line 2400 - 3H4 northward to line 2420, or the south side of Norfolk Canyon, is known to local fishermen as the "Rock Pile" and must be worked with rollers. Above line 2350, in depths of 60 to 65 fathoms, is an area regarded as the hardest bottom. There is little or no knowledge about the bottom in this area at depths of more than 100 fathoms. Several sunken ships are located here. Many are listed; however, it is assumed that several remain uncharted. This is very good sea bass ground during winter months.

Between lines 2800 and 2920 - 3H4 lies an area known as the "Northern Rocks" and is located between 50 and 60 fathoms. The area between 2860 and 2900 is extremely hard, and the depth rises to 47 fathoms. The bottom is presumed to be rocks and must be worked with rollers. This area provides very good sea bass fishing during winter months. An abundance of small lobsters is found here, also.

The area between lines 3400 to 3500 - 3H4, at a depth of 37-45 fathoms, is a very bad rock pile and is generally unfamiliar to the local fishermen. Reports indicate this area to be impossible to work.

Gratitude is expressed to the following trawler captains and others whose names appear below for donating their time and information for this "hang log".

NORTH CAROLINA

Capt. Rollins Beasley
Wanchese, N. C.

Trawler: Sylvia A.

Capt. Charles Daniels
Wanchese, N. C.

Trawler: Mitzi-Kay

Capt. Rex Etheridge
Wanchese, N. C.

Trawler: Mr. Lates

Capt. Willie Etheridge
Wanchese, N. C.

Trawler: Sonya Gwen

Capt. Charles Spain
Hobucken, N. C.

Trawler: Victoria Ann

Capt. Gilbert "Moon" Tillett
Wanchese, N. C.

Trawler: Capt. John Duke

Mr. James Sterling
Morehead City, N. C.

Owner: Oceanic Machine Works, Inc.
Morehead City, N. C.

SOUTH CAROLINA

Capt. Ben Allebach
Charleston, S. C.

Trawler: Mary Alyce

Capt. Francis Barns
N. Charleston, S. C.

Trawler: Calibogue II

Capt. George F. Lee
Mt. Pleasant, S. C.

Trawler: Catty Sark

Capt. George M. Sellers
Wadmalaw, S.C.

Trawler: Blue Chip

Capt. C. A. Magwood, Jr.
Mt. Pleasant, S. C.

Trawler: Scotty

Dr. Kenneth Roberts
Charleston, S. C.

Sea Grant Marine Extension
Program, South Carolina

GEORGIA

Capt. Paul Daniels
Brunswick, Georgia

Trawler: Southern Crown

Capt. Roy Purvis
Brunswick, Georgia

Trawler: Winnie C.

GEORGIA (contd.)

Capt. James Higgins
Brunswick, Georgia

Georgia Sea Grant Advisory Service

Mr. Jack Rivers
Brunswick, Georgia

Georgia Sea Grant Advisory Service

Mr. Tom Shierling
Brunswick, Georgia

Georgia Sea Grant Advisory Service

Mr. Dave Harrington
Brunswick, Georgia

Georgia Sea Grant Advisory Service

TEXAS

Mr. Gary Graham
Angleton, Texas

Texas Agricultural Extension Service

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
1017		3/4		
1036		1/2		
1055		2		
1056		1-1/8		
1063		8-1/2		
1068			16	
1070		1-1/8 2		
1070		1-7/16		
1070		3		
1076		1-1/8		
1080		3-1/2		
1085		6		
1090		1-1/8		
1090		3-1/2 4-1/4		

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
1090		5-1/2		
1097		4-1/2		

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
1100		3-1/2		
1106		6		
1109	2939			Large rock
1109	1404	6		Possible rock, extensive damage to net
1122		6		
1138		5		
1144		9		
1154		3-1/2		
1154		7-3/4		
1158		3		
1158		4		
1160		3-1/2		
1160		6		
1160		6-1/2		

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
1162		3		
1164		2-1/2	9	
1164		3	9	
1165		1/2		
1165		3		
1165		8		
1168		2-3/4		
1168		3		
1182		6		
1185		2		
1185		2-3/4		
1185		3		
1185		7		
1188		7-1/2		

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
1205		4		
1205		5-1/2		
1210		5-1/2		
1210		5-3/4	$\frac{11-3/4}{12}$	
1217		8		
1230		4-1/2		
1230		5-1/2		
1240		5-3/4		
1240		6		
1240			18	
$\frac{52}{T253}$		3/4		
$\frac{52}{T253}$		6		
1255				One mile to fishing pier
1260		1/2		

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
1262		5		
1262		5-1/8		
1263		5-1/8		
1264		3		
1265		1/2		
1268		6		
1270			14	
1278		2-3/4		
1278			15-1/2	
1280		3/4		
1283			12	
1285			7	
1287		3/4		
1290			17	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
1292		2-3/4		
1292		3		
1295			18	
1296		8-1/2	12	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
1300		1-1/2		
1300		1-1/2		
1303		3-3/4		
1304		3-3/4		
1305				NW side of slough N of Wimble Shoal buoy
1305		1-1/4	13	1-1/4 is distance from buoy
1310		3-1/2	12	
1310		3-1/2 to 5-1/2	12	
1310 to--15		4-1/2 to 4-3/4		
1310		6-1/4		
1315		3		
1315		4-1/2		
1315		4-3/4		
1315			58 - 63	

1319-1332

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
1319			17	
1320		3-3/4		
1320		4-1/2 to 4-3/4	13	
1322		1 to 1-1/4		
1322		1-1/4 to 3-3/4		
1323		4-1/2		
1325		1-3/4		
1326		3-1/4		
1327		1/4		
1328		4		
1330		8-1/4	13	
1331			11	
1331		1-1/2	11	
1332		1-1/4		

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
1333		5-1/4 to 5-1/2		
1334		5-2/3		
1335		4-1/2		
1336		5		
1338		4-1/4		
1339		6		
1340			7	
1340	2948		14-1/2	
1340		1-1/2	9	
1340				Hang in middle of slough
1340			18	
1344		5/8		
1344		4		
1345			18	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
1346		1-1/2		
1346			$\frac{17}{16}$	
1347			16	
1347	2922			
1348		12-1/2	15	
1348			22	
1350 to 1360			18	Third slough east side
1351		1/2	3	
1353		$\frac{1}{3}$ to $\frac{1}{2}$	4	
1353 to 1363				Rock in second slough
1354			16	
1355		1		
1355	2880			
1355		13	16	

1400-1420

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
1401		5/16		
1405		3		
1405		4-1/2		
1405			11	
1407				Anchor
1409		7/8		
1410		7/8		Mud between second and third slough
1410		1-1/4		
1410		1-1/2		
1410		4-3/4		
1413		1/2		
1416			3 to 6	
1420		1-3/8		
1420			13	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
1423		3/4		
1425				East side second slough
1429		3-3/4		
1430		5/8		
1430			$\frac{14}{12}$	
1430	to $\frac{2949}{2950}$			
1432	2940		18	
1434		1		
1434		5-3/4		
1434				Second slough east side of slough
1435		1		
1435		1-5/8		
1435		6		
1436		1-1/8		

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
1438			13-1/2	
1438		1		
1440			12	
1440			14	Airplane
1440			17	
1440			19	
1443		2-7/8		
1444		4		
1445		5/8 to 3/4		
1448		2-3/4		
1450		3		
1450	2940			
1450			16	
1450			17	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
1450			20	
1450			21	
1450			22	
1452 to 1458		1 to 1-1/4		Rock
1455		1		
1455			21	
1458		1		
1458		1-1/2		
1458		1-3/4		
1458			38	
1460			21	
1462			18-1/2	
1465			26	
1468			5	

1468-1495

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
1468			32	Wreck, several nets lost
1470		3/4		
1470			18	
1473			16	Sub
1476			11	
1477			32	
1478			11	
1478			14	Airplane
1480			16	Third slough
1480			1	
1480			38	
1490		1/2		
1495		1		
1495		4		

1500-1514

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
1500	2965		20	
1500 to 1515			50 - 60	Rocks
1501		1-1/4		
1502			14-1/2	
1502			48	
1506			32	
1506		2-1/2		
1507		6		Six miles north to buoy No. 8
1508		2-1/2		
1508		3-1/4		
1510		3		
1510	2915		24	
1510			25	
1514			50	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
1515		1-1/4		
1515		1-1/2		
1515		1-3/4		
1518	2891		$\frac{42}{43}$	Large object
1520			70 - 75	Bad bottom
1522			10	
1522			14	
1522			25	
1528			51	
1529		1-7/8 to 2		
1529		1-7/8 to 3		
1530			27	Airplane
1530			32	
1530			42 - 56	Rocks

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
1530			55	
1533		1/2		
1533		3/4		
1535			31	
1539		4		
1540		1-1/16		
1540			63	
1540			70	
1543			50	
1545			28	
1545 to 1548			64	
1550		1/2 to 1		
1550		1-1/3		
1550			31	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
1550 to 1560			32	
1552			59	
1553			31-1/2	
1555			31	
1556			16	
1557			240	
1560			20	
1560			26	
1560			33	
1560			38	
1569			53	
1570	2965			
1575			80	
1580			49	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
1580			51	
1585			29	
1585			127	Wooden wreck
1587			57	
1592			73 to 75	
1595			60	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
1600	2965		18	
1600			20	
1600			57	
1602			19 - 20	
1602			21-1/2	
1602			27	
1602			58	
1605			27	
1605			55	
1610			18-1/2	
1612			45	
1615			46	
1618		1-1/2		
1620			26 - 46	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
1621		1-1/4	15	
1623			51	
1624		1-1/4		
1626		1-1/4		
1628		1-1/4		
1628		3/4		
1630			27	
1630			35	
1630			51	
1630			54	
1635		1	7-1/2	
1635			52	
1640			$\frac{28}{30}$	
1645	2920		26	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
1645			$\frac{28}{30}$	
1645			35	
1645			40	
1648			21	
1648			46	
1649			46-1/2	
1649			49-1/2	
1650		7/16		
1653			46-1/2	
1657			46	
1658			46	
1660		1/2		
1660		1-7/16		
1660			27	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
1700		1		
1700			17	
1700			24	
1700	3032			
1700			38	
1700			54	
1705		$\frac{1/4}{1-1/4}$		
1705		$2/3$		
1705		$\frac{53}{54}$		
1706		$\frac{31}{32}$		
1712			12	
1714		$1-1/8$		
1715	2930		21	
1715			31	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
1718	4819		245	
1720 to 1730			$\frac{33}{40}$	
1726 to 1729			22	
1726	2917		$\frac{26}{29}$	Russian trawler
1728	2930		$\frac{20}{22}$	
1730			$\frac{31}{40}$	
1730			$\frac{34}{35}$	
1731	2930		$\frac{21}{23}$	
1731			86	
1734		$\frac{3}{4}$		
1735		$\frac{1}{1-1/4}$		
1735	2930		32	
1739			45	
1740		2		

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
1740	2935		22	
1740			34	
1740			40	
1745		5-1/2		
1745			43	
1748		1-1/4		
1748	2930		22	
1750		1-1/2		
1750 to 1760		4		
1750			31	
1750			51	
1751			30	
1752	3043		9	
1752			25	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
1752			31	
1754		3/4		
1756 to 1757		$\frac{1/4}{1}$		
1760	2935		22	
1760			$\frac{26}{28}$	
1770	2928		20	
1778	2932			Wreck; lost entire gear
1779	2930		20	
1779			51	
1780	2940		23	
1780	3050			
1790	2940			
1792	2930		20	

1800-1828

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
1800		1		
1800			16	
1800			20	
1800			49-1/2	
1800 to 1805	2995			Bad bottom
1801			12	
1810			$\frac{21}{23}$	
1813		1-1/18		
1820		1		
1820			24	
1822	2947			
1825		1		
1825			24	
1828		1/2		

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
1830			24	Airplane
1830			59	
1832			56	
1833			24	
1835			35	
1840		6		
1840			$\frac{40}{70}$	
1840		1		
1840			46	
1840			45	
1840			46	
1848			21	
1848		$\frac{1}{1-1/4}$		
1848		1-1/2		

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
1850			40	Rocks
1850			50	
1850			55	
1852			$\frac{35}{40}$	
1852			37	Airplane
1855			39	Shipwreck
1855			55	
1855			59	
1856		$\frac{3}{4}$		
1856			38	
1859	2963			
1860			$\frac{26}{27}$	
1860			$\frac{32}{38}$	
1862		1		

1862-1882

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
1862			24	
1862			$\frac{26}{27}$	
1862			42	
1864			83	
1868		4		
1868			23	
1868			42	
1870			55	Bad bottom
1870			60	
1878			26	"Snoopy"
1878			26-1/2	"Snoopy"
1879			42	
1880	2935		24-1/2	
1882	3068			Old logs

1885-1897

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
1885			39	Shipwreck
1888	2933		26	"Snoopy" destroyed by torpedo
1890			23	
1890			25	
1890	2923		30	
1890			47	
1890			57	
1897			25	
1897			30	

1900-1910

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
1900		$\frac{59}{62}$		
1901			50	"Earl Freeman" lost net and doors
1902			49	Plane net lost
1902			53	
1902			57	
1903			$\frac{51}{53}$	
1904	3000		13	
1905	3055			Net lost
1905			51	Airplane
1908	2937-39		24	"Sea Hawk"
1908	2940			
1910	2940		$\frac{18}{20}$	
1910	2940		23	
1910	2982			

1910-1940

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
1910			29	
1910			35	
1910			40	
1910			57	
1910			60	
1913			19	
1913			$\frac{23}{24}$	
1920	2940			
1925			21	
1929			63	
1930			48	
1935	2938		45	
1935			53	
1940	2950		22	

1940-1975

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
1940	2940			
1940			52	
1945			42	
1946			79	
1952			19	
1952			$\frac{59}{62}$	
1955	2945			
1955			$\frac{48}{55}$	
1958	3061			
1960			52	
1960			$\frac{53}{55}$	
1960			$\frac{73}{75}$	
1970			80	
1975	3015			

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
1975	3020			
1977			58	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
2000			21	
2000	2947-48		<u>22</u> 23	
2000			30	
2000			42	Airplane
2000			45	
2000 to 2040			<u>38</u> 52	Bad bottom
2000			59	
2000			64	
2009			<u>48</u> 49	
2015			60	
2021			52	
2029			63	Wreck
2030			38	
2030			<u>50</u> 57	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
2030			73	
2035			72	
2039			50	
2040			53	
2050	3050			Wreck
2050			$\frac{62}{63}$	
2054			80	
2065			65	
2070			57	
2073			60	
2080			$\frac{55}{60}$	
2082			$\frac{50}{60}$	
2085			64	
2090	2946		26	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
2090			27	
2090			60 62	
2095	2945-47		26	
2095			53	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
2100	3040			
2100	2996			
2100	2960		16	
2100	2960		$\frac{16}{18}$	
2100			19	
2100			27	
2100			$\frac{50}{56}$	
2100			$\frac{56}{58}$	
2100			$\frac{58}{60}$	
2100			80	
2110	3050			
2110	3037			
2110			$\frac{42}{56}$	
2110			44	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
2118			$\frac{31}{35}$	
2118			$\frac{42}{51}$	
2118			51	
2120			17	
2120			18	
2120			53	
2130			55	Net lost
2135	2961			
2135			19	
2135			55	
2140			32	
2140			45	Lost door and net
2144			34	
2145			19	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
2145			32	Net lost
2145			51	
2145			81	
2150 to 2152			16	
2150			30	
2150			$\frac{30}{32}$	
2150			40	
2165			65	
2168			38	
2170			$\frac{45}{46}$	
2170			58	
2172			$\frac{45}{46}$	
2174	3046	8-1/2		
2174			52	Net lost

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
2176			45	
2182			49	
2182			51	
2190			30	"Resolute"
2190			35	
2190			56	
2193			34	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
2200			15	"Philman"
2200			30	
2200			40	
2200			45	Net lost
2205			36	This area is sandstone
2205 to 2206	2932		$\frac{50}{51}$	
2205 to 2208			$\frac{53}{54}$	
2205	2965			
2208			38-1/2	
2209			58	
2210			26	
2210			38	
2210			56	
2210			65	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
2212	2932			
2215	2965		26	
2215			71	
2218			72	
2218			75	
2220			39	
2220			46	
2222			56	
2224	2965			
2225			22	
2225			25	
2228			48	
2230			57-1/2	
2232	2965			Bad hang

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
2235			35	
2235			43	
2235	2942		49	Lost net
2235			55	
2240			22	
2240			50	
2240	^{3H4} 2950			
2240			$\frac{58}{60}$	
2240			$\frac{60}{65}$	Several dragners lost gear
2242			64	
2250			55	
2250			60	
2252			19	
2259			$\frac{53}{54}$	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
2260	3008			
2260			22	
2260			46	
2260			75	
2262			11	
2262			53	
2265			59	
2265			72	Wreck, lost net
2268			45	Carl Ray "Leslie H."
2270	2965		30	
2270			42	
2275			42	
2280	2967			Bomb
2280			45	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
2282			26	Wreck, lost entire gear
2283			40	
2283			79	
2285			46	
2290	2952		33	Bomb

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
2300	2990			
2305			46	
2309	2949		44 45	
2310	3010		43	Wreck, several draggers lost gear
2310	2944		44	
2310			45	
2312			43	
2313	2950			
2313	2946		36	
2314			42	
2318			45 46	
2325			25	
2325			31	
2330	2965		30	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
2330 to 2333			$\frac{42}{43}$	
2330			59	
2332	2946		36	
2332			44	
2335	2965		30	
2337	2952		$\frac{44}{45}$	
2338			45	
2340			$\frac{18}{20}$	
2340	2965		30	3 wrecks
2340			$\frac{45}{50}$	
2342 to 2344			44-1/2	
2344			26	
2345			48	
2345	2988			

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
2345			$\frac{42}{45}$	Rocks
2348			44	Several draggers lost net
2348			45	
2348	2967		52	
2352			26	
2352			50	
2352			55	
2353			50	
2355			52	
2355			55	
2357			65	
2358			$\frac{30}{32}$	
2359			$\frac{49}{50}$	
2360			22	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
2360			36	
2360			41	
2360			45	
2360			50	
2370			52	
2370			58	
2372			52	Wreck, several draggers lost gear
2380	2972		$\frac{31}{32}$	Ammo
2380			44	
2385	2972		34	
2390	3000			
2390	2970		31	"Lawson"
2390			31	
2390			40	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
2400			36	
2400			40	
2415			$\frac{39}{40}$	
2417			38	
2418			65	Very bad hang
2418	2962		$\frac{70}{72}$	
2423			50	
2430	3100		8	
2430			$\frac{50}{51}$	Sandstone
2435			37	
2438			69	
2440	3020			
2442	2958		$\frac{87}{88}$	
2442	2960		71	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
2446	3020			
2450	3012			
2450			40	
2450			41	
2450			51	
2450	2970		44	
2452			51	
2452	2958		$\frac{52}{53}$	
2452	2951		51	
2454			41-1/2	
2456			51	"Ensign" lost door and net
2460			42	
2460			51	
2460			53	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
2460			60	
2462			52	
2464			40	
2464			52	
2470	3013		20	
2470			$\frac{26}{30}$	
2470			$\frac{75}{80}$	
2473			25	
2473			38	
2473			78	
2475	2975		35	
2475			56-1/2	
2475			$\frac{35}{38}$	
2480			34	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
2503			$\frac{57}{58}$	Wreck, several draggers lost gear
2503			61	
2505			$\frac{48}{50}$	
2505			50	
2505			51	
2510	3055		21	
2510			22	
2510	3015			
2510			65	
2510			67	
2510			68	
2510			125	Wreck
2512			12	
2512	3055		21	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
2520			55 56	
2520			62	
2522			36	
2525			14	
2520			53 55	
2520			62	
2522			36	
2525			14	
2528			53 55	
2530	3112			
2530			54	
2530			56	
2530			59	
2535			34	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
2535			49	
2535			65	Wreck, several draggers lost gear
2538			53	
2538			55	
2540			48	
2541			49	
2542			50	
2550	3050			
2550	3048			
2550			50	Dragger lost net
2555			48	
2555			55	
2560	3018			
2560			45	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
2560			50	
2565			$\frac{63}{65}$	
2565			70	
2568			65	
2569	3009		21	
2569			57	
2570	3010			
2570			67	
2575	3060		18	
2587 to 2590	2940		$\frac{48}{50}$	Several draggers lost gear
2590			31	
2590			45	
2590			46	
2590			48	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
2590			49	
2590			52	
2590			63	
2593			45	
2595			$\frac{60}{70}$	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
2600	3012			
2600	3010			
2600			25	
2600			48	
2600			60	
2600			61	
2600			62	
2604			72	
2609			$\frac{65}{66}$	
2610			47	
2610			$\frac{53}{54}$	
2610			63	
2610			66	
2610			$\frac{68}{69}$	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
2615			75	
2620	2985		26	
2620			40	
2621	2982			Wreck
2628	2982			
2630			43-1/2	
2630			50	Airplane
2631			30	
2635	3008			
2638			25	
2642	2989			
2643			41	
2645			18	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
2645			39	
2645			72	
2650	3008			
2650 to 2675			50 54	
2652	2980			
2655	3065			
2655			34	
2655			47	
2656	2984			
2650 to 2660			48 50	
2660			29	
2660			44	
2660 to 2670			45	
2660			60	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
2657			62	
2662			48-1/2	
2662			58	
2662			68	
2665			75	
2668			$\frac{31}{32}$	
2670			42	
2675	3010			
2675			50	Airplane
2676	2952		65	
2678			52	
2680			52	
2680			65	
2682			62	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
2682			80	
2683			82	
2690	3002		28-1/2	
2690			66	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
2700	3078		16	
2700	2992		30	
2700			35	
2700			55	
2709	2974		30	
2710	2992		30	
2710			50	
2713			52	
2717			52	
2718	3045			
2718			51	"Nancy Guinn"
2720	3078			
2730			50	
2732			53	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
2737	2960			Airplane
2738			50	
2740			$\frac{38}{40}$	
2740			50	
2745			50	
2748	3038			
2750	3061			
2750	2975			
2753	3018			
2753	3008			
2765			9	
2765			40	
2767			8-1/2	
2770			45	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
2780			39	
2780			50	
2780	3038			
2780			80	
2782			52	
2786	2955		$\frac{52}{53}$	
2788			95	
2790			51	Airplane

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
2800	3092			
2800	2930		50	Rocks
2800			54	
2803			49	
2805	2950			
2805			50	
2808	2975		30	
2810	3040		12	
2810			48	
2810			64	
2812			7	
2812			85	
2825			40	
2825			48	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
2830	3025			
2830	3022			
2830	3000		30	
2830			61	
2835			8	
2835			20	
2838			52	
2838 to 2840			$\frac{62}{63}$	Airplane
2838	3040			
2840			23	
2841			63	
2842			37	
2842 to 2845	2950-52			
2843	3040			

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
2845			45	
2845	2951		50	
2845	2950		55	
2845			$\frac{51}{52}$	
2845 to 2848			54	
2850			$\frac{47}{49}$	
2850			52	
2852			$\frac{51}{52}$	
2855	3030			
2855			55	
2860	3025			
2868			49	
2870			40	
2870			65	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
2870			65	
2870			83	
2872			<u>55</u> 56	
2875			52	
2880			42	
2880			53	
2880			54	
2880			65	
2882			<u>48</u> 50	
2887	3062			
2890			52	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
2905			72	Wreck, several draggers lost gear
2918			35	Wreck, several draggers lost gear
2925	3010			
2940	3040		21	
2948			45	
2950			46	
2995			47	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
3000			50	
3005			30	
3007			51	
3010			50	
3012	3017		62	
3012	2940		$\frac{62}{65}$	Wreck
3013	3005			
3019	2947			
3025	2960		38	Wreck
3030			52	Bad hang
3042			54	
3050	3005			
3050			51	
3065			74-1/2	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
3068	3077		16-1/2	Several nets lost
3070			70	
3072			72	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
3100			20	
3105	3070		16	
3105	2988		$\frac{30}{31}$	
3110	2933		85	
3115			36	Net lost
3120			52	Net lost
3120			72	
3125	2952			Wreck, dragger "Salvatore" sunk
3160	2935		54	
3160	2935		55	
3160			60	
3165			78	
3170	2980			
3195	3056		20	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
3204	2988			
3210			75	
3220			45	
3220			71	Wreck
3221	2918			
3222			62	Bad hang
3225	2960		38	
3230	3070			
3240			64	
3244			45	
3248			66	
3260	2941		60	
3276			59	Wreck, dragger "Caspion" sunk
3278	2962			

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
3288			95	
3290			75	
3295	2911		65	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
3300	3050			
3341	2923		42-1/2	
3345			70	
3348	3048			
3350			70	
3352			62	
3358			64	
3358			80	
3358			85	
3360			44	
3370	2904		65	Net lost
3372			52	
3375			64	
3390			59	

3H4 BEARING	3H5 BEARING	MILES	FATHOMS	COMMENTS
4002	3060			
4018	3065			
4030	3070			
4039	3080			
4050	3160			

3H6 BEARING	3H7 BEARING	MILES	FATHOMS	COMMENTS
1056		1-1/8		
1068			16	
1070		1		
1070		1-7/16		
1076		1-1/8		
1084	4811			
1090		1-1/8		

3H6 BEARING	3H7 BEARING	MILES	FATHOMS	COMMENTS
				1100 to 1200 inside 14 fathoms is bad bottom
1100		$\frac{3}{4}$ $1\text{-}\frac{1}{8}$		
1100		$1\text{-}\frac{1}{8}$ $3\text{-}\frac{1}{2}$		
1105			21	
1108				
1110		$\frac{1}{4}$ $\frac{5}{8}$		
1112			24	
1116			9-1/2	
1119			18	
1120			22	
1123 to 1125		$5\text{-}\frac{3}{4}$ 6		Rocks
1142		2		
1152		2-1/2		
1160		2-1/8		

3H6 BEARING	3H7 BEARING	MILES	FATHOMS	COMMENTS
1170		2		
1171		3/4		
1178	4797			
1180		2		
1190		1-3/4		

3H6 BEARING	3H7 BEARING	MILES	FATHOMS	COMMENTS
1200		$\frac{3}{4} - 1 - 3\frac{1}{4}$		
1200	4764		31	
1203		$\frac{3}{4}$ 1		
1219	4823		10	
1221	4758		67	
1224	4760		36	Ridge (8' approx.) hung solid brake roller seizing
1232		$\frac{1}{2}$ 1		
1240		1-1/2		
1242		2		
1244		1-1/2		
1248		2-3/8		
1250		$\frac{1}{2}$ 1-1/4		
1252		2-1/2		
1256		3		

1261-1296

3H6 BEARING	3H7 BEARING	MILES	FATHOMS	COMMENTS
1261		1/2		
1296		<u>1/2</u> 1		

3H6 BEARING	3H7 BEARING	MILES	FATHOMS	COMMENTS
1307	4832		10	
1315	4800		14	
1360	4755		61	
1366	4760		30	
1373	4759		39	

3H6 BEARING	3H7 BEARING	MILES	FATHOMS	COMMENTS
1410	4840		10	
1440	4857		4	hang damages to #41 yankee trawl
1468	4827		15	

3H6 BEARING	3H7 BEARING	MILES	FATHOMS	COMMENTS
1573	4765		28	Steep peak on fathometer
1589	4822		15	

3H6 BEARING	3H7 BEARING	MILES	FATHOMS	COMMENTS
1619	4748		36	High peaks appear on fathometer
1664	4823		14	

3H6 BEARING	3H7 BEARING	MILES	FATHOMS	COMMENTS
1804	4730		63	
1814	4735		28	
1824	4795		12	Believe large rock, lost entire gear
1831	4826		7 - 8	Wreck - "Fenwick Island"

3H6 BEARING	3H7 BEARING	MILES	FATHOMS	COMMENTS
2158	4736		29	High peaks (9' approx.)
2173	4914		9	Frequent hanging of roller & net. Hang will not record on fathometer.

