

D00243

NOAA Form 76-35A

U.S. Department of Commerce  
National Oceanic and Atmospheric Administration  
National Ocean Survey

**DESCRIPTIVE REPORT**

Type of Survey: Navigable Area

Registry Number: D00243

**LOCALITY**

State: New York

General Locality: East River

Sub-locality: East River Near Pier 11

**2017**

CHIEF OF PARTY  
LTJG Dylan A. Kosten

LIBRARY & ARCHIVES

Date:

**HYDROGRAPHIC TITLE SHEET**

**D00243**

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

State: **New York**

General Locality: **East River**

Sub-Locality: **East River Near Pier 11**

Scale: **1: 5,000**

Dates of Survey: **12/05/2017 to 12/07/2017**

Instructions Dated: **11/30/2017**

Project Number: **S-E390-NRT5-17**

Field Unit: **Navigation Response Team 5**

Chief of Party: **LTJG Dylan A. Kosten**

Soundings by: **Multibeam Echo Sounder**

Imagery by: **N/A**

Verification by: **Pacific Hydrographic Branch**

Soundings Acquired in: **meters at Mean Lower Low Water**

**Remarks:**

*The purpose of this survey is to provide contemporary surveys to update National Ocean Service (NOS) nautical charts. All separates are filed with the hydrographic data. Any revisions to the Descriptive Report (DR) generated during office processing are shown in bold red italic text. The processing branch maintains the DR as a field unit product, therefore, all information and recommendations within the body of the DR are considered preliminary unless otherwise noted. The final disposition of surveyed features is represented in the OCS nautical chart update products. All pertinent records for this survey, including the DR, are archived at the National Centers for Environmental Information (NCEI) and can be retrieved via <http://www.ncei.noaa.gov/>.*

## DESCRIPTIVE REPORT MEMO

January 02, 2018

**MEMORANDUM FOR:** Pacific Hydrographic Branch

**FROM:** LTJG Dylan A. Kosten  
NRT-5 Team Lead, Navigation Response Team 5

**SUBJECT:** Submission of Suvey D00243

The purpose of this survey is to respond to a USCG request for assistance locating a submerged piling that a ferry struck while leaving Pier 11 in the East River. The survey limits and methods (i.e., sensors used) will be determined by the Team Lead of NRT5 in consult with the NRB Chief and NOAA Navigation Manager. The data from this survey are not intended to meet NOAA charting specifications, and are not intended to be applied to the nautical chart with the exception of hazards to navigation (i.e., DTONs), and potential anti-DTONs subject to branch review. As such, the field unit should submit a DR Memo in lieu of an XML Descriptive Report.

NRT5 provided a geospatial PDF of the area to the USCG that included a multibeam surface and derived soundings.

Soundings were reduced to Mean Lower Low Water (MLLW) using observed tides from The Battery, NY, NY (8518750) and a TCARI grid provided by CO-OPS.

Object Detection Coverage was acquired over the wreck using a Kongsberg EM 2040C multibeam sonar on survey vessel S3007. Watercolumn data were acquired concurrently to aid in resolving least depths. All data were processed using CARIS HIPS and SIPS version 10.4. The DAPR for Navigation Response Team 5 was still being compiled at the time of this survey and will be sent in with the next survey package submission for H13092.

One Danger to Navigation Report was submitted for least depth of the submerged pier. Please see D00243\_DTON.pdf in Appendix III for further details.

All data were acquired by a NOAA or NOAA Contractor field unit

The submerged jetty/pier dashed line feature is accurate in its location with no obstructions outside the charted area. The hydrographer recommends keeping the charted submerged pier, but also recognizes the needs for a larger scale survey of the area.

This survey does not meet charting specifications and is not adequate to supersede prior data. Survey data should be archived at NCEI and the DR memo forwarded to HSD. <sup>1</sup>

Survey data should be archived at NCEI and the DR memo forwarded to HSD.

<b>Metadata for Survey D00243</b>	
Project	S-B930-NRT5-17
Survey	D00243
State	New York
Locality	East River, NY
Sub-Locality	East River Near Pier 11
Scale of Survey	1:5000
Sonars Used	Kongsberg 2040C Multibeam Echosounder
Horizontal Datum	North American Datum of 1983 (NAD83)
Vertical Datum	Mean Lower Low Water
Vertical Datum Correction	TCARI
Projection	UTM Zone 18 North
Field Unit	Navigation Response Team 5
Survey Dates	12/05/2017 - 12/07/2017
Chief of Party	LTJG Dylan A. Kosten
Submission Date	01/10/2018

<sup>1</sup> It was determined during office review that the data and associated products do meet specifications and are adequate to supersede prior data.



Dylan Kosten - NOAA Federal <dylan.kosten@noaa.gov>

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## D00243 DTON Report

5 messages

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**Dylan Kosten - NOAA Federal** <dylan.kosten@noaa.gov>

Mon, Dec 18, 2017 at 3:43 PM

To: OCS NDB - NOAA Service Account <ocs.ndb@noaa.gov>

Cc: Chief NRB OCS - NOAA Service Account <chief.nrb.ocs@noaa.gov>, Christopher Hare - NOAA Federal <christopher.hare@noaa.gov>, PHB Chief - NOAA Service Account <phb.chief@noaa.gov>, Michael Davidson - NOAA Federal <michael.davidson@noaa.gov>

Hello All,

Please see attached for a DTON report concerning a submerged pier near pier 11 in the East River, NY, NY.

Regards,

LTJG Kosten

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LT(jg) Dylan A. Kosten  
OIC NRT-5  
Office: 860-271-2835  
Work Cell: 718-702-8973  
P-Cell: 609-408-5631  
Address:  
NOAA NRT-5  
1 Chelsea Street  
New London, CT, 06320

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 **D00243\_DTON.zip**  
3807K

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**OCS NDB - NOAA Service Account** <ocs.ndb@noaa.gov>

Tue, Dec 19, 2017 at 12:47 PM

To: Dylan Kosten - NOAA Federal <dylan.kosten@noaa.gov>

Cc: Lori Powdrell <Lori.Powdrell@noaa.gov>, Lance Roddy <Lance.Roddy@noaa.gov>, Tara Wallace <Tara.Wallace@noaa.gov>

Good afternoon, LTJG Kosten,

The following problem was identified with the DtoN report during NDB review:

The survey date on page 1 of the PDF report does not match the dates as shown on the Survey Summary and S-57 Data sections on page 3.

Survey Date on page 1: 05DEC2017

The timestamp date on page 3: 12/05/2015.

The S-57 SORDAT attribute on page 3: 201512

This record will remain on hold in NDB until we can replace the initial report with a corrected version.

Thanks in advance,

Johnny, NDB

Nautical Data Branch/Marine Chart Division/  
Office of Coast Survey/National Ocean Service/

Contact: [ocs.ndb@noaa.gov](mailto:ocs.ndb@noaa.gov)



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**Dylan Kosten - NOAA Federal** <dylan.kosten@noaa.gov>

Tue, Dec 19, 2017 at 1:42 PM

To: OCS NDB - NOAA Service Account <ocs.ndb@noaa.gov>

Cc: Lori Powdrell <Lori.Powdrell@noaa.gov>, Lance Roddy <Lance.Roddy@noaa.gov>, Tara Wallace <Tara.Wallace@noaa.gov>

All,

Please see the updated DTON report, attached.

V/R,

Dylan

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3807K

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**OCS NDB - NOAA Service Account** <ocs.ndb@noaa.gov>

Tue, Dec 19, 2017 at 2:29 PM

To: Dylan Kosten - NOAA Federal <dylan.kosten@noaa.gov>

Cc: Lori Powdrell <Lori.Powdrell@noaa.gov>, Lance Roddy <Lance.Roddy@noaa.gov>, Tara Wallace <Tara.Wallace@noaa.gov>

Thanks Dylan!

Diane,

I replaced the file in the DREG directory - assuming that you are reviewing priority source in Lance's absence...

Cheers,  
JW

Nautical Data Branch/Marine Chart Division/  
Office of Coast Survey/National Ocean Service/

Contact: [ocs.ndb@noaa.gov](mailto:ocs.ndb@noaa.gov)



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**OCS NDB - NOAA Service Account** <ocs.ndb@noaa.gov>

Tue, Dec 19, 2017 at 5:11 PM

To: Dylan Kosten - NOAA Federal <dylan.kosten@noaa.gov>

Cc: Chief NRB OCS - NOAA Service Account <chief.nrb.ocs@noaa.gov>, Christopher Hare <Christopher.Hare@noaa.gov>, PHB Chief <PHB.Chief@noaa.gov>, Michael Davidson <michael.davidson@noaa.gov>, \_NOS OCS PBA Branch <ocs.pba@noaa.gov>, \_NOS OCS PBB Branch <ocs.pbb@noaa.gov>, \_NOS OCS PBC Branch <ocs.pbc@noaa.gov>, \_NOS OCS PBD Branch <ocs.pbd@noaa.gov>, \_NOS OCS PBE Branch <ocs.pbe@noaa.gov>, \_NOS OCS PBG Branch <ocs.pbg@noaa.gov>, Castle E Parker <Castle.E.Parker@noaa.gov>, Charles Porter - NOAA Federal <charles.porter@noaa.gov>, James M Crocker <James.M.Crocker@noaa.gov>, Ken Forster <Ken.Forster@noaa.gov>, Kevin Jett - NOAA Federal <kevin.jett@noaa.gov>, Matt Kroll <Matt.Kroll@noaa.gov>, Michael Gaeta <Michael.Gaeta@noaa.gov>, Nautical Data Branch <OCS.NDB@noaa.gov>, NSD Coast Pilot <coast.pilot@noaa.gov>, Tara Wallace <Tara.Wallace@noaa.gov>

DD-29106 has been registered by the Nautical Data Branch and directed to Products Branch C for processing.

The DtoN reported is an obstruction/foul area in the East River, NY, in the vicinity of Pier 11.

The following charts are affected:

12334 kapp 2238

12335 kapp 2237

12327 kapp 2245

The following ENC is affected:

US5NY1DM

References:

D00243

S-B930-NRT5-17

This information was discovered and submitted by the crew of NRT 5.

Nautical Data Branch/Marine Chart Division/  
Office of Coast Survey/National Ocean Service/

Contact: [ocs.ndb@noaa.gov](mailto:ocs.ndb@noaa.gov)



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 **D00243\_DTON.zip**  
3807K



Dylan Kosten - NOAA Federal <dylan.kosten@noaa.gov>

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## Feedback from NDB on the DTON Reports submitted

3 messages

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**Michael Davidson - NOAA Federal** <michael.davidson@noaa.gov>

Wed, Dec 20, 2017 at 12:47 PM

To: Dylan Kosten - NOAA Federal <dylan.kosten@noaa.gov>, Eli Smith - NOAA Federal <eli.r.smith@noaa.gov>, Michael Bloom - NOAA Federal <michael.g.bloom@noaa.gov>

Good afternoon guys,

I received some feedback from MCD Nautical Data Branch today regarding recent DTONs from NRT5. I am passing this information along to give you some perspective for future DTON considerations.

Pier 11 - The submerged pier in ruins is preferred over obstruction > foul area. Foul cannot be added to the submerged pier in ruins ENC feature. It has to be one or the other. Changing the feature time is a bigger task than it probably seems and the way it is currently charted is the preferred method. Adding a sounding to the chart inside the feature is not advised. MCD does not consider this a charting inadequacy and will not be taking specific action to update the chart for this report.

Raritan Bay sailboat - because a NTM had already been issued for the sailboat, the updated position and least depth are not considered significant enough to warrant a DTON. This feature is more appropriately handled through the normal survey submission process once a NTM has been issued. In this case, NDB is going ahead and updating the position and least depth, but requests not to receive a DTON for this type of scenario in the future. The key being that the NTM eliminated the imminent danger element of the equation.

Hudson River Buoy off station - MCD indicated that this type of discrepancy should be directed to USCG. NOAA does not have authority to alter the way that ATONs are depicted. USCG issues the lights list, and ATONs are charted accordingly. If a buoy is noticed off station, you can call USCG on VHF and report the problem. They will issue a Broadcast NTM and the ATON will be placed back on station by an ATONs unit. Changes in the position will be noted on the chart as the NTM or Lights List are updated. That being said, HSSD still says that a buoy off station can be a DTON. Just passing along the feedback. I have asked if NDB plans to submit a ticket to have HSSD changed for 2018, if they no longer wish to receive DTON reports for this type of discrepancy. Should be an interesting conversation at FPW if it comes up on the agenda.

I have not received specific feedback for the DTONs submitted for the isolated soundings in the Hudson. One thing that is very helpful when submitting a DTON where soundings are involved is to display surveyed depths in the image attached to the report and provide a shape file of exported survey scale soundings so the cartographers will have some depth reference to work with. It is difficult to update charted contours without surveyed depths for reference.

When a DTON comes in to NDB, they have to drop everything they are working on to research the DTON, and get it on the chart in 5 days. As you can imagine, this is disruptive, but necessary when a DTON exists. It is important for us to do our due diligence prior to submitting a DTON, such as checking NTM one more time before hitting send. If an NTM has been issued, then a DTON is no longer necessary or appropriate.

Thanks for the hard work guys. Hopefully this feedback will be useful next time you have a potential DTON that you are pondering. I hope this comes across as the constructive feedback that it is intended to be.

I am happy to discuss further if anybody wants to chat about these or other hypothetical scenarios.

Thanks,  
Mike

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**Michael C. Davidson**  
Operations Manager

**NOAA Office of Coast Survey**  
**Navigation Response Branch**  
1315 East West Hwy, SSMC3, Sta 6216 \*\*\*new station number\*\*\*  
Silver Spring, MD 20910  
240-533-0058 office \*\*\*new office number\*\*\*  
757-771-5305 work cell  
[michael.davidson@noaa.gov](mailto:michael.davidson@noaa.gov)

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**Dylan Kosten - NOAA Federal** <dylan.kosten@noaa.gov>

Wed, Dec 20, 2017 at 12:56 PM

To: Michael Davidson - NOAA Federal <michael.davidson@noaa.gov>

Cc: Eli Smith - NOAA Federal <eli.r.smith@noaa.gov>, Michael Bloom - NOAA Federal <michael.g.bloom@noaa.gov>

OK I understand that feedback. I am just going to drop the Pier 11 issue, because I feel differently than MCD does on this subject and I do not want to create an argument here. I would find it prudent that we notify the CWO that is in charge of the investigation that MCD does not find this to be a charting inadequacy, as that is the main thing he wanted to know from us... would we recommend any changes to the chart.

I do find it constructive, as I have not submitted many DTON reports.

Regards,

Dylan

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LT(jg) Dylan A. Kosten  
OIC NRT-5  
Office: 860-271-2835  
Work Cell: 718-702-8973  
P-Cell: 609-408-5631  
Address:  
NOAA NRT-5  
1 Chelsea Street  
New London, CT, 06320

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**Michael Davidson - NOAA Federal** <michael.davidson@noaa.gov>

Wed, Dec 20, 2017 at 1:04 PM

To: Dylan Kosten - NOAA Federal <dylan.kosten@noaa.gov>

The prudent mariner would not navigate a vessel over a submerged pier in ruins. We were asked to survey out of standard practice in a marine incident investigation. If there were debris outside the boundary of the charted pier in ruins, then we would certainly have a DTON on our hands. As it stands, everything is where it is indicated, thus no charting inadequacy exists. It was important for us to survey, and what we found was shocking (that someone would cut out a pier below the waterline but not remove the debris), but we essentially confirmed that the chart correctly shows the pier in ruins.

You guys still did a great job on the response and I appreciate your point of view the pier 11 issue.

[Quoted text hidden]



Dylan Kosten - NOAA Federal <dylan.kosten@noaa.gov>

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## AMRDEC Safe Access File Exchange Pick Up

2 messages

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**usarmy.redstone.rdecom-amrdec.mbx.safe-team@mail.mil** <usarmy.redstone.rdecom-amrdec.mbx.safe-team@mail.mil>  
To: dylan.kosten@noaa.gov

Wed, Jan 24, 2018 at  
6:25 AM

AMRDEC Safe Access File Exchange Pick-Up Notice

The file "Pier11\_CG\_Image\_Updated\_1730\_Soundings.pdf" you sent through SAFE (Package ID 12128814) download initiated at 1/24/2018 5:25:21 AM  
by: [Michael.E.Leathers@uscg.mil](mailto:Michael.E.Leathers@uscg.mil)

File description: geopdf of pier 11 with updated soundings.

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**usarmy.redstone.rdecom-amrdec.mbx.safe-team@mail.mil** <usarmy.redstone.rdecom-amrdec.mbx.safe-team@mail.mil>  
To: dylan.kosten@noaa.gov

Wed, Jan 24, 2018 at  
6:25 AM

AMRDEC Safe Access File Exchange Pick-Up Notice

The file(s) you sent through SAFE (Package ID 12128814) were downloaded at 1/24/2018 5:25:25 AM  
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# D00243 Danger to Navigation Report

**Registry Number:** D00243  
**State:** New York  
**Locality:** East River, NY, NY  
**Sub-locality:** Near Pier 11  
**Project Number:** S-B930-NRT5-17  
**Survey Date:** 05DEC2017

## Charts Affected

Number	Edition	Date	Scale (RNC)	RNC Correction(s)*
12335	42nd	03/01/2008	1:10,000 (12335_1)	[L]NTM: ?

\* Correction(s) - source: last correction applied (last correction reviewed--"cleared date")

## Features

No.	Feature Type	Survey Depth	Survey Latitude	Survey Longitude	AWOIS Item
1.1	Obstruction	0.60 m	40° 42' 11.6" N	074° 00' 26.5" W	---

# **1 - Dangers To Navigation**

**1.1) US 0000000664 00001****DANGER TO NAVIGATION****Survey Summary**

**Survey Position:** 40° 42' 11.6" N, 074° 00' 26.5" W  
**Least Depth:** 0.60 m (= 1.97 ft = 0.328 fm = 0 fm 1.97 ft)  
**TPU ( $\pm 1.96\sigma$ ):** **THU (TPEh)** [None] ; **TVU (TPEv)** [None]  
**Timestamp:** 2017-339.00:00:00.000 (12/05/2017)  
**Dataset:** D00243\_DTON\_obst.000  
**FOID:** US 0000000664 00001(0226000002980001)  
**Charts Affected:** 12335\_1

**Remarks:**

OBSTRN/remrks: Verified TCARI Grid (B930NRT52017.tc) applied, submerged pier, least depth found with 200% MBES coverage.

**Feature Correlation**

Source	Feature	Range	Azimuth	Status
D00243_DTON_obst.000	US 0000000664 00001	0.00	000.0	Primary

**Hydrographer Recommendations**

Chart new FOUL or OBST area within submerged pier area, or replace submerged pier area with FOUL or OBST area.

**Arithmetically-Rounded Depth (Unit-wise Affected Charts):**

2ft (12335\_1)

**S-57 Data**

**Geo object 1:** Obstruction (OBSTRN)  
**Attributes:** CATOBS - 6:foul area  
 QUASOU - 6:least depth known  
 SORDAT - 20171205  
 SORIND - US,US,graph,D00243  
 TECSOU - 3:found by multi-beam

VALSOU - 0.600 m

WATLEV - 3:always under water/submerged

### Feature Images

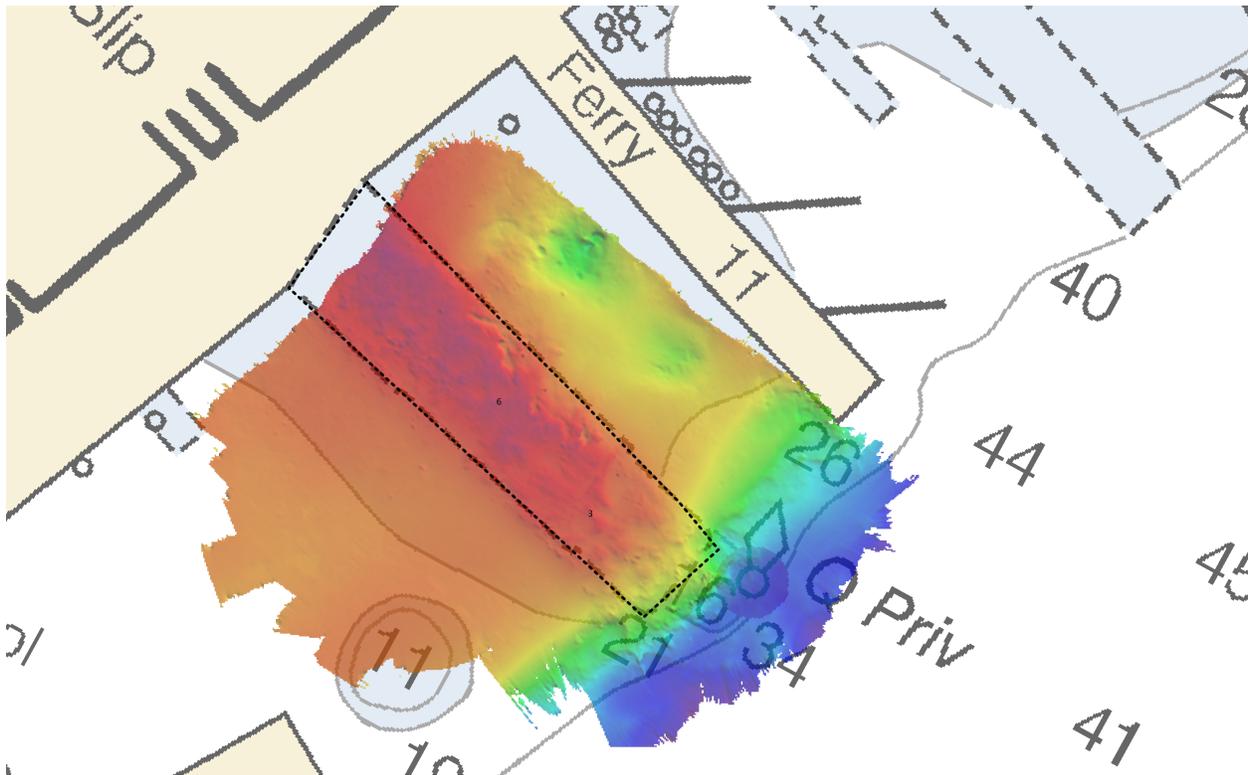


Figure 1.1.1

APPROVAL PAGE

D00243

Data meet or exceed current specifications as certified by the OCS survey acceptance review process. Descriptive Report and survey data except where noted are adequate to supersede prior surveys and nautical charts in the common area.

The following products will be sent to NCEI for archive

- Descriptive Report
- Collection of Bathymetric Attributed Grids (BAGs)
- Collection of backscatter mosaics
- Processed survey data and records
- GeoPDF of survey products

The survey evaluation and verification has been conducted according current OCS Specifications, and the survey has been approved for dissemination and usage of updating NOAA's suite of nautical charts.

Approved: \_\_\_\_\_

**Commander Olivia Hauser, NOAA**  
Chief, Pacific Hydrographic Branch