

FE 118

WIRE DRAG

Diagram No. 1213-2

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.

Office No. FE-118WD

LOCALITY

State New York

General Locality Long Island Sound

Locality Oyster Bay

19 53

CHIEF OF PARTY
E. B. Brown

LIBRARY & ARCHIVES

DATE December 14, 1953

☆ 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.8 1953

FE 118
WIRE DRAG

FENo. 8 1953

FE 118 WD

WIRE DRAG

Diag. Cht. No. 1213-2

Form 504

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey WIRE DRAG

Field No. Chart 224 Office No. F.E. No. 8
(1953) W.D.

LOCALITY

State NEW YORK

General locality LONG ISLAND SOUND

Locality OYSTER BAY

194 53

CHIEF OF PARTY

E. B. Brown

LIBRARY & ARCHIVES

DATE December 14, 1953

B-1870-1 (1)

FENo. 8 1953

WIRE DRAG

Vol. in library
Acc. No
5-3114
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SHS
FE 8(53)
B

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

WIRE DRAG

~~HYDROGRAPHIC SHEET~~ 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. 8(1953) Wire Drag

Field No. CHART 224

State NEW YORK

General locality LONG ISLAND SOUND

Locality OYSTER BAY

Scale 1-20,000 Date of survey 13 April - 22 April 1953

Instructions dated 7 March 1953

Vessels WAINWRIGHT AND HILGARD

Chief of party E. B. BROWN

Surveyed by E. B. BROWN & J. C. TRIBBLE, JR.

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

Fathograms scaled by E. B. Brown

Fathograms checked by H. J. Seaborg

Protracted by

Soundings penciled by

Drag depths and

Soundings in ~~fathoms~~ feet at MLW ~~MLLW~~

REMARKS: Work performed using copies of Chart 224 as field sheets.

DESCRIPTIVE REPORT

TO ACCOMPANY WIRE DRAG INVESTIGATIONS

OYSTER BAY, LONG ISLAND SOUND, 1953

CHART NO. 224

SCALE: 1/20,000

CHIEF OF PARTY - E. B. Brown

COMMANDING SHIP WAINWRIGHT - E. B. Brown

COMMANDING SHIP HILGARD - J. C. Tribble Jr.

A. PROJECT

Instructions were contained in Acting Director's letter reference 22/MEK S-2-WA, dated 7 March 1953 to the Commanding Officer, USC&GSS WAINWRIGHT.

Pertinent correspondence ^{is} ~~are~~ as follows:

FROM	TO	DATE
(a) Charles E. Ames	CDT. C. G. 3rd Dist.	1-16-53
(b) Cdt. 3rd C. G. Dist.	Charles E. Ames	2-3-53
(c) Cdt. 3rd C. G. Dist.	Director USC&GS	2-9-53
(d) Supervisor, E. D. C&GS	Cdt. 3rd C. G. Dist.	2-13-53
(e) Supervisor, E. D. C&GS	Charles E. Ames	2-13-53
(f) Supervisor, E. D. C&GS	Director, USC&GS	2-13-53
(g) Supervisor, E. D. C&GS	Director, USC&GS	2-25-53
(h) Charles E. Ames	Supervisor, E. D. C&GS	2-27-53
(i) Supervisor, E. D. C&GS	Director, USC&GS	3-3-53

B. SURVEY LIMITS AND DATES

The general locality is Oyster Bay, Long Island Sound and the area involved lies between Rocky Point and bell buoy "17", one mile north of the point. The beginning date of the survey was 13 April and ending date was 22 April 1953.

Copies of Chart 224, hand corrected to 16 March 1953, were used as guide and end launch boat sheets. No junction with prior surveys was necessary. Moderate northerly breezes prevented wire drag operations for several days during the period of the survey.

C. VESSEL EQUIPMENT

The Ships WAINWRIGHT AND HILGARD were used as the guide and end launches respectively. A 14 foot aluminum skiff was used as tender. Standard wire drag equipment was used during this survey. The WAINWRIGHT used 808 fathometer No. 58S and the HILGARD used 808J fathometer No. 139 SPX.

D. TIDE STATION

Hourly heights, for the reduction of soundings and effective drag depths, based on observed tides at Willets Point were furnished by the Washington Office.

E. CONTROL STATIONS

Of the six stations used, four are charted landmarks. BOAT and RED were located by this party taking sextant cuts from offshore. (See list of signals).

F. SOUNDINGS

Soundings were obtained using the 808 fathometer and the wire drag tests were made using a graduated lead line attached to an one-half inch iron rod about 10 feet long.

G. CONTROL OF WIRE DRAG

Standard methods of sextant control and wire drag plotting were used.

In order to preserve the continuity of day letters for wire drag work, subscript numbers were used for sounding and signal location work performed on non drag days. No smooth tender record was prepared for this survey, test entries being made directly into the drag volumes. The rough tender volume is being submitted with the work at Sharps Island, Chesapeake Bay.

*Filed with
FE 7, 1953*

H. ADEQUACY OF SURVEY

The survey is considered adequate with regard to the wire drag investigations. There is a definite need for development by launch hydrography of the shoal soundings obtained and of the small area not covered by the drag due to the very shoal depths.

I. COMPARISON WITH PRIOR SURVEYS

During this survey reduced soundings of 4.6 feet and 4.4 feet, were obtained at Latitude 40°55.58', Longitude 73°31.82' and Latitude 40°55.58', Longitude 73°31.78' respectively. These soundings fall in an area on smooth sheet H-5142 (Project 64, 1931) cleared with a 7' foot drag. *area has apparently shoaled* cleared by 3ft on present wire drag survey

J. COMPARISON WITH CHART

Chart 224, hand corrected to June 22, 1953 essentially incorporates the results of this survey as submitted by dispatch on 15 April and letter dated 23 April 1953.

chart letter 332 (1953)

chart letter 332 (1953)

K. DANGERS AND SHOALS

New found shoal soundings are as follows:

These soundings shown on accompanying A & D Diagram and section of Chart 224

<u>ITEM NO.</u>	<u>LEAST DEPTH</u>	<u>POSITION NUMBER -</u>	<u>LATITUDE</u>	<u>LONGITUDE</u>
1.	<i>sb4</i> 4.4	1A ₂	40°55.58'	73°31.78' <i>applied to chart 1213</i>
2.	sb4 0.2 **	6B	40°55.30'	72°31.77' <i>applied to chart 1213</i>
3.	<i>sb4</i> 4.6	5C	40°55.44'	73°31.70'
4.	<i>sb4</i> 3.4	6C	40°55.42'	73°31.71'
5.	<i>sb4</i> 4.6	7C	40°55.58'	73°31.82'
6.	<i>sb4</i> 6.0	8C	40°55.50'	73°31.84'
7.	<i>sb4</i> 5.6	9C	40°55.51'	73°31.77'
8.	<i>sb4</i> 2.2	11C	40°55.48'	73°31.68' <i>applied to chart 1213</i>

** Rock awash

All 8 items mentioned on the previous page are detached soundings taken by the WAINWRIGHT. However, approximate positions of items 1, 3, 4, 5, and 8 were obtained during the drag operations resulting in the subsequent detached positions.

Drag strip, positions 1C-4C, 21 April, effective depth of 3 feet, grounded in a sharp 'V' at Latitude 40°55.49' Longitude 73°31.78'. This grounding was not cleared by the wire drag due to the shoal water and the belief that the area should be developed with a sounding launch.

area adequately developed for charting purposes.

Drag strip positions 12D-14D, 22 April, effective depth of 4 feet, grounded at approximately Latitude 40°55.41³ Longitude 73°31.35⁴⁰. A previous drag strip effective depth of 7 feet cleared very close to this hang. It was not deemed necessary to attempt a clearing strip due to shoal water and proximity of the reef.

area adequately developed for charting purposes.

There is not much doubt that the different vessels referred to in the listed correspondence of paragraph A of this report struck one or more of these new found shoals.

L. AIDS TO NAVIGATION

Two floating aids were located as follows:

<u>NAME</u>	<u>LATITUDE</u>	<u>LONGITUDE</u>
1. Centre Island Reef, Bell Buoy "17"	40°56.06'	73°31.88'
2. Oyster Bay gong Buoy "1"	40°55.68'	73°30.42'

<u>DEPTH, in feet</u>	<u>LOCATION</u>	<u>DATE</u>
1. 27.0	HILGARD Pos. 1A ₃	16 April 1953
2. 51.0	HILGARD Pos. 3A ₃	16 April 1953

The new location of these aids places them about 350 yards North-west of their position on Chart 224.

Two small buoys were placed for the Oyster Bay Yacht Club, Positions follow:

Buoy M, Position 12C April 21 Lat. $40^{\circ} 55.58'$; Long. $73^{\circ} 31.73'$

Buoy L, Position 9D April 22 Lat. $40^{\circ} 55.66'$; Long. $73^{\circ} 31.83'$

These buoys were of wood, surmounted by a bamboo pole with flag; to be used as markers for the club races and to be taken up at the close of the racing activities in the fall.

M. LANDMARKS FOR CHARTS

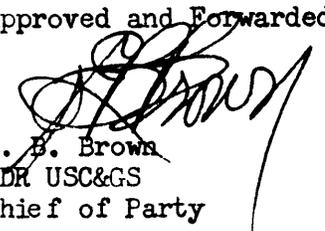
A separate report will be made for Landmarks.

N. TABULATION OF APPLICABLE DATA

- 1 - Area and Depth Diagram
- 1 - Copy each of 9 pertinent letters
- 2 - Copies of List of Signals
- 2 - Sheets, form 362, Tides: Hourly Heights
- 1 - Graph, tide curves
- 12 - Sections, fathograms


Harold J. Seaborg
Commander, USC&GS

Approved and Forwarded


E. B. Brown
CDR USC&GS
Chief of Party

LIST OF SIGNALS

WIRE DRAG INVESTIGATIONS

OYSTER BAY, LONG ISLAND SOUND NY

APRIL 1953

TRIANGULATION STATIONS

NAME	ORIGIN	LATITUDE	LONGITUDE
COLD	Cold Spring Harbor, Light-house, 1914	40°54'50.7"	73°29'36.8"
DOME	Dome 1931	40°54.31'	73°28.28'
		(Charted landmark scaled from chart)	

CHARTED LANDMARKS

(Scaled from Chart 224)

HUT	House near Lloyd Point	40°56.38'	73°29.52'
TOW	Radio tower, Oyster Bay	40°52.51'	73°31.67'

HYDROGRAPHIC STATIONS

RED	Red top of tank	40°55.39'	73°29.61'
BOAT	West gable, white boathouse	40°55.99'	73°29.54'

S T A T I S T I C S
 WIRE DRAG INVESTIGATIONS
 OYSTER BAY, NEW YORK
 SHIPS WAINWRIGHT & HILGARD
 CHART 224, 1953

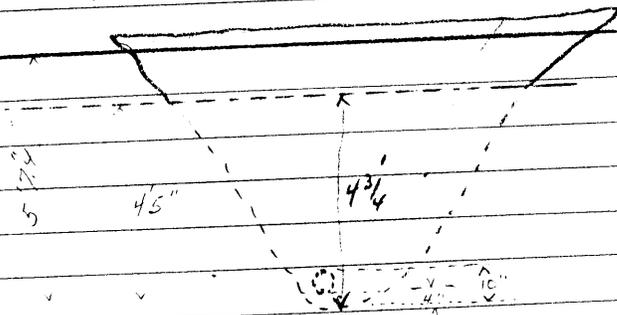
VOLUME	DAY LETTER	DATE 1953	DETACHED SOUNDINGS FATHOMETER in Feet	TOTAL NUMBER OF POSITIONS	MILES OF WIRE DRAG STAT. MI.	AREA OF WIRE DRAG STAT. MI.
1	A	April 13	-	6	0.5	
2	A ₁	April 14	-	12	-	
1	A ₂	April 15	1	3	-	
2	A ₃	April 16	2	4	-	
1	A ₃	April 17	-	12	-	
1	B	April 18	2	26	1.6	
1	B ₁	April 20	1	4	-	
1	C	April 21	7	12	0.5	
1	D	April 22	4	16	0.5	
TOTALS			17	95	3.1	0.44

Rough tender vol. filed with FE 7,1953

7.3 --- MHW ---

0.0 MLW

-1.2



82/110
22

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
EASTERN DISTRICT HEADQUARTERS
602 FEDERAL OFFICE BUILDING
90 CHURCH STREET
NEW YORK 7, N. Y.

REFER TO FILE NO. 651.224

3 March 1953

To: The Director
U.S. Coast and Geodetic Survey
Commerce Building
Washington 25, D.C.

Subject: Reported uncharted obstruction, Chart 224,
Cyster Bay, Long Island Sound

Reference: My letters dated 2-13-53 and 2-25-53

Attached is a letter dated 27 February 1953 from
Mr. Charles E. Ames giving additional information on the re-
ported uncharted rock in Cyster Bay.

Mr. Ames states that the ATLANTICS hit the rock about
one-half hour after sunset, 5 September 1952, clear sky, normal
twilight visibility.

John Bowie, Jr.
John Bowie, Jr.
Commander, USC&GS
Supervisor, East. Dist.

Enc.

Instructions issued for a W.D. investigation, April 1953.

KEAN, TAYLOR & CO.

FOURTEEN WALL STREET

NEW YORK

TELEPHONE RECTOR 2-6868
BELL TELETYPE N. Y. 1-2523
CABLE ADDRESS "KEANTAY"

MEMBERS
NEW YORK STOCK EXCHANGE
NEW YORK CURB EXCHANGE
DEALERS IN INVESTMENT BONDS

February 27, 1953

Commander John Bowie, Jr.
Supervisor, Eastern District, U.S.C. & G.S.
602 Federal Office Building
90 Church Street, New York 7, N. Y.

Re: Hidden Rock Off Rocky Point,
Oyster Bay, L. I.

Dear Commander Bowie:

(Your File No. 651.224)

The Atlantic sloop referred to hit the obstruction on Friday, September 5, 1952, at twilight about one-half hour after sunset, clear sky. The sun set at 1826 E.S.T.

According to the tide table, it was low tide at Willets Pt., N.Y. at 1829 E.S.T., and the height of the tide was minus 1.2 feet. By the current table, the time of "slack, flood begins," at Oyster Bay (channel off West Fort), was 1844 E.S.T. Thus it appears that the tide should have been exceptionally low at the time of hitting the rock.

The helmsman of the small power-boat towing the Atlantic told me yesterday he was on an easterly course from Bell 21 off Matinecock Pt. to Cold Spring Harbor, speed 7 knots. The Atlantic hit just before he had Bell 17 on his port beam, on an east-west line a bit more than half way (perhaps 1/2 mile) off Rocky Pt. towards Bell 17. However, although he could see the Bell, his reckoning may have been off considerably, particularly as it was twilight.

The Atlantics draw 4 3/4 feet. A large round, rough hole was made in the leading edge of the lead keel, about 4 to 10 inches above its lowest point.

From all this I deduct that the top of this rock probably is about 5 feet below mean low tide, whereas the chart shows 9 feet of clearance on one rock and 10 feet on the other.

Very truly yours,

Charles E. Ames

Charles E. Ames
Laurel Hollow
Syosset, N. Y.

cc to Commander, Third Coast Guard District

83-112
22
COAST & GEODETIC SURVEY
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
EASTERN DISTRICT HEADQUARTERS
602 FEDERAL OFFICE BUILDING
10 CHURCH STREET
NEW YORK 7, N. Y.

1953 FEB 25 AM 11

25 February 1953

REFER TO FILE NO. 651.224

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

Subject: Reported uncharted obstruction, Chart 224,
Oyster Bay, Long Island Sound

With further reference to the uncharted rock reported in my letter of 13 February 1953, Mr. Charles E. Ames telephoned me last Friday. Mr. Ames stated he hit the rock a long time ago and numerous boats drawing less than 5 feet have hit the same obstruction in the past.

At my request for additional information, Mr. Ames sent me a copy of his letter of 16 January 1953 to the Commander, Third Coast Guard District. This letter is enclosed. Mr. Ames further stated that he will advise me of the date and time the ATLANTICS hit the rock last October. The owner is due to return from Florida next week.

John Bowie, Jr.
John Bowie, Jr.
Commander, USC&GS
Supervisor, East. Dist.

Enc.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
EASTERN DISTRICT HEADQUARTERS
602 FEDERAL OFFICE BUILDING
99 CHURCH STREET
NEW YORK 7, N. Y.

FEB 16 PM 1 01

REFER TO FILE NO. 651.224

13 February 1953

83412
25018
22

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

Subject: Reported uncharted obstruction, Chart 224,
Oyster Bay, Long Island Sound

Attached is a letter dated 9 February 1953 from the Commander, Third Coast Guard District, New York, N.Y., to which is attached a copy of a letter from Charles E. Ames, Laurel Hollow, Syosset, N.Y., who reports that a yacht drawing 4 3/4 feet recently struck a rock in Oyster Bay approximately on a line between Bell 17 and Rocky Point and about one-half to two-thirds the distance off-shore. The Commander requests that he be advised of the results of a survey if and when conducted.

This office has been in contact with Commander Levine, Aids to Navigation Section, U.S. Coast Guard, who states that two yacht clubs in the Oyster Bay area are very concerned about the rock and will establish and maintain a private aid to mark the obstruction for their own reference when located.

The reported position of the uncharted rock falls in the general vicinity of the charted 10 foot rock on line between Bell 17 and Rocky Point. It appears that the easiest way to verify or disprove this reported obstruction would be by means of a small wire drag survey. If any of our survey vessels will be issued instructions to make an investigation in the near future, please advise in order that I may relay the information to the Commander, Third Coast Guard District.

John Bowie, Jr.
John Bowie, Jr.
Commander, USC&GS
Supervisor, East. Dist.

Enclosures

10 1 13 1953
13 February 1953

Mr. Charles E. Ames
Laurel Hollow
Syosset, New York

Dear Sir:

A copy of your letter dated 3 February 1953 to the Commander, Third Coast Guard District, has been forwarded to the Director, U.S. Coast and Geodetic Survey, Washington, D.C.

Any additional information you can give will be helpful in making an investigation of the reported uncharted rock in Oyster Bay between Bell 17 and Rocky Point and a little over half the distance off shore. For example, in order to determine the stage of the tide, it would be helpful to know of the date and time the ATLENTICS hit the obstruction. Also, has any other vessel or vessels come in contact with an obstruction in the general area recently which is covered by less than 5 feet of water?

Very truly yours,

John Bowie, Jr.
Commander, USC&GS
Supervisor - East. Dist.

651.224

13 February 1953

To: Commander
Third Coast Guard District
80 Lafayette Street
New York 13, N.Y.

Subject: Obstruction, Oyster Bay, Long Island Sound; report on

Reference: Letter 9 February 1953, Serial 3720

Above referenced letter has been forwarded to the Director,
U.S. Coast and Geodetic Survey, Washington, D.C.

This office will advise you promptly of any developments.

John Bowie, Jr.
Commander, USC&GS
Supervisor, East. Dist.

UNITED STATES COAST GUARD

ADDRESS REPLY TO:
COMMANDER
3RD COAST GUARD DISTRICT
80 LAFAYETTE ST.
NEW YORK 13, N. Y.



9 February 1953
H3
Serial 3120

• From: Commander, Third Coast Guard District
To: Director, U. S. Coast and Geodetic Survey Department,
90 Church Street, New York, New York

Subj: Obstruction, Oyster Bay, Long Island Sound; report on

1. A copy of a letter reporting a probable obstruction in Oyster Bay, Long Island Sound, is furnished herewith for your information and such action as may be indicated.
2. It is requested that this command be advised of the results of a survey, if such is conducted, in order that interested parties might be assisted in establishing a private aid to navigation.
3. The correspondent is being advised of this referral.

JOHN ROUNTREE
Captain, U. S. Coast Guard
Acting

Encl: (1) Copy of ltr. dtd. 3 February 1953

O
P
Y

KEAN, TAYLOR & CO.
Fourteen Wall Street
New York

February 3, 1953

L. B. Olson
Rear Admiral, U.S. Coast Guard
Commander, Third Coast Guard District
80 Lafayette Street, New York 13, N.Y.

Re: Serial 3655

Dear Admiral Olson:

I do keenly appreciate your prompt and most courteous reply of 26 January, concerning a hidden submerged rock off Centre Island, Oyster Bay, Long Island. Certainly it would be a vast help to exactly locate this rock or rocks, determine the clearance at mean low water, and make any corrections on the chart, if inaccuracies are found.

I wish that I could inform you more precisely of the spot where boats have hit, but a glance at the chart shows how difficult this is. To my knowledge, no one has ever seen the rock, nor have we dared to go looking for it. I can only repeat that many of us believe it is approximately on a line between Bell 17 and Rocky Point, and perhaps one-half to two-thirds of the distance off-shore - that is, nearer to the bell than to the shore. But we may be very wrong, of course. It may be one of the rocks now shown on the chart well off shore. But clearance at low tide must be less than 4 or 5 feet, or the Atlantics could not have touched it, drawing 4 3/4 feet.

If you would be so kind as to advise me of the results of your exploration of the area, and of any proposed corrections of the chart, we shall then gladly take up the matter of a private aid to navigation, as you suggest.

As you no doubt have noticed, the Commodore of the Seawanhaka Corinthian Yacht Club, Mr. Arthur D. Weekes, Jr. has also written you, under date of 23 January.

With many thanks, indeed, for all the trouble you have gone to on behalf of us small-timers,

Very sincerely yours,

/s/
Charles E. Ames
Laurel Hollow
Syosset, New York

CEA:MW

COPY

January 16, 1953

Commander, 3rd Coast Guard District
80 Lafayette Street
New York, N. Y.

Re: Request for Small Spar

Dear Sir:

There is a continuously submerged rock, dangerous to boats drawing a few feet, located in Long Island Sound well off Centre Island, Oyster Bay, somewhere approximately half-way on a line from Bell 17 to the nearest point on shore, Rocky Point. It may be the one marked "RK 10" on the chart, but its top seems to be only 3 to 5 feet below low water. Soundings around it are apparently 2 to 3 fathoms, according to the chart.

I have been sailing in these waters regularly since 1929. I was the first Commander of Flotilla 1206, U.S.C.G. Auxiliary, which patrolled these waters during the war, and am now on inactive status as Captain, U.S.N.R. The great number of boats which have hit this rock seems to be a local legend. Everyone who has sailed the area extensively knows of its existence, but can only guess its general location. I myself hit it hard many years ago while racing my 30 foot, 4 3/4 foot draft Atlantic sloop. Last autumn another one of our Atlantics severely damaged and loosened its 2200 lb. lead keel by striking it while under tow. The owner is Mr. Orin T. Leach of Syosset. This coming summer more boats than ever will be around.

Of course, it is true that the offending rock is on the inshore side of Bell 17, where no one is supposed to go. But the Bell is so far off shore (0.9 mile), skippers continually cut inside on courses between Oyster Bay and points west, or in tacking out to the Bell, as the chart shows plenty of water for small boats.

The smallest, most inexpensive type of red and black spar, or other permanent marker, would be quite adequate. I earnestly request you to give this matter your careful consideration, in the interests of small boating, which has always loyally supported the Coast Guard.

Very truly yours,

Charles E. Ames
Laurel Hollow
Syosset, L.I. N.Y.

(Rm 2320
14 Wallst
N.Y. 5
Rester 2-6868)

Commander Bowie:

This is my original letter to U.S.C.G.

CE Ames

RHC

TIDE NOTE FOR HYDROGRAPHIC SHEET

~~DIVISION OF HYDROGRAPHY AND TOPOGRAPHY~~

22 December 1953

Division of Charts: R. H. Carstens:

Plane of reference approved in

2 volumes of ~~sounding records~~ for wire drag records for

~~HYDROGRAPHIC SHEET~~

F E No. 8 1953

Locality Oyster Bay, Long Island Sound

Chief of Party: E. B. Brown in 1953

Plane of reference is mean low water, reading

4.9 ft. on tide staff at Willets Point

14.2 ft. below B. M. 737 (B.E. & A)

Height of mean high water above plane of reference is 7.2 feet.

Condition of records satisfactory except as noted below:

E. C. McKay
Section of Tides

Chief, Division of Tides and Currents.

GEOGRAPHIC NAMES

Survey No. F.E.No.8(1953)
Wire Drag

Name on Survey	A On Chart No.	B On previous survey No.	C On U. S. quadrangle Maps	D From local information	E On local Maps	F P. O. Guide or Map	G Rand McNally Atlas	H U. S. Light List	K
									1
									2
									3
									4
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									27

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. F.E.No. 8(1953) Wire Drag

Records accompanying survey:
^{2 Charts}

Boat sheets No. 224; sounding vols.; wire drag vols. 2....;
 bomb vols.; graphic recorder rolls 12 Sections
 special reports, etc. 1 Descriptive Report; 1 Copy each of 9 pertinent letters;

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

Number of positions on sheet	.....	95
Number of positions checked	.....	30
Number of positions revised	.....	2
Number of soundings revised (refers to depth only)	.....	0
Number of soundings erroneously spaced	.....	0
Number of signals erroneously plotted or transferred	.....	0
Topographic details	Time	.....
Junctions	Time	.....
Verification of soundings from graphic record	Time	.....

Verification by *A. J. Jaskund* Total time 29... Date 2-5-54

Reviewed by *A. J. Jaskund* Time 12... Date 2-9-54

Review of Field Examination No. 8, 1953

This wire-drag field examination was accomplished in compliance with the Director's letter dated 7 March 1953. The purpose of the examination was to investigate the area in the vicinity of the 10-ft. sounding in lat. $40^{\circ}55.60'$, long. $73^{\circ}31.55'$.

The results of the field examination are plotted on the accompanying A and D diagram and a section of Chart 224 dated 5-5-52.

Attention is directed to the 7-ft. grounding in lat. $40^{\circ}55.70'$, long. $73^{\circ}31.43'$, which was cleared by a wire drag set to an effective depth of 7 ft. The drag grounded at the start of the line and remained grounded while the launches pivoted about the hang. No hand lead investigation of the grounding was made. The grounding falls on a prior 14-ft. obstruction in depths of 21 ft. The 14-ft. obstruction was cleared on H-5142 (1931) W.D. by a drag strip set to an effective depth of 12 ft. Although the 12-ft. clearance makes the 7-ft. grounding appear questionable, the definite hang at a depth of 7 ft. is accepted.

F. E. No. 8, 1953, was applied to Chart 224 (latest print date 4-27-53) prior to verification. The 7-ft. grounding previously discussed was applied during verification of the field examination and is now indicated on the chart standard.

The following buoys were located on the field examination about 300 meters northwest of their charted positions:

<u>Buoy</u>	<u>F. E. Location</u>	
	<u>Latitude</u>	<u>Longitude</u>
Bell "17"	$40^{\circ}56.06'$	$73^{\circ}31.88'$
Gong "1"	$40^{\circ}55.68'$	$73^{\circ}30.42'$

The Descriptive Report and attached correspondence covers all other matters pertaining to this examination. No further discussion is considered necessary.

I. M. Zeskind - 2-9-54

Inspected by - R. H. Carstens

32'

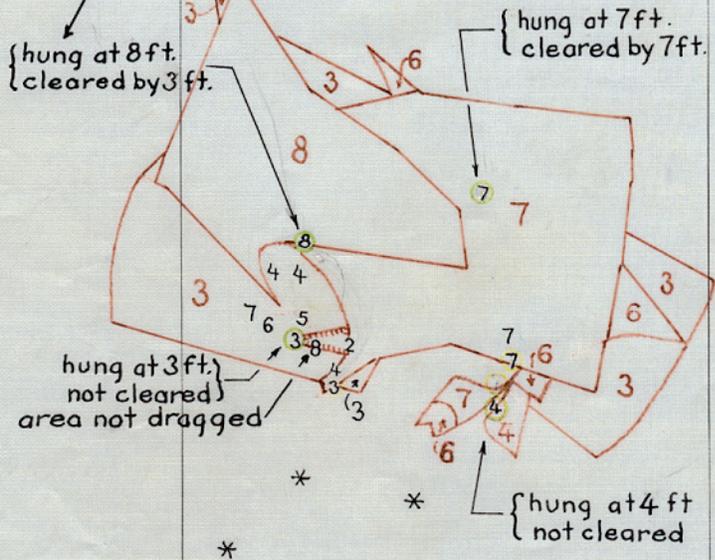
31'

73° 30'

{5ft. sounding reported in chart letter 332 (1953);
however, the sounding was not recorded in sounding volume

BELL "17"

56'



GONG "1"

40°55'

FENo.8, 1953
 AREA & DEPTH DIAGRAM
 INVESTIGATION OF SHOAL AREA
 IN VICINITY OF
 OYSTER BAY, LONG ISLAND, NEW YORK

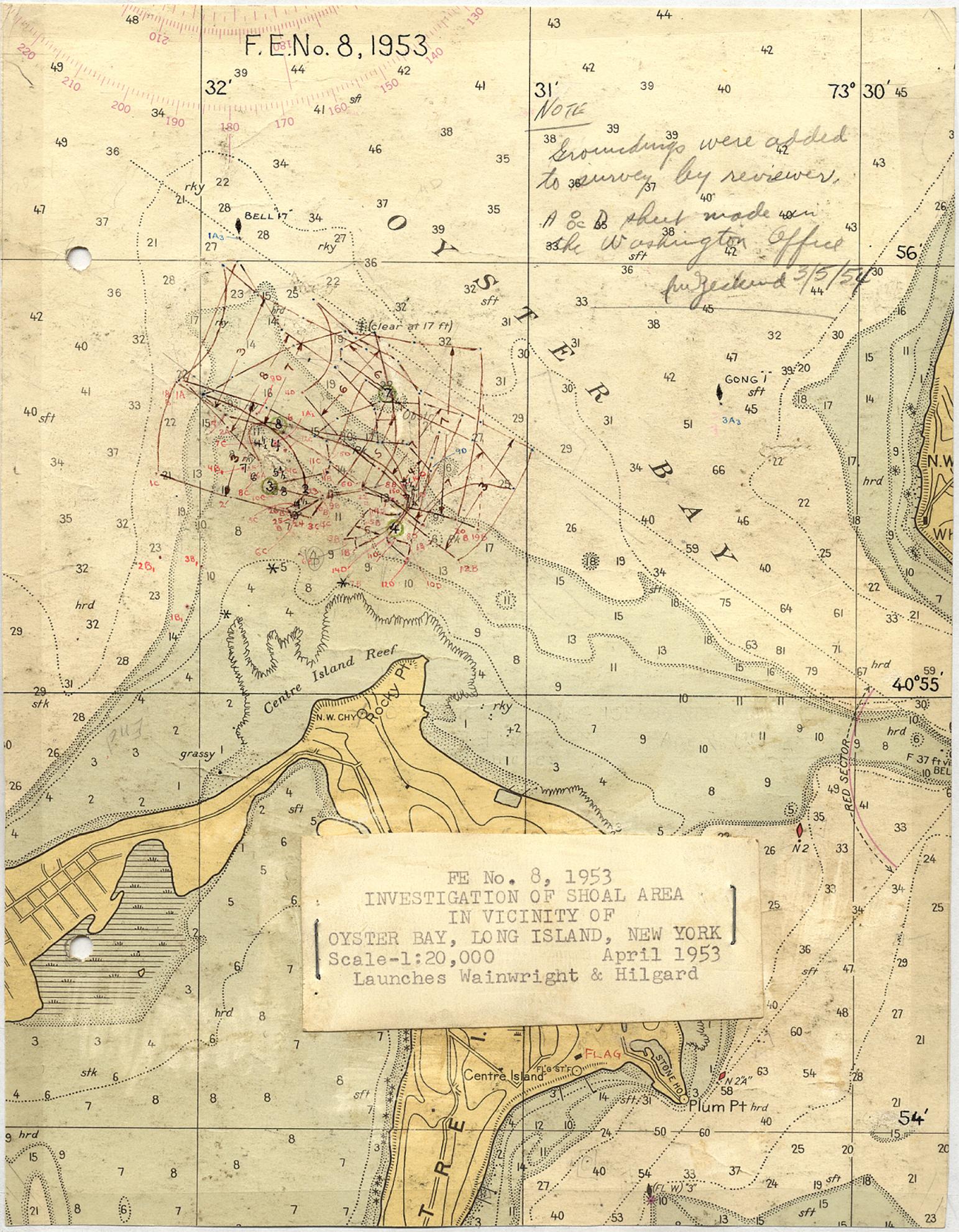
Scale - 1:20,000 April 1953
 Launches Wainwright & Hilgard

54'

F.E.No. 8, 1953

NOTE

Soundings were added to survey by reviewer. A C & D sheet made in the Washington Office projected 3/5/54



FE No. 8, 1953
INVESTIGATION OF SHOAL AREA
IN VICINITY OF
OYSTER BAY, LONG ISLAND, NEW YORK
Scale-1:20,000 April 1953
Launches Wainwright & Hilgard

