



ORIGINAL

DESCRIPTIVE REPORT

to Accompany Hydrographic Sheet No. 1710<sup>a</sup>

OYSTER BAY, LONG ISLAND

October - November 1914

Steamer HYDROGRAPHER  
Paul C. Whitney  
Chief of Party, U. S. G. S.

Scale 1:10,000

The hydrography on this sheet was executed in conformity with instructions of October 1, 1914. The boat sheet used was a bromide print of the original hydrographic sheet, executed in 1886 by Lieut. E. S. Carter, U. S. N., and accompanies this report as the smooth sheet. On this sheet attention was called to the need of fuller investigations, in certain localities, in addition to the requirements outlined in the orders.

The signal locations depend upon a sextant triangulation executed with the hydrography. There was subsequently observed during the season a scheme of triangulation which located most of these signals exactly, and the values from this triangulation should be used in plotting the signals on the smooth sheet drawn by the office. The locations of those signals not pointed on by the triangulation party may be found in a volume accompanying this report and sheet.

The following shoal spots not hitherto charted were discovered and located:

✓ A shoal of small extent with a least depth of twenty-one feet over it, consisting of boulders and sand surrounded by twenty-eight feet of water, on the western side of the entrance to Oyster Bay, about  $2\frac{1}{8}$  miles N.W.  $\frac{1}{8}$  N. (mag.) from Cold Spring Harbor Light House. See volume 3, pp. 27 and 28.

✓ A shoal with a depth of nineteen feet was found 360 yards  $90^\circ$  (true) from Cold Spring Harbor Light House, and a depth of twenty-two feet a little farther eastward, in the position where twenty-four feet was formerly shown

on the chart. See vol.5, p.24.

The sunken rock shown on the chart northwestward of Sopers Point was found to be a large boulder of a least depth of four feet, located 165 yards  $179^{\circ} 30'$  from its charted position. See vol.5, p.37.

In the area from Oak Neck Point to Center Island Reef the old lines were split, but no important decreased depths were found. A small harbor has been dredged out about a mile to the westward of Center Island Point. At the entrance two breakwaters have been built. The harbor is as shown on the sheet. At low water three feet can be carried into the basin, and there is room for vessels in the center, where it is deeper than over the entrance bar. Building sand is being taken out by a sand and gravel company.

Over Center Island Reef lines were run every fifty meters to more fully develop that area. This reef inshore consists of great quantities of boulders which uncover at low water. No indication of any isolated boulders north of those shown was found.

The extensive reef between Center Island and Cold Spring Light was carefully gone over. The area east of the light was sounded out to define the extreme limits.

Between Plum Point and Moses Point there are several boat landings or wharves which are located as shown. The Seawanaka Yacht Club has a pretentious club building in the immediate neighborhood of signal See, which is the club flag-pole. On the extreme end of Plum Point there is a stone tower about twenty feet high. Between Moses Point and Sopers Point there are several quite large residences which show from the water front. The buildings of an old brick factory on Sopers Point have all been removed. A private residence stands on the point north of Sopers Point, signal Uv being the southwest brick chimney. A private landing is just north.

Quite a permanent wharf has been built off a boat house, the flag-pole on top of the house being signal Try. Its location and soundings off the place are duly recorded.

Along the shore about 150 meters there is an entrance to a private slip, the shape and size being shown on the sheet. There is four feet inside but the entrance has been filled up and a bar makes across at low water. The owner, owing to the difficulty of keeping the entrance clear, has decided to abandon the slip. Farther northward and around a point another slip has been dredged and marshy ground filled in. A curving and very narrow dredged channel leads from this slip and out to the point. This channel is dredged for five feet, but being unmarked is very hard to follow. There is a bar across the entrance of the slip with two feet on it but it is the intention to keep this out to five feet. An old stone crib at position 46-f constitutes an unmarked danger for small boats.

A small sand shoal extends out from the grassy marsh on the north shore of the bay. This shoal is covered by sounding lines on pages 12 to 13, volume 2.

In the vicinity of the entrance to Mill Neck Creek, there were noted two changes not shown on the chart. A dredged cut, as indicated, carries some little water. At low water the sides of the cut show as sand and at the western entrance is an old abandoned stone wharf. A highway bridge now crosses Mill Neck Creek. This bridge is a through truss type, with five piers. There is a center-pivoted draw with a clear width of forty-six feet in each channel way. The location of this bridge is on page 37 of volume 5. A few lines were carried beyond the bridge into Mill Neck Creek.

Along the western side of the bay from the bridge southward a concrete sea-wall has been built which protects a state road behind it.

Various very fine residences with large and ornamental parking systems are located on the heights rising back of this road.

The village of Oyster Bay is on the south side of Oyster Bay Harbor. A new stone pier with a dredged channel leading to it takes the place of the one shown on the chart, which has been destroyed. There is a depth of nine feet off the face of the pier, seven to nine feet for a short way along the south side and the same on the north side. A breakwater built of wrecks and filled in with sand has been built off the north face and provides protection to vessels lying along that side. A private buoy is maintained off the dock and marks the north edge of the channel. To make the dock pass twenty-five feet southeastward of this buoy and stand in to the dock on the line of the north side.

About 350 meters westward of the dock there is an unmarked dredged channel leading into a slip. The size and shape of this slip is as shown on the sheet. Soundings were run off the entrance and into the slip. There are several private landings at the head.

On the eastern side of Oyster Bay Harbor a lagoon has been dredged out to form an anchorage for small boats. At the entrance there is a stone breakwater which covers at high water. The end is marked by a red post, on which a lantern is displayed at times. A private landing is to the northward. Along the north shore of Cove Neck there is a boulder patch extending northward and marked by a black buoy. There are several boulders scattered close to the beach and one at the base of Cooper Bluff is marked by a bush stake.

The swampy land at the mouth of Eel Creek has been filled in and a very prominent white cement boathouse has been built in the position shown. A dredged channel carrying ten feet at low water leads from the ten foot curve north-north-westward between two breakwaters, and in under the

boat-house where there is a landing-flat. At the south end of the west breakwater there is exhibited at night a red light and at the south end of the east breakwater a green light, on occasions when the owner's yacht is expected in. This channel is marked by bush stakes. An outlet for draining the unfilled swamp has been dredged in the position shown. This boat-house is owned by J.S. Blaxton<sup>k</sup>.

The site formerly occupied by the Laurelton Hotel is now the location of the palatial residence of Mr. Tiffany. Triangulation station "Dome", called "Tif" by the hydrographic party, is a clock tower of this residence and it is very prominent to the northward.

The pier shown has been destroyed but extending outward in a different direction, there has been built a cement foundation, on which an old sailing ship hulk has been placed. This forms a unique boat-house. To the south-eastward a small area has been dredged to form an anchorage basin for yachts.

The two rocks shown near position 22-v were not found. After questioning several persons in that vicinity who did not know of their existence I am inclined to believe that they are not there. A rock is at position 31-v and it is marked by a private buoy.

Sounding lines were run up to the head of Cold Spring Harbor, and behind Cold Spring Beach. The area behind a small point about .6 of a mile north of Cold Spring Beach has been partially dredged and the point has been built up and extended southward beyond the limit shown on the chart. On the beach there are several marine railways, where private yachts are hauled up in winter quarters. There are two small filled areas to the northward of this basin.

There is a new wharf to the southward of signal "Wharf 2" (Jen). This signal is located on a stone breakwater which is connected to the shore

by bridge construction, supported on concrete piers. Further northward there is a private stone breakwater, as shown. Sounding lines were run behind it. A wharf is 1/8 mile northward. The shore-line in this vicinity is very rocky.

Several buildings shown near the small harbor are now gone. The ones destroyed are indicated. Along the beach about 1/10 mile from signal "Beach" an inlet has been dredged. The entrance is protected by breakwaters, the northern one being cribbing, filled with rock, and the southern one is built up of old wrecks. Sand and gravel is being taken out and the inlet is subject to change as dredging progresses.

An examination east of Cold Spring Lighthouse developed that the shoal which this marks extends farther eastward and a sounding of nineteen feet was obtained 360 yards 90° (true) from the light. All the lines run were not plotted on the bromide.

On the shore east of the light there is a small private breakwater. Angles locating same were taken and a sounding line run back of it. Extensive private improvements are being made at Whitewood Point, consisting of grading down the high bluff and building a costly residence overlooking the Sound.

Signal Log is at the end of a wharf, built up of cribbing and filled with rock. To the southward of Log the inlet shown has filled up. Three hundred meters westward of signal Log a small rocky patch was found. This patch seems to be various small boulders scattered in sand, but nothing less than fifteen feet was found. See page 25, volume four.

Tides to reduce the soundings by were read on a staff erected on the north side of the wharf at Oyster Bay. The plane

of reference was obtained by simultaneous observations with the Stamford Harbor staff. The plane reads 3.6 feet on the staff. See tidal records for this value.

Respectfully submitted,

A handwritten signature in cursive script, reading "Paul C. Whitney". The signature is written in dark ink and is positioned above the typed name and title.

Assistant, U.S.C. & G.S.,  
Chief of Party,  
Comdg. Str. HYDROGRAPHER



LIST OF STATISTICS

Hydrographic Sheet No. \_\_\_\_\_.

OYSTER BAY, N.Y.

October -- November 1914

U.S.S. HYDROGRAPHER

Scale 1/10,000

Date 1914	Vol.	Letter	Miles	Positions	Soundings	Boat
Oct. 20	1	a	5.0	54	261	Launch No. 51
21	1	b	7.5	70	360	"
22	1	c	10.5	108	512	"
23	1	d	13.25	129	735	"
24	1	e	1.5	18	103	"
24	2	e	6.0	64	347	"
26	2	f	12.0	116	617	"
28	2	g	13.5	111	576	"
29	2	h	11.0	106	530	"
29	3	h	2.25	121	23	"
30	3	k	1.5	18	67	"
Nov. 2	3	l	12.5	121	593	"
3	3	m	13.75	133	588	"
4	3	n	13.25	132	624	"
5	4	p	8.0	83	456	"
6	4	q	3.0	33	178	"
7	4	r	11.0	99	386	"
10	4	s	12.25	110	510	"
11	4	t	3.25	32	173	"
12	4	u	5.75	60	296	"
12	5	u	7.0	67	331	"
13	6	v	7.5	70	348	"
14	6	w	5.25	130	444	"
Totals -----			181.5	1985	9058	

TIDAL DATA:

Tide staff at Oyster Bay, N.Y. Plane of reference reads  
3.6 feet on staff.

74d1710-

General Locality: Long Island.

Special Locality: Oyster Bay.

Boat used: Launch No. 51. Vessel: Str. HYDROGRAPHER

Hydrographer: Paul C. Whitney

Chief of Party: Paul C. Whitney

Date: October - November 1914

Scale: 1/10,000.

Hyd. Sheet No. 1710<sup>3</sup>

This sheet was projected and positions plotted on brown paper. These were then inked on a piece of vellum and then the soundings were plotted and inked on the vellum, which will serve as the smooth sheet. This sheet was compared with the old sheet - No. 1710 - and several general changes of small amounts were observed. The curves were drawn - in pencil, to be inked when verified - to conform as nearly as possible to both surveys. However where this was not possible the new work was given the preference.

All hydrographic signals on this sheet - those shown by blue circles - were transferred directly from the boat sheet. The book of sextant angles locating these signals could not be found in the library.

Lynn E. Bolinger.

Proj. Plotted & Inked by L.E.B.

Sdgs. in Feet

Ver. by S.L.R.

VEC  
April 9, 1917

64  
R.P.  
Hex

HYDROGRAPHIC SHEET 1710a.

Oyster Bay, Long Island Sound, New York, by Assistant  
R. P. Strough in 1916.

TIDES.

	Oyster Bay Feet.	Lloyd Harbor Light Feet.
Mean low water, or plane of reference on staff	2.2	1.3
Mean range of tide	7.3	7.4

NOTE REGARDING WORK ON HYDROGRAPHIC SHEET NO. 1710a, TO BE FILED WITH THE  
ORIGINAL SHEET.

The work done on this sheet was simply a system of split lines at intervals of 100 meters run in the vicinity of the black spar buoy at Oyster Bay entrance. One days work only was done on this sheet. No further descriptive report is furnished.

*R. P. Strough*

Assistant, C. & G. Survey,

Chief of Party.

*Soundings plotted and inked by S. L. Rosenberg*