3778

C. & G. SURVEY
L. & A.
FEB 7 1916
Acc. No.

Diag. Cht. No. 1213-3

Form 504

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

State: New York

11—5613

DESCRIPTIVE REPORT.

Hydrographic Sheet No. 3778

LOCALITY:

East River

Lawrence Point

to

Whitestone Point

1915

CHIEF OF PARTY:

J. H. Hawley

3778

U. S. COAST AND GEODETIC SURVEY

Register No. 3778.

STATE	New York.
General Locality	East River.
Locality	Lawrence Point to Whitestone Point.
Surveyed by	Wire Drag Party No. 2
Chief of Party	Jean H. Hawley
Date	October, 1915.
Scale	1 : 10,000

SOUNDINGS IN FEET

Plane of reference - Mean low water.

Protracted by	R.L.Schoppe
Soundings plotted by	R.L.Schoppe
Inked by	R.L.Schoppe
Verified by	W. H. Clark

3778

DESCRIPTIVE REPORT

to accompany

Hydrographic (wire drag) sheet No. 3778.

East River, New York.

DESCRIPTIVE REPORT

Sheet No. 3778.

The work on this sheet covers the main channel of the East River from Lawrence Point to Whitestone Point.

The drag lines were protracted and depths were inked by members of the field force. The following color scheme was used for inking depths:

40 feet and over	Red
30-39 feet	Blue
20-29 feet	Green
19 feet and under	Brown

The soundings were plotted and their positions are numbered in blue to avoid confusion with drag positions which are numbered in red. The soundings are entered in feet.

A tracing accompanies the sheet, showing the location and nature of all obstructions found.

Copies of chart No. 273 were used for a boat sheet. To save time it was necessary to plot the positions of all objects, determined by triangulation, graphically. The computed positions vary in some cases from the positions used on the boat sheet. Because of this, and due also to distortion in the charts, several small splits were developed by the plotting on the smooth sheet.

All obstructions have been previously reported. Their locations, as shown on the smooth sheet, supercede locations previously reported if they differ therefrom.

All obstruction on which soundings could not be obtained were judged to be wreckage of some sort. The depth on these obstructions was considered to be the mean of the smallest depth of drag that caught and the depth that cleared them.

Respectfully submitted,

Jean H Hawley
Chief of Party

Statistics, Sheet No. 3778.

Day	Date	Length of drag	Miles	Positions No.	Positions Angles	Soundings No.	Soundings Angles.
A	Oct. 8	900-1200	5.3	59	348	6	12
B	9	900-1200	1.1	12	66	3	6
C	11	900-1000-1200	1.9	26	153	-	--
D	12	600-900-1000	0.8	16	84	5	10
E	13	800-900	1.6	23	136	5	11
F	14	800-900-1200	1.5	28	162	5	10
G	15	600-900-1200	1.4	23	131	6	12
H	16	400-900-1200	1.8	26	152	5	10
J	18	600-1200	0.6	14	74	5	10
K	20	600-900-1200	0.7	15	80	6	12
L	21	600-1200	1.8	28	148	4	8
M	22	600	1.6	30	168	5	10
N	25	500-600-900	1.2	26	136	3	6
O	26	600-900	0.5	15	88	4	8
P	27	600-800-900	1.6	25	138	5	10
Q	28	600	1.1	17	102	3	6
R	29	400-600	2.0	23	120	1	2
S	30	600	0.5	5	28	2	4
		Totals	27.0	411	2314	73	147

Area - 1.7 square statute miles
Retained soundings - 63

TIDAL DATA

Staff located at College Point, N.Y.

Plane of reference	3.3 feet
Lowest tide observed	1.5 "
Highest tide observed	7.1 "

VEC
Dec.20,1915

E.P.S.

HYDROGRAPHIC SHEET 3778.

East River, New York, by Asst. Jean H. Hawley in 1915.

TIDES.

	College Point ft.
Mean low water, or plane of reference on staff	3.3
Lowest tide observed " "	1.5
Highest " " " "	11.9
Mean range of tide	7.1

LIBRARY
Place with descriptive report
of hydrographic sheet No. 3778
GFT.
Drawing Section.

C. & G. SURVEY
Acc. No.

Hyd ℅ Sheet #3778.

The work on this sheet covers the main channel of the East River from Lawrence Point to Whitestone Point. The verification brought out a few points of importance, which will be discussed below:-

Day E. At 10:15 a 38' sdg. was obtained. (Pos. 1E) At 12:29 same day drag set at an effective depth of 31 ft. caught near the 38' shoal. The party failed to locate the obstruction where the 31' drag struck. On the next day (5-8 F) a 30 ft. drag passed this shoal, and in consequence a 30 ft. sounding was plotted at position 1E., which is not the exact position of the shoal, but near enough for practical purposes.

Day K. At 15K drag set at an effective depth of 36 ft. reported aground. The same spot was cleared during day M with a 39 ft. drag. Cause not determined.

Day M. At 9:42 drag set at an effective depth of 40 ft. struck. The party was unable to sound the shoal. The same obstruction was subsequently caught by the drag set at the effective depths of 37', 34', 30', and finally drag set at an eff. depth of 25 feet cleared the shoal. (see 4/O, 18/P, 17/Q, 17/R) There is evidently an obstruction at a depth of 25-30 feet, and to be safe, a 25 ft. sounding, marked "Obstruction" was plotted at the apparent position of the shoal.

Position 3M - drag set at an effective depth of 39 feet struck.

least water found - 43 feet. At 1/0. an attempt was made to clear the shoal with a 37 foot drag; unfortunately the drag was stretched on a line so close to the apparent position of the shoal, that the failure of this drag to strike cannot be accepted as a guarantee that the least water on the shoal is 37-39 feet. A 37 foot sounding, based upon the drag work of day "O", was plotted at the spot where the lead located 43 feet. This sounding cannot be considered as the least water on the shoal and a further examination of the shoal is advisable.

Position 15 M. Drag set at an effective depth of 39 feet caught at buoy 2. The shoalest sounding obtained - 56 ft. - was located near F. (see 3 M) A 36 foot sounding was plotted at 3/M, based upon the note following the 56' sounding to the effect, that at 11:45, day "N", drag set at an effective depth of 36 feet caught and slipped off the same obstruction. It is, however, doubtful, whether the 36' drag struck the above obstruction as at 11:45 the launch was about 200 yd. away from the 56' spot. It appears then, that the least water on the shoal caught at buoy 2 was not determined and that the position of the 36' shoal is doubtful.

Day N. At 9:51 (5/N) drag set at an effective depth of 38 feet struck. The place was sounded and least water found = 71 feet. (1'N) The shoal spot was tested with drags

set at effective depths of 36', 34', 30', and finally a 25 foot drag cleared the spot. (See 1:04 day N, 2:48 day P, 2:50 day Q & day R.) It follows then, that in the neighborhood of the 25 foot sounding there is an obstruction with 25-30 feet of water on it, and which the lead could not locate. To be safe a 25 foot sounding was plotted at the apparent position of the obstruction, marked "obstruction".

Day P. At 11"P" drag set at an effective depth of 40 feet struck. Place sounded & least water found by the lead = 65 feet. Unable to locate the obstruction by means of the lead, the spot was carefully gone over with a 35' drag. (See 4P sdg. record) The drag caught & slipped off. Next day (12Q) a 30 foot drag was caught on same obstruction. At 11"R" the drag set at an effective depth of 25 feet stopped near same obstruction, turned back, hooked up to an effective depth of 21 feet, and finally cleared the obstruction. A 25 foot sounding marked "obstruction" was plotted at the apparent position of the obstruction.

A 9 foot shoal, of which no mention can be found in the records of the party, appears on the Boat-Sheet and tracing accompanying letter 496 - 1915 of the chief of the Party (About 500 m S.E. of Barretto Pt.) Additional information is needed to explain how and when this shoal has been located.

J.B. Stikeman

8/9-16