

4797

Diag. Cht. No. 1215-2

Form 504

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

....., Director

State: New York

DESCRIPTIVE REPORT

Topographic } Sheet No. ⁶ 4797
Hydrographic }

LOCALITY

South Coast of Long Island

Outside Coast between Arverne

Rockaway Beach

1927

CHIEF OF PARTY

C.D. Meaney

B. & G. SURVEY
L. & A.
JUN 27 1926
Acc. No.

26217
4797

C. & G. SURVEY
L. & A.
JUN 29 1928
Acc. No.

DESCRIPTIVE REPORT
TO ACCOMPANY

HYDROGRAPHIC SHEET 6

U. S. Coast and Geodetic Survey
E. Lester Jones, Director

C. D. Meany,
Chief of Party

AUTHORITY

In accordance with instructions dated April 8, 1927, a hydrographic survey was made of the area between the one fathom curve and the five fathom curve west of the longitude of the Edgemere Hotel to longitude $73^{\circ} 54'$ W.

JUNCTIONS

This sheet joins sheet 1 of 1927 hydrography on the east and chart 542 on the west.

METHOD

Generally a scheme of lines was run parallel to the beach in accordance with the second plan of paragraph six of the instructions. The six-foot curve was developed with the aid of a Coast Guard surf boat in accordance with the same paragraph of the instructions for this work.

Black Warrior Wreck.

On chart 542 a wreck is shown in

Lat. $40^{\circ} 32\frac{1}{2}'$ 782 m. (N)
Long. $73^{\circ} 56'$ 710 m. (W)

An investigation of this position failed to show any indication of a wreck. The buoy which marks the wreck on chart 542 was located 135 meters southeast of the position shown on the chart.

At $40^{\circ} 32'$ 1208 m N. latitude, $73^{\circ} 56\frac{3}{4}'$ 391 m. W. longitude, 23 feet of water were found. The lead at this position hit what probably was the hard surface of some part of the wreck. The sounding, however, is only two feet less than soundings in the immediate vicinity of the wreck. As further evidence that the wreck is located inshore from the charted position, local fishermen use this wreck as a fishing ground. They anchor directly over the position as found by my party. The fishermen also report that they lose their fishing lines, which become fouled after catching fish. It may be, therefore, that there are spars or other parts of this wreck projecting above the part of the wreck found, although careful development was made of the area to determine the least depth.

WRECK SHOWN ON HYDROGRAPHIC SHEET 2605

On hydrographic sheet 2605 in Latitude $40^{\circ} 33' 10$ m. (N), Longitude $73^{\circ} 53' 749$ m. (W), the position of a wreck is plotted. This wreck is not shown on chart 542.

During the progress of the hydrography in 1927, local information was received that inshore of the Black Warrior wreck the remains of another wreck still existed, that the bottom is rocky there, that there is about 2 feet less water on the remains of the wreck than in the immediate vicinity and that the remains of the wreck are used as a fishing ground.

As the local information received agrees with the wreck shown on sheet 2605, the remains of this wreck probably still exist.

GENERAL DESCRIPTION

The bottom slopes off from the beach gradually. Generally along the beach at a distance from 100 to 200 meters south of high water the water gets shoaler then gradually deepens to the southern limit of the survey. The shoal water 100 to 200 meters south of the beach was very noticeable during the survey, as breakers were encountered on the shoals with smooth water inshore. The shoals offshore with deep water inshore made it possible to approach the beach closer than usual, as the shoal water served as protection once the surf boat had successfully overcome the shoals. It is noted here that during the progress of the work in developing the six foot curve, a Coast Guard surf boat was loaned from the East Rockaway Inlet Coast Guard Station. For this type of work, a surf boat is essential to safe and economical surveying. In crossing the shoal water off the beach, solid seas broke over the surf boat an average of once a day. Whereas these breakers would have sunk a motorsailer, their only effect on the surf boat surveying was to wet the sheet and prevent further plotting for the day. As the work could be easily visualized, it was practical to continue surveying without plotting in the field.

The offshore hydrography was done with launch 66.

The blue ink positions are launch positions. The green ink positions are surf boat positions.

TIDES.

During the progress of the survey, a standard automatic tide gauge was maintained 600 meters east of East Rockaway Point on a dock at the foot of Jarvis Lane, Far Rockaway, New York. The tide on the outside coast, from the best available information, is 1.1 times the range at the Far Rockaway tide station and is also 25 minutes earlier for the area of this sheet than the tide at the Far Rockaway station.

SMOOTH SHEET PLOTTING.

The smooth sheet was plotted in the Washington office by F. G. Johnson, Lieutenant (j.g.), U. S. Coast and Geodetic Survey.

Respectfully submitted,

C. D. Meaney
C. D. Meaney,
Lieut. U. S. C. & G. Survey.

Table of Statistics for Sheet 6

Launch #66

Vol.	Day	Date	Miles	Soundings	Positions
1	A	June 6	14.6	290	74
	B	June 7	15.5	439	85
	C	June 8	11.0	393	68
	D	June 9	11.0	501	95
2	D	June 9	11.0	159	38
	E	June 10	17.0	556	117
	F	June 13	14.5	485	140
Total			94.6	2823	617

Coast Guard Surfboat #33

1	A				
	B	June 22	4.2	215	72
	C	June 23	13.5	660	126
Total			17.7	875	198

June 30, 1928

Division of Hydrography and Topography:

✓ Division of Charts:

Tide reducers are approved in
3 volumes of sounding records for

HYDROGRAPHIC SHEET 4797

Locality: South coast of Long Island, N. Y.

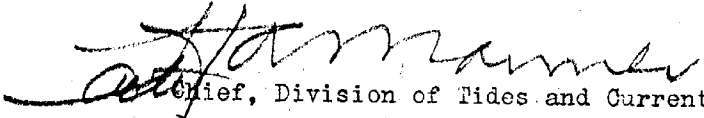
Chief of Party: C. D. Meaney, 1927

Plane of reference is M. L. W.

3.5 ft. on tide staff at Far Rockaway

Condition of records satisfactory except as checked below:

1. Locality and sublocality of survey omitted.
2. Month and day of month omitted.
3. Time meridian not given at beginning of day's work.
4. Time (whether A.M. or P.M.) not given at beginning of day's work.
5. Soundings (whether in feet or fathoms) not clearly shown in record.
6. Leadline correction entered in wrong column.
7. Field reductions entered in "Office" column.
8. Location of tide gauge not given at beginning of each day's work.
9. Leadline corrections not clearly stated.
10. Kind of sounding tube used not stated.
11. Sounding tube No. entered in column of "Soundings" instead of "Remarks".
12. Legibility of record could be improved.
13. Remarks.


Chief, Division of Tides and Currents.

Note: For time and height corrections see notes in sounding books.

AND REFER TO NO. 11-DEM

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

WASHINGTON

August 20, 1928.

SECTION OF FIELD RECORDS

Report on Hydrographic Sheet No. 4797.

South Coast of Long Island, New York.

Surveyed in 1927

Instructions dated April 8, 1927 (Meaney)

Chief of Party, C. D. Meaney.

Surveyed by C. D. M.

Protracted and soundings plotted by F. G. Johnson.

Verified and inked by J. T. Stessin.

1. The records conform to the requirements of the General Instructions with the exception that where the work was continued from one sheet to an adjoining sheet on the same day, the last position on one sheet should have been transferred to the sounding records of the other sheet in order that the intervening soundings could be plotted. This feature was taken care of in the office verification.

It is to be noted that in the first two volumes of this sheet the corrections to the leadline run as high as 3 feet at 9 fathoms. In the last volume there are no corrections at all. This would seem to indicate that the old type of leadline was used in the first stages of the work and the phosphor bronze line toward the end.

2. The plan, character and extent of the survey fulfill the requirements of the general and specific instructions. While the spacing conforms to that outlined in the specific instructions, additional soundings would have been desirable off Belle Harbor between the beach and the outer 6 foot curve in order to definitely place the inner 6 foot curve.
3. The sounding line crossings are generally adequate. In the vicinity of lat. $40^{\circ} 34 \frac{1}{4}'$, long. $73^{\circ} 47 \frac{1}{3}'$ the cross lines differed by 3 feet. This difference could not be reconciled by applying the ordinary methods of adjustment and so with the approval of the Chief of Field Work (A.M.S.) that portion of the deep line (65 - 68 C, Launch No. 66) that was in conflict was omitted.

4. The usual depth curves could be drawn except the 30 foot curve which had to be approximated in places on account of the wide spacing of the lines.
5. The field plotting was completed by the field party and was well done.
6. The junctions with the contemporary adjacent sheets will be taken up when those sheets are reviewed.

It should be noted that the western limit of this sheet joins with the eastern limit of the Engineers' survey of 1922 (Blueprint 18156). A comparison of the two surveys shows the 18 foot curve as having moved inshore about three hundred meters with a slight deepening around the 12 and 30 foot curves.

7. As the matter of changing the position on the chart of the "Black Warrior" wreck and the addition of the wreck in lat. 40° 33' 10 m., long. 73° 53' 749 m. (authority, H. 2605 and letter 214 - 1928) has already been considered prior to the verification of this sheet and proper notices to mariners prepared (No. 19 - 1928), it is not deemed necessary at this stage to reopen the question. The verification disclosed nothing that would lead to a contrary decision. However, it should be noted that the wreck that was added in lat. 40° 33' 10 m., long. 73° 53' 749 m. had been carried on chart 542 up to the edition of March, 1908. In the latter part of that year a detailed survey was made by the Engineers (blueprint 12818) in this locality and the position of the wreck was covered with 150 meter lines, one of the lines passing directly over the wreck. No indication of it was noted and presumably on the strength of this survey the wreck symbol was removed from the charts. Beginning with the edition of April, 1911 this wreck no longer appeared on the charts. It is also worthy of note in this connection that two other surveys covering the position of the wreck (blueprint 18156 in 1922) and the present survey (H. 4797) show no indication of shoaling in this vicinity. A line on the Engineers' survey passes right through the position of the wreck and shows 18 1/2 feet with very uniform bottom. The present survey contains a sounding line about 30 meters to the eastward of the position of the wreck with 20 feet even bottom on it.

In view of the local information obtained by the Chief of Party relative to this wreck, it might be just as well to retain it on the charts until such time as definite information is received that the wreck has disintegrated and no longer exists.

8. Attention is called to the fact that on hydrographic sheet No. 2605 (surveyed in 1902), a 13 foot sounding is shown in lat. 40° 32' 1390 m., long. 73° 53' 750 m. This sounding received a treatment similar to that outlined in the above paragraph for the wreck. None of the subsequent surveys mentioned above show any indication whatever of the existence of this spot. It is likely that an error of 1 fathom was made in the original recording of the sounding. The above facts, together with the deepening that has taken place in this area, make it no longer necessary to consider the possible persistence of this spot.
9. Additional work is required as mentioned above.
10. Reviewed by A. L. Shalowitz, August, 1928.

Approved:

Chief, Section of Field Records (Charts)

Chief, Section of Field Work (H. & T.)

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO. 4797

HYDROGRAPHIC 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.

Field No. 6

REGISTER NO. 4797

State New York

General locality South Coast of Long Island

Locality Outside coast between Arverne and Rockaway Beach
~~Rockaway Inlet and East Rockaway Inlet~~

Scale 1:10,000 Date of survey June 6 to June 23, 1927

Vessel Launch 66

Chief of Party C. D. Meaney

Surveyed by C. D. Meaney

Protracted by F. G. Johnson

Soundings penciled by F. G. Johnson

Soundings in ~~fathoms~~ feet at M. L. W.

Plane of reference M. L. W.

Subdivision of wire dragged areas by -----

Inked by -----

Verified by -----

Instructions dated April 8, 1927

Remarks: -----