

5324

U. S. COAST & GEODETIC SURVEY  
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Form 504  
Ed. June, 1928

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

R. S. Patton, Director

State: New York

DESCRIPTIVE REPORT

*Topographic* } Sheet No. 7 (field no.)  
*Hydrographic* }

5324

LOCALITY

Long Island from Smith Point  
to Southampton

1933

CHIEF OF PARTY

A. P. Ratti, Lieut., U.S.C.&G.S.

5324

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

U. S. COAST & GEODETIC SURVEY  
LIBRARY AND ARCHIVE  
NOV. 17 1933  
REG. NO. 5324  
Acc. No. \_\_\_\_\_

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. 7

REGISTER NO. 5324

State New York

General locality Long Island

Locality ~~Smith Point to~~ Southampton to West Hampton

*U. S. G. B.*

Scale 1-20000 Date of survey Aug. 31 to Sept. 28 19 33

Vessel Project No. HT-133-Party No. 5

Chief of Party A. P. Ratti

Surveyed by J.C.T. *Tribble*

Protracted by J.J.R.

Soundings penciled by A.P.R.

Soundings in ~~10 fathoms~~ feet

Plane of reference M.L.W.

Subdivision of wire dragged areas by -----

Inked by ----- *E.B. Pierce*

Verified by ----- *W.H. Bamford*

Instructions dated February 25, 19 33

Remarks: -----

DESCRIPTIVE REPORT TO ACCOMPANY

HYDROGRAPHIC SHEET No. 7 (Field Number), SOUTH COAST, LONG ISLAND, N.Y.  
\*\*\*\*\*

DATE OF INSTRUCTIONS

Instructions for this survey are dated February  
25, 1933

LIMIT AND EXTENT

This survey covers the area from a point 2.5 miles east of Moriches inlet to a point 1.6 miles east of Shinnecock Coast Guard Station, and extends from the beach to about 1.2 miles off shore. It makes a junction with hydrographic sheet number 5<sup>115325</sup> (Field number) on the west and hydrographic sheet number 8 (Field number) on the east.  
#5325

SURVEY METHODS

All sounding lines were controlled by sextant fixes. Signals used were located by triangulation in 1932-33 and by topography shown on topographic sheets H & I (Field number) and signals located by hydrographic party as recorded in sounding volume No. 1, page 5, see hydrographic volume No. 1, page 1 for list of signals used.

Soundings were obtained by hand lead.

DISCREPANCIES

✓ Latitude 40-48.1, Longitude 72-35.9, positions 35 D to 37 D and positions 15 C to 17 C. Soundings on D day run one or two feet higher than on C day and were not plotted. It is believed the discrepancy here is due to a slight misplacement of the line rather than an error in the soundings. ✓

✓ Latitude 40-50.5, Longitude 72-28.0, positions 79 G and 80 G were rejected since they were obviously wrong. The positions will plot if the left angle in each case is reduced by 5° but since the controlling soundings appear on other lines it seems advisable to reject the positions. ✓

#### DISCREPANCIES

✓ Latitude 40-50.8, Longitude 72-26.8. The first sounding after position 89G undoubtedly is an error on the recorders part. The sounding in all probability being 3 fathoms, 4 feet rather than 2 fathoms, 4 feet. This sounding was not plotted. ✓

✓ Latitude 40-49.2, Longitude 72-31.4, position 103E. Several soundings in this vicinity are out of agreement by as much as three feet. It is believed this error was due to rough weather and moderate swells. This difference will be noted several times on the sheet. *Line from pos 115E to pos 117E rejected*

#### DANGERS

✓ Latitude 40-47.5, Longitude 72-39.3 (approximately). Located 50 meters west of position 75A an old wreck lies normal to the shore, extending from the low water mark on the beach to a point 30 meters off shore. Parts of the hull and ribs are visible at low water and in a light swell. ✓

#### OFF SHORE BAR

It will be noted that a bar lies about 0.2 mile off shore and runs parallel to the shore line. On a calm day this bar is easily traced as the water appears dark. Moderate swells break on this bar.

An interesting feature of this bar is that it apparently builds up during good weather and is flattened out by a storm. This was noted to be the case on the work west of Moriches inlet where work was done before and after a severe storm.

#### REMARKS

In making this survey it was desirable to carry the work off shore to a point where work may be taken up by a ship party without the necessity of building and locating signals.

A list of signals and their descriptions which may be used in the future follows.

LIST OF RECOVERABLE OBJECTS THAT MAY BE USED IN EXTENDING  
 WORK OFF SHORE FROM A JUNCTION WITH SHEET 7 (Field).  
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(Note): These prominent objects affect chart No. 1214.  
 All positions based on N. A. Datum 1927.

Signal	Position						Method of Deter- min- sation
	Latitude			Longitude			
	°	'	D.M.Meters	°	'	D.P.Meters	
TIANA CG-FS 1933	40	49	1017.0	72	31	1399.2	Tri.
TIANA CG TOWER	40	49	1000.0	72	32	5.0	Topo.
BOWERS SPIRE	40	51	375.8	72	26	473.4	Tri.
SHINNECOCK CG-FS 1933	40	50	1314.0	72	27	1366.9	Tri.
PONQUOGUE RED FLASHING LIGHT 1932	40	50	1291.9	72	27	1385.0	Tri.
ICH 1933	40	46	768.6	72	43	383.4	Tri.
HAMPTON BAYS WATER TANK, BLACK 1933	40	51	823.9	72	30	493.9	Tri.
SHINNECOCK BAY L.H. OLD TOWER 1874-1932	40	51	67.3	72	30	389.2	Tri.
LAW	40	51	866.0	72	25	721.0	Topo.
MOK	40	46	1674.0	72	41	660.0	Topo.
POT 1933	40	47	876.0	72	39	592.6	Tri.
QUOGUE CG 1933	40	48	825.2	72	35	1394.0	Tri.
GAIRS F.S. 1933	40	47	1705.2	72	37	1187.7	Tri.
PEK	40	47	1211.0	72	38	999.0	Topo.
BAY	40	48	281.0	72	36	1229.0	Topo.
CUT	40	49	540.0	72	32	1040.0	Topo.
WRY	40	48	1723.0	72	34	213.0	Topo.
WHY	40	48	1783.0	72	34	61.0	Topo.

DESCRIPTION OF SIGNALS  
\*\*\*\*\*

"Tiana C. G. Flag Staff 1933" is a tall flag tower on the lawn of the Tiana Coast Guard Station. The tower and flag staff is painted white and shows up well in the sun. On dark days the observation tower of the Coast Guard Station shows up much better; position of the tower may be obtained from topographic sheet I.

"Bowers Spire 1933" is a spire on the first large house east of Shinnecock Coast Guard Station and the last house on western edge of Southampton. The house is a big brick and stone summer home and is located on the sand dunes near the beach. This signal shows up well at all times.

"Shinnecock C. G. Flag Staff 1933" is a Coast Guard steel frame tower and flag staff located on the lawn of Shinnecock Coast Guard Station. This staff is similar to the staff described at Tiana Coast Guard Station. Also located on the lawn of this station is "Ponquogue Red Flashing Light 1932". Except on dark days the light shows up better than the flag staff.

"ICH 1933" is located on the lawn of Moriches Coast Guard Station and is similar in every respect to the flag staff described at Tiana Coast Guard Station. This station is located one mile east of Moriches inlet on the beach.

"Hampton Bays Watertank, Black 1933" is a black watertank in the town of Hampton Bays and is about half a mile north of Shinnecock Bay L. H., old tower 1874-1932. The light house is an old brick tower. Both of these signals show up well at all times.

"LAW" is a cupola on the second house to the right of Bowers Spire. The location is shown on topographic sheet "I" (Field number).

"MOK" is the east chimney on a large two story brick house about 1.4 miles east of Moriches Coast Guard Station. The house is a dirty white and is the most outstanding house in the vicinity. This is a good signal as it shows up at all times.

DESCRIPTION OF SIGNALS  
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"POT 1933" is located on lawn of the Potunk Coast Guard Station and is similar to the other Coast Guard staffs and the same notes apply.

"Quogue C. G. 1933" is the observation tower of Quogue Coast Guard Station located on the beach in town of Quogue. The flag staff at this station is a reference mark for the triangulation station and may be used instead of the tower.

"Gairs Flag Staff 1933" is a tall heavy flag pole painted white with a black cover on top. The staff is nearer Moriches Bay, but shows up over a large two story house.

"PEK" is the south peak of a large bathhouse about 0.6 mile east of Potunk Coast Guard Station. Directly north of this signal, a concrete draw bridge ~~which is across~~ *spanning* Moriches Bay.

✓ "BAY" is a white chimney in the center of a small house on a sand dune. The house is a dark dirty grey color. The signal is about 0.7 mile west of Quogue Coast Guard Station.

✓ "CUT" is a buff colored shack about 0.6 mile west of Tiana Coast Guard Station.

"WRY" is peak of red roof of low house about 1.4 mile east of Quogue Coast Guard Station. This is the only red roof in this vicinity and may be easily picked up. Just about 200 meters east of this signal is a small white shack (Signal "WHY") that shows up better at times.

STATISTICS SHEET NO.7 (Field No.)  
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Date 1933	Letter	Volume	Positions	Soundings	Miles Stat.
Aug. 31	A	1	163	999	58.5
Sept. 6	B	1	102	550	30.0
" 8	C	1	105	545	32.2
" 11	D	2	172	702	35.8
" 12	E	2	171	768	44.0
" 13	F	2	83	326	30.2
" 22	G	3	138	474	40.0
" 28	H	3	142	441	39.5
TOTALS			1076	4805	310.2

Respectfully submitted

*John C. Tribble Jr.*  
 John C. Tribble Jr.  
 Ensign, C. & G. Survey

Examined and approved

*A.P. Ratti*  
 A.P. Ratti  
 Lieut. C. & G. Survey.

November 23, 1933.

KAC  
EAX

Division of Hydrography and Topography:

Division of Charts:

Tide Reducers are approved in  
3 volumes of sounding records for

HYDROGRAPHIC SHEET 5324

Locality Southampton to West <sup>Hampton</sup> Hampton, S.E. Coast of Long Island, N.Y.

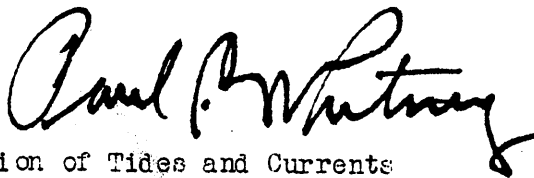
Chief of Party: A.P. Ratti in 1933

- \* Plane of reference is mean low water (Inferred from observations at Sandy Hook, N.J.)  
ft. on tide staff at  
ft. below B. M.
- \* No tide observations in vicinity of working ground. Tide reducers were derived in office from observations at Sandy Hook, N.J., through the ratio of ranges (0.6) and furnished to field party. No time allowance was necessary.

Height of mean high water above plane of reference is 2.8 feet.

Condition of records satisfactory except as noted below:

Method of entering tide reducers crude. Tide reducer curves apparently not used.



Chief, Division of Tides and Currents

SECTION OF FIELD RECORDS.

Report on : H-5324.

Surveyed in: Aug. 31 to Sept 28, 1933.

Chief of Party: A.P. Ratti.

Surveyed by: J.C. Tribble, Jr.

Protracted by: J.J.R.

Soundings plotted by: A.P. Ratti.

Verified & inked by: W.H. Bamford,  
E.B. Pierce,  
& E.W. Smith.

Topography inked by: Field party

1. The records conform to the requirements of the General Instructions very closely.
2. The usual depth curves can be completely drawn.
3. The field plotting was not completed to the extent prescribed in the General Instructions. Position numbers were placed so close to the pin pricks that the soundings obliterated many of the position numbers. There was no attempt by the cartographer to restore these.  
Some of the triangulation station symbols were enclosed with circles which is contrary to the General Instructions.  
In several cases, only the hydrographic names of the triangulation stations were put on the smooth sheet by the field party. The General Instructions require the full name and year of the location be shown.
4. It was necessary for the office draftsman to do over the Stamp No. 26 because the field party placed it so close to the bottom that it might be obliterated in time. Also, the changes in regard to the triangulation stations mentioned in paragraph 3 was made.
5. The junction of this sheet with H-5322 is satisfactory. In this case only a few of the soundings on H-5322 were made before the storm of Aug. 24, 1933, and these were omitted in the junction. The junction with H-5325 is so poor that further investigation of that sheet is being made before any junction is inked.
6. The protracting was checked by Bamford and reported as good. The soundings were inked by Pierce, and the depth curves, title, and geographic names inked by Smith.

Mr. Pierce died before complete report was made on the sheet, and the following is compiled from notes found in regard to the sheet: No mention is made as to the attention paid to time intervals for soundings or boat speed changes. There seems to have been considerable error in the field plotting of soundings, depths being in error by 1-foot in many cases, and error in the correct number of soundings between positions.

With the exception of the position numbers being plotted too close to the positions, the work would be rated as good.

February 6, 1934.

Respectfully submitted:

*Elbert W. Smith*

Elbert W. Smith, Cartographer.

SECTION OF FIELD RECORDS  
Review of Hydrographic Sheet No. 5324.  
Southampton to West Hampton, Long Island, New York.  
Surveyed in 1933  
Hand lead soundings  
Instructions dated Feb. 25, 1933 (R. P. Eyman).

Chief of party - A. P. Ratti.  
Surveyed by - J. C. Tribble.  
Protracted by - J. J. Rosa.  
Soundings plotted by - A. P. Ratti.  
Verified and inked by - W. H. Bamford, E. B. Pierce, E. W. Smith.

1. The records conform to the requirements of the Hydrographic Manual.
2. The plan and extent of the survey satisfy the specific instructions.
3. Only a few cross lines were run on the eastern limits of the sheet. These cross poorly. Adjacent lines generally agree fairly well but differences of several feet were noted in a number of places.
4. The information is sufficient for completely drawing the usual depths curves, with the exception of the low water curve very close to the shoreline and some parts of the 60 foot curve.
5. The junction on the west with H. 5322 is satisfactory.

On the east this sheet joins H. 5325 and overlaps the work on that sheet approximately one mile. The soundings agree poorly, there being an average difference of about 4 feet. A study of the work in this area and a check on tidal data and the lead line corrections failed to show up the reason for these discrepancies. As the soundings on H. 5325 are generally shoaler, the overlap was made on that sheet, but all of the soundings shown on H. 5324 were not transferred. A selection of the shoaler depths and soundings in the blank areas not covered by soundings on H. 5325 were used. The area common to both of these sheets should be charted from H. 5325 only.

6. Previous work.

The older surveys H. 72, H. 73, H. 75, H. 203 and H. 232, the most recent of which was made in 1850, should be completely superseded by the new work, H. 5324.

7. A discrepancy was noted in the position of signal Bum as located on the topographic sheet, T. 4765, and as shown on this sheet, H. 5324. The hydrographic determination was accepted because the signal was occupied, a very strong sextant fix obtained and the aerial photographic sheet checks the hydrographic location. There are some slight differences in the shore line on T. 4765 and as shown on the aerial sheet. In this case the topographic shore line was accepted.

8. There are no dangers or unusual features on this survey with the exception of the bar which runs parallel to the shoreline approximately


H. 5324 - 2.

0.2 of a mile off shore. As this bar is quite changeable it should be noted that all of the work on this sheet was done after the severe storm of August 24, 1933.

9. No additional work recommended.

10. Reviewed by - R. L. Johnston.

  
L. O. Colbert,  
Chief, Field Records Section.

  
Chief, Section of Field Work.

Examined and approved:

  
Chief, Division of Charts.

  
Chief, Division of H. & T.

Applied to drawing of Chart No. 1214  
Aug. 1934. H. M.