5325

Form 504
Ed. June, 1928

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R.S.Patton *Director*

State: New York

DESCRIPTIVE REPORT

~~*Topographic*~~
Hydrographic } *Sheet No.* 8 (field no.) 5325

LOCALITY

Long Island from Southampton to Montauk

1933

CHIEF OF PARTY

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

U. S. GOVERNMENT PRINTING OFFICE: 1931

5325

Form 537
Ed Dec., 1930

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

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. 8

REGISTER NO. 5325

State New York

General locality Long Island

Locality Montauk to Southampton

Scale 1-20,000 Date of survey Sept. 11 to Nov. 2, 1933

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

Chief of Party A. P. Ratti

Surveyed by G.F.J. Jordan

Protracted by J.J.R., & C.R.S.

Soundings penciled by A.P.R.

Soundings in ~~fathoms~~ feet

Plane of reference M.L.W.

Subdivision of wire dragged areas by ----

Inked by ---- J. Levine

Verified by ----J. Levine,

Instructions dated February 25, 1933

Remarks:

U. S. GOVERNMENT PRINTING OFFICE, 1931

DESCRIPTIVE REPORT TO ACCOMPANY

HYDROGRAPHIC SHEET No. 8 (Field No.), SOUTHEAST COAST, LONG ISLAND, N.Y.
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DATE OF INSTRUCTIONS

Instructions for this survey are dated February 25, 1933

LIMIT AND EXTENT

This survey covers area from a point 1.2 miles east of Shinnecock Coast Guard Station east to a point 0.4 mile west of Ditch Plain Coast Guard Station, from the beach to approximately 1.3 mile off shore.

SURVEY METHODS

The method employed in this hydrographic survey was the standard three point fix at position of sounding by sextant angles; and the hand lead line marked in fathoms and feet for obtaining depth. The ten pound cupped lead was used for weight and bottom samples, and mahogany wire center tiller rope for lead line.

All signals used in obtaining three point fix were located by triangulation and topography, sheets J and K, 1933. See page 1, volume 1, for list of signals.

The only hydrographic location on this sheet other than positions in soundings is the location of No. 2A Buoys located four and one-half miles southwest from Georgica Coast Guard Station.

DISCREPANCIES

Latitude 40-52.51, Longitude 72-14.40, position of No. 2A Buoys is 0.55 mile southwest from chart location.

Discrepancies exist in sounding depths in locality between signal "Nob" and "Napeague Coast Guard Station" from 0.7 mile to 1.4 miles off shore. This was found in checking soundings of the six normal lines there. It will be noticed that the normal and parallel lines check off shore as far as the first parallel line on K day.

The "K" line going west was obtained under fair conditions, but a strong southwest swell came up about noon and will be noted in record book at position "90K" to finish of the line; and a discrepancy exists with normal lines from position "97K" to "109K". "L and M" days were also carried out under southwest swells. It will be noted that "P" and "T" days parallel lines do check with the normal lines. They were under fair sounding conditions. The normal lines were under fair conditions also. In addition soundings from "24S" were checked by alternate leadsmen for verification.

The prevailing southwest winds and accompanying swells current in this locality may exist in early A.M., but were found to generally breeze up in late morning. Consequently the above mentioned territory was developed under unfavorable conditions at times, as it was usually at end of line on poor days or attempted under unfavorable conditions, as on "M" day and abandoned for the day.

Allowance was made by leadsman for condition of sea, making reduction of two feet in some instances in reading of the lead line.

DANGERS

Latitude 40-57.9, Longitude 72-07.9, location of old wreck, 110 ft. Eagle Boat, which lies in two fathoms of water twenty meters off the beach and 0.5 mile southwest from Amagansett Coast Guard Station. It projects two feet above water at low tide. Several other hulks were noticed on the beach and are noted on the boat sheet, but are no danger to navigation. Temporary fishing nets were encountered at times one-quarter mile off shore.

REMARKS

This survey was carried out to a distance off shore where a ship party may take up the work.

A list of permanent signals and description of same is included in this report.

LIST OF RECOVERABLE OBJECTS THAT MAY BE USED IN EXTENDING WORK OFF SHORE FROM A JUNCTION WITH SHEET 8 (Field).
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(Note): These prominent objects affect charts Nos. 1211, 1214. All positions based on N. A. Datum 1927.

Signal	Position						Method of Determination
	Latitude			Longitude			
	°	'	D.M.Meters	°	'	D.P.Meters	
APE	40	51	1240	72	24	1231	Top.
RAT	40	51	1699	72	24	180	"
RED	40	52	200	72	23	832	"
ATE	40	52	220	72	23	768	"
DOG	40	52	956	72	22	610	"
SOU	40	52	1151.9	72	22	752.3	Tri.
PAT	40	52	1273	72	21	1390	Top.
HIT	40	53	673	72	20	180	"
DAD	40	53	784	72	19	1286	"
COX	40	54	246.6	72	18	258.9	Tri.
SEE	40	54	1414	72	16	597	Top.
WHO	40	55	1296	72	14	170	"
TIC	40	55	1431.9	72	14	139.9	Tri.
ORG	40	56	411.9	72	12	1250.3	"
WAT	40	57	580.0	72	12	678.8	"
RAD	40	57	902.7	72	12	652.9	"
WES	40	58	573.5	72	07	948.5	"
AST	40	58	610.1	72	07	890.5	"
MAG	40	58	385.9	72	07	746.7	"
ANT	40	59	876.8	72	05	938.6	"
MAS	40	59	1549.	72	03	484	Top.
IRE	40	59	1659	72	03	202	"
NAP	40	59	1459.8	72	02	1147.3	TRI.
COG	41	00	898	72	00	842	Top.
HER	41	01	1057.6	71	57	1167.1	Tri.
YON	41	02	255	71	56	1015	Top.
NOB	41	02	573	71	55	333	"

DESCRIPTION OF SIGNALS
****

"APE"-is the east one of three stucco capped chimneys on yellow house extending east and west, with portals under west end. This chimney is on the southeast corner of house, and extends up from the roof only, like the other two chimneys. It is sutuated 2.9 miles east from Shinnecock Coast Guard Station and 75 meters in from the beach.

"RAT"-is the south gable of easterly white house. There are two prominent clapboarded houses painted white and close together. The signal is the south gable of the easterly one. It is 1.6 miles west of Southampton Coast Guard Station and 75 meters from the beach.

"RED"-is the larger of two dark red spires. This signal is a church spire in back of the shore dunes, and does not project very high, but is distinctive just west of white stucco bathouse and greenhouse on beach. It is 1.1 mile west of Southampton Coast Guard Station. and 75 meters from the beach.

"ATE"-is a large stucco chimney on west end of white stucco bathouse, just west of greenhouse, and east of signal "RED".

"DOG"-is the Southampton Coast Guard Lookout Tower, located on beach and is red shingled peaked roof with white scaffolding underneath. It is 250 meters southeast from Southampton CG.

"SOU"-is the steel tower flagstaff of the Southampton Coast Guard Station, located by 1933 triangulation.

"PAT"-is the south gable at east end of white stucco house, considerably trimmed with black, and has small cupola on west end of house. This is the last house of group extending east from Southampton CG, 0.5 mile.

"HIT"-is the peak of roof of two story dark shingled house, just west of barred inlet to Mecox Bay.

"DAD"-is the white single-mast flagstaff west of barred inlet to Mecox Bay.

"COX"-is the steel tower flagstaff of the Mecox Coast Guard Station which sets back from the beach, and was located by 1933 triangulation.

"SEE"-is a small dark shingled shack about 1 mile east of Mecox Coast Guard Station, and only prominent object on shore dunes in this vicinity. It has a peak extending east and west of about 5 feet. West end was used for signal.

"WHO"-is the southwest chimney on red brick, painted white, house. It is the last one 1.2 miles west of Georgica Coast Guard Station and is distinguished by large windmill just north of the house. There are four chimneys, one on each corner of the house, and are white and very prominent.

"TIC"-is a prominent dark shingled windmill situated north of signal "WHO", and at about the same heighth as the white house.

"ORG"-is the steel tower flagstaff of the Georgica Coast Guard Station, which sets back 200 meters from the beach, and is partially obscured at times by houses on the beach. It was located by 1933 triangulation.

"WAT"-is the East Hampton water tank located by 1932 triangulation. It is a steel water tank with standpipe situated 1 mile west of village of East Hampton, and 0.2 mile south of radio mast "RAD", and 100 meters north of new standpipe, smaller in structure.

"RAD"-is the East Hampton Radio Tower No. 2 located by 1932 triangulation. It is a steel wireless mast situated 1 mile west of village of East Hampton, and 1.2 miles north of south shore.

"WES"-is the west wireless mast of the Naval Radio Station in the village of Amagansett, 0.3 mile north of south shore and just north of Coast Guard Station. It is a steel wireless mast about 150 feet high and is painted yellow and black. It was located by triangulation of 1921.

"AST"-is the east wireless mast of the Naval Radio Station with the same description as signal "WES", and is 70 meters east of it.

"MAG"-is the steel tower flagstaff of the Amagansett Coast Guard Station, located by 1921 triangulation. It is located 1 mile southeast from village of Amagansett and 0.2 mile north of south shore.

"ANT"-is a large brick chimney (square construction), situated about 2.5 miles east of village of Amagansett on southern shore of Napeague Bay, and 0.8 mile north of south shore of Long Island. This is known as Electric Plant Chimney in triangulation data of 1911.

"MAS"-is the west wireless mast situated 300 meters west of signal "IRE" described on this page.

"IRE"-is the east wireless mast situated 5 miles east from the village of Amagansett, and 0.3 mile northwest from Napeague Coast Guard Station. It is a steel wireless mast about 200 feet high and is lighted at night with red lights (one at the top, two half way down and three about 50 feet from the ground).

"NAP"-is the steel tower flagstaff of the Napeague Coast Guard Station situated about 5 miles east from the village of Amagansett, and 100 meters north of the beach.

"COG"-is the peak of the east white shack of the bathouse buildings at the Hither Plain bathing beach. It is 2.7 miles west from Hither Plains Coast Guard Station. It will be noted on the beach in low ground just west of group of yellow stucco buildings.

"HER"-is the steel tower flagstaff of the Hither Plain Coast Guard Station situated about 1 mile west along the beach from Montauk village. It was located by 1933 triangulation.

"YON"-is the highest chimney on the six story office building, only one of its kind in Montauk. The building shows up very prominent from southeast to southwest, and is situated 0.3 mile north of the beach.

"NOB"-is the peak of a large Dutch Windmill which is situated on the edge of a bluff just west of Ditch Plain Coast Guard Station, and 1 mile east of bath buildings at Montauk.

STATISTICS SHEET NO. 8 (Field No.)
****

Date 1933	Letter	Volume	Positions	Soundings	Miles Stat.
Sept. 11	A	1	57	344	11.1
" 12	B	1	200	1225	37.2
" 13	C	1&2	158	936	46.9
" 25	D	2	149	1085	43.4
" 27	E	2&3	121	867	34.7
" 29	F	3	99	635	27.0
Oct. 2	G	3	171	1355	43.3
" 3	H	3&4	156	1166	43.8
" 6	J	4	103	686	30.6
" 10	K	4	109	550	32.6
" 11	L	4&5	104	506	32.7
" 16	M	5	19	113	5.5
" 18	N	5	79	416	22.5
" 23	P	5	72	339	20.3
" 30	Q	5	113	557	43.6
" 31	R	5	118	586	44.8
Nov. 1	S	5&6	54	278	14.7
" 2	T	6	51	217	18.5

TOTALS	Days	Volumes	Positions	Soundings	Statute Miles
	18	6	1933	11,861	553.2

Respectfully submitted

George F. Jordan.

Examined and approved

A. P. Ratti

Lieut. C. & G. Survey.

K.A.C.

November 24, 1933

Division of Hydrography and Topography:

Division of Charts:

Tide Reducers are approved in
6 volumes of sounding records for

HYDROGRAPHIC SHEET 5325

Locality Montauk Point to Southampton, S. E. Coast of Long Island, New York

Chief of Party: A. P. Ratti in 1933
*Plane of reference is mean low water, reading
0.2 ft. on tide staff at Montauk, Pt. (For work of Nov. 1 and 2, 1933)
5.5 ft. below B. M. 2

* For work from Sept.11 to Oct.31, 1933, tide reducers were derived in office from observations at Sandy Hook, N. J., through the ratio of ranges (0.45) and furnished to Field Party. Time of tide on working ground taken 30 minutes later than at Sandy Hook.

Height of mean high water above plane of reference is 2.0 feet.

Condition of records satisfactory except as noted below:

Paul D. Whitney

Chief, Division of Tides and Currents

SECTION OF FIELD RECORDS

Report on: H-5325

Chief of Party: A.P. Ratti.

Protracted by: J.J. Rosa; C.R.S.

Verified and Inked by: J. Levine

Surveyed in: Sept. to Nov. 1933

Surveyed by: G.F. Jordan

Soundings plotted by: J.J. Rosa / G.F. Jordan

Topography inked by: J.J. Rosa / J. Levine

1. The records conform to the requirements of the General Instructions.

2. Information is sufficient to completely draw the usual depth curves with the exception of the 10 fathom curve.

3. The field plotting was not completed to the extent prescribed in the General Instructions. The following deficiencies were noted:

(a) Insufficient number of bottom characteristics.

(b) Careless placing and ineligible lettering of position numbers and day letters.

(c) Dangers and obstructions not properly located or plotted.

4. Some of the field drafting had to be revised in the office on account of the following reasons:

(a) Soundings not plotted according to recorded time intervals.

(b) Allowance not made for soundings along path of vessel in turning.

5. Junction with Sheet H-5344 (on the eastward) is satisfactory while that with Sheet H-5324 (on the westward) is very unsatisfactory. Attached sketches (1 & 2) show soundings in sections within overlap areas of sheets H-5324 and H-5325. Soundings on sketch 1 appear to be deeper that those on sketch 2 for the same areas, the differences varying anywhere from 2 to 8 ft.

The application of all tide reducers and lead line corrections

to all soundings within this area was verified and found to be correct.

Nothing in the sounding records or the descriptive reports can be accounted for as the reason for the great difference in sounding depths except that some of the work was done under unfavorable sea and weather conditions, but the discrepancy also exists in the same areas under favorable sea and weather conditions.

5. The field drafting in general is good.

Note: The aerial photographic sheet covering this area has not yet been received, hence topography is not complete.

Respectfully submitted,

Julius Levine

March 1, 1934.

SECTION OF FIELD RECORDS

REVIEW OF HYDROGRAPHIC SHEET NO. 5325

MONTAUK TO SOUTHAMPTON, LONG ISLAND, NEW YORK.

Surveyed in 1933.

HAND LEAD SOUNDINGS.

Instructions dated February 25, 1933. (R. P. Eyman).

Chief of Party - A. P. Ratti.
Surveyed by - G. F. Jordan.
Protracted by - J. J. Rosa, C. R. S.
Soundings plotted by - A. P. Ratti.
Verified and inked by - J. Levine.

1. The records conform to the requirements, with the following exceptions: The lead line was not O. K'd at the end of A day, although O. K'd at the beginning. Lead line correction not given at end of B day although a correction was entered at the beginning of the day. On H day the lead line was O. K'd at the end of the day but was not recorded at the beginning.

2. The plan, character and extent of the survey satisfy the specific instructions.

3. Only six cross lines were run. These are on the eastern extremity of the work and four of the six lines normal to the beach cross the lines parallel to the beach very poorly at a point approximately one mile off shore. The field party blames these crossings on heavy southwest swells which existed at the time some of these lines were run. Adjacent lines generally agree very well. At these crossings the deeper soundings are omitted.

4. The information is sufficient for completely drawing the usual depth curves with the exception of the ten fathom curve.

5. The junction on the east with H 5344 is satisfactory.

On the west this sheet joins H 5324 and overlaps the work on that sheet approximately one mile. The soundings agree very poorly, the discrepancies ranging from 2 to 8 feet. A study of the work in this area and a check on tidal data and lead line corrections failed to reveal a probable reason for these differences.

As the soundings on H 5325 are generally shoaler the overlap was made on this sheet H 5325, 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 sounding lines on H5325 were used. The area common to both of these sheets should now be charted from H 5325 only.

6. Previous work.

The most recent of the earlier surveys, the survey of 1895 and 1896, H 2228 and H 2261, cover only a very small part of this area. They should be superseded by the new work.

The other old surveys of 1838, 1850 and 1851, H 74, H 75, H 76, H 232 and H 253, were examined. Comparison is difficult because of their widely spaced lines. The older surveys agree only fairly well and some times show shoaler depths than the new work, but none of the old surveys show any outstanding shoals or dangers. Because of the differences in time and the changeable character of the bottom, it is recommended that the recent survey, H 5325, now supersede all previous work and become the basic survey for this area.

7. There are no dangers within this area with the exception of a few wrecks close in shore. The only unusual feature is the bar which runs parallel to the shoreline about 0.2 of a mile away.

8. NOTE.

The aerial photographic sheet covering this area has not yet been received. When it comes it should be compared with this sheet.

9. No additional work required.

10. Reviewed by R. L. Johnston.

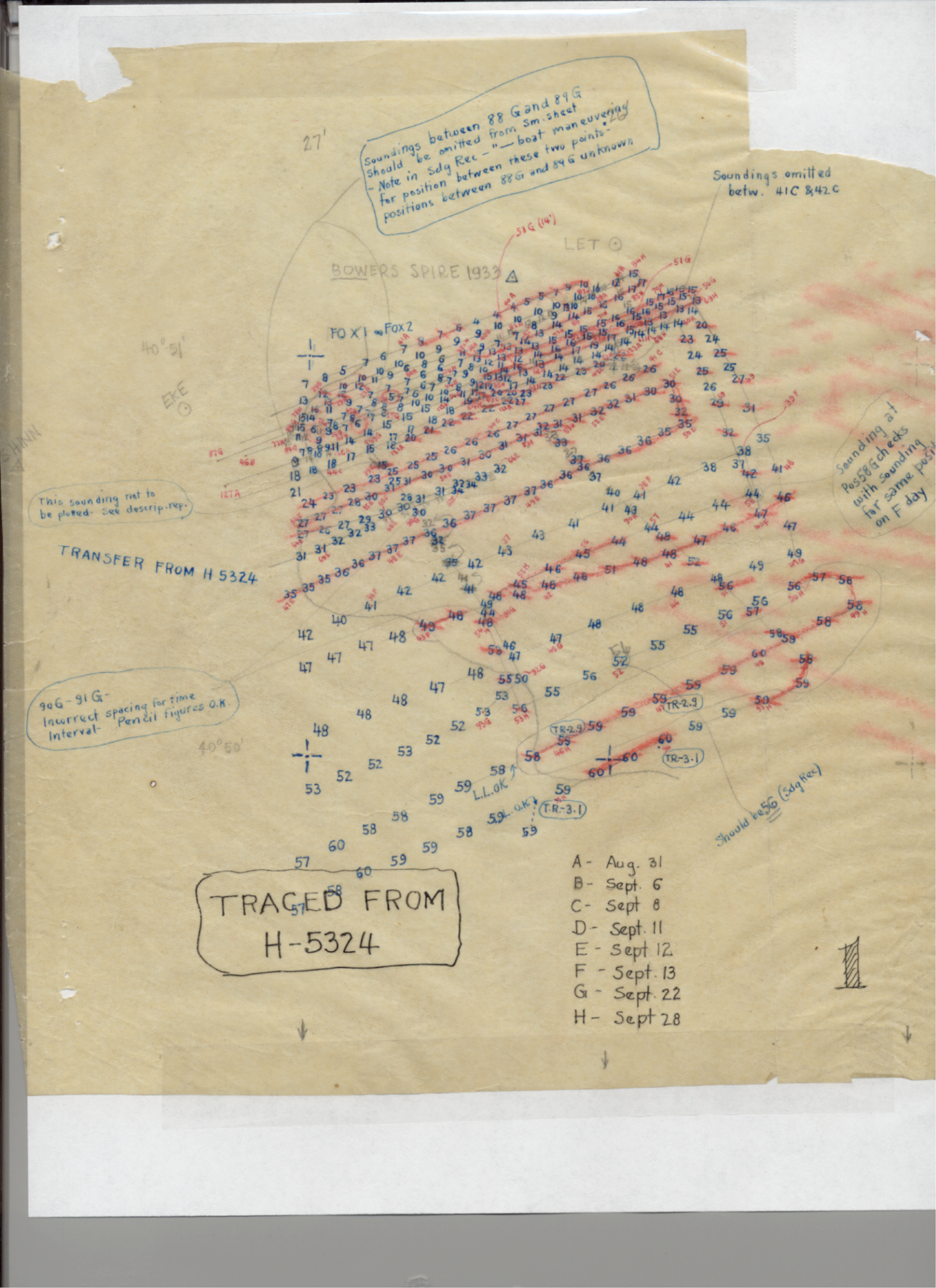
Examined and approved:

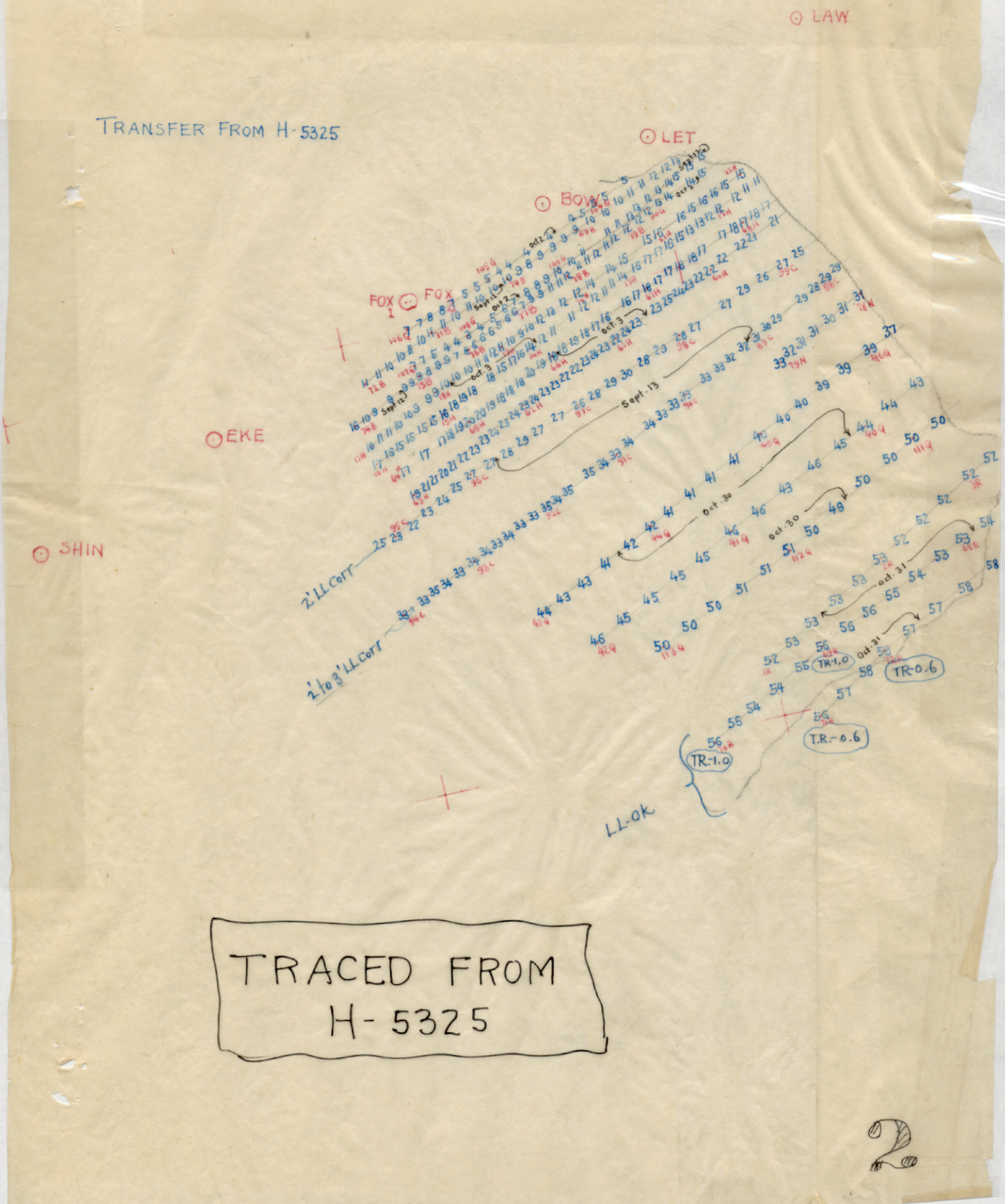
L. O. Colbert,
Chief, Field Records Section.

Chief, Chart Division.

Chief, Field Work Section.

Chief, H. & T. Division.


Soundings between 88 G and 89 G should be omitted from Sm. sheet - Note in Sdg Rec - "— boat maneuvering for position between these two points - positions between 88 G and 89 G unknown
Soundings omitted betw. 41 C & 42 C
BOWERS SPIRE 1933
FOX 1
Fox 2
This sounding not to be plotted - See descrip. rep.
TRANSFER FROM H 5324
Sounding at Pos 58 G checks with sounding for same pos on F day
90 G - 91 G - Incorrect spacing for time Interval - Pencil figures O.K.
Should be 56 (Sdg Rec)
TR-2.9
TR-3.1
L.L. O.K.
TRACED FROM H-5324
A - Aug. 31
B - Sept. 6
C - Sept 8
D - Sept. 11
E - Sept 12
F - Sept. 13
G - Sept. 22
H - Sept 28



TRACED FROM
H-5325

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

Applied to chart 362 ROG 9/12/49