5367a
5367b

Diag. Cht. No. 1214-2.

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Hydrographic

Field No. 4 Office No. H-5367a
H-5367b

LOCALITY

State New York

General locality Great South Bay, Long I.

Locality Bellport Bay to Nicoll Bay

1934

CHIEF OF PARTY

R. P. Eyman

LIBRARY & ARCHIVES

DATE January 15, 1934

B-1870-1 (1)

5367a
5367b

Descriptive Report
to accompany
Hydrographic Sheet No. 4
Great South Bay, Long Island, N. Y.

Date of Instructions. February 25, 1933.

Limits. All of Great South Bay from a junction with Hydrographic Sheet No. 2 one-half mile east of Nicoll Point to the old bridge at Smith Point. The following were done on a larger scale than the main sheet and plotted on inserts on Sheet 4a: upper part of Connetquot River 1:10,000, Brown Creek 1:10,000, Patchogue Creek 1:5,000, and southeast part of Bellport Bay 1:10,000. The offshore work was also done on sheet 4a; this is covered by a separate report.

Survey Methods. Chartered launches of about 2½ ft. draft were used in the deeper parts of the bay, and a sixteen foot skiff in the shoal areas.

Standard survey methods were used throughout, soundings being taken with lead line and sounding pole, and read to the nearest foot.

Sounding lines were run in a number of creeks in which it was impossible to obtain a fix except at or near the mouth, in such cases positions were referred by distance and direction to a bridge or other object recognizableon the aerial photographs, and can be plotted after the photographic compilations have been made.

Discrepancies; On page 19 vol. 5 of the launch work between positions 51 and 52h therecord shows a 5½ foot sounding between a 11ft. and 10½ft. sounding. This sounding was investigated on June 7, r day positions 2g to 35, (vol. 8 pp, 41, 42), by a system of lines 40 meters apart, soundings 25 meters apart on the line and no sounding of less than 10 feet found in the vicinity. Since the doubtful sounding was OK'd at the time it was taken it is not recommended that it be rejected; it may possibly be a sunken wreck. depth disproved by wire drag, see chart letter 583/1934 Rpt.

Dangers. The south shore of the bay is lined with shoals extending from 1 to 2 miles offshore. The most important are as follows:

A shoal with 2 feet one mile north of Point of Woods and ¼ mile east of the center of East Channel. There is a fish trap at the west end of the shoal.

A shoal with two to three feet extending 1 mile north from the point at Lone Hill.

A long narrow shoal with least depth of two feet, with its north point in Lat. 40 deg. 41.6 Long. 73 deg. 03.2 and its south point in Lat. 40 deg. 41.0 Long. 73 deg. 03.1. This is marked by stakes in summer.

The Porgie Bar three-fourths mile WNW from Blue Point Coast Guard, with two feet.

The Middle Ground is a long narrow shoal with one to two feet. It's north end is in Lat. 40 deg. 43.2 Long. 72 deg. 59.9. It is marked by a flashing green light on a black structure at its northern end. There is a 3 foot channel across the southern part of the middle ground To find this channel bring the cupola of the Five Mile Look Hotel on Blue Point, in range with a yellow brick stack in Blue Point.

From the Middle Ground to Smith Point shoal water extends for one-half to two miles from the south shore. Along the north shore between Howell Point and Patchogue, there are shoal spots (2 to 3 feet) from ¼ One-fourth to one-half mile offshore.

Channels. East Channel from Point of Woods northeastward is well buoyed; it is about 150 meters wide at the narrowest point and the controlling depth is 8 feet. The buoys are picked up during the winter months from November to April.

The channel between Great South Bay and Bellport Bay is wide, and is marked by a flashing green light on a black buoy ½ mile south of Howell Point, and a flashing red light on a red structure seven-eights mile west of the green light. Two flashing red lights on red structures mark the north edge of the shoal water in Bellport Bay.

There are two branches to the channel between Bellport Bay, and Moriches Bay. The northern branch has better water but is longer and is not marked. The southern branch is marked by two red lights numbered 6 and 8 and is about 100 meters wide. The controlling depth in this channel is 4 feet, but a 3½ foot spot was found just north of beacon No. 6. This 3½ foot spot may be avoided by passing south of the beacon, in 4feet. The northern branch has a controlling depth of 5 feet. To pass thru the northern branch bring the flag tower on the east side of the bay on bearing 100 deg. true (ESE mag.) and steer for it until 250 yards off; then steer 180 deg. true (South by west magnetic) keeping 150 yards from the east shore. The two branches converge east of beacon No. 8, and from this point the channel is well marked with lighted beacons and day marks, the controlling depth to Smith Point Bridge being 5 feet.

Smith point Bridge is in ruins. The original draw span was 36 feet; there is now a n opening of 300 feet, but a number of piles are broken off about 3 feet below the surface, and are a menace to navigation. There is a flashing red light on the bridge at the south end of the opening. To avoid broken piles boats should pass within 10 yards of the light.

The channel to Old Inlet is marked by lighted beacons and bush stakes; maintained by the Old Inlet Club; the controlling depth is 3½ feet.

Rivers and Creeks. Connetquot River has a depth of 4feet to the bend one mile above the mouth, and 3 feet to the railroad, the deeper water being along the east bank.

There are two small basins at West Sayville, with depths of 5 feet, protected by wooden bulkheads.

The entrance to Brown Creek is protected on the west by a jetty (marked by a light in summer), built out 200 meters to a depth of 4 feet. The controlling depth is 4 feet to the sharp bend five-eights mile above the entrance.

Patchogue Creek has a depth of 8 feet but is limited to 7 feet by by that depth in the bay outside the entrance.

Carman River has a depth of 4 feet at the entrance and 3 feet for one mile to Brookhaven, above which it is shoal and crooked. There is a long sand spit on the west side of the entrance marked at the end by a black beacon with flashing green light.

Aids to navigation with the exception of the light on Patchogue jetty are not maintained in the winter.

The buoys are maintained by the U. S. Lighthouse Service and are in place approximately from April to November inclusive.

The Lights in the eastern part of the bay are maintained by the town of Brookhaven from approximately May 1 to October 1, but the structures remain in place until destroyed by ice.

Comparison with Previous Surveys. No copies of the original field sheets were available to the field party, the only comparison possible being with the edition of Chart 578 published in 1930.

The following shoal soundings shown on the chart were not found. 4 foot spot in Lat 40 deg. 41.7 Long. 73 deg. 07.2. A close development was made (positions 38-50 q day of the launch work) and nothing less than 7 feet found.

5 foot spot in Lat 40 deg. 42.8 Long. 73 deg. 05.2. A close development was made (positions 1-12z day of the launch work) and nothing less than $8\frac{1}{2}$ feet found.

6 foot spot in Lat. 40 deg. 42.5 Long. 73 deg. 02.5. A close development was made (positions 94-103 r day of the launch work) and no sounding of less than 9 feet found.

As the sources of the above soundings are unknown to the hydrographer no definite recommendation as to their retention on the chart can be made.

BP 15065 USS Sur 1909

The area south of Howell Point was found to be altogether different than shown on the chart. Where the chart shows a 5 foot channel dredged through an area of 4 foot depth, a natural channel $\frac{1}{4}$ mile wide with depths of 7 and 8 feet was found. The present survey in this area agrees very closely with a survey made in 1931 by Wallace H. Halsey Inc.

The five foot dredged channel shown at the east end of Bellport Bay has shoaled to 4 feet.

The shoal to the east of Smith Point has built out approximately

150 meters, the channel at this point being narrower and farther south than shown.

Tides and Currents. The mean range of tide varies from 0.6 to 0.8 foot. The plane of reference used in 0.5 foot below mean tide level. A tidal data sheet giving locations of tide gauges, parts of the sheet for which each was used and the staff reading of the plane of reference accompanies this report.

Tidal currents are very weak. The tidal currents from Fire Island Inlet and Moriches Inlet appear to meet in Bellport Bay.

Landmarks. A list of landmarks is submitted herewith; also a list of landmarks now shown which are no longer in existence or not sufficiently prominent to be of value.

Respectfully submitted,

M. O. Witherbee

M. O. Witherbee
H & G Engineer

Forwarded

Raymond P. Eyman

Raymond P. Eyman
Chief of Party

STATISTICS FOR FIELD SHEET NO. 4
PROJECT HT - 132 LONG ISLAND, N. Y.

Date	Boat	Day Letter	Vol.	Stat. Mi.	No. Soundings	No. Positions
May 5, 33	Eva	a	1	22.9	940	116
" 16 "	Eva	b	1	19.0	850	105
" 17 "	Eva	c	1-2	28.3	1532	186
" 18 "	Eva	d	2-3	29.3	1609	161
" 19 "	Eva	e	3	28.8	1362	169
" 20 "	Eva	f	3-4	23.9	982	147
" 22 "	Eva	g	4	28.0	1286	168
" 24 "	Eva	h	5	26.6	1140	110
" 25 "	Eva	j	6	16.0	684	68
" 26 "	Eva	k	5-6	26.2	1109	128
" 31 "	Eva	l	6	13.0	590	73
June 2 "	Eva	m	6-7	19.4	900	117
" 3 "	Eva	n	7	19.5	924	119
" 5 "	Whale	p	7	11.5	658	77
" 6 "	Whale	q	8	15.0	785	117
" 7 "	Whale	r	8	14.0	735	103
" 8 "	Whale	s	8-9	14.5	787	102
" 9 "	Whale	t	9	13.0	648	90
" 16 "	Whale	u	9	16.0	626	78
" 21 "	Whale	v	10	17.9	939	126
" 26 "	Whale	w	10	15.9	862	118
" 11 "	Whale	x	11	4.0	179	22
July 7 "	Whale	y	11	2.2	127	19
" 19 "	Eva	z	11	2.7	133	22
20 "	Eva	a'	11	4.0	259	37
sub- Total				431.6	20,645	2579

SKIFF WITH OUTBOARD MOTOR

June 12,33	Skiff	a	1	8.5	355	78
" 14 "	"	b	1	10.5	447	66
" 15 "	"	c	1	8.0	515	95
" 17 "	"	d	2	10.0	535	72
" 19 "	"	e	2	6.4	361	61
" 20 "	"	f	2	12.0	737	104
" 22 "	"	g	3	15.2	864	118
" 23 "	"	h	3	11.2	638	89
" 27 "	"	j	3	7.5	421	74
" 28 "	"	k	4	13.3	727	104
" 30 "	"	l	4	3.5	203	32
July 1 "	"	m	4	11.3	663	89
" 5 "	"	n	5	11.0	643	92
" 6 "	"	p	5	19.0	1138	152
" 7 "	"	q	6	14.0	769	104
" 8 "	"	r	6	9.0	538	84
" 10 "	"	s	6	9.1	511	80
" 11 "	"	t	6-7	11.4	704	110
" 12 "	"	u	7	14.5	824	122
" 13 "	"	v	7-8	15.0	800	116
" 14 "	"	w	8	6.1	498	74
" 15 "	"	x	8	2.0	112	36
" 18 "	"	y	8	12.0	533	91
" 19 "	"	z	8	11.7	572	81
Aug 15 "	"	a'	9	5.8	296	52
" 16 "	"	b'	9	3.0	254	43
		Sub-total		261.0	14,658	2,219
		Total		692.6	35,303	4,798

LIST OF BUOYS AND BEACONS SHEET # 4

BUOYS	LOCATION	METHOD OF LOCATION
Red Nun #6	Channel to Fire Island Inlet	Sextant Vol. 7 Page 47 Launch
8	" " " "	" " 6 " 55 "
10	" " " "	" " 6 " 55 "
12	" " " "	" " 6 " 54 "
14	" " " "	" " 6 " 54 "
16	" " " "	" " 6 " 5 "
Gas Buoy #18A	" " " "	" " 6 " 5 "
Black Can #3	" " " "	" " 7 " 47 "
" " 5	" " " "	" " 6 " 55 "
" " 7	" " " "	" " 6 " 5 "
Buoy 9A	Off Blue Point	" " 2 " 41 "
" C9	" " "	" " 2 " 41 "

LIST OF HYDROGRAPHIC SIGNALS
SHEET 4

HYDR. NAME	DESCRIPTION	METHOD OF LOCATION
And	Signal on Bulkhead	Topography - Sheet E
Awn	House	Sextant-Skiff,Vol6,p. 24
Arm	Signal on Shore	Topography - Sheet F
Air	Gable of Hanger	Topography - Sheet E
Bad	Signal on Shore	Topography - Sheet E
Bath	N. End Bath House	Topography " Sheet D
Bail	Chimney Bailey's Mill	Triangulation 1933
Be	Red Roof of Bath House	~~Triangulation~~ Sheet D
Beacon #6E	Beacon	Topography - Sheet F
Bet	Signal on Shore	Topography - Sheet D
Bel	Church Spire(Bellport)	Triangulation 1933
Bish	Gable of Green Shed	Topography - Sheet E
Brown	Flagpole, Brown Creek	Triangulation 1933
Bul	Flagpole, Blue Point C. G.	Triangulation 1933
Bil	Tank, Windmill	Triangulation 1933
Blue	Signal on Shore, Blue Pt.	Triangulation 1933
Bar	Barrel on Shore	Topography - Sheet E
Ban	Signal on Shore	Topography - Sheet F
Bay	Signal on Shore	Triangulation
Ben	Signal on Shore	Topography - Sheet D
Big	Signal on Shore	Topography - Sheet D
Bun	Signal on Shore	Topography - Sheet D
Bo	Boathouse Gable	Topography - Sheet E
Bare	Signal on Shore	Topography - Sheet E
Breakwater	End of Breakwater, Brn. Crk	Topography - Sheet E
Bode	Sign on Dock	Sextant, Vol. 2, p.3,Skiff
Bert	Flagpole	Topography - Sheet E
Bat	Signal on Shore	Topography - Sheet E
Chick	Chimney on Shack	Topography - Sheet E
Cup	Cupola, Coast Guard Sta.	Triangulation
Cor	Signal on Shore	Topography - Sheet E
Can	Signal on Shore	Topography - Sheet E
Cong	Church Steeple(Patchogue)	Triangulation
Cox	Chimney, Hiscox	Triangulation
Cat	Signal on Shore	Topography - Sheet E
Cad	Signal on Bulkhead	Topography - Sheet D
Chy	Chimney on House	Topography - Sheet D
Car	Signal on Shore	Topography - Sheet F
Clam	Signal on Pavilion Roof	Topography - Sheet E
Col	Signal on Shore	Topography - Sheet E
Cross	Day Mark	Topography - Sheet F
Cott	Signal on Shore	Sextant Vol 7, p. 68, Skiff
Corn	Corner Bulkhead, Patchogue	Topography Sheet E
Clot	Signal on Shed	Topography - Sheet E
Dub	Signal on Shore	Topography - Sheet E
Dem	Signal on Shore	Topography - Sheet D
Do	Signal on Shore	Topography - Sheet D
Dark	Gable of Bath House	Topography - Sheet E
Duck	Duck Blind	Topography - Sheet F
Dog	Flagpole	Topography - Sheet E
Dick	Signal on Shore	Topography - Sheet D
Dump	Signal on Shore	Topography - Sheet D
Dun	Gable of House	Topography - Sheet E
Dol	Signal on Shore	Topography - Sheet F
Dit	Signal on Shore	Topography - Sheet F

LIST OF HYDROGRAPHIC SIGNALS
SHEET 4

HYDR. NAME	DESCRIPTION	METHOD OF LOCATION
Dry	Signal on Shore	Topography - Sheet E
Dist	Sign on Shore	Sextant, vol.7, p.68, Skiff
Dor (or door)	Center of Red Door	Topography - Sheet E
Eye	Signal on Shore	Topography - Sheet E
Eat	Signal on Shore,Flag Tower	Triangulation
Ed	Dock (small)	Topography - Sheet D
Eli	Signal on Shore	Topography - Sheet F
End	End of Breakwater (Swan Cr.)	Topography - Sheet E
Fop	Flagpole	Sextant, vol. 7, p. 32, Skiff
Flag	Signal on Shore	Sextant, vol. 8, p's 69&71
Fa	Signal on Shore	Topography - Sheet E
Fan	Windmill	Triangulation
Fun	Signal on Gate Post	Topography - Sheet E
Fred	Cros on beach	Sextant vol. 2, p. 41,vol8 p. 39, Skiff
Flat	Signal on Shore	Triangulation
Fog	Signal on Shore	Sextant, vol 5, p. 72, skiff
Fil	Topography	Topography - Sheet E
Fip	Flagpole	Topography - Sheet E
Gree	Signal on Shore	Triangulation
Gro	Flagpole on Hotel	Triangulation
Gab	W. Gable of Hotel	Triangulation
Gin	Flagpole	Topography - Sheet E
Gus	Summer House	Topography - Sheet D
Gay	Tide Gage (Patchogue Cr.)	Topography - Sheet E
Gue	Small sign	Topography - Sheet E
Golf	Flagpole	Sextant, vol. 2, p. 41, Skiff
Gray	Chimney on shack	Topography - Sheet F
Gar	Flagpole	Sextant, vol. 5, p. 19 & vol. 7,pgs. 18 - 20, skiff
Gulf	"Gulf" sign	Topography - Sheet E
Gag	Gable of garage	Topography - Sheet E
Hill	Flagpole	Triangulation
Hog	Tank	Triangulation
Hold	Cupola of house,Five Mi.Look	Triangulation
His	Chimney	Triangulation
How	Flagpole, Sayers mast.	Triangulation
Hut	Small Bathhouse	Sextant, vol. 8,p's 69&71, Launch
Hi	Stake on sand dune	Topography - Sheet E
Hel	Signal on shore	Topography - Sheet F
Hot	Chimney, Smith Pt. Hotel	Topography - Sheet F
Half	Small House	Topography - Sheet F
Ham	Signal on Shore	Topography - Sheet F
Inn	Flagpole	Topography - Sheet E
Isl. (or Ile)	Signal on Island	Triangulation
Ira	Red, day mark	Topography - Sheet F
Jet	Signal on Shore	Topography - Sheet E
Jack	Signal on Shore	Topography - Sheet D
Jon	Signal on Shore	Sextant, vol. 4, p. 2, Skiff
Jal	Signal on Shore	Topography - Sheet F
Jor	Windmill	Topography - Sheet E
Jetty	Light,Brown Creek	Sextant, vol. 9, p. 32, Skiff
Kin	Red House	Topography - Sheet D
King	Flagpole	Topography - Sheet E
Ken	Signal on Shore	Topography - Sheet E
Las	Tower, La Salle Academy	Triangulation
Lo	Signal on Shore	Topography - Sheet E
Lite	Light at Patchogue Creek	Triangulation

LIST OF HYDROGRAPHIC SIGNALS
SHEET 4

HYDR. NAME	DESCRIPTION	METHOD OF LOCATION
Lag	Flagpole	Topography - Sheet E
Let	Tank	Triangulation
Lon	Signal on Shore	Topography - Sheet F
* Lum (lumber)	Sign, Patchogue Creek	Topography - Sheet E
Lion	Marble lion	Topography - Sheet D
Law	Sign on Shore	Sextant, vol. 1, p. 51, Skiff
Lib	Signal on Shore	Topography - Sheet F
Log	Signal on Shore	Topography - Sheet F
Lawn	Flagpole	Topography - Sheet E
Lone	Signal on Shore	Triangulation
Mis (or Miss)	Signal on Shore	Topography - Sheet E
Mil	Flagpole (La Salle Academy)	Triangulation
Me	Signal on Shore	Topography - Sheet D
Man	Signal on Shore	Topography - Sheet F
Mar	Signal on Shore	Topography - Sheet F
Mem	Sign on Shore	Topography - Sheet F
Med	Signal on Shore	Topography - Sheet F
Mac	Signal On Shore	Topography - Sheet F
Nat	Signal on Shore	Topography - Sheet E
Nap	Signal on Shore	Topography - Sheet E
Nor	Signal on N. Range Monument	Triangulation
Not	Signal on Shore	Topography - Sheet E
Nic or (Nick)	Signal on Shore	Triangulation
Nee	Corner of Porch	Topography - Sheet D
No	Signal on Shore	Topography - Sheet F
Ney	Chimney of House	Sextant, vol. 6, p. 24, Skiff
Nud	Barrel on Shore	Sextant, vol. 7, p. 68, Skiff
Oy	Flagpole	Topography - Sheet E
Or	Roof of House	Topography - Sheet D
Ox	Small House	Topography - Sheet F
Oxy	Signal on Shore	Sextant, vol. 7, p. 68, Skiff
Po	Flagpole	Topography - Sheet E
Pat	Cupola, Patchogue H. S.	Triangulation
Pole	Flagpole	Topography - Sheet E
Por	Flagpole, Bellport C. G. Sta.	Triangulation
Poi	Signal on Shore	Triangulation
Peg	Signal on Shore	Topography - Sheet F
Pine	Gable, Bailey's Shed	Topography - Sheet E
Post	North gate post	Topography - Sheet D
Pipe	Smoke stack	Topography - Sheet E
Pip	Smoke Stack on small house	Topography - Sheet F
Pow	Powerhouse Stack, Patchogue	Triangulation
Pump	Yellow gas pump	Topography - Sheet E
Per	Signal on lightpole	Topography - Sheet E
Rad	Radio Tower	Triangulation
Riv	Signal on Shore	Topography - Sheet D
Red	Chimney on House	Topography - Sheet D
Rat	Signal on Shore	Topography - Sheet D
Rose	Signal on Shore	Topography - Sheet F
Rite	Beacon	Topography - Sheet F
Rid	Signal on Shore	Topography - Sheet D
Ray (or Ra)	Corner of Boat House	Topography - Sheet D
Rye	Signal on Shore	Topography - Sheet E
Rob	Signal on Light, Smith Point	Topography - Sheet F
Ridge	Signal on Shore	Sextant, vol. 4, p. 2, Skiff
Row	Black day mark	Topography - Sheet F

* Lumber, another signal located by sextant.

LIST OF HYDROGRAPHIC SIGNALS
SHEET 4

HYDR. NAME	DESCRIPTION	METHOD OF LOCATION
Ring	Signal on Dock	Topography - Sheet E
Raw	Signal on Shore	Topography - Sheet F
Rag	Signal on Shore	Topography - Sheet E
Rope	Mooring stake	Sextant, vol. 8, p. 7, Skiff
Rot	Cloth on Tree	Topography - Sheet E
Reb	Signal on Shore	Topography - Sheet E
Rich	Chimney on House	Topography - Sheet E
Rush	Gable of red shed	Topography - Sheet E
Sal	Tank	Triangulation
Sad	Signal on Shore	Triangulation
Sou	Signal on S. range Monument	Triangulation
Sin	Signal on Shore	Topography - Sheet E
Sum	Signal on Shore	Topography - Sheet E
See	Signal on Shore	Topography - Sheet E
Shak	House	Topography - Sheet E
Sly	Signal on Shore	Topography - Sheet D
Smith	Signal on Shore	Triangulation
Slide	End of Dock	Sextant, vol. 1, p. 61, Skiff
Sev	Signal on Shore	Topography - Sheet E
Sue	Signal on Shore	Topography - Sheet E
Sam	Signal on Shore	Topography - Sheet E
Speck	Signal on Shore	Topography - Sheet E
Sil	Stack on small house	Topography - Sheet F
Send	Signal on Shore	Topography - Sheet F
Sun	Signal on Shore	Sextant, vol. 4, p. 2, Skiff
Sim	Signal on Shore	Topography - Sheet E
Sto	Stove pipe of small house	Topography - Sheet F
Slo	Sign on Shore	Sextant, vol. 5, p. 60, Skiff
Sag	Signal on Shore	Topography - Sheet F
Slant	Mast	Topography - Sheet F
Stump	Signal on Shore	Topography - Sheet E
Shu	Signal on Shore	Topography - Sheet E
Speed	sign on Shore	Topography - Sheet E
Shin	Gable on House	Topography - Sheet E
Stuc	E. Chimney Stucco House	Topography - Sheet E
Smi	Flagpole, Smith Pt. C. G. Sta	Triangulation
Three	Beacon	Topography - Sheet F
Tan	Signal on Shore	Topography - Sheet E
Tut	Signal on Shore	Topography - Sheet D
Ty	Tide gage, Connequot River	Topography - Sheet D
Tin	Gable of summer house	Topography - Sheet D
Top	Signal on Shore	Topography - Sheet E
Tide	Tide gage at Lone Hill	Topography - Sheet E
Tel	Light pole	Topography - Sheet E
Tar	Stack on House	Topography - Sheet F
Tot	Windmill	Topography - Sheet E
Tri	Flagpole	Topography - Sheet D
Tex	Gas Tank	Topography - Sheet E
Toad	Gas Sign	Topography - Sheet E
Tid	Flagpole	Topography - Sheet E
Tom	Signal on Shore	Topography - Sheet D
Turn	Beacon	Topography - Sheet F
Ten	Beacon	Topography - Sheet F
Van	Corner of Boathouse	Topography - Sheet D
Wot	Cupola of House	Triangulation
Wind (or Win)	Windmill	Triangulation
Wil	Flagpole	Topography - Sheet E

LIST OF HYDROGRAPHIC SIGNALS
SHEET 4

HYDR. NAME	DESCRIPTION	METHOD OF LOCATION
Wad	Corner of Hotel	Topography - Sheet D
Week	Gable of Shop	Topography - Sheet E
Woe	Flagpole	Topography - Sheet E
Wire	Lightpole	Sextant, vol. 11, p. 5, Launch
Wood	Tank	Triangulation
Wes	Tank	Triangulation
Wet	Signal on Shore	Topography - Sheet E
Wish	White Sign	Topography - Sheet E
Yard	Flagpole	Topography - Sheet E
Yo	Signal on Shore	Topography - Sheet D
Yat (or Yot)	Flagpole	Topography - Sheet E
Yel	Corner of House	Topography - Sheet D
Yes	Gable of Yellow Shack	Topography - Sheet E
Zan	Signal on Shore	Topography - Sheet E

The smooth sheet was examined by G. D. Cowie, in charge of a temporary drafting unit which completed the smooth sheets. A few minor additions were found necessary and have been added.

George D. Cowie

George D. Cowie, Inspector,
New York Field Station.

POSITI)NS NOT PLOTTED.

Beaver Dam Creek- Pos. 20 & 21n, Skiff, Sheet 4.

Swan Creek- Pos. 116, 117, 118u, Skiff, Sheet 4A.

Corey Creek- Pos. 47 & 48a', Skiff, Sheet 4.

Creek One Mile West of Blue Point- Pos. 50a', Skiff, Sheet 4.

These positions are not fixed by hydrographic signals but can be plotted from features along the banks of the creeks. However, the sounding records had been forwarded to the Washington Office before the shore lines of the creeks had been recieved from the Aerial Topographic Office.

Corey Creek was plotted from the aerial Photographic sheet which does not agree with the Topographic Sheet. Neither does the Topographic Station "Eye" on the Topographic Sheet agree with the Aerial Topographic Sheet.

Form 537
Ed. Dec., 1930

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

REG. NO. 5367a

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. 4

REGISTER NO. 5367a

State ~~New York~~

General locality Great South Bay, L. I.

Locality Bellport Bay to Nicoll Bay.

Scale 1:20,000 Date of survey May to August, 19 33

Vessel leased Launches and skiffs

Chief of Party Raymond P. Eyman

Surveyed by M. O. Witherbee

Protracted by Robert Stephenson

Soundings penciled by Robert Stephenson

Soundings in ~~fathoms~~ feet

Plane of reference 0.5 foot below mean water level

Subdivision of wire dragged areas by None

Inked by M. H. Bamford & R. E. DeMeuse

Verified by

Instructions dated February 25, 19 33

Remarks:

U. S. GOVERNMENT PRINTING OFFICE: 1931

SECTION OF FIELD RECORDS
Report on Hydrographic Sheet No. 5367a.
Bellport Bay to Nicoll Bay
Great South Bay, Long Island, New York.
Surveyed in May to Aug. 1933.
Instructions dated Feb. 25, 1933.

Chief of Party - R. P. Eyman.
Surveyed by - M. O. Witherbee.
Protracted by - Robert Stephenson.
Topography inked by - Field Party.
Verified and inked by - W. H. Bamford and R. E. DeMent.

1. The records conform to the requirements of the Hydrographic Manual.

2. The sounding line crossings are adequate and in agreement.

3. The 3, 6, 12 and 18 foot depth curves can be completely drawn.

4. The field plotting was completed to the extent required in the Hydrographic Manual.

5. A few minor changes in topography were made along the South Shore.

6. No junction was made as Sheet H. 5268 joining this on the west is not available.

7. Remarks.

a. The field drafting could stand improvement. Position dates were too large and position numbers were at times larger than the soundings.

b. At long. 72° 53'.1, lat. 40° 44'.4, and long. 72° 54'.6 lat. 40° 44'.9, two beacons are plotted in pencil. These are transferred from the boat sheet, as no mention of them is made in the records.

Mr. Zeskind, (a member of the party) states that the fixes of all beacons and buoys were recorded in a sketch book, and sent to the office. This book cannot be found and it is possible that it was not received.

c. A 4½' sounding, in a 10' zone at Long. 73° 05'.5 Lat. 40° 41'.8 was inked - see Descriptive Report. Remove from sheet see Review par 3, RHB

d. The aerial photo compilation for this area is incomplete, only a small section of the South Shore, between Long. 72° 54' and Long. 73° 01' having been registered. A comparison of that (T. 5085) with H. 5367a, shows several small changes, and the addition of several small islands - this was corrected.

e. Datum note, omitted by the field party, was added.

f. This report is supplementary to that of Mr. Bamford.

Submitted by - Ralph E. DeMent.

Verifier's Report on H. 5367a.

1. The protracting on this sheet was not very well done, a number of positions were found to have been erroneously plotted and were corrected. Position numbers and position pin prick holes were found to be too large, at times the position numbers were found to be as large as the sounding figures.

2. The authorized stamp for projection data, usually placed in the lower right hand corner of the smooth sheet was not used. The datum the projection of the sheet is referred to was not noted on the sheet by the field party.

3. The △ signal shown on this sheet as △ HOW in Lat. 40° 44' + 861.4 in and Long. 72°56' + 1036.9 in. is noted as being the same as MAST (Sayer's) 1933. (See note on sheet in red ink). T his is due to the fact that the hydrographic party gave the name HOW to the △ station whose name is actually MAST (SAYER'S) 1933.

The actual △ HOW is 24.334 meters south by southwest of the one shown on the smooth sheet as △ HOW, and is a standard △ monument. The MAST (SAYERS) 1933 is a forty foot flagpole and was used in the hydrography as a signal. No superstruction was built over the true △ How. The topographic sheets for this area show only one station at this location and that is △ MAST (SAYER'S) 1933.

4. The soundings on this sheet are found in both the sounding volumes for this sheet and for the "B" sheet.

Submitted by - Warren H. Bamford.

SECTION OF FIELD RECORDS
Review of Hydrographic Sheet No. 5367a and 5367b.
Bellport Bay to Nicoll Bay, Great South Bay, L. I., New York.
Surveyed May - August 1933.
Instructions dated February 25, 1933 (Eyman).

Chief of Party - R. P. Eyman.
Surveyed by - J. C. Tison, Jr. and M. O. Witherbee.
Protracted and soundings plotted by - Robert Stephenson.
Verified by - W. H. Bamford.
Inked by - R. E. DeMent.

1. Records though generally conforming to the Hydrographic Manual were not kept separate for the two sheets. Of the 22 volumns of soundings, 8 are marked a, 2 are marked b and 12 are marked a b. The last contain both general development on 5637a and soundings shown on the plans on 5367b. The Descriptive Report H. 5367b refers only to the outside coast, the plans are included in the Descriptive Report for H. 5367a.

2. The plan and extent of development conform to the regulations and satisfy the specific instructions. Shoreline of several creeks are not shown on the control sheets. Air photo sheets are not yet available, consequently some of the hydrography (single lines of soundings) has not been plotted. The depths in these creeks do not warrant plotting.

3. Soundings generally are consistent. The $4\frac{1}{2}$, (reduced from $5\frac{1}{2}$ for tide) which is noted in the Descriptive Report as a discrepancy has been retained on the sheet lat. 40° 41'.8 long. 73° 05'.4, for the reason that it was O. K.'d in the sounding record and because the hydrographer recommended it after subsequent investigation. It may be some obstruction of small area as suggested in the Descriptive Report instead of a natural shoal. Soundings of earlier surveys do not fall on this spot. Existence of 4½ disproved by wire drag and the sounding has been removed from chart see Chart Letter 583/1934 Ryf. Aug 1934

Navigation beacons are shown on the sheet by circles instead of the regular symbols. Many of them are lighted during the summer season. There are a number of bush stakes and private markers that are not shown on the sheet.

4. Depth curves can be drawn satisfactorily. The 3 foot curve is shown in addition to the usual curves.

5. Junction with H. 5322 to eastward is satisfactory. On the outside coast there is some irregularity due to soundings before and after the August storm. To westward the junction with H. 5368 will be considered later.

6. Comparisons. - Sheet H. 5367b develops the area between soundings shown on H. 203 (1848) and the shoreline of the outer coast, slightly overlapping the hydrography on the latter sheet. The depths in the overlapping area are in fair agreement though some of them show somewhat deeper water on the new survey. Chart 578 does not show any details in this area.

In Great South Bay the agreement with the surveys in 1874 and 1875 (H. 1198 and H. 1281) is surprisingly good. There are some changes in details but most of them seem to be due to the closer development of the

new survey. The three shoals on Chart 578 (4, 5 and 6 foot spots) noted in the Descriptive Report under "Comparisons" should not be retained on the charts. The 5 and the 6 come from U. S. Eng. survey in 1909 (BP 15005); the authority for the 4 has not been ascertained. Their existence has been sufficiently disproved by the new survey.

An investigation in 1914 (H. 3707) compared with the new survey shows that considerable change has taken place in Patchogue Creek, in Browns Creek, and the eastern part of Bellport Bay. The Descriptive Report calls special attention to the changes south of Howell Point and east of Smith Point as well as the shoaling of the dredged channels. These channels are shown on Chart 578 from BP 20120 (1924).

7. Field drafting was not very satisfactory. A number of positions were erroneously plotted; position prick holes were too large; and position numbers were also rather large making it difficult to ink soundings in congested areas.

8. Recommendation. - This sheet (H. 5367a and H. 5367b) should supersede all previous information for charting the area represented.

No further surveys are deemed necessary except that it would be desirable to check the controlling depths in the improved channels annually when the navigation aids are replaced in the Spring.

The 4½ noted in par. 3 above should be treated as an obstruction rather than a shoal. It may be an error in reading the leadline and a further search of the area is desirable. A small drag could prove or disprove the existence of an obstruction.

9. Reviewed by - R. J. Christman, April 7, 1934.

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

Examined and approved:

L. O. Colbert,
Chief, Division of Charts.

Chief, Section of Field Work.

Chief, Division of H. & T.

Note See review of T 5055 for correct positions of signals used on this survey and determined subsequent to this review - 1/25/35.
B.G.Jones.

Field Records Section (Charts)

HYDROGRAPHIC SHEET No. 5367a

The following statistics will be submitted with the cartographer's report on the sheet:

Number of positions on sheet	4798
Number of positions checked	96
Number of positions revised	21
Number of soundings recorded	35303
Number of soundings revised	42
Number of signals erroneously plotted or transferred	0

Date: March 23, 1934

Cartographer: Ralph E. DeMeur

80-DBM

April 12, 1934.

Memorandum to Chief, Section of Field Work:

Subject: Investigation of 4 1/2 foot spot in Great South Bay, between Bellport Bay and Nicoll Bay.

The spot is marked on a photostat of a section of H. 5367a, forwarded herewith. The sheet shows the location of prominent triangulation points which can be used for the examination desired of this spot. The information can be replotted as additional work on the smooth sheet in this office. It is necessary that the exact area be well covered. For this reason the boat sheet is included.

The following information is obtained from Lieutenant Witherbee's report on the sheet:

"Discrepancies; On page 19 vol. 5 of the launch work between positions 51 and 52h the record shows a 5½ foot sounding between a 11 ft. and 10½ ft. sounding. This sounding was investigated on June 7, r day positions 2g to 55, (vol. 8 pp. 41, 42), by a system of lines 40 meters apart, soundings 25 meters apart on the line and no sounding of less than 10 feet found in the vicinity. Since the doubtful sounding was OK'd at the time it was taken it is not recommended that it be rejected; it may possibly be a sunken wreck."

Tentatively disproved chart letter 583/1934.

A copy of the review was sent to you recently.

Chief, Section of Field Records.

5367a

Additional work

Form 504
Rev. Dec. 1933

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

~~Topographic~~ } Sheet No. 5367a
Hydrographic

State New York

LOCALITY

Great South Bay L.I.

Bellport Bay to Nicoll Bay

~~Additional~~ work

1934

W. D.

CHIEF OF PARTY

M.O. Witherbee

U. S. GOVERNMENT PRINTING OFFICE: 1934

5367a
Additional work
Additional work

DESCRIPTIVE REPORT,
To Accompany
HYDROGRAPHIC SHEET NUMBER FOUR-A
OUTSIDE COAST - SOUTH SHORE- LONG ISLAND.
RAYMOND P. EYMAN - CHIEF OF PARTY
SEASON - 1933.

AUTHORITY:

Letter from Lieut-Commander F.S. Borden, dated June 17, 1933. Definite instructions for the work were never received.

SURVEY METHODS:

Second and third order triangulation stations, topographic signals, and hydrographic signals located along the ocean beach furnished control for the survey. The Hydrography was executed according to standard practice; sextant angles taken from the launch being used to locate the sounding lines. All soundings were obtained with a standard 12-fathom leadline fitted with a 10-lb lead.

DISCREPANCIES:

An inspection of the boat sheet revealed no discrepancies in the plotted soundings on cross lines, and none were noted in the field.

DANGERS:

The stretch of coast line embraced by this sheet is comparatively straight, and is unbroken. No dangers to navigation were noted outside of the first line of breakers along the beach. With a moderate ground swell running, this first line of breakers is located along the outer bar of sand where the depth shoals to less than two fathoms; this outer bar parallels the beach consistently, but is more apparent in some places than in others. In some localities it disappears altogether. In general this bar runs from 200 to 250 meters off shore, and deeper water is found between it and the breakers on the beach. With a swell running, this bar is distinguishable by breakers or very sharp seas, and in calm, clear weather, is clearly defined by the sunlight reflected up from the white sand on the bottom; giving the water over the bar a lighter color than that surrounding it. It was impossible to develop the 6-foot or 1-fathom depth contour on this sheet, due to the abrupt shoaling of the water near the beach, and the state of the sea. The low water line and the 6-foot depth curve are only a few feet apart. During the summer months, bathing areas are often marked along the beach by planting buoys a few hundred feet offshore and connecting them with lines. Such areas in existence at present are shown on the Boat Sheet, and usually do not extend outside the outer bar.

Form 537
Ed. Dec., 1930

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO. 5367a

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. .....

REGISTER NO. 5367 5367a

State New York

General locality Long Island

Locality Great South Bay

Scale 1:20000 Date of survey August., 19 34

Vessel .....

Chief of Party M. O. Witherbee.

Surveyed by A. M. Weber

Protracted by .....

Soundings penciled by .....

Soundings in fathoms feet

Plane of reference .....

Subdivision of wire dragged areas by .....

Inked by .....

Verified by J.A. McCormick

Instructions dated May 24th., 19 34

Remarks: This work is a wire drag examination of a doubtful sounding.

U. S. GOVERNMENT PRINTING OFFICE: 1931

DESCRIPTIVE REPORT

ADDITIONAL WORK (WIRE DRAG)

HYDROGRAPHIC SHEET 5367

Great South Bay, Long Island.

A spot in Great South Bay, on which a sounding of 4.5 feet, surrounded by 10 feet of water, had been obtained, was dragged, as a check on the sounding. Rope was used as ground wire and uprights, two old 35 pound Chevrolet fly-wheels were used as end weights, sash weights were used as intermediate weights, five gallon paint cans were used as intermediate buoys, and ten gallon gas drums were used as end buoys. The lenght of drag was 500 feet, the length of section 100 feet, and no floats were used.

The length of upright was 8 feet. Tests for lift and sag were made frequently along the drag, and no depth of less than 7.5 feet was found. The spot was dragged over several times in different directions and the drag cleared each time. The conclusion is that the spot does not exist, and that the area is clear to 7.5 feet.

Respectfully submitted,

Albert M. Weber

A.M.Weber,
Surveyor.

Forwarded by:

M.O. Witherbee

M.O.Witherbee,
Chief of Party.

RAC

December 28, 1934

Division of Hydrography and Topography:

✓ Division of Charts:

Attention Mr. Ellis.

Tide Reducers are approved in
1 volumes of sounding records for

HYDROGRAPHIC SHEET 5367 (Additional Work)

Locality Bellport Bay to Nicoll Bay, Long Island, New York

Chief of Party: M. O. Witherbee in 1934
Plane of reference is mean low water reading
2.6 ft. on tide staff at Great River
15.9 ft. below B.M. 1

Height of mean high water above plane of reference is 0.6 ft.

Condition of records satisfactory except as noted below:

Chief, Division of Tides and Currents.

Verifier's Report Wire Drag on H-5367a.

Work was well plotted in the field. Field party was handicapped by presence of several oyster stakes in the vicinity of the spot to be dragged. ✓

Only one spot was examined. a 5½ foot sounding (reducing to 4½ feet) appeared in the original records page 19, vol. 5 of the launch work between — an 11 ft. and 10½ ft. sounding. Positions 51 and 52 b were checked by this verifier as was the position of the 5½ sounding on the line. The position of this sounding is covered very well by a drag strip 1-5 a (red). ✓
Three strips were then run in a NW and SE direction. A small spit about 10 m. wide and 30 m. long exists between positions 6b and 22 b about 70 meters southeast of the investigated sounding.
The strip run on a day has an effective depth of 8 ft. The strips on b day have an effective depth of 7½ ft.

It is the opinion of the verifier that the 4½ foot depth has been disproved and it has not been ~~removed~~ ~~plotted~~ from H-5367a. ✓

Position of a black and white spar buoy has been transferred to H-5367a from position 1b (red) drag record. ✓

April 20, 1935. Submitted,

J. A. McCormick

Time 1½ hrs.

RRC

December 28, 1934

Division of Hydrography and Topography:

Division of Charts:
Attention Mr. Ellis.

Tide Reducers are approved in
1 volumes of sounding records for

HYDROGRAPHIC SHEET 5367 (Additional Work)

Locality Bellport Bay to Nicoll Bay, Long Island, New York

Chief of Party: M. O. Witherbee in 1934
Plane of reference is mean low water reading
2.6 ft. on tide staff at Great River
15.9 ft. below B.M. 1

Height of mean high water above plane of reference is 0.6 ft.

Condition of records satisfactory except as noted below:

Chief, Division of Tides and Currents.

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 5367a (Add. Work 1934)

Great South Bay, Long Island, New York
Surveyed in August, 1934
Instructions dated May 24, 1934 (M.O.Witherbee).

Chief of Party - M. O. Witherbee.
Surveyed by - A. M. Weber.

1. Purpose of Survey.

The purpose of this additional wire drag work was to examine a 4½ foot sounding surrounded by deeper water shown on H-5367a (1933) at lat. 40°41.8', long. 73°05.4' and mentioned in Par. 3 of the review of that survey.

2. Results of Survey.

a. The spot was dragged over several times in different directions with an effective depth of 7½ feet and 8 feet and no grounding was obtained. It is therefor considered that the 4½ foot depth is non-existent.

It has already been deleted from the chart and from H-5367a (1933) under authority of Chart Letter No. 583 (1934).

b. This drag work has not been plotted on the smooth sheet and is shown only on the Boat Sheet, H-5367a (additional work) which has been marked "Not to be destroyed."

3. Reviewed by John G. Ladd, May 1, 1935.

Inspected by A. L. Shalowitz.

Examined and approved:

C. K. Green, C. K. Green
Chief, Section of Field Records.

L. O. Colbert
Chief, Division of Charts.

T. S. Gordon
Chief, Section of Field Work.

G. Rude
Chief, Division of H. & T.

5367b

Diag. Cht. No. 1214-2.

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Hydrographic

Field No. 4-a *Office No.* H-5367b

LOCALITY

State New York

General locality Great South Bay, Long I.

Locality Bellport Bay to Great South Beach

1934

CHIEF OF PARTY

R. P. Eyman

LIBRARY & ARCHIVES

DATE January 15, 1934

B-1870-1 (1)

5367b

Form 537
Ed. Dec., 1930

REG. NO. 5367b

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. 4-A

REGISTER NO. 5367b

State New York

General locality Great South Bay L. I. OK EVR

Locality Bellport Bay to ~~Fire Island.~~ Great South Beach

Scale 1:20,000 Date of survey August, 1933

Vessel "Four Winds" - Chartered Launch

Chief of Party Raymond P. Eyman

Surveyed by James C. Tison, Jr., Aid.

Protracted by Robert Stephenson

Soundings penciled by Robert Stephenson

Soundings in ~~fathoms~~ feet

Plane of reference Mean Low Water

Subdivision of wire dragged areas by

Inked by L. H. Bamford & C. E. Dalmont

Verified by L. H. Bamford & C. E. Dalmont

Instructions dated February 25th, and June 17th, 1933

Remarks:

U. S. GOVERNMENT PRINTING OFFICE: 1931

Pac

February 5, 1934.

Division of Hydrography and Topography:

Division of Charts:

Tide Reducers are approved in
22 volumes of sounding records for

HYDROGRAPHIC SHEET 5367 (a and b)

Locality Bellport Bay to Nicoll Bay and Bellport Bay to Fire Island, Long Island, New York.

Chief of Party: R.P.Eyman in 1933

(*)Plane of reference is mean low water, reading

1.5 ft. on tide staff at Democrat Pt.
6.3 ft. below B. M. 6
3.1 ft. on T. S. No. 1 at Lone Hill
8.0 ft. below B.M. 1
1.2 ft. on T.S. No. 2 at Lone Hill
8.0 ft. below B.M. 1
2.4 ft. on T.S. at Patchogue
7.4 ft. below B.M. 6
1.9 ft. on T. S. at Connetquot R.
16.2 ft. below B.M. 1
1.1 ft. on T.S. at Bellport
5.2 ft. below B.M. 1
2.2 ft. on T.S. at Smith Pt.
3.3 ft. below B.M. 1
2.8 ft. on T.S. at Brown Creek
8.3 ft. below B.M. 4

Height of mean high water above plane of reference is 2.6 feet at Democrat Pt. Inside Great South Bay it is approximately 1-foot.

(*) Except at Democrat the plane of reference was taken 0.5 foot below half tide level,- the mean range of tide at all stations in Great South Bay being less than 1-foot.

Condition of records satisfactory except as noted below:

Paul P. Whitney

Chief, Division of Tides and Currents

Field Records Section (Charts)

HYDROGRAPHIC SHEET No. 5367 6

The following statistics will be submitted with the cartographer's report on the sheet:

Number of positions on sheet	566
Number of positions checked	.....
Number of positions revised	.....
Number of soundings recorded	3107
Number of soundings revised	.....
Number of signals erroneously plotted or transferred	8

Date: Feb. 24, 1934

Cartographer: W. N. Bamford & P. C. Dellinger

SECTION OF FIELD RECORDS
Report on Hydrographic Sheet No. 5367b.
Bellport Bay to Fire Island Beach
Great South Bay, Long Island, New York.
Surveyed in August 1933.
Instructions dated Feb. 25 and June 17, 1933.

Chief of party - Raymond P. Eyman.
Surveyed by - James C. Tison, Jr. aid.
Protracted by - Robert Stephenson.
Soundings penciled by - Robert Stephenson.
Topography inked by - Field Party.
Verified and inked by - R. E. DeMent & W. H. Bamford.

1. The records conform to the requirements of the Hydrographic Manual, but are somewhat mixed up. Four enlargements of creeks and rivers on H. 5367a appear on H. 5367b. The soundings for these are included in the volumes for the a sheet, and therefore lend themselves to much confusion.

2. The sounding line crossings are adequate, but not always in agreement. This is probably due to ridges, running parallel to the shore line, and, near to, or on which the crossings invariably fall.

3. The 12, 18, and 30 foot curves are completely drawn.

4. The field plotting was completed to the extent prescribed in the Hydrographic Manual. The large position holes and numbers made the plotting and inking of small soundings rather difficult.

5. No field drafting was re-drawn.

6. Junction with H. 5322 on the east is somewhat irregular, because soundings were taken both before and after the 1933 storms.

7. Remarks.

a. The name Point of Woods was not inked pending Geog. Board's approval.

b. Lat. 40° 40'7, Long. 73° 01' - a wreck is reported in Vol. 2 p. 16. This is assumed to be awash at all stages and is indicated as such.

c. Soundings of 2 and 4 appear in the upper part of Patchoque Creek, between 0 Bert and 0 Gay. Surrounding water varies from 7 to 10'.

d. The datum note, omitted by the field party was placed on the sheet.

Examined and approved:

Chief, Section of Field Records. Chief, Division of Charts.

Chief, Section of Field Work. Chief, Division of H. & T.

Verifiers
Report on H. 5367b.

1. The protracting was found to have been fairly well done. The position numbers and pin prick holes were found to be a great deal too large.

2. The authorized stamp for indicating the projection data was not used and the datum the projection is referred to was omitted by the field party.

3. There was found to be a considerable difference between the Boat Sheet plotting of the hydrographic signals, such as QUIT, VIT, MAT etc., and the smooth sheet plotting of these signals. These signals were located by occupying the station itself or an eccentric station and tabing a "round of angles", to nearby triangulation stations, and then computing the three point fix. The angles are recorded in the sounding volumes for H. 5369. The computed positions are found attached to the descriptive report for H. 5367b.

The position of these signals on the smooth sheet was obtained by plotting the computed positions whereas on the boat sheet the positions were obtained by use of the three arm protractor and the observed angles. Although there is a difference between the boat sheet and smooth sheet determination of from ten to fifty meters, the effect upon the hydrography is only to shift it slightly in a direction parallel to the shore. As there are no offshore shoal soundings and as the bottom is fairly uniform along the coast it was deemed unnecessary to go further into the plotting of these signals.

4. The soundings in the inserts found on this sheet are found in the sounding volumes for the "a" sheet, marked H. 5367a and b.

Submitted by - Warren H. Bamford.

Topographic signal THREE was replotted 17 m. east of position plotted by field party.

See 5367a for remarks

SECTION OF FIELD RECORDS
Report on Hydrographic Sheet No. 5367b.
Bellport Bay to Fire Island Beach
Great South Bay, Long Island, New York.
Surveyed in August 1933.
Instructions dated Feb. 25 and June 17, 1933.

Chief of party - Raymond P. Eyman.
Surveyed by - James C. Tison, Jr. aid.
Protracted by - Robert Stephenson.
Soundings penciled by - Robert Stephenson.
Topography inked by - Field Party.
Verified and inked by - R. E. DeMent & W. H. Bamford.

1. The records conform to the requirements of the Hydrographic Manual, but are somewhat mixed up. Four enlargements of creeks and rivers on H. 5367a appear on H. 5367b. The soundings for these are included in the volumes for the a sheet, and therefore lend themselves to much confusion.

2. The sounding line crossings are adequate, but not always in agreement. This is probably due to ridges, running parallel to the shore line, and, near to, or on which the crossings invariably fall.

3. The 12, 18, and 30 foot curves are completely drawn.

4. The field plotting was completed to the extent prescribed in the Hydrographic Manual. The large position holes and numbers made the plotting and inking of small soundings rather difficult.

5. No field drafting was re-drawn.

6. Junction with H. 5322 on the east is somewhat irregular, because soundings were taken both before and after the 1933 storms.

7. Remarks.

a. The name Point of Woods was not inked pending Geog. Board's approval.

b. Lat. 40° 40'7, Long. 73° 01' - a wreck is reported in Vol. 2 p. 16. This is assumed to be awash at all stages and is indicated as such.

c. Soundings of 2 and 4 appear in the upper part of Patchoque Creek, between @ Bert and @ Gay. Surrounding water varies from 7 to 10'.

d. The datum note, omitted by the field party was placed on the sheet.

Examined and approved:

Chief, Section of Field Records. Chief, Division of Charts.

Chief, Section of Field Work. Chief, Division of H. & T.

The smooth sheet was examined by G. D. Cowie, in charge of a temporary drafting unit which completed the smooth sheets. A few minor additions were found necessary and have been added.

George D. Cowie

George D. Cowie, Inspector,
New York Field Station.

STATISTICS FOR FIELD SHEET NO. 4-A
PROJECT HT - 132 LONG ISLAND, N. Y.

Date	Boat	Day Letter	Vol.	Stat. Mi.	No. Soundings	No. Positions
Aug. 28, 33	4 Winds	A	1	4.0	145	18
" 29 "	"	B	1	40.5	1171	192
" 30 "	"	C	1-2	58.7	1517	303
" 31 "	"	D	2	11.7	274	53
		Total		114.9	3107	566

POSITIONS OF HYDROGRAPHIC SIGNALS ♀ OUTER COAST
LOCATED BY 3 POINT FIX'S (THEODOLITE & COMPUTED)
LONG ISLAND - SMITH POINT TO POINT-O-WOODS
SHEET No. 4 A - ANGLES IN
VOL. No. 2

Name of Station	Latitude			Meters D. M.	Longitude			Meters D. P.
Barn Tripod Sig.	40°	39'	10.67"	329.1 (1521.6)	73°	06'	57.38"	1348.2 (61.7)
Shak, Chy. Robinson's House	40	41	52.46	1618.1 (232.6)	72	58	00.62	14.6 (1394.4)
Cur Tri. Signal	40	40	58.90	1816.8 (33.9)	73	00	19.73	463.4 (945.6)
Flea Tri. Signal	40	39	38.55	1189.1 (661.6)	73	04	50.33	1182.5 (227.2)
Fone, C. G. Signal House	40	41	42.27	1304.4 (546.3)	72	58	29.59	694.9 (714.1)
Gob, Stovepipe on Shack	40	42	01.76	54.3 (1796.5)	72	57	34.59	812.1 (596.5)
Key, Tripod Sig.	40	42	56.08	1730.1 (120.6)	72	55	01.76	41.4 (1367.2)
Mat, Tripod Sig.	40	39	59.27	1828.2 (22.5)	73	03	26. 80	629.5 (779.9)
Quit " Sig	40	39	24.10	743.4 (1107.3)	73	05	54.56	1281.6 (127.8)
Skeet " Sig.	40	39	16.78	517.3 (1333.4)	73	06	25.57	610.8 (798.8)
Soo " Sig.	40	42	12.82	395.5 (1455.3)	72	57	06.03	141.6 (1267.0)
Surf " Sig.	40	42	30.57	942.9 (907.8)	72	56	14.02	329.1 (1079.5)

LIST OF HYDROGRAPHY SIGNALS

HYDRO NAME	DESCRIPTION	METHOD OF LOCATION
VIT	Signal on shore	3 Point fix
Whiz	Stove pipe of shack	" " "
WRECK	Signal on shore	" " "

LIST OF HYDROGRAPHIC SIGNALS

HYDRO NAME	DESCRIPTION	METHOD OF LOCATION
BARN	Signal on shore	3 Point fix
BATH	Gable of boat house	Topography Sheet E
Boy	East chimney of building	" " "
BUL		Triangulation
CUR	Signal on shore	3 Point fix
DUNE	" " "	Topography Sheet E
FONE	Half Way House(C.G.)	3 Point fix
FLEA	Signal on shore	" " "
GOB	Stove pipe on shack	" " "
GRAY		Topography Sheet F
GRO		Triangulation
HALF		Topography Sheet F
HEL		" " E
HI		" " E
HILL		Triangulation
KEY	Signal on shore	3 Point fix
LET		Triangulation
MAT	Signal on shore	3 Point fix
POR		Triangulation
PUP	Signal on shore	Topography Sheet F
QUIT	" " "	3 Point fix
SAD		Triangulation 1933
SHAK		Topography Sheet E
SKEET	Signal on shore	3 Point fix
SMI		Triangulation 1933
SOC	Signal on shore	3 Point fix
SURF	" " "	" " "
TEE	Chimney of shack	" " "
TURK	Signal on shore	" " "

DESCRIPTIVE REPORT TO ACCOMPANY HYDROGRAPHIC SHEET NUMBER FOUR-A
OUTSIDE COAST, SOUTH SHORE, LONG ISLAND, NEW YORK. (CONTINUED)

COMPARISON WITH PREVIOUS SURVEYS:

The soundings outside of the 3-fathom depth curve do not check at all with those shown on existing charts of the area. There appears to have been a considerable deepening in the waters between the distances $\frac{1}{2}$ to 1-mile offshore.

Respectfully submitted.

James C. Tison, Jr.

James C. Tison Jr.,
Aid, U.S. C & G.S.,
Hydrographer.

Forwarded:

Raymond P. Eyman

Raymond P. Eyman,
Chief of Party.

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

23 Jan 24, 1936
Early

Applied to Chart 5101 - May 1936 - C.M.J.

Form 274
Ed. Jan., 1929

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

R.S. Patton, Director.

State: New York

SKETCHBOOK

ABSTRACT OF CONTENTS:

pl. Sketch of Location of Signals on outer beach

SHEET 4

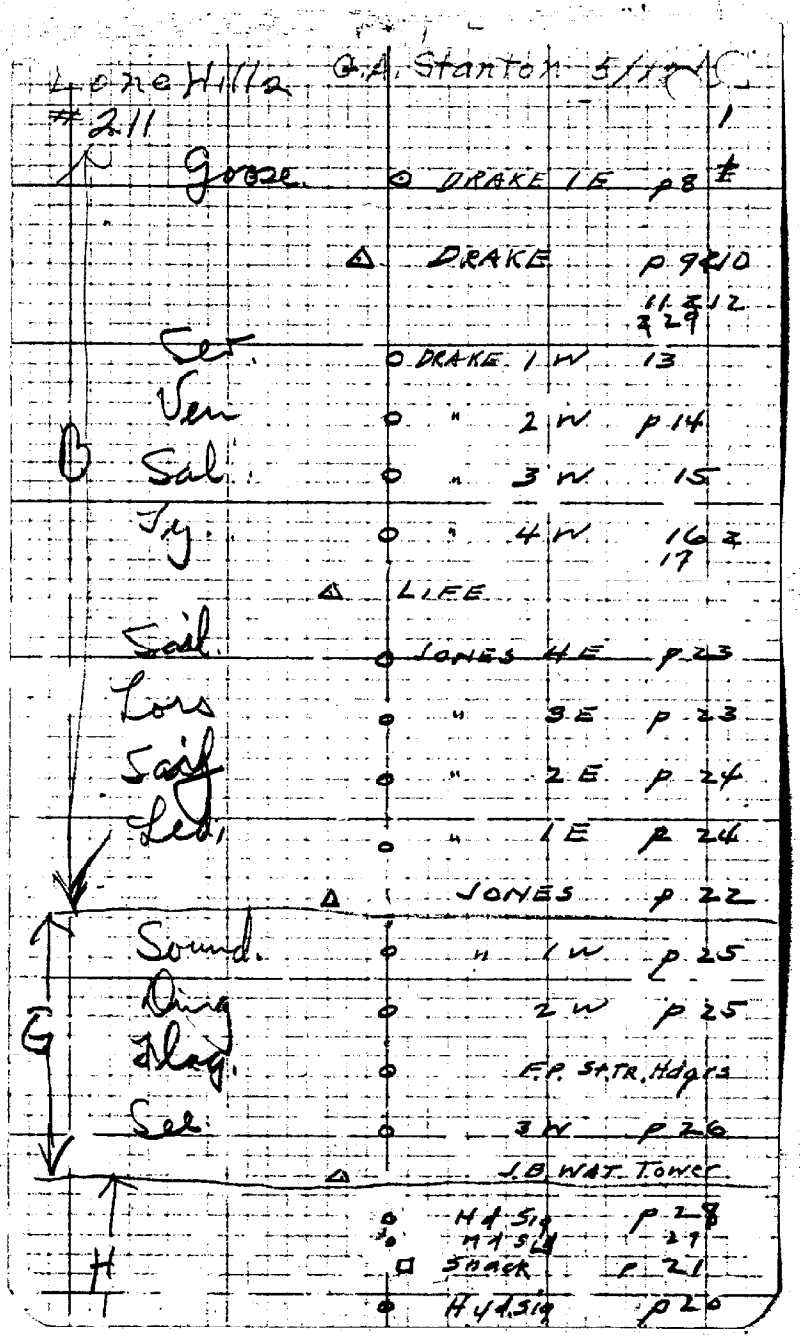
1933

CHIEF OF PARTY:

Raymond P. Eyman

1 Vols. Vol. 1

U. S. GOVERNMENT PRINTING OFFICE: 1929

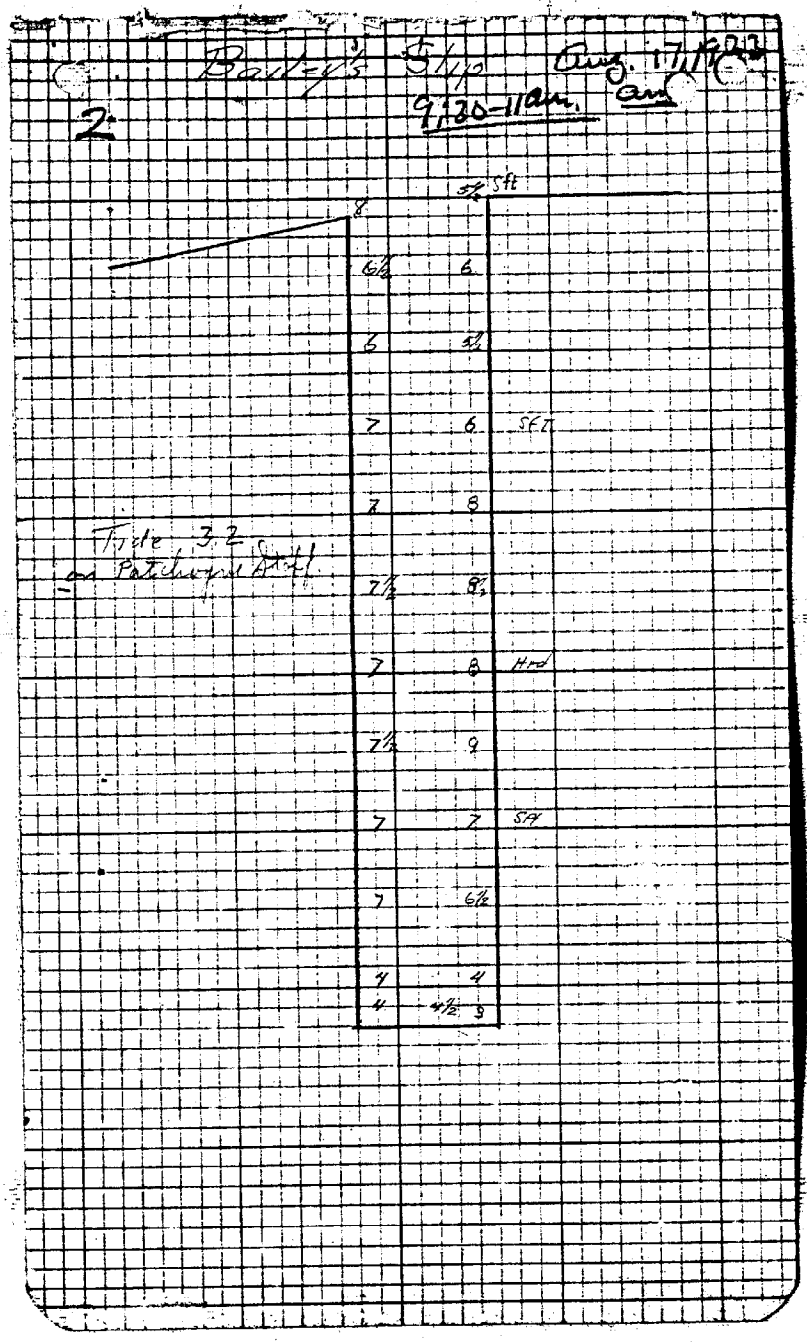

Lone Hills
#211
G.A. Stanton 5/17
Goose
DRAKE 1E p8
DRAKE p9&10
11 & 12
29
Cer
DRAKE 1W 13
Ver
" 2W p14
B
Sal
" 3W 15
Ty
" 4W 16 & 17
LIFE
Sail
JONES 4E p23
Lors
" 3E p23
Sail
" 2E p24
Ledi
" 1E p26
JONES p22
Sound
" 1W p25
Ding
2W p25
Flag
F.P. STA. Hdqrs
Sal
3W p26
J.B WAT. TOWER
Hd Sig p28
MAST 27
G
STACK p21
H
Hyd Sig p20

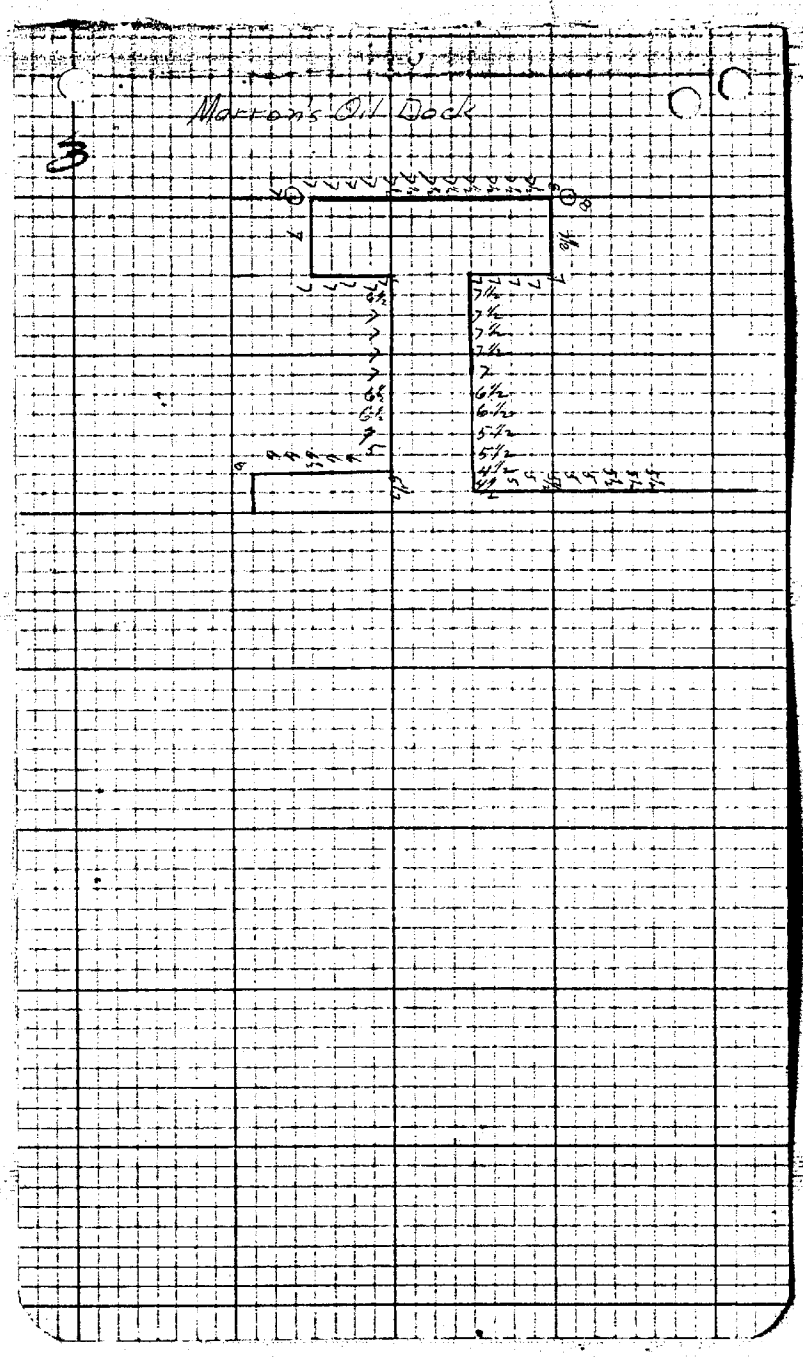
Mr. McGlasson —

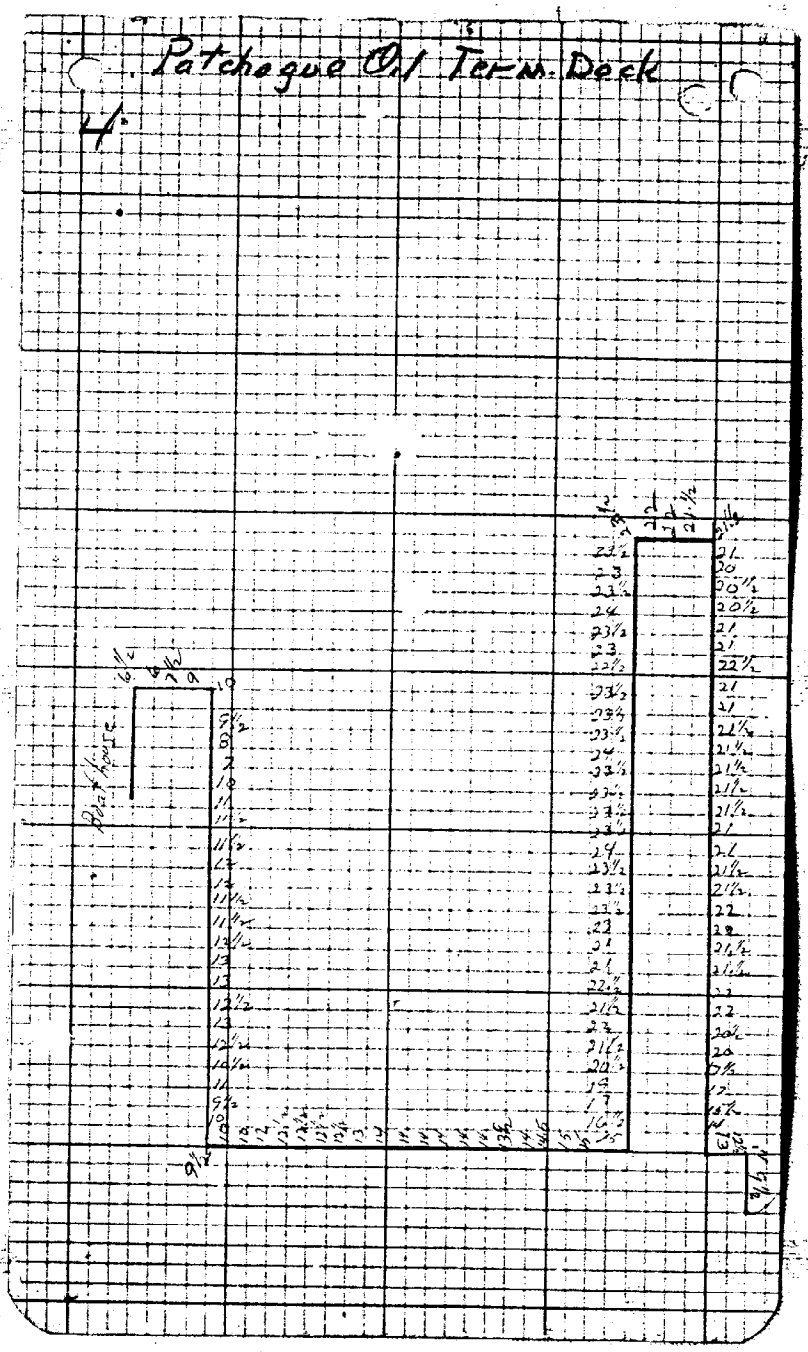
The following pages show soundings taken on Patchogue Creek.

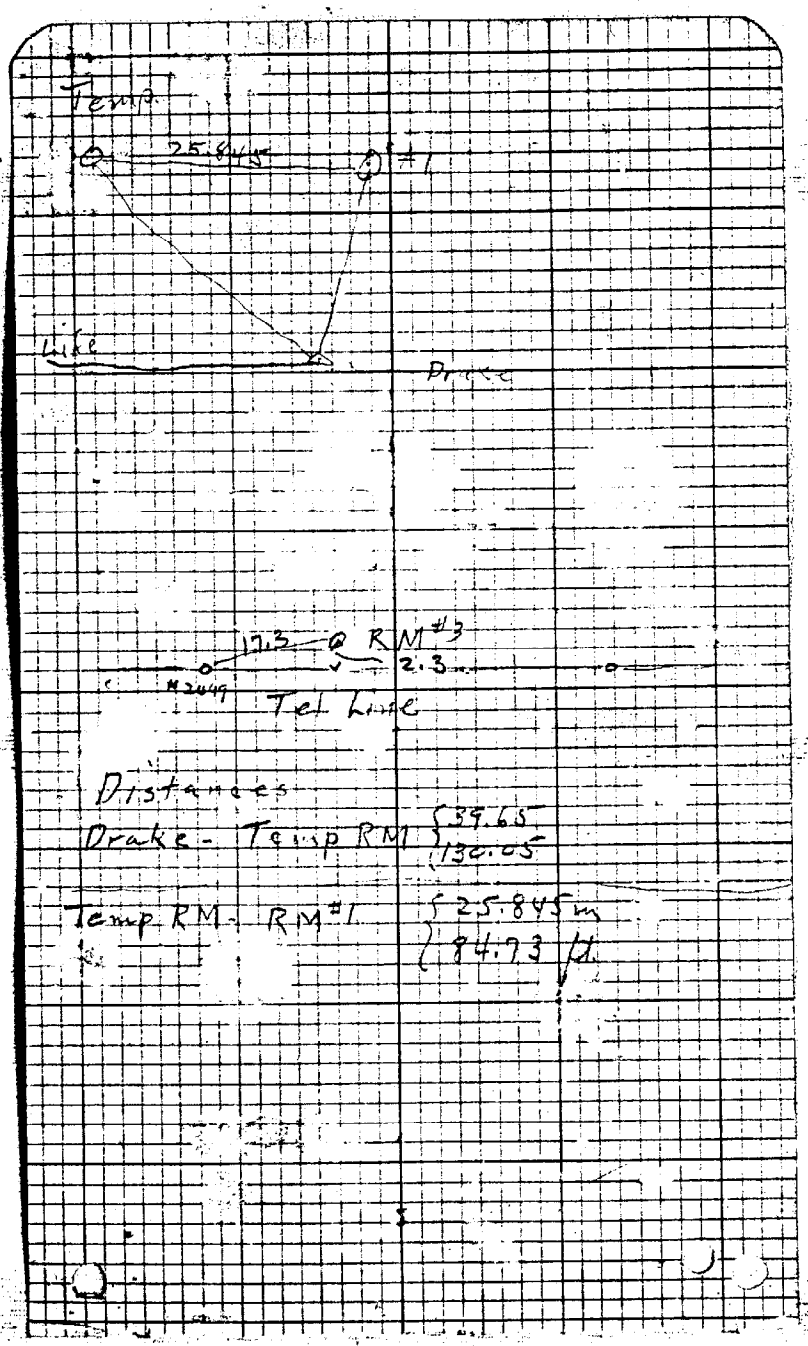
The sketches should be referred to sdg. record sheet C and soundings reduced and plotted.

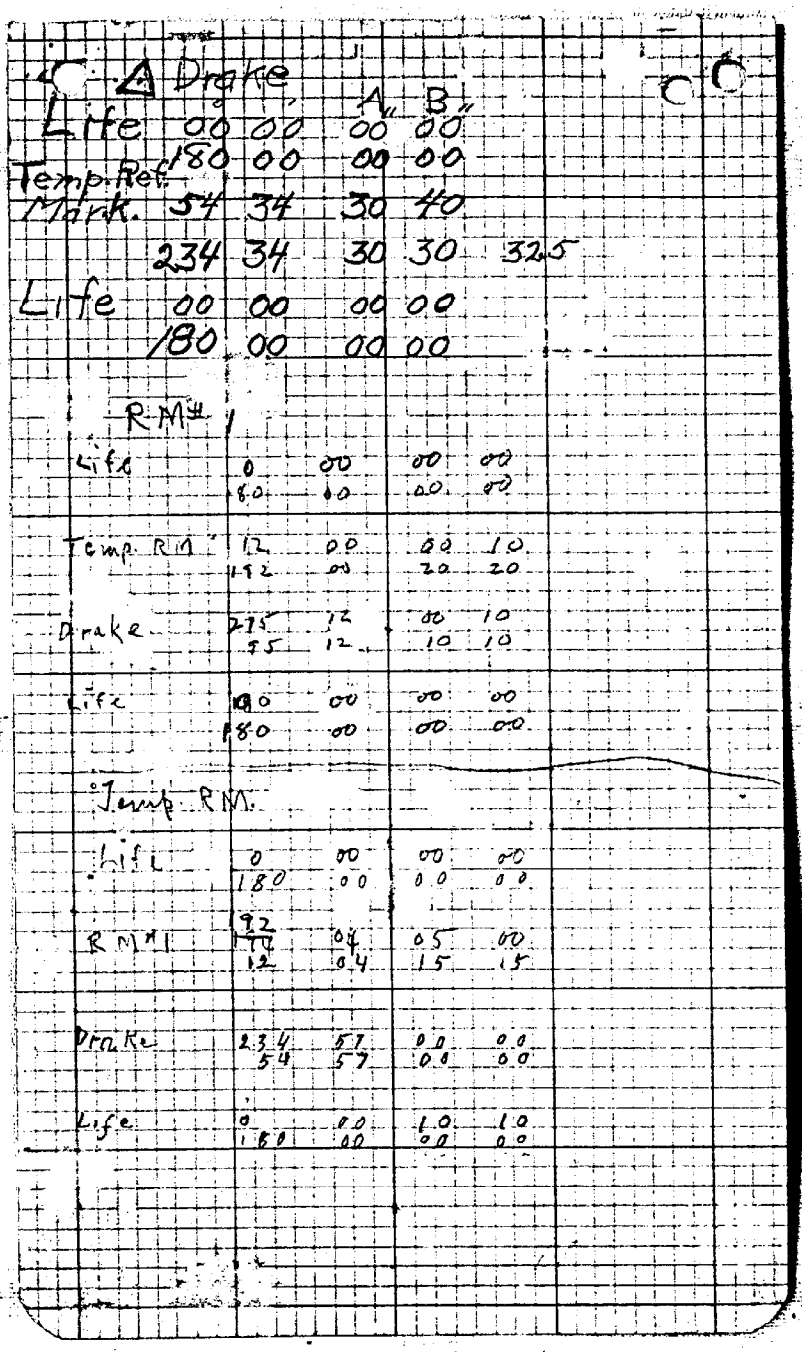
M O W.


Back 1/2
5 1/2
Aug. 17, 1922
9:30-11 am.
2.
5½ ft
8
6½ 6
6 5½
7 6 SFT
7 8
Tide 3.2
on Patchogue R.R.
7½ 8½
7 8 Hrd
7½ 9
7 7 SA
7 6½
4 4
4 4½ 3


Morton's Oil Dock
3


Patchogue O.I. Ter-M. Deck
4.


Temp
25.845 m
RM #1
Line
Drake
17.3
@ RM #3
2.3
M2449
Tel Line
Distances
Drake - Temp RM { 39.65 / 130.05
Temp RM - RM #1 { 25.845 m / 84.73 ft.


C A Drake A" B" C C
Life 00 00 00 00
Temp. Ref. 180 00 00 00
Mark. 54 34 30 40
234 34 30 30 325
Life 00 00 00 00
180 00 00 00
R-M#1
Life 0 00 00 00
80 00 00 00
Temp RM 12 00 00 10
192 00 20 20
Drake 275 12 00 10
95 12 10 10
Life 180 00 00 00
180 00 00 00
Temp RM.
Life 0 00 00 00
180 00 00 00
RM#1 92 04 05 00
12 04 15 15
Drake 234 57 00 00
54 57 00 00
Life 0 00 10 10
180 00 00 00

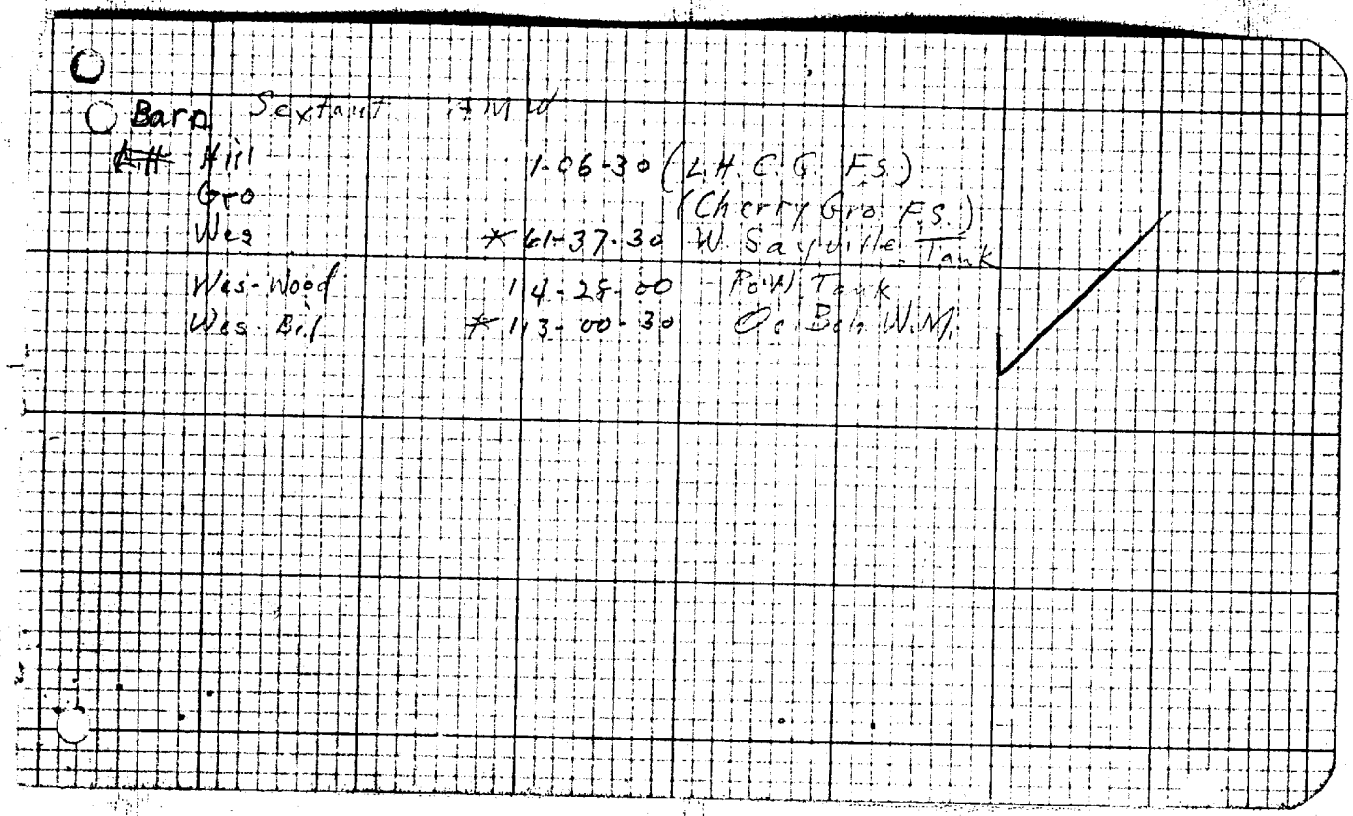
Sheet

N.D.W.

Corr. = +0.1 ft

Tank P.W	0	00	4	3			0-00 -53.8
	179	51	00	40	538	✓	+6.2
							00.0
Tank W Say	109	37	25?	30			109-37-31.2
	211	37	30	40	314	✓	+0.6
							31.8
F.P. Ch Gr.	173	39	45	55			173-39-48.8
	350	39	45	50	488	✓	+0.8
							50.6
S. Yh Ch.	176	04	55	55			176-05-00.0
	356	05	00	10	60	✓	+0.8
							0.8
Tank P.W	0	00	00	100?			0-00-02.5
	156	00	00	00?	112.5	✓	-02.5
							00.0

Comp. A.M.W.
M.D.W.


Barn Sextant fr M'ld
Hill
Gro
Wes
1-06-30 (L.H.C.G. F.S.)
(Cherry Gro. F.S.)
61-37-30 W Sayville Tank
Wes-Wood
Wes. Bk.
14-25-00 Po W Tank
13-00-30 Oc Beach W.M.

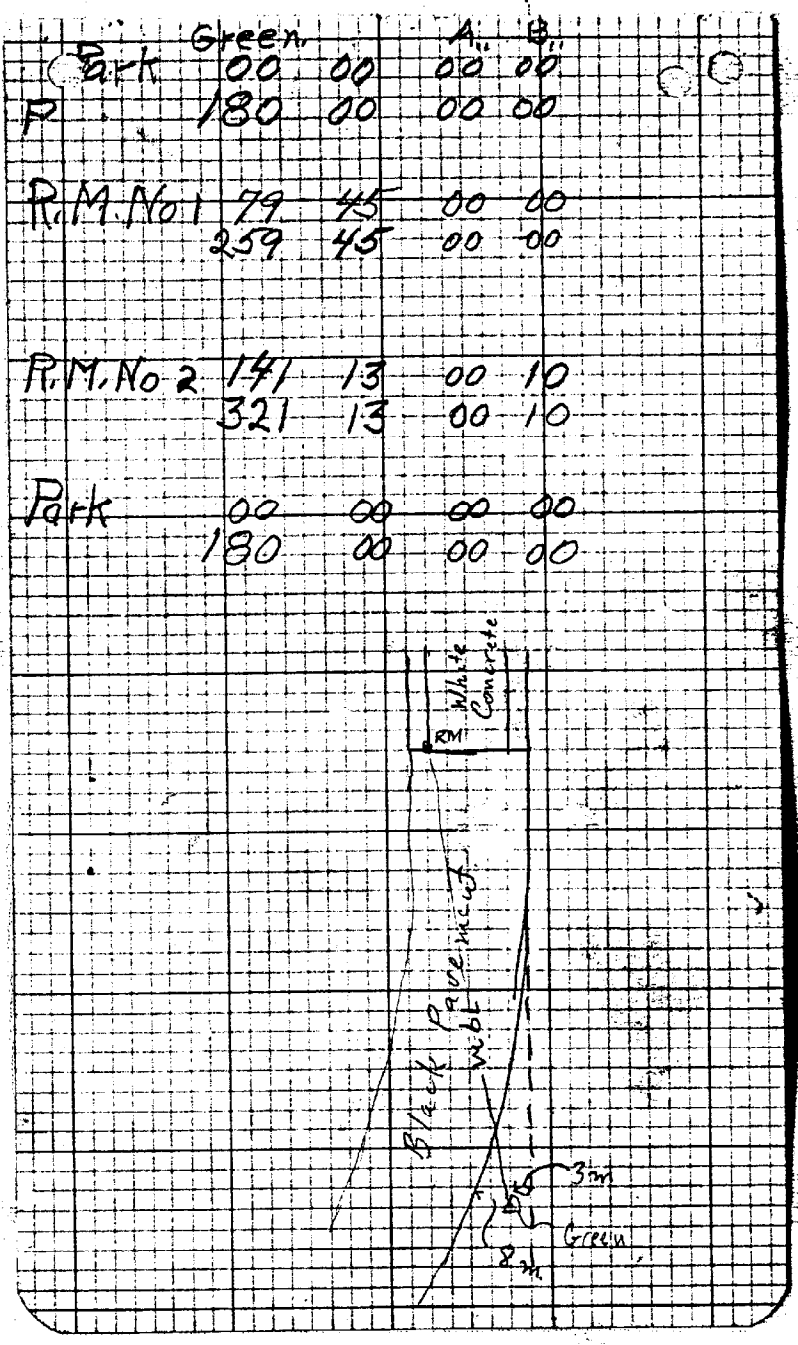
A Green:

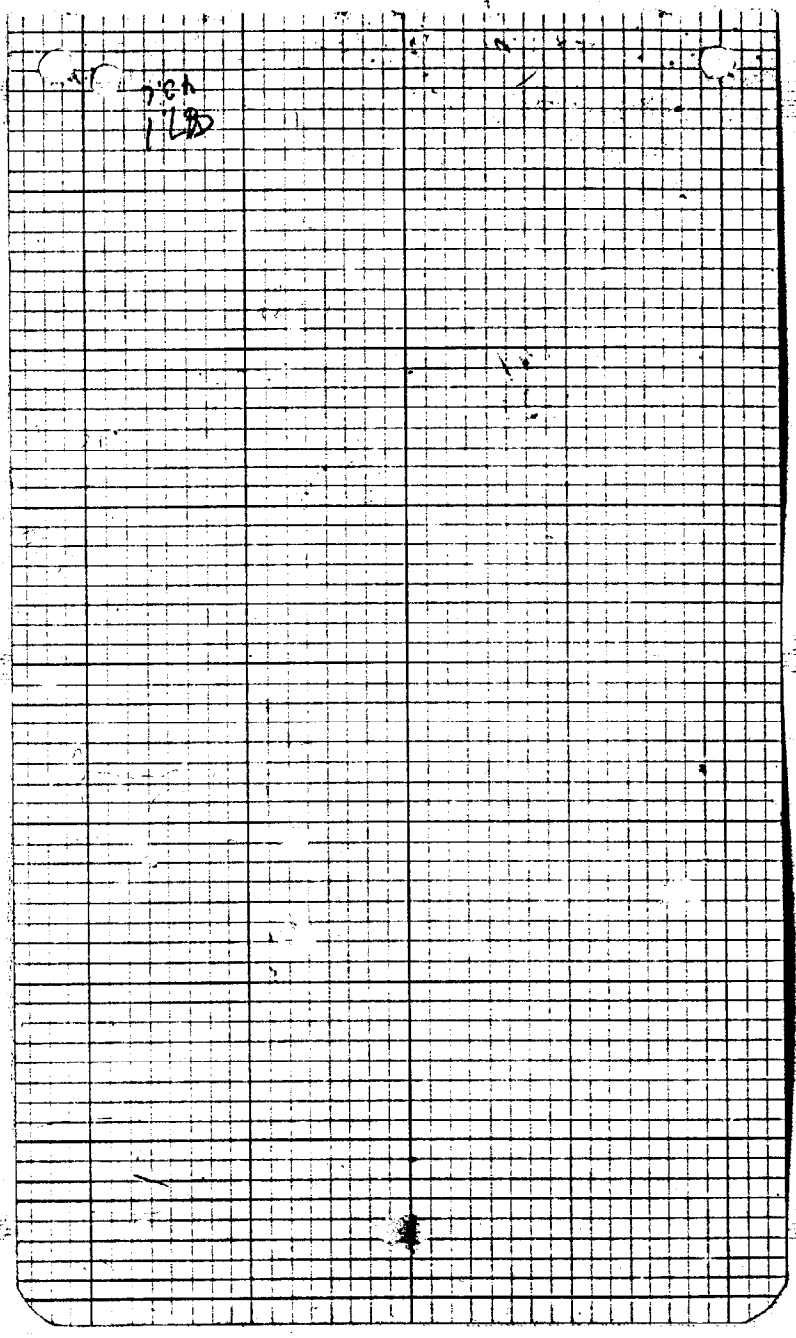
At the North end of Green Island 15 meters north of the south end of the bridge of the Jones Beach Causeway and 17 meters east of the center line of the causeway. # 3 meters west of the pivoting station of the east cradling of the bridge RM#1 is 0.1 west of the center line of the causeway opposite the station.

RM#2 is on the west sidewalk at the south east of the bridge

Dist to RM#2	
m.	ft.
14.707	48.25
10.160	33.33
10.615	34.83
15.562	46.50
10.195	33.45
10.497	34.44
9.420	30.89
79.156	259.69

RM#1	
7.600	31.50
7.703	25.27
17.303	56.77


Green
A
B
Park 00 00 00 00
180 00 00 00
R.M.No1 79 45 00 00
259 45 00 00
R.M.No2 141 13 00 10
321 13 00 10
Park 00 00 00 00
180 00 00 00
RM
White Concrete
Black Pipe with W.B.T.
3m
2m
Green



Inst White No 330 9/19/33

Drake – 1E Ecc. 913

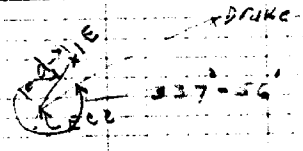
			Ver A	B	Mean
	0	'	"	"	"
Drake –					
Fleet	D 0	0 00	00	00	00
	1	67 25	30		
	✓ 3	202 17	10		
67 – 25. 45.00	D 6	44 36	30	30	30
~~44.9~~	~~E~~ R 6	0 0	10	15	12.5
~~44.9~~	~~E~~				
44D ✓					

Note on Eccentricity

Drake to	D 0	0 00	00	00	00
1E Drake	1	337 56	00		

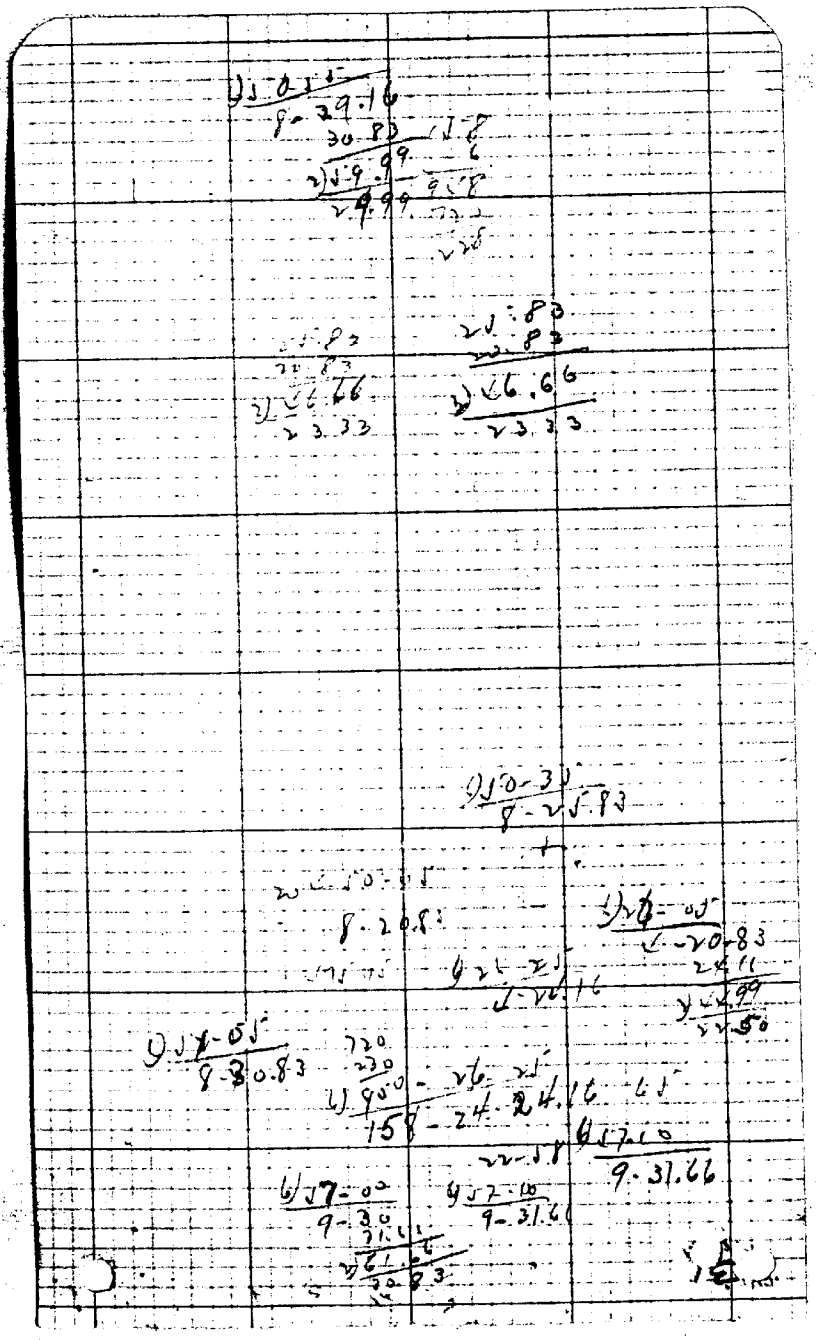
Dist Ecc to Drake 1E

d = 0.53 mi. or 1.74 ft

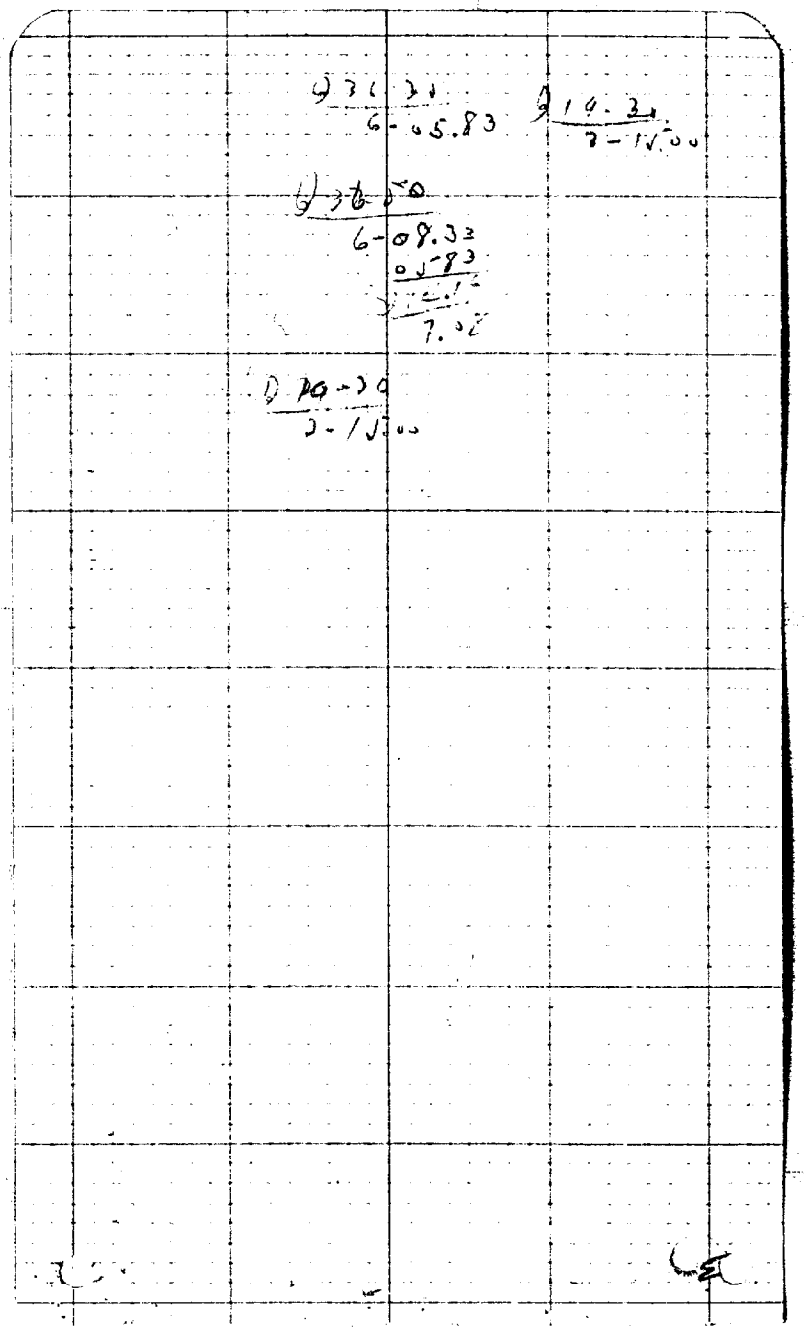


OBSERVER: G.A. Stanton

RECORDER: L.M. Zeskind



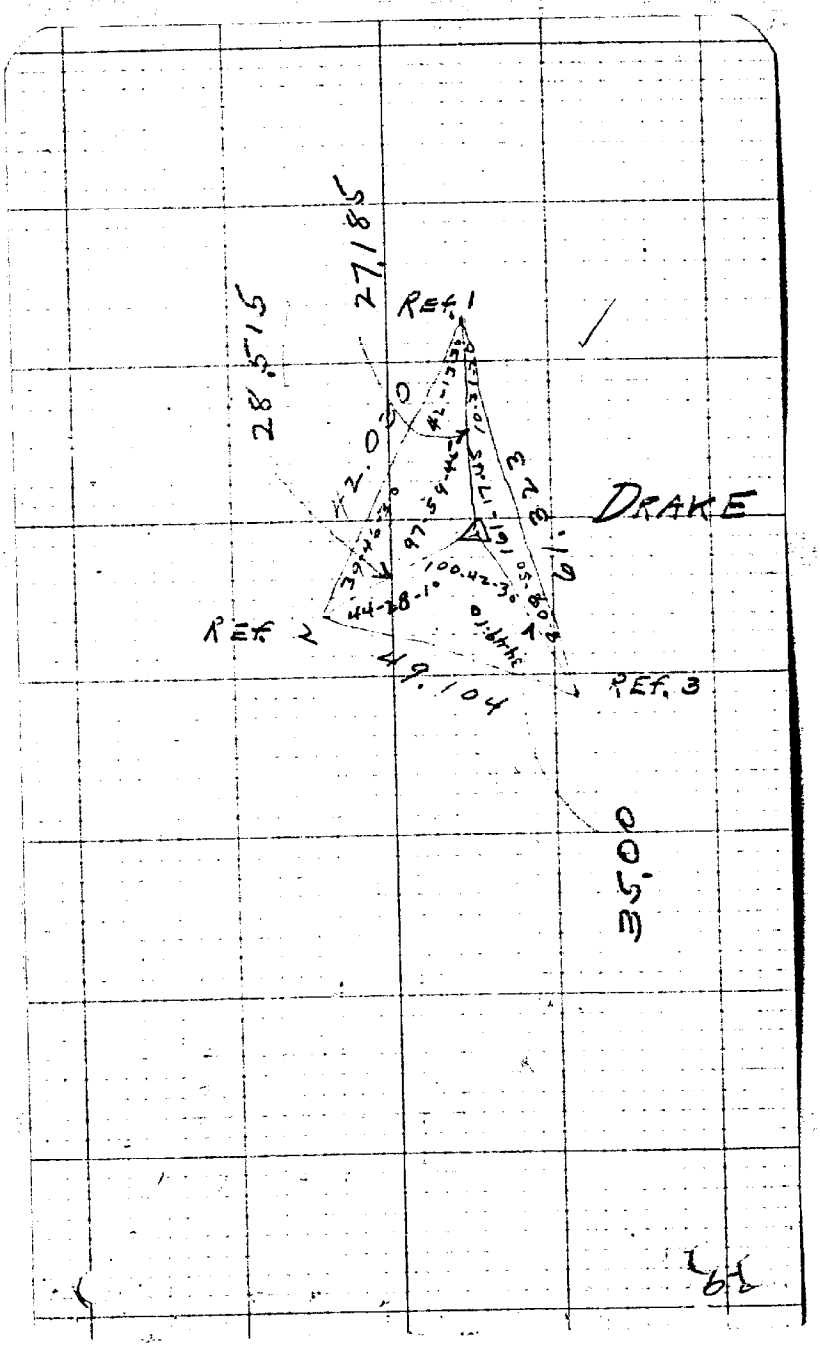
9. White No		330		9/9/30 12 A.M.		
Station DRAKE				A B		
		0	1	" "		
fleet to	D 0	0	00	00	10	05.0
1E Drake	1	94	08	35		
	3	28	25	30		
94-08-	D 6	204	50	40	40	40.0
	R 6	0	00	30	40	35.0
1E to						
1W Drake	R 0	0	00	30	40	35.0
	1	158	25	10		
	3	115	23	35		
158 - 24-246	R 6	230	27	00	00	00.0
20.83	D 6	0	00	50	60	55.0
22.5						
1W to	D 0	0	00	55	60	55.0
2W	1	3	50	35		
	3	11	29	30		
3-49-31.66	D 6	22	58	00	10	05.0
30.0						
30.8	R 6	6	01	00	10	05.0
2W to	R 0	0	01	00	10	05.0
3W	1	2	09	30		
	3	6	26	40		
2-08-30.83	R 6	12	52	10	10	10.0
29.16	D 6	0	01	10	20	15.0
30.0						



16 3W to 4W			9/L/33		A	B	Mean
			0	1	"	"	
	D	0	0	01	10	20	15.0
		1	0	17	15		
		3	0	49	30		
0-16-0583	D	6	1	37	50	50	50.0
0833	R	6	0	01	00	00	00.0
07.0							
4W to Fleet	R	0	0	01	00	00	00.0
		1	101	14	10		
		3	303	40	20		
101-13-1500	R	6	247	20	30	30	30.0
1500	D	6	0	01	00	00	00.0
1500							

Summary of Angles at DRAKE

1E	94	08	23.33	- 1.4	= 21.9
1W	158	24	22.50	- 1.5	21.0
2W	3	49	30.83	- 1.4	29.4
3W	2	08	30.00	- 1.4	28.6
4W	0	16	07.08	- 1.5	05.6
	101	13	15.00	- 1.5	13.5
	360	-00	-08		120.0
			.6		
			1.4		


REF 1
REF 2
REF 3
DRAKE
271.85'
285.51'
N 2.0° E
E 212.19'
S 39°46'
97.54'
100.42'
S 80°49'
44°28'-1°
N 9.104
S 0°
350'

Station DRAKE 9/19/15

Ls to Ref. marks

				A	B	Mean
		0	1	"	"	"
Fleet	D 0	0	00	00	00	00.0
	R	180	00	00	00	00.0
156-10-27.5	D	156	10	20	20	20.0
R.M. #3	R	336	10	30	40	35.0
256-52-57.5	D	256	52	50	50	50.0
R.M. #2	R	76	53	10	00	05.0
354-52-42.5	D	354	52	30	40	35.0
R.M. #1	R	174	52	50	50	50.0
Fleet	D	0	00	00	00	00.0
	R	180	00	00	00	00.0

28

Hyd Sig 1st Mile of J.B.W.T.

Ecc Setup

F.P. W. OF JONES INLET (PT LOOKOUT)	66	00	30	30	1.0
TANK E. OF FREEPORT	69	57	30	30	45.0
	249	57	30	00	
W. TOWER NEAR	93	00	00	00	35.0
	272	59	30	30	
E TOWER NEAR	93	25	40	40	35.0
	273	01	30	30	
C.D. FLAG POLE SHORT BEACH	114	36	10	30	1.5
	294	36	25	30	
J.B.W.T.	164	53	10	10	15.0
	344	53	20	20	
F.P.W. OF JONES INLET PT. LOOKOUT	90	00	20	25	11.2
	180	00	20	25	

-13.1

USCG FP W JI

236° - 15

Ecc Stg

d = 0.645

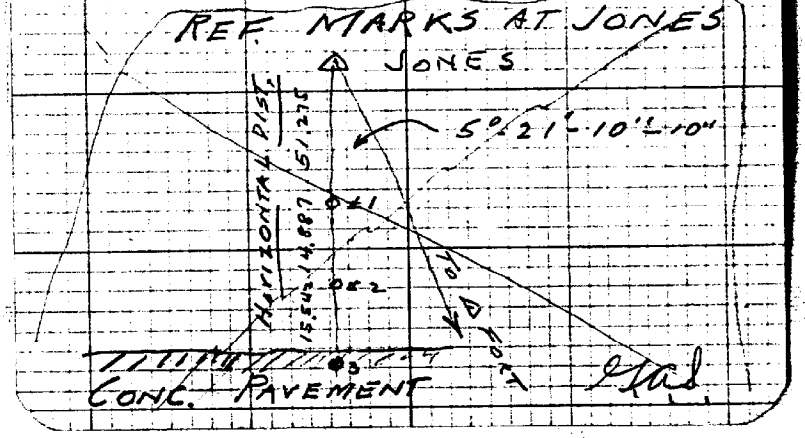
2,130 ft.

Hyd Sig.

27 AT △ JONES 9/20/33

			A	B	
FORT 1933	00	00	40	00	00
	180	00	40	00	
JONES 4E	97	16	55	55	500
	277	16	45	45	
3E	97	36	40	45	362
	277	36	30	30	
2E	99	27	45	50	425
	279	27	35	40	
1E	103	10	60	50	450
	283	41 - 10	~~60~~ 40	00 40	
1W	276	18	~~20~~ 10	~~50~~ 50	060
	96	18	00	00	
2W	276	~~60~~ 39	~~60~~ 50	~~55~~ 50	500
	96	39	50	50	
3W	277	59	40	~~40~~ 00	550
	97	58	50	50	
Flag Pole 2 mi W of Jones (State Troopers Hq.)	278	40	~~30~~ 05	~~30~~ 10	038
	98	40	00	00	
FORT	00	00	00	00	000

REF MARKS AT JONES



17 Station 4 W Ecc. C O

				A	B	Mean
		°	′	″	′	″
Life	D	0	00	00	00	00.0
	R	180	00	57.5	58	57.5
Massapequa Tank	D	55	55	58	58	58.0
	R	235	55	45	50	47.5
New Signal Red & White Banded Tower	D	85	08	30	30	30.0
	R	265	08	30	30	30.0
Strong	D	104	00	58	58	58.0
	R	284	00	30	35	32.5
Tank - Linden-hurst	D	111	02	50	50	50.0
	R	291	02	45	50	47.5
Bab	D	136	51	40	40	40.0
	R	316	51	40	40	40.0
Drake	D	173	23	00	00	00.0
	R	353	23	00	10	05.0
F. I. Light house	D	192	34	20	20	20.0
	R	12	34	45	40	42.5
	D	0	00	58	40	49.0
Life	R	180	00	00	00	00.0

(Put sun's signal Flut p 16 as took round of Co. Dismissed then if p 16 angles check.

Gas.

(Drake) 7/19/33

Station R.M. #1

		°	'	"	"	Mean
	D	0	00	00	00	00
Drake						
RM #2	D	42	13	30	30	30.0
RM #3	D	349	28	40	40	40

Sta. R.M #2

Drake	D	0	00	00	00	00.0
RM #3	D	41	28	10	10	10.0
R.M #1	D	320	13	30	30	30.0

Sta R.M #3

Drake	D	0	00	00	00	00.0
RM #1	D	8	09	√0	√0	√0.0
RM #2	D	325	10	√0	√0	√0.1

Hd Sta ABT 1½ MI W of
J.B. Nat Town

F.P.C.B. W. OF JONES INLET PT. LKOT	00	00	0.0	.00
	0-	+	30	30
ROUND TOWER (Lights Obs.)	48 - 228 -	57 51	20 55	20 55
TANK E. OF FREEPORT	71	59	30	30
	251	59	55	55
WEAF	93	38	10	10
W. TOWER (WEAF)	273	38	00	00
E TOWER	93	51	30	30
	273	51	30	30
C.O.F.P (SHORE BEACH)	133	42	00	00
	313	41	40	40
NE Car Park Space)	158	49	30	30
~~JACK INLET~~ FLAG POLE	338	49	25	30
M.O. STA.	162	55	00	00
	342	54	50	50
J.B. W.T.	143	01	30	30
	343	01	30	30
F.P.C.B.W. OF JONES INLET	01	00	00	00
	180	0.0	20	20

F.P.C.G.
271° - 00'

d = 0.770
2,535

JONES 3W ECC

(First Sta. East of Jones Beach)

FORT	00	00	00 - 00
	180	00	05 - 05
JONES	51	- 49	- 00 : 00
	231	- 49	05 - 05
FORT	00	- 00	- 05 - 00
	180	- 00	00 - 00

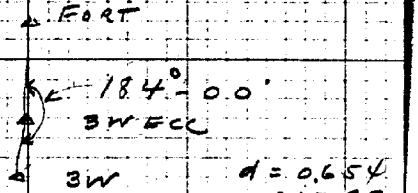
d = 0.654
2135 ft

3

JONES 3W ECC

(First Sta East of Jones Beach)

FORT	00	00	00 - 00
	180	00	05
JONES	51	- 49 -	00 : 00
	231	- 49	05 05
FORT	00	- 00 -	05 - 00
	180	- 00	00 - 00



DRAKE

Station 1W Ecc 1:00 P.M. 9/19/33

		°	'	"		
Fleet	0.0	0	00	00	00	00
Drake	1	18	07	30		
	3	174	24	00		
38-08-01	D 6	348	48	30	20	15.0
03.3 / 02.9	R 6	0	00	30	00	15

Ecc Note

Drake to	0	00	00	00	00
1W	98	01	00	00	00

Sta. Ecc. → DRAKE △

Sta 98-01-00

Distance Ecc to 1W

d = 0.858 m or 2,815 ft

IC Station 2 w/ Ecc 1:25 PM 9/15/20

					A	B	Mean
		°	'	"	"	"	"
Fleet	D	0	0	00	00	00	00 ✓
Drake		1	52	12	10		
		3	156	36	40		
52-12-15.0	D	6	313	13	30	30	30.0 ✓
14.2 / 14.6 ✓	R	6	0	00	00	10	05.0 ✓
Drake	R	0	0	00	00	10	05.0 ✓
Fleet		1	307	47	50		
		3	203	23	40		
307-47-47.5	R	6	46	46	50	50	50.0 ✓
48.3 / 47.9 ✓	D	6	0	00	00	00	00.0 ✓
Fleet			0	00	00	00	00.0
Ecc 2.W			126	14	00	00	00.0

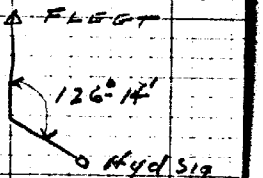
Dist. ecc 2W to 2W

0.564 mi or 1.840 ft.

52-12-14.6 -1.2 ✓

307-47-47.9 -1.3

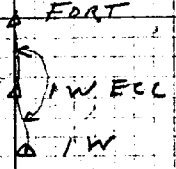
360-00-02.5



✓

JONES 1W ECC

FORT	0	0	00 - 00 00 - 00 } 00
JONES	58 263	46 - 00 - 00 45 55 - 55	57
FORT	00	00	00 - 05 00 - 00 } 04.2

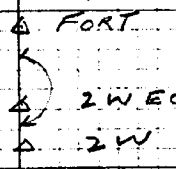


153° - 52'

d = 0.618m
2.02 ft.

JONES #2W ECC

FORT	00 180	00 00	00 - 00 00 - 00 } 0
JONES	71 251	25 24	55 50 00 50 } 50
FORT	00 180	00 00	00 00 00 00 } 0



167 - 30 - 00

d = 0.738 m
= 2.395 ft

$d = \frac{b \cdot \sin \ell}{\sin(\ell - \theta)}$

15 Station 3W Ecc 9/19/-5

				A	B	Mean
		0	1	"	"	"
Fleet	D	0	0 00	00	00	000
Drake		1	43 27	50		
		3	130 23	40		
43-27-54.9	D	6	260 47	15	20	17.5
54.4 / 54.4	R	6	0 00	40	50	45.0
Drake	R	0	0 00	40	50	45.0
Fleet		1	316 31	50		
		3	229 36	10		
316-32-10.8	R	6	99 1V	50	50	50.0
09.9 / 09.4	D	6	0 00	00	05	02.5

Ecc Note

Fleet	0	00	00	00	00.0
3W ecc	119	32	00	00	00.0

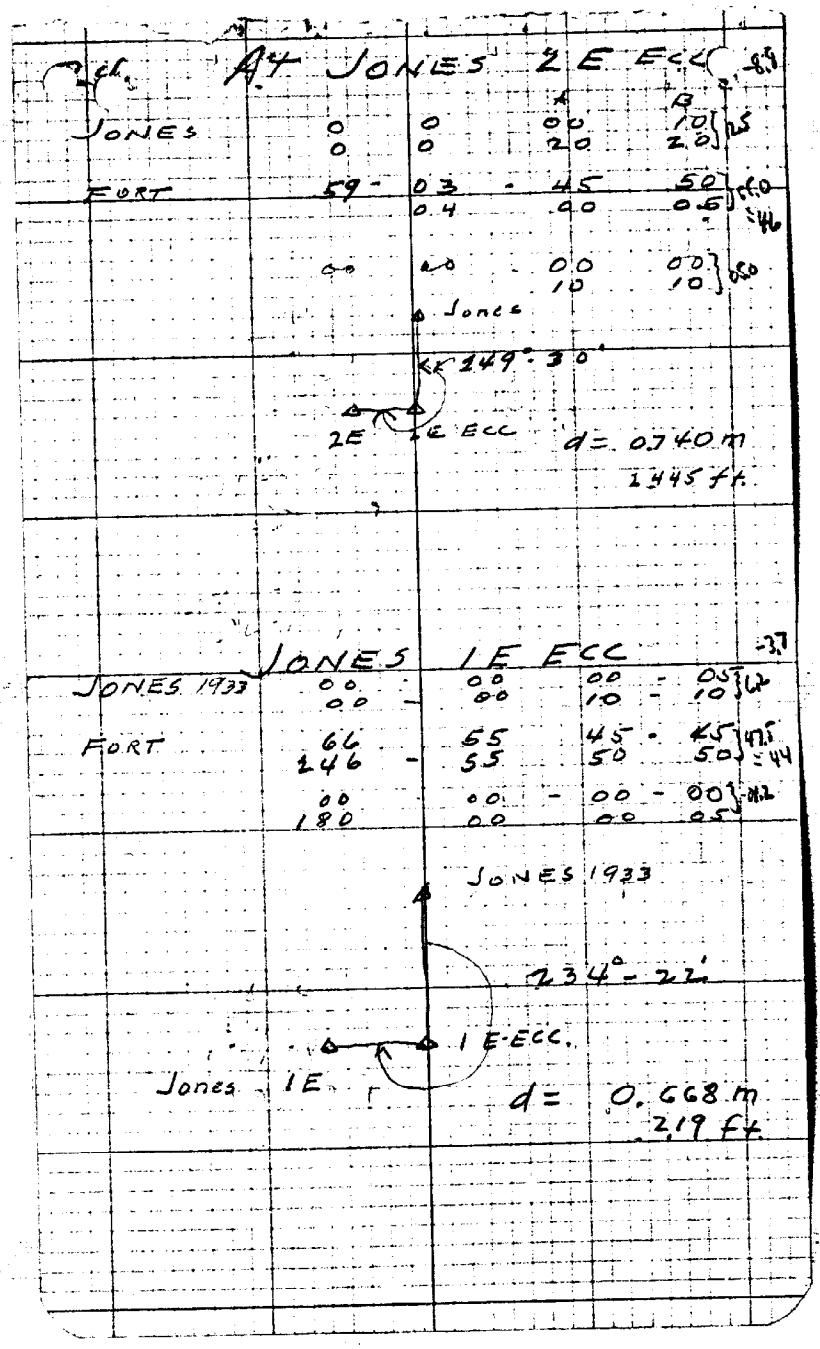
Dist. 3W ecc to 3W

0.448 mi or 1,465 ft.

43-27-54.2 -1.9 3W ecc

316-32-09.4 -1.5

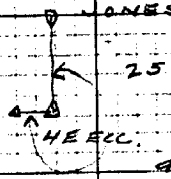
360-00-03.6


At JONES 2E ECC
JONES
FORT
Jones
249° 30'
2E
1E ECC
d = 0.740 m
1345 ft.
JONES 1E ECC
JONES 1933
FORT
JONES 1933
234° 22'
1E-ECC.
Jones 1E
d = 0.668 m
219 ft.

13

STA. JONES 4E ECC

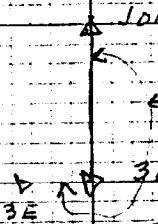
		A	B	
~~JONES BACK~~	0	00	00	00
	180	00	00	05
FORT	47	26	45	50
	227	27	00	00
JONES			50	00



d = 0.475 m.
= 1.550 ft

STA JONES 3E ECC

			A	B	
JONES	00	00	00	10	17.5
			30	30	
FORT	52	48	30	30	
	232	48	45	50	
	00	00	05	10	17.5
	180		30	25	



d = 0.494 m.
1620 ft

16

Station AW Ecc

2:45 PM
9/9/33

					A	B	Mean
		0	1		"	"	"
Fleet	D 0	0	00		00	05	02.5
Drake	1	37	58		10		
	3	113	54		40		
37-58-11.3	D 6	227	49		10	10	10.0
16.7	R 6	0	00		30	30	30.0
14.0							
Drake	R 0	0	00		30	30	30.0
Fleet	1	322	01		10		
	3	246	04		30		
322-01-39.2	R 6	132	09		25	25	25.0
42.1	D 6	359	59		10	15	12.5
40.7							

Ecc Note

Fleet AW ecc	1.08	32 00

Dist AW ecc to AW
d = 0.893 m or 2.935 ft.

37	58	14.0	+2.6
322	01	40.7	+2.7
359	59	54.7	
		5.3	

21	NT Shack				
CGFP					
W. of Jones Inlet	00	00	00	00	
	00	00	30	30	
ROUND TOWER	51	08	50	50	
Lights Clear?	231	09	10	10	
TANK E. OF	73	38	30	30	
FREEPORT (½ mi.)	253	38	50	50	
~~WEAF~~					
W TOWER (WEAF)	94	40	20	20	
	274	41	00	00	
E TOWER "	94	54	20	20	
	274	54	40	40	
FLAGAT CG	139	00	10	10	
STATION 1 MILE AWAY	319	00	30	30	
Name sent for review					
J.B. W.T.	163	06	10	10	
	343	06	30	40	
CGFP W. OF	00	00	00	00	
JONES INLET	00	00	20	20	

258°-00

CGFP — d. 1.90 — 177 to cen. of Shack

Shack

(Computer select best fit for Sequoia p 20, 21, 27 & 28 and compute by three point problem. No chart in field)

Stas

At Hyd Signal on point
East of Jones Inlet

FP Coast Gd W of Inlet	00	00	00	00	
	179	00	20	20	
Similar Tower like light House (Light, Club)	55	38	40	50	
	235	39	00		
Tank EAST OF FREEPORT	74	55	20	30	
	254	54	00	55	
Tank LARGE TANK AT MERRICK	64	15	00	55	
	244	15	10	10	
WEAF W TOWER (N)	96	50	50	50	
	276	51	05	05	
(S) E TOWER (WEAF)	97	10	30	40	
	277	11	00	00	
~~FLAG POLE~~ ~~AT INLET~~ NE Cor Park Space	160	07	40	40	
	340	08	00	00	
J.B. WATER TOWER	143	45	00	00	
	343	45	00	10	
* HYDSIGNAL	167	33	40	40	
	347	34	00	00	
* SHANTY ON BEACH	174	45	30	30	
	354	46	00	20	
FP COAST GD W OF INLET	00	00	00	00	
	180	00	10	10	

(Angles taken at above stations p 21 #27 & CG FP

Hdq

342 30

Ecc Sta. d = 0.815m
2869