

5731

Form 504
Rev. Dec. 1933
DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Topographic }
Hydrographic } Sheet No. 1

State NEW YORK

LOCALITY

South Shore of Long Island

Jones Inlet to Brosevere Bay

1934

CHIEF OF PARTY

M. O. Witherbee

5731

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

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. 1

REGISTER NO. **5731**

State New York

General locality South Shore - Long Island

Locality Jones Inlet to Broseware Bay

Scale 1:10,000 Date of survey June 8 to Oct. 3, 1934

Vessel Helen "C" Shore Party No. 2

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 C. S. LIGHTBOWN + R. M. C. d. m.

Verified by " " gammecornick

Instructions dated _____, 192

Remarks:

HYDROGRAPHIC SHEET

No Descriptive Report received todate: May 1, 1935.

Received by request

HYDROGRAPHIC SURVEY NO. 5731

Smooth Sheet Yes 1

Boat Sheet Yes 1

Sounding Records 13 Vols. _____

Descriptive Report No Recd Aug 1, 1936

Title Sheet No

List of Signals Yes - Cover Vol. 1

Landmarks for Charts (Form 567) _____

Statistics _____

Approved by Chief of Party _____

Recoverable Station Cards (Form 524) _____

Special Chart for Lighthouse Service _____
(Circular Nov. 30, 1933)

Remarks No Descriptive Report received todate: May 1, 1935
Received by request.

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. **.5731**

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

Number of positions on sheet
Number of positions checked
Number of positions revised ⁵ ..
Number of soundings recorded
Number of soundings revised
Number of signals erroneously plotted or transferred

Date: Oct. 24, 1935	<i>B. M. Cannon</i>	$\frac{?}{?}$
Verification by	<i>C. S. High Brown</i>	
	<i>J. A. Mc Cormick</i>	Time: 57 hr.
Review by	<i>R. L. Johnston</i>	
	<i>review 32 hr</i>	Time: total 44 hr.
	<i>verification 12 "</i>	

GEOGRAPHIC NAMES
NEW YORK

Date May 1, 1935

Survey No. H5731

Chart No. 1215 - 579

Diagram No. 1215-2

Approved by the Division of Geographic Names, Department of Interior. *

Referred to the Division of Geographic Names, Department of Interior. R

Under investigation. Q

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	<u>Macy Channel</u>	-----			
✓	<u>Hewlett Bay</u>	Same			140
✓	<u>Woodmere Channel</u>	-----			120
✓	<u>Broseware Bay</u>	<u>Broseware Bay</u>			120
	<u>North Green Sedge</u>	-----			
✓	<u>Nums Creek</u>	-----			120
	<u>Ramscat Channel</u>	-----			120
	<u>East Rockaway Channel</u>	Same			140
	-----	<u>Hog Island Channel</u>			120
	<u>Parsonage Cove</u>	Same			120
	<u>Middle Bay</u>	"			120
	<u>Milburn Creek</u>	-----			120
	<u>Baldwin Bay</u>	Same			140
	<u>Smith Meadow</u>	-----			
	<u>The Narrows</u>	-----			120
	<u>Emory Creek</u>	-----			120
	<u>Freeport Creek</u>	-----			120
	<u>Scow Creek</u>	-----			120
	<u>High Meadow</u>	Same			
	<u>Sea Dog Island</u>	"			
	<u>Long Meadow Island</u>	-----			
	<u>Cinder Island</u>	-----			

APPROVED NAMES
UNDERLINED IN RED
H. L. F. Jones

Survey No. H5731 Cont'd

GEOGRAPHIC NAMES
NEW YORK

Date May 1, 1935

Chart No. 1215

Diagram No. 1215-2

Approved by the Division of Geographic Names, Department of Interior. ✕

Referred to the Division of Geographic Names, Department of Interior. R

Under investigation. Q

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	<u>North Cinder Island</u>	-----			
	<u>Cinder Creek</u> ✓✓✓	Same			140
	<u>Personage Island</u>	-----			
	<u>F. Channel Island</u> ✓✓✓	-----			
	<u>Garrett Lead</u> ✓✓✓	Same			140
	<u>Garrett Marsh</u>	-----			
	<u>Island Park</u>	Same			
	<u>Hog Island Channel</u> ✓✓	"			140
	<u>East Meadow</u>	-----			
	<u>West Meadow</u>	-----			
	<u>Black Banks</u>	-----			
	<u>Broad Channel</u> ✓✓	Same			140
	<u>Cedar Island</u>	-----			
	<u>South Green Sedge</u>	-----			
	<u>Post Lead</u> ✓✓✓	Same			120
	<u>Hassock</u> ✓	-----			
	<u>Ingraham Island</u>	-----			
	<u>Middle Island</u>	-----			
	<u>Alder Island</u> ✓	-----			
	<u>WOODSBURG CHANNEL</u> ✓✓				140
	<u>LONG BEACH THORFARE</u> ✓ (See D.R. of Air Photo Comp)				
	<u>Reynolds Channel</u> ✓✓				200
	<u>Jones Inlet</u> ✓✓				140

APPROVED NAMES
UNDERLINED IN RED
H.L. FLEMING

TIDE NOTE FOR HYDROGRAPHIC SHEET

June 8, 1935.

Division of Hydrography and Topography:

✓ Division of Charts: Attention Mr. E. P. Ellis

Tide Reducers are approved in
13 volumes of sounding records for

HYDROGRAPHIC SHEET 5731

Locality Jones Inlet to Brosewre Bay, South Shore Long Island, N. Y.

Chief of Party: M. O. Witherbee in 1934
Plane of reference is mean low water reading
0.8 ft. on tide staff at Meadow Island (Jones Inlet)
6.3 ft. below B.M. 4
0.7 ft. on tide staff at Long Beach (Inside)
12.9 ft. below B. M. 1
1.0 ft. on tide staff at Woodmere
7.2 ft. below B.M. 1
-0.2 ft. on tide staff at East Rockaway
6.5 ft. below B.M. 4
0.4 ft. on tide staff at Freeport (Baldwin Bay)
5.2 ft. below B.M. 1

Height of mean high water above plane of reference is 3.4 feet at Meadow Island (Jones Inlet); 3.9 feet at Long Beach (Inside); 3.6 feet at Woodmere; 3.9 feet at East Rockaway; 3.4 feet at Freeport (Baldwin Bay)
Condition of records satisfactory except as noted below:

Notes < In several instances no tide observations were available and it was necessary to use interpolated tides to furnish and check tide reducers.

Paul Whitney
Chief, Division of Tides and Currents

REPORT ON H 5731. Part 1

1. The records conform to the General requirements except for the following
 - a. No descriptive report was furnished with sheet.
 - b. "S" was used at top of pages instead of signal names in several vols.
 - c. Ddy letters for 'g' & 'r' were in pencil and not colors in vols.
 - d. One error was found in reduction for tides (1 ft was shown instead of 2.5 ft)
 - e. Two buoys were erroneously numbered in records.
2. The depth curves were not completely drawn
3. The field plotting was completed as prescribed in Hydrographic Manual except that the smooth plotter did not plot minimum depths when eliminating soundings because of congestion.
 - a. Several soundings were erroneously plotted because change in time interval was overlooked.
 - b. Five positions were erroneously plotted
 - c. Position numbers were omitted in a number of cases
 - d. Buoy numbers were omitted from smooth sheet
 - e. Two signal names were not underlined as required
 - f. 164 soundings were either erroneously plotted or copied from records these were revised by verifier
4. The office drafts man did over part of the field draftsman's work, as mentioned above.
5. Junctions with adjacent contemporary sheets was not made by verifier because of termination of appointment.
6. This sheet has not been compared with A.P.C. or Topo sheet by verifier - curves not completed

Geographic names have not been inked.

Respectfully submitted by

C. STANLEY LIGHTBOWN.

Verifier's Report on H-5731.

Verification and marking of soundings was done by C. S. Lightbrown and R. McCann.

I have compared this sheet with Air Photo Completion sheets 5061, 5062, 5063, 5054 and 5336 all photographed in 1933-34. It has been compared with T-6198^{a+b} and T-6199^a done in 1934.

Numerous changes have been made in the shoreline. In this connection it seems that field parties should be instructed not to mark shoreline unless they are absolutely positive that it will not be changed - which can only occur when planetable topography is used exclusively.

Junction with H-5732 was divided between the two sheets. Considerable work was duplicated so part of the overlap was placed on each sheet. This junction was satisfactory.

Junction with H-5377 on the east is quite involved. H-5377^a was done in 1933 and H-5377^b was done in 1934. Verifier's comparisons show the considerable disagreement between H-5377^a and H-5731. It is verifier's opinion that three lowest overlaps should be made on H-5377^b and the most northerly should be made on H-5731. Drawings for these overlaps accompany this report.

Overlaps made in this way by reviewer P.J.J. I experienced considerable difficulty in catching up this sheet. I advise the reviewer who handles this sheet to comb it for errors as I have no doubt that there are many which have escaped my notice.

Oct. 24, 1935 Submitted

Jame McCormick

This was done as far as practical by the reviewer, who found some errors in soundings and curves, however reviewer did not consider himself justified in taking the time & necessary to check up all areas where soundings were not in close agreement.

P.J.J.

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 5731 (1934) FIELD NO. 1

Jones Inlet to Brosewre Bay, South Shore, Long Island, New York.
Surveyed in June - Oct. 1934.

Instructions dated Aug. 16, 1934 (M. O. Witherbee).

Hand Lead Soundings.

3 Point fixes on shore signals.

Chief of Party - M. O. Witherbee.
Surveyed by - A. M. Weber.
Protracted by - J. J. M.
Soundings penciled by - G. M.
Verified by - C. S. Lightbown, J. A. McCormick.
Inked by - C. S. Lightbown and R. McCann.

1. Condition of Records.

The records are neat and legible and conform to the requirements of the Hydrographic Manual except as follows:

- a. A Descriptive Report which should have accompanied this sheet has not been received from the field (par. 166). *Rec'd 8/1/36 H. W. M.*
- b. The lead line was OK'd in the records at the beginning of the day but no entry was made at the end of the day. On two days (f' and g' vol. No. 11) the lead line was compared and a correction entered at the beginning of the day, but was not compared at the end of the day.
- c. Evidence that the transfer of topographic signals had been checked in the field was lacking since the initials of the checker were omitted. This was accomplished in the office.
- d. In several instances the failure to obtain tidal observations necessitated the use of interpolated tides to furnish tide reducers.
- e. In several volumes of the sounding records "S" was used at the top of pages instead of signal names.

2. Compliance with Instructions for the Project.

Aside from the fact that no Descriptive Report was submitted and consequently no information was available regarding the disposition of features discussed in paragraphs 6 and 7b of this review, the plan, character and extent of the survey comply with the instructions for the project.

3. Shoreline and Signals.

The shoreline was taken chiefly from air photo compilations T-5054, T-5061, T-5062, T-5063 and T-5336, all photographed in 1933-4. The topographic signals are from graphic control sheets T-6198a & b (1934) and T-6199a (1934) which also show small sections of shoreline.

4. Sounding Line Crossings.

The agreement of sounding lines at crossings is generally satisfactory. Some of the channels are lumpy and irregular and soundings on adjacent parallel lines are not in close agreement.

5. Depth Curves.

The usual depth curves can be satisfactorily drawn.

6. Junctions with Contemporary Surveys.

The junction on the west with H-5732 (1934) is satisfactory. However, the work on each sheet extends well into the area of the other. It was necessary to place part of the overlap on each sheet. A clear cut junction should have been made and the areas adequately covered on either one sheet or the other. The junction on the east with H-5377a (1933) and H-5377b (1934) is adequate, however, the agreement of the 1933 work with the present survey in the common area in The Narrows, approximate latitude $40^{\circ} 37.5'$, longitude $73^{\circ} 33.9'$, to longitude $73^{\circ} 34.8'$ is poor. It is evident that some of the sounding lines on H-5377a (1933) would have been shown differently if the shoreline had been on the sheet when the hydrography was plotted. In addition this area appears to be quite changeable. For these reasons the soundings from H-5377a (1933) have been omitted from the overlap in this common area which was adequately covered by the present survey in 1934 and the latter should be used in this area for charting.

A comparison of the 1933 work shown on H-5377a (1933) with the 1934 work shown on H-5377b (1934) and H-5731 (1934) furnishes an example of the desirability of completing a given locality in one season, in areas subject to rapid change.

7. Comparison with Prior Surveys.a. H-50 (1835), H-1437 (1879), H-1481b (1880).

Comparison with the above surveys reveals radical changes in depths, location of channels and shoals as well as shoreline. A detailed comparison would serve no useful cartographic purpose. The information shown on these surveys has been superseded on the charts by later surveys and they should be disregarded in future charting.

b. H-4793 (1927), H-4794 (1927), H-4795 (1927).

These surveys, on a scale of 1:10,000, cover the entire area of the present survey. They appear to be good surveys and the soundings on the present charts are derived from them. Comparison with the present survey discloses numerous

changes from both natural and artificial causes. Some of the channels have been improved by dredging and a new channel has been dredged through High Meadow in the vicinity of latitude $40^{\circ} 36.35'$, longitude $73^{\circ} 34.9'$. Sea Dog Creek in latitude $40^{\circ} 36.1'$, longitude $73^{\circ} 34.65'$, has apparently filled in. A new entrance to Hog Island Channel has been dredged in latitude $40^{\circ} 35.9'$, longitude $73^{\circ} 40.0'$. Aside from these improvements, the depths in most of the other channels appear to have changed somewhat, although they retain their same general locations. A 13 foot sounding (not charted) is shown on H-4794 (1927) in approximate latitude $40^{\circ} 36.2'$, longitude $73^{\circ} 38.7'$. It is a single sounding on a line (pos. 89b to pos. 90b) between soundings of 36 and 29 feet, and was not OK'd in the record, which notes the bottom as soft grey mud. The 13 falls in the center of a well defined deep in depths from 31 to 37 feet on the present survey which shows no indication of a shoaling but does not show soundings directly over the 13. It appears unlikely that a mud shoal would exist in this deep and the 13 foot sounding is believed to be erroneous and should be disregarded in future charting.

Because of the changeable character of this area the present survey should supersede the surveys of 1927, however, there are several unimportant shoal areas of small extent which were not covered by the present survey. In the following areas the soundings from the 1927 sheets may be used since the adjacent soundings show no changes:

- | | |
|-----|---|
| (1) | The area in lat. $40^{\circ} 36.6'$, long. $73^{\circ} 41.7'$ covered on H-4793 (1927) |
| (2) | " " " " $40^{\circ} 37.3'$ " $73^{\circ} 40.4'$ " " " " |
| (3) | " " " " $40^{\circ} 36.7'$ " $73^{\circ} 39.7'$ " " " " |
| (4) | " " " " $40^{\circ} 36.5'$ " $73^{\circ} 36.9'$ " " H-4794 " |
| (5) | " " " " $40^{\circ} 37.0'$ " $73^{\circ} 35.7'$ " " " " |

The following charted wrecks, originating from the surveys of 1927, were not located on the present survey. As their present existence is doubtful, the field party has been requested to furnish information concerning them:

The wreck in lat. $40^{\circ} 35.77'$, long. $73^{\circ} 39.5'$, shown on H-4793 (1927)	}
" " " " $40^{\circ} 36.10'$, " $73^{\circ} 36.23'$, " " H-4794 "	
* " " " " $40^{\circ} 37.75'$, " $73^{\circ} 35.2'$, " " " "	
Two wrecks in " $40^{\circ} 37.53'$, " $73^{\circ} 35.27'$, " " " "	
The wreck in " $40^{\circ} 37.69'$, " $73^{\circ} 35.09'$, " " " "	
(in different position on present survey)	
The wreck in lat. $40^{\circ} 37.57'$, long. $73^{\circ} 34.91'$, shown on H-4794 (1927)	}
" " " " $40^{\circ} 37.58'$, " $73^{\circ} 34.76'$, " " H-4795 "	
" " " " $40^{\circ} 36.65'$, " $73^{\circ} 34.78'$, " " " & 4794 "	

* These wrecks as shown on prior surveys assumed to be non-existent.
(See field letter dated Dec. 18, 1935 attached to R.R. H.W.M. 8/1/36)

8. Comparison with Chart No. 579 (New Print dated Sept. 26, 1935.a. Hydrography.

Within the area of the present survey the chart is based on the surveys discussed in paragraph 7b, except in the vicinity of the new dredged channel through High Meadows, in approximate lat. $40^{\circ} 36.35'$, longitude $73^{\circ} 35.00'$. The limits of this channel and the soundings charted in it are from letters from The Long Island Park Commission. (Chart letters No. 831 and No. 861 of 1934). The charted soundings are a little deeper than those of the present survey. Depths in this channel should now be charted from the present survey, which covered this channel closely.

b. Aids to Navigation.

Numerous buoys were located on the present survey. However, no buoys are charted in this area. According to information on H-4793 (1927) and H-4794 (1927) "all buoys are of the barrel type and are not maintained by the Lighthouse Service. They are usually removed in the winter and are probably not replaced in the same position in the spring".

The beacons and lights shown on the present chart in latitude $40^{\circ} 37.4'$, longitude $73^{\circ} 34.6'$ and in the dredged channel in the vicinity of lat. $40^{\circ} 36.35'$, longitude $73^{\circ} 35.00'$ originate with chart letters No. 831 and 861 of 1934, from the Long Island Park Commission. These aids are not maintained by the Lighthouse Bureau. They were charted subsequent to the present survey and were probably not in place at the time of the survey and hence were not located.

c. Controlling Depths.

The controlling depth of 9 feet, which is charted in the channel in approximate lat. $40^{\circ} 37.8'$, long. $73^{\circ} 34.5'$ (Hudson Channel) originates with H-4795 (1927). This channel has apparently shoaled up, as the present survey shows several 7 foot soundings near the entrance and a 5 foot spot in the center of the channel at the entrance where H-4795 (1927) shows 13 feet.

9. Field Plotting.

The field plotting was only fairly well done and it was necessary to revise the plotting of some of the sounding lines in the office.

10. Additional Field Work Recommended.

Except for a few unimportant shoal areas, this survey is complete and no additional work is required.

11. Superseding Old Surveys.

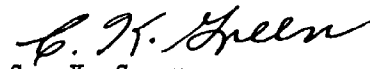
Within the area covered the present survey supersedes the following surveys for charting purposes:

H-50	(1835)	entirely	H-4793	in part (except as noted in par. 7b)
H-1437	(1879)	in part	H-4794	" " (" " " " ")
H-1481b	(1880)	in part	H-4795	" " (" " " " ")


12. Reviewed by - R. L. Johnston, Nov. 15, 1935.

Inspected by - A. L. Shalowitz.

Examined and approved:


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


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


F. S. Borden,
Chief, Section of Field Work.


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

CKG
KTA

82-LEF

December 13, 1935.

To: Lieutenant M. O. Witherbee,
U. S. Coast and Geodetic Survey,
Elizabeth City, North Carolina.

From: The Director,
U. S. Coast and Geodetic Survey.

Subject: Wrecks on Chart No. 579.

Enclosed is a section of Chart No. 579, which embraces the area of your hydrographic survey H-5751, Field No. 1, Jones Inlet to Broseware Bay, New York.

Indicated in red on the chart are 8 sunken wreck symbols. These wrecks are not indicated on your sheet, and since you furnish no descriptive report for the sheet, the office has no information regarding the present status of the wrecks. The authority for the charted positions of the wrecks is our hydrographic survey of 1927.

You will please furnish the office with any information you may have regarding the condition of these wrecks at the time of your survey.

(Signed) J. H. LAWLEY

Acting Director.

Enclosure.

CKG
R

80-LEF

December 24, 1935.

To: Lieutenant M. O. Witherbee,
U. S. Coast and Geodetic Survey,
Box 535,
Elizabeth City, North Carolina.

From: The Director,
U. S. Coast and Geodetic Survey.

Subject: Wrecks on Chart No. 579.

Your letter of December 18, 1935, furnishing information regarding wrecks on Chart 579, and also a copy of Descriptive Report for field sheet No. 1, are acknowledged, with thanks.

Descriptive Reports for sheets, Field Nos. 2 and 3, have not been received. You will please furnish the office with a copy of these two Descriptive Reports.

(Signed) J. H. HAWLEY,

Acting Director.

POST-OFFICE ADDRESS: Box 535, Elizabeth City, N.C.

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

ANSWERED

DEC 21 1935

DIVISION OF CHARTS

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

December 18, 1935.

To: The Director,
U.S.Coast and Geodetic Survey.

From: M.O.Witherbee,
U.S.Coast and Geodetic Survey,
Elizabeth City, N.C.

Subject: Wrecks on Chart No. 579.

Reference: 82-LEF dated December 13, 1935.

Referring to your letter on the above subject, there is enclosed herewith a copy of the descriptive report of Field sheet No. 1. The hydrographer failed to mention the wrecks, however.

I instructed Mr. Weber to check up on these wrecks in the field, and I recall his reporting to me that none of them existed, except either one or two which were well up on the mud flats, and very close to the high water line, in such a position as not to be a menace to navigation. I was under the impression that these were shown on either the boat sheet or topographic sheet.

I believe an inspection of the photographs would disclose the location of the remaining wrecks, as the only ones remaining would be visible at any stage of tide. *None of wrecks shown in red identified on photographs - assumed to be non-existent. MOW: 8/1/36*

Respectfully,

M.O. Witherbee
M.O. Witherbee,
Lieut., U.S.C. & G.S.

Received after Dec. 18, 1935

DESCRIPTIVE REPORT

HYDROGRAPHIC SHEET NO. 1.

HEMPSTEAD BAY, LONG ISLAND.

Instructions: Instructions to R.P. Eyma, dated Feb. 25, 1933.

Survey Methods: Standard methods were used throughout, positions, by three-point sextant fixes, and all soundings by hand lead. The only deviation from this method occurred at the heads of creeks and in slips, where a three-point fix could not be obtained; in such places the position of the boat was referred to the topography, supplemented by one angle if possible.

The work was controlled by triangulation executed in 1927 by C.D. Meaney, supplemented by graphical control points located by this party on aluminum mounted sheets.

Except for an area in the vicinity of Long Beach Thorofare and the new channel through High Meadow, where changes have been made since the taking of photographs, the shore line was determined by the party of R.C. Bolstad. This shore line was not available until after the hydrography was completed.

Discrepancies: No discrepancies were noted, except as noted in par. 6 & 7b of the Rev.

Dangers: A shoal with least depth of 1 foot, Lat $40^{\circ}35'.8$, long. $73^{\circ}34'.1$
This shoal is marked by a pile. *Pile not located by field party. N.M.M.*

A one-foot spot surrounded by 2 feet, Lat $40^{\circ}37'.7$, long. $73^{\circ}35'.2$

A shoal with least depth of 6 feet, in the middle of the channel
at lat. $40^{\circ}35'.7$, long. $73^{\circ}36'.3$.

A shoal, bare at low water, lat. $40^{\circ}35'.8$, long. $73^{\circ}38'.6$ *Several 1 foot sdgs shown on sheet*

A 5 foot spot at the entrance to a slip with deeper water inside
at lat. $40^{\circ}37'.6$, long. $73^{\circ}40'.2$

Channels: The most important channels are Long Beach Thorofare and a newly dredged channel connecting it to Long Creek. The controlling depth in Long Beach Thorofare is 6 feet just west of the railroad draw-bridge at Long Beach. The dredged channel has a controlling depth of 12 feet. Natural channels to East Rockaway, Hewlett, and Woodmere are used only by small fishing and pleasure craft with draft of three feet or less.

** Hydrography is not sufficiently close to prove that deeper depths might be carried just NW and N of the C. N.M.M.
Lat. $40^{\circ}35'.8$, Long. $73^{\circ}39'.7$*

Comparison with previous surveys: There are extensive artificial changes which have occurred since the survey of 1927-28. In addition to the new channel mentioned above, Long Beach Thorofare has been straightened by dredging at lat. $40^{\circ}35'.7$, long. $73^{\circ}36'.7$; a neck of land was cut through at this point. See Rev., par. 7 for further discussion.

Respectfully submitted,

A.M. Weber
Surveyor.

Forwarded:

M.O. Witherbee
M.O. Witherbee
Chief of Party.

HYDROGRAPHIC SHEET NO. 1

STATISTICS

Day	Statute Miles of Sounding Lines	No. of Soundings	No. of Positions	Date
a	9.7	656	96	June 8
b	7.0	391	72	" 9
c	8.2	535	86	" 11
d	7.9	497	98	" 12
e	11.3	644	114	" 13
f	10.5	656	114	" 14
g	9.8	733	132	" 15
h	14.1	978	155	" 16
j	11.2	734	113	" 18
k	8.7	599	98	" 20
l	7.4	531	97	" 21
m	7.7	579	87	" 22
n	6.4	392	60	" 23
p	4.2	278	51	" 25
q	3.2	160	36	" 27
r	7.7	552	89	" 28
s	11.5	891	133	" 29
t	12.8	762	126	" 30
u	7.9	529	87	July 2
v	6.5	354	69	" 3
w	13.5	872	137	" 16
x	13.0	813	126	" 17
y	11.0	638	104	" 18
z	10.6	692	118	" 19
a'	12.9	741	140	" 20
b'	4.7	301	58	" 26
c'	3.1	113	30	" 27
d'	5.1	307	61	" 30
e'	5.2	428	91	" 31
f'	13.1	496	86	Aug. 1
g'	5.5	303	60	" 2
h'	3.1	184	28	" 6
j'	7.9	571	112	" 17
k'	8.5	534	95	" 20
l'	2.0	123	26	" 21
m'	5.9	277	58	" 27
n'	1.5	98	26	" 28
p'	---	1	1	Oct. 1
q'	2.4	190	50	" 2
r'	6.4	309	75	" 3

Square statute miles covered by soundings - 7.24

Section of chart No. 579

Scale 1-40,000

SOUNDINGS
AT MEAN LOW

G

I

S

L

70° 35'

A

40° - 40'

To accompany Review of H-573f (1934) Field No. 1



A.P. Sheet T-5062

NAUTICAL CHARTS BRANCH

SURVEY NO. _____

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
3/29/49	Revision by 2000 scale 579	A. MacEwen	Before After Verification and Review <i>A few soundings to supplement the chart's edge.</i>
			Before After Verification and Review
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			Before After Verification and Review
			Before After Verification and Review

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

Applied to Chart 579 J.M.A. Aug. 5, 1936

25 June 15, 1936

Edg