

6329

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

DESCRIPTIVE REPORT

~~Topographic~~
Hydrographic } Sheet No. 6329

State New York

LOCALITY

South of Long Island

Vicinity of Southampton

Montauk Point to

193 8

CHIEF OF PARTY

Raymond P. Eyma

U. S. GOVERNMENT PRINTING OFFICE: 1934

6329

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

U. S. COAST & GEODETIC SURVEY
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REG. NO.
Acc. 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. 402

REGISTER NO. 6329 H 6329

State New York

General locality South of
~~off~~ Long Island

Locality Southampton to Montauk Point to Vicinity of Southampton

Scale 1:40,000 Date of survey June 2 to Aug 10, 1938

Vessel U. S. C. & G. S. Ship LYDONIA

Chief of Party Lt. Comdr. Raymond P. Eyma

Surveyed by Lt. E. C. Heaton and Lt. Glendon E. Boothe

Protracted by Glendon E. Boothe

Soundings penciled by Glendon E. Boothe

Soundings in ~~fathoms~~ feet feet

Plane of reference M. L. W.

Subdivision of wire dragged areas by

Inked by G. H. Everett

Verified by G. H. Everett

Instructions dated April 9, 1936 Supp. Instructions Mar, 4 1938

Remarks: Project HT-207

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

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General locality South of Off Long Island

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Soundings in ~~sacromet~~ feet feet

Plane of reference M. L. W.

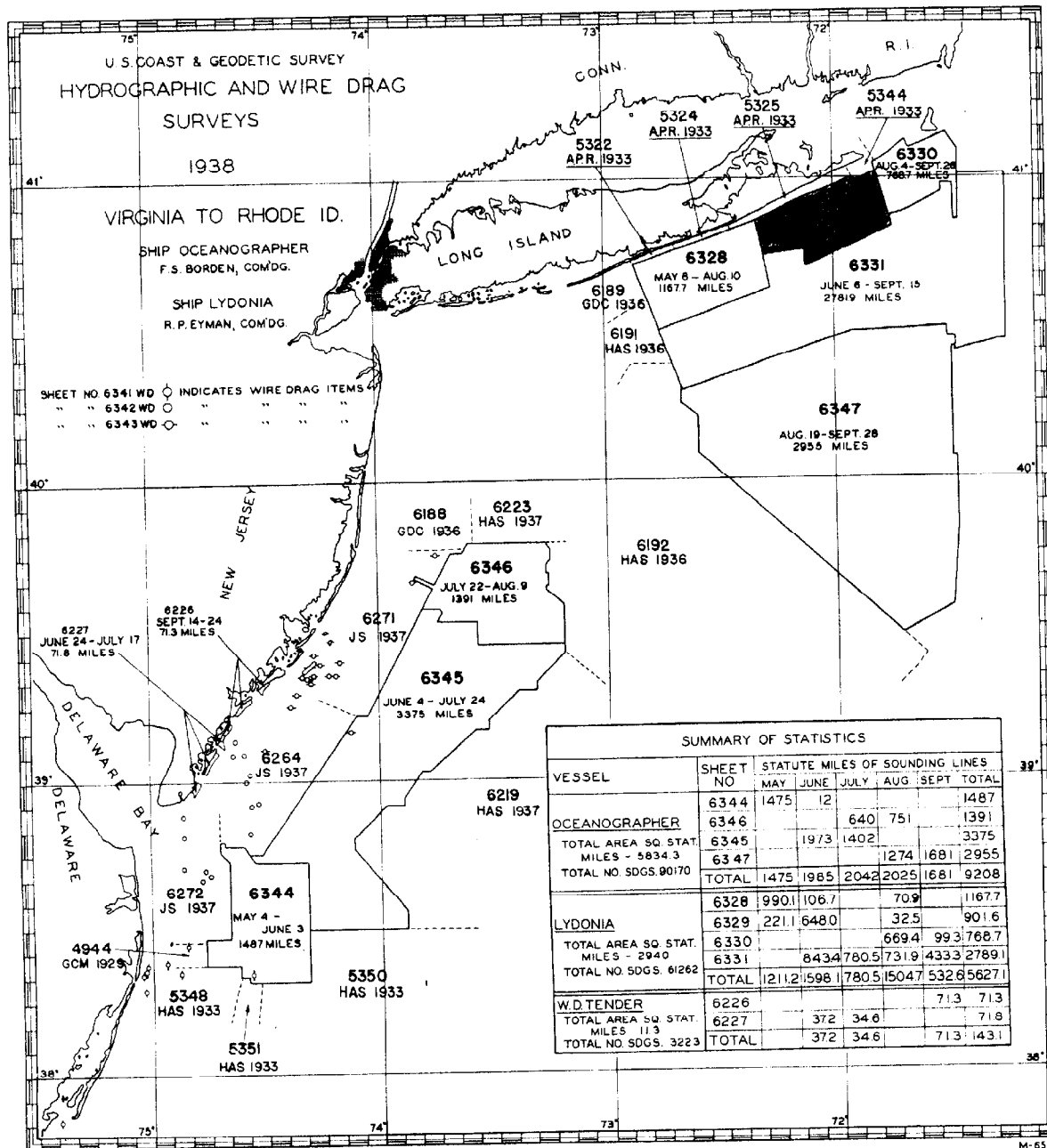
Subdivision of wire dragged areas by

Inked by

Verified by

Instructions dated April 9, 1938 Supp. Instructions Mar, 4 1938

Remarks: Project HT-207



SUMMARY OF STATISTICS

VESSEL	SHEET NO	STATUTE MILES OF SOUNDING LINES					TOTAL
		MAY	JUNE	JULY	AUG	SEPT	
OCEANOGRAPHER	6344	1475	12				1487
	6346			640	751		1391
	6345		1973	1402			3375
	6347			1274	1681		2955
	TOTAL	1475	1985	2042	2025	1681	9208
LYDONIA	6328	990.1	106.7		70.9		1167.7
	6329	221.1	648.0		32.5		901.6
	6330				669.4	993.7	1663.1
	6331		843.4	780.5	731.9	433.3	2789.1
	TOTAL	1211.2	1598	780.5	1504.7	532.6	5627.1
W.D. TENDER	6226					71.3	71.3
	6227		37.2	34.6			71.8
	TOTAL		37.2	34.6			71.3

DESCRIPTIVE REPORT

To Accompany

HYDROGRAPHIC SHEET No. 6329 (Field No. 402)

Ship LYDONIA Lt. Comdr. Raymond P. Eymann, Comd'g.

Project HT-207. Year 1938.

DATE OF INSTRUCTIONS.

This survey was executed in accordance with the Director's instructions dated April 6, 1936 and Supplemental Instructions dated March 4, 1938.

SURVEY METHODS.

This survey covers an area from Southampton, L. I., New York to Montauk Point, Long Island, New York, from the ten fathom curve seaward for a distance of eleven to fourteen miles. Approximately defined on the north by a line from Lat. 40°-52.0, Long. 72°-21.0 to Lat. 41°-01.8, Long. 71°-49.2; on the east from Lat. 41°-01.8, Long. 71°-49.2 to Lat. 40°-50.3, Long. 71°-43.7; on the south from Lat. 40°-50.3, Long. 71°-43.7 to Lat. 40°-42.0, Long. 72°-08.0, then north ward to Lat. 40°-45.2, Long. 72°-08.0, then westward to Lat. 40°-42.0, Long. 72°-18.0 and on the west from Lat. 40°-42.0, Long. 72°-18.0 to Lat. 40°-52.0, Long. 72°-21.0.

All control in this area consisted of shore objects located by triangulation and topography, and of hydrographic buoys. All positions were determined by three point sextant angles, with the exception of a few positions at or near buoys. Locations of all topographic signals were obtained from Chart Letter #735, 1933, with the exception of signals "WIND" and "HIT", which were scaled from the photostat of Hydrographic Sheet #H-5325. A line of buoys about 2¼ miles apart, running approximately parallel with the shoreline and from thirteen to fourteen miles off, was located by taut wire and sun azimuths, with several buoys located by sextant angles from triangulation objects ashore. For detailed report of the buoy location and adjustment see Descriptive Report of Hydrographic Sheet #6331 (Field No. 801) 1938.

From T 4765
T 4767
T 4768
* Both topo
signals on T-4766
(1933)
checked found
O.K.

Sounding lines were run about parallel with the shoreline, and spaced in accordance with the instructions depending on the depth. In general lines were run about two to three miles on each side of the buoy line. Lines were carried offshore as far as visibility

permitted using shore objects.

All soundings were obtained with the Dorsey I fathometer. Corrections were applied to the soundings for temperature, salinity, lag, draft, and settlement in accordance with the report in Descriptive Report of Hydrographic Sheet No. 6331 (Field No. 801) 1938.

DISCREPANCIES.

The crossings on this sheet are very good. The following listed crossings are noted:

<u>Latitude & Longitude</u>	<u>Position Number</u>	<u>Feet</u>	<u>Position Number</u>	<u>Feet</u>	<u>Remarks</u>
40-52.95 72-15.80	115D-116D	71-71	151Q-152Q	73-74	Cross line is generally deeper.
40-52.88 72-03.23	19Q-20Q	117	32S-33S	114-118	Slightly irregular bottom. Crossing O.K.
40-52.58 71-59.92	263H-264H	120-116	50N-51N	128-119	Irregular bottom. Crossing O.K.
40-52.58 72-00.12	3Q-4Q	119	263H	111	Area of irregular bottom. Soundings probably correct.
40-52.42 71-59.21	165-166H	110-117	5S-6S	114-122	Same as above.
40-45.18 72-11.62	130-131Q	144-143	16E-17E	141	Cross line is generally deeper through this area.
40-49.59 71-59.58	8R-9R	129	36E-37E	132-133	Slightly irregular bottom. Cross line appears in error.
40-44.90 72-07.09	25L-26L	144	3K-4K	146-147	Cross line appears shoal by about 2 ft.
40-51.05 71-44.13	67L-68L	179-180	181-182 21P-22P		Slightly irregular bottom.

^{portions of} An analysis of the crossings involving Q day indicates that the fathometer soundings taken on that day are too deep by 2 or 3 feet. The reason for this is not apparent. *Accepted.*
Note: 26 crossings agree exactly, 21 differ by 1 foot and 17 differ by 2 to 3 feet.

COMPARISON WITH PREVIOUS SURVEYS.

This survey was compared with Chart No. 1211 published in March 1936, printed March 21, 1936, and hand corrected to April 12, 1938, and Chart No. 1214 published in December 1936, printed December 1, 1936, and hand corrected to April 12, 1938. All soundings on the charts

covering this area were transferred to tracing paper and inspected over this sheet. No attempt has been made to list each sounding that differs from the depth as found on the new work, as the soundings on the chart are so inconsistent. Some check the new work exactly while others in the same area vary from a few feet to thirty feet either shoaler or deeper, with a difference of from ten to fifteen feet quite common.

The soundings on this sheet indicate, in general, a very gradually sloping bottom offshore and good control and accurate fathometer soundings indicate that the control or soundings on the charts are inaccurate or out of place where these differences in depths are found. The time required to make a detailed field examination of these soundings did not seem to be warranted in view of the complete system of spacing of lines run and the absence of indications of any such shoals or deeps.

JUNCTIONS WITH OTHER SURVEYS.

The northern side of this survey joins launch Hydrographic Sheets Nos. 5325 and 5344. The junction soundings agree very well. No marked discrepancies are found. In general the fathometer soundings are from one to two feet shoaler than the hand lead soundings, which is to be expected in depths of about ten fathoms due to current and the tendency of the leadline to bow out when the lead is on the bottom. In areas of irregular bottom the soundings of the two sheets follow these changes closely.

The eastern side of this area joins Hydrographic Sheet No. 6330 (Field No. 403), 1938. For comparison of the junctions see Descriptive Report to Accompany Hydrographic Sheet No. 6330 (Field No. 403), 1938.

The southern side of this area joins Hydrographic Sheet No. 6331 (Field No. 801), 1938. Very good crossings are found with a maximum difference of two feet, except at Lat. $40^{\circ}43.97$, Long. $72^{\circ}12.21$ where line 38 to 39F, Sheet 801, with 151-151 feet crosses line 5-6J, of this sheet, with 147 feet. The line on Sheet No. 801 appears to be too deep throughout when compared with the adjoining lines. *Accepted.*

The western side of this area joins Hydrographic Sheet No. 6328 (Field No. 401), 1938. Sounding junctions are good. They agree within a maximum limit of two feet.

DANGERS.

No shoals were found in this area that would be a danger to ships. One small shoal area with a least depth of 63 feet was found on line 21-22H, Lat. $40^{\circ}59.73$, Long. $71^{\circ}50.75$, in a general depth of 77 to 85 feet. From spring until late fall all of this shoal area is covered with lobster pot floats and is a danger to

small boats.

NOTES TO THE CARTOGRAPHER.

Buoy 2A and Buoy MP were located by ^{← located on H-6370(1938)} a three point sextant fixes ^{cuts from} at the buoys. In the hurricane of September 21, 1938 Buoy MP dragged some distance but whether Buoy 2A dragged or not is not known. These buoys were not located again after the hurricane so their present positions are questionable. ^{These agree closely with present charted positions}

Respectfully submitted.

copied from rough draft by G.E.B.
Glendon E. Boothe
Lieut. C&GS.

Approved and forwarded:

Raymond P. Eymann
Raymond P. Eymann
Lieut. Comdr. C&GS
Commanding Ship LYDONIA

Statistics for Sheet No. 402 (6329)

U. S. C. & G. S. Ship L Y D O N I A

- 1938 -

<u>Day letter</u>	<u>Date 1938</u>	<u>number of positions</u>	<u>number of soundings</u>	<u>Statute miles</u>	<u>volume number</u>
A	June 2	38	231	22.5	1
B	" 6	46	264	26.1	1
C	" 8	152	1035	87.9	1
D	" 15	156	906	84.6	1 & 2
E	July 4	65	379	34.5	2
F	" 5	135	813	78.0	2
G	" 6	117	729	72.8	2 & 3
H	" 7	288	1696	164.3	3
J	" 19	12	131	11.5	4
K	" 20	28	248	22.3	4
L	" 21	100	720	68.0	4
M	" 22	25	308	13.3	4
N	" 25	105	672	60.7	4 & 5
P	" 26	32	186	17.0	5
Q	" 27	160	939	93.1	5
R	" 28	11	63	5.3	5
S	Aug. 10	58	329	32.6	5
Totals		1528	9649	894.5	

LIST OF SIGNALS TO ACCOMPANY HYDROGRAPHIC SHEET #402 (6329).

Hydro. Name	Name	Location
MON	Montauk Point Lighthouse, 1882-1932	Triangulation
CHIM	Easternmost House, Large Chimney, 1911	"
DITCH	Ditch Plain Coast Guard Flagpole, 1932	"
NOB	Peak, Dutch Windmill House	Topo.Ch.Let.735,1933
FIN	Montauk Manor, Finial on Highest Tow., 1932	Triangulation
YON	Highest Chimney, 6 story Brick Bldg.	Topo.Ch.Let.735,1933
HER	Hither Plains C.G. Flagstaff, 1933	Triangulation
NAP	Napeague C.G. Flagstaff, 1933	"
RE	Radio Mast (IRE)	Topo.Ch.Let.735,1933
MAS	Radio Mast (MAS)	" " " "
TUT	Tuthills Factory, middle Chimney, 1911	Triangulation
PLANT	Electric Light Plant Chimney, 1911-1928	"
FIRE	Stoney Fire Tower, 1933	"
AM	Amagansett Water Tank (Grey Elevated)	Topo.Ch.Let.735,1933
TON	East Hampton Water Tank, 1933	Triangulation
GEO	Georgica Coast Guard Flagstaff, 1933	"
FRY	Bridgehampton High Sch. Belfry, 1933	"
PRES	Bridgehampton Presby. Ch. Steeple, 1933	"
MET	Bridgehampton Meth. Ch. Steeple, 1933	"
WIND	Windmill	Topo. Scaled from Photostat H-5325. Same as above.
HIT	Hit	Triangulation
HAM	Southampton Water Tank, 1932	"
PON	Ponquoque Red Flashing Light, 1932	"
OLD	Old Tower, 1874-1933	"
KIT	Survey Buoy	Taut Wire & Sun Az.
LAM	" "	" " " "
BED	" "	do
MAT	" "	do
NUT	" "	do
CIG	" "	do
OWE	" "	do
PAY	" "	do
DET	" "	do
QUE	" "	do
RAT	" "	do
SAD	" "	do
TAR	Survey Buoy	Taut Wire & Sun Az.

Field Records Section (Charts)

H6329

HYDROGRAPHIC SHEET NO.

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

Number of positions on sheet	1529
Number of positions checked	22
Number of positions revised	1
Number of soundings recorded	9649
Number of soundings revised	3
Number of soundings erroneously spaced	—
Number of signals erroneously plotted or transferred	—

Date: 9/12/39

Verification by G.H. Everett

Review by Harold W. Murray

Time: 51 ³/₄ Hrs.

Time: 14 hrs.

Verification Report H 6329

Control: Topo Control originates on plane table surveys
T 4765, 4766, 4767, 4768 (1933)
Buoy control originates on H 6331

Field Plotting: Excellent

Records: Complete and satisfactorily kept. ✓

Curves: Complete within limit of survey ✓

Junctions: Junction with H 6328 (1938), H 6330 (1938),
H 6331 (1938) are shown on this survey with
good agreement. ✓

Junction with H 5325 (1933) is shown on
that survey with good agreement except for
two lines (ran normal to shore) near Lat $41^{\circ}-00'$;
long. $71^{\circ}-55.5'$ and $71^{\circ}-57'$. Soundings on these
two lines were obviously in error and were ignored
in the drawing of the 60 foot curve. These soundings
were not erased to date. These lines too deep, superseded. H.W.M. ✓

Junction with H 5344 (1933) has not been
made pending decision as to whether it is
necessary. Butt junction made ✓

Cross Lines: Good agreement. Maximum difference 3 ft.

The D.R. states on Q day the soundings were
too deep by 2 or 3 feet. The following statistics
on Q day were listed. There are 64 crossings
on Q day of which 26 agree exactly with cross
lines, 21 differ by 1 ft, 13 differ by 2 ft, 4
differ by 3 ft. Of the differences about 75%
registered deeper and 25% less than on other lines
crossed. ✓

Buoys: were not inked for reasons noted in D.R. Their
plotting was verified from cuts given in records, inked. ✓

J. H. Everett. 9/12/39

HYDROGRAPHIC SURVEY NO. H6329

Smooth Sheet Yes

Boat Sheet Yes

Records; Sounding 5 Vols., Wire Drag Vols., Bomb Vols.

Descriptive Report Yes

Title Sheet Yes

List of Signals Vol.#1

Landmarks for Charts (Form 567) Yes

Statistics Yes

Approved by Chief of Party D. R. only

Recoverable Station Cards (Form 524) ----

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

Hydrography: Total Days 17 ; Last Date June 2 to August 10, 1938

Remarks _____

H-6329

Remarks

Decisions

	Remarks	Decisions
1		
2		410718
3		410719
4		409720
5		409721
6		409721 U S G B
7		409722
8		409723
9		409723
10	Location of tide gage	411715
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
M 23*		

GEOGRAPHIC NAMES
 Survey No. **H6329**

Name on Survey											
	A.	B.	C.	D.	E.	F.	G.	H.	K.		
<u>Long Island</u>											1
<u>Montauk Point</u> +											2
<u>Montauk Manor</u>											3
<u>Napeague C.G.</u>											4
<u>Amagansett</u>											5
<u>East Hampton</u>											6
<u>Georgia Pond</u>											7
<u>Bridgehampton</u>											8
<u>Southampton</u> +											9
<u>Block Island</u>											10
											11
											12
											13
											14
											15
											16
											17
											18
+ Names to be inked omit all others											19
											20
											21
											22
											23
											24
											25
											26
											27

Names underlined in red approved
 by L. Heck on 5/29/29

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
 DESCRIPTIVE REPORT
~~PHOTOSTAT OF~~

} No. H-6329
~~No. 1~~

{ received April 28, 1939
 registered May 17, 1939
 verified
 reviewed
 approved

This is forwarded in order that your attention may be directed to the matters as indicated below. Please initial in column 3 as an acknowledgement that your attention has been thus directed. The complete original records are available if desired. If you cannot give this your immediate attention, please initial, note, and forward to the next section marked, calling for the records at your convenience.

ROUTE		Initial	Attention called to
20			
22			
24			
25			
26			
30			
40			
62			
63			
82			
83			
88			
90			

RETURN TO

82	T. B. Reed
----	------------

✓ JBR

TIDAL DATA

HYDROGRAPHIC SHEET H-6329 (Field No. 402, 1938)

The automatic tide gage (C. & G.S. No. 279) located at Block Island, R. I. was used as a reference station for all soundings on the sheet. No corrections for time or range were applied.

The datum plane of mean low water corresponded to a reading of 3.0 feet on the tide staff, as stated in the Director's letter dated November 13, 1938, Ref. 30 FLM.

TIDE NOTE FOR HYDROGRAPHIC SHEET

June 10, 1939

Division of Hydrography and Topography:

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

Plane of reference approved in
5 volumes of sounding records for

HYDROGRAPHIC SHEET 6329

Locality Montauk Point to vicinity of Southampton, South of Long Island, N. Y.

Chief of Party: R. P. Hyman in 1938
Plane of reference is mean low water reading
3.0 ft. on tide staff at Block Island
13.4 ft. below B. M. 3

Height of mean high water above plane of reference is 3.0 feet.

Condition of records satisfactory except as noted below:



Acting Chief, Division of Tides and Currents.

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 6329 (1938) FIELD NO. 402

Montauk Point to Vicinity of Southhampton, South of Long
Island, New York.

Surveyed in June-August, 1938, Scale 1:40,000
Instructions dated April 9, 1936 and Mar. 4, 1938.

Dorsey Fathometer Soundings. 3 Point fixes on shore and buoy
signals.

Chief of Party - Raymond P. Eyman
Surveyed by - E. O. Heaton and Glendon E. Boothe
Protracted by - Glendon E. Boothe
Soundings plotted by - Glendon E. Boothe
Verified and inked by - G. H. Everett

1. Shoreline and Signals.

- a. This is an offshore survey and no shoreline is shown.
- b. Topographic signals were plotted from Chart Letter 735 of 1933 and originate with T-4765, 4766, 4767 and 4768 of 1933. Signals "Wind" and "Hit", however, were scaled from a photostatic copy of H-5325 (1933) which signals originate with T-4766 (1933).

Hydrographic buoy signals were located by taut wire, sun azimuths and sextant angles.

2. Sounding Line Crossings.

Agreement of sounding line crossings is good. The "Descriptive Report", page 2 lists several 2 to 5 foot discrepancies. The remarks appended thereto are adequate and no further comment is necessary.

3. Depth Curves.

The usual depth curves may be satisfactorily drawn.

4. Junctions with Contemporary Surveys.

- a. The junctions on the east with H-6330 (1938), on the south with H-6331 (1938) and on the west with H-6328 (1938) are very good.
- b. The junction on the north with H-5325 (1933) is satisfactory except between long. 71°55', and long. 72°00' where portions of three sounding lines on H-5325 vary 1 to 5 feet too deep in depths of 55 to 66 feet. These discrepancies are attributed to excessive hand lead sounding speeds. The deeper soundings (replotted in blue color) should be superseded by the present survey.

c. The northeastern limit of the present survey joins H-5344 (1933-34). Good agreement exists in some areas but in others the 1933-34 depths vary as much as 4 feet too deep in depths of 60 to 73 feet. Because of the relatively intense development on H-5344, only a fringe of soundings is shown from the present survey. For charting purposes, the larger scale H-5344 should be used to its limits and charting then continued from the present survey.

5. Comparison with Prior Surveys.

H-74 (1838), H-75 (1838), H-76 (1838), H-100 (1842),
H-101 (1844), H-232 (1850), H-253 (1851), H-670 (1859),
H-1558 (1882-83), H-2227 (1896), H-2228 (1895) and
H-2261 (1896). 1:10,000 to 400,000.

Each of the above sparsely covered surveys cover portions or all of the present survey. They are among the earlier surveys made by this Bureau when methods of surveying were not as refined as on the present surveys. They contain no important information that is not adequately covered by the present survey. Mention is made, however, of the fact that several charted soundings originating with these surveys such as the 108 foot sounding in lat. 40°46', long. 72°14' from H-74 (1838) or the 105 and 108 foot soundings in the vicinity of lat. 40° 50', long. 72° 02' from H-101 (1844) vary 20 to 30 feet shoaler than the present survey depths. These soundings were all obtained on line which lines are too shoal since other soundings on the same line are likewise too shoal. The present survey should supersede these surveys.

6. Comparison with Wire Drag Surveys.

H-3907 (1916) W. D., 1:40,000.

This wire drag survey just covers the northeast tip of the present survey. It contains no information that conflicts with the present survey.

7. Comparison with Charts 1211 (New Print dated April 17, 1939)
1214 (New Print dated Feb. 6, 1939)

a. Hydrography.

Hydrography shown on the charts originates with surveys discussed in preceding paragraphs and no further consideration is necessary. It is noted that the lobster pot area in lat. 40°59.8', long. 71°50.8' falls outside the designated charted limits originating with chart letter 320 of 1935.

b. Aids to Navigation.

The bell buoy in lat. 40° 53', long. 72° 14' agrees closely with its charted position and satisfactorily marks the features intended. This buoy was located prior to the hurricane of September 21, 1938. Whether or not this buoy was dragged from its position by the hurricane is not known. (See D. R., page 4).

8. Condition of Survey.

- a. The sounding records are neat and legible.
- b. The Descriptive Report is satisfactory.
- c. The field plotting was satisfactory.
- d. Additional bottom characteristics may be obtained from the more recent prior surveys discussed in paragraph 5 of this review.

9. Compliance with Instructions for the Project.

Satisfactory.

10. Additional Field Work Recommended.

None.


11. Superseded Prior Surveys.

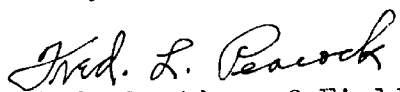
H-74 (1838)	In part
H-75 (1838)	" "
H-76 (1838)	" "
H-100 (1842)	" "
H-101 (1844)	" "
H-232 (1850)	" "
H-253 (1851)	" "
H-670 (1859)	" "
H-1558 (1882-83)	" "
H-2227 (1896)	" "
H-2228 (1895)	" "
H-2261 (1896)	" "

12. Reviewed by - Harold W. Murray, September 20, 1939.

Inspected by - H. R. Edmonston, September 26, 1939.

Examined and Approved:


T. B. Reed,
Chief, Section of Field Records.


Fred. L. Peacock,
Chief, Section of Field Work.


K.T. Adams,
Chief, Division of Charts.


E. H. Hinde,
Chief, Division of H. & T.

Applied to drawing of chart 1214
Applied to Chrt. 1211 4-9-40
Applied to chart 70. 7/2/40.
" " " 362 RDE 9/12/49

S. B. Maize 29/11/39
K. R.
fam.