

7630

Diag. Cht. No. 1215-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey HYDROGRAPHIC

Field No. WA-1249 Office No. H-7630

LOCALITY

State New York

General locality South Shore Long Island

Locality Jones Inlet

1949

CHIEF OF PARTY

J. Laskowski

LIBRARY & ARCHIVES

DATE March 1, 1950

B-1870-1 (1)

7630

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

REG. NO. H-7630

The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

REGISTER No. H-7630

Field No. Wa-1249

State NEW YORK

General locality SOUTH SHORE LONG ISLAND

Locality JONES INLET

Scale 1:10,000 Date of survey 3 AUG. TO 10, OCT. 1949

Instructions dated 7 MARCH 1949

Vessel WAINWRIGHT

Chief of party JOHN LASKOWSKI

Surveyed by JOHN LASKOWSKI & T.M. KRALL

Soundings taken by ~~XXXXXX~~ graphic recorder, hand lead, ~~XXXX~~ POLE

Fathograms scaled by FIELD PERSONNEL

Fathograms checked by " "

Protracted by STANLEY M. TARKENTON

Soundings penciled by STANLEY M. TARKENTON

Soundings in ~~XXXXXX~~ feet at MLW ~~XXXXXX~~

REMARKS: Soundings were taken using Hydrographic Skiff & U.S.C.G. Rescue Boat

DESCRIPTIVE REPORT

TO ACCOMPANY

HYDROGRAPHIC SHEET H-7630 (FIELD NO. WA-1249)

HEMPSTEAD BAY LONG ISLAND NEW YORK

U.S.C. & G.S.S. WAINWRIGHT JOHN LASKOWSKI, COMMANDING

PROJECT CS-337 SCALE 1:10,000

.

PROJECT: The survey was accomplished under Instructions dated 7 March 1949, 22/MEK, S-2-WA, Project CS-337 which called for a new basic hydrographic survey of Hempstead Bay, including the entrance at Jones Inlet.

SURVEY LIMITS AND DATES: The area covered by the survey extends westward from longitude 73 deg. 32.6 min. to longitude 73 deg. 38.35 min., including the entrance at Jones Inlet. A junction was made at the eastern limit with Hydrographic Sheet H-7630 7629 (1949-50) (Field No. WA-1149).

The survey was accomplished between 3 August and 10 October, 1949. In early August a few working days were spent on other surveys.

VESSELS AND EQUIPMENT: With the exception of one/a ^{day} 24' hydrographic skiff, operating from the ship, was used for the survey. A Rescue Boat, on loan from the Coast Guard, was used on 30 September to sound the entrance at Jones Inlet. All of the echo soundings were obtained with Fathometer No. 63 - 808A.

TIDES AND CURRENTS: The Tide Note is attached to this report. No current observations were taken.

SMOOTH SHEET: The projection was made by hand by the Norfolk Processing Office. The transfer of shoreline and topographic details has been verified in accordance with the Hydrographic Manual.

CONTROL STATIONS: Triangulation stations established in previous years were used for the survey.

The Photogrammetric stations were obtained from 1947 Air Compilation Sheets Nos. T-5606, 5607, 5613 and 5614.

Hydrographic stations were established if insufficient control existed in the area. The location of the station was determined by taking a sextant fix with numerous check angles at the station site.

SHORELINE AND TOPOGRAPHY: The shoreline and topographic details were transferred from 1947 Air Compilation Sheets T-5606, 5607, 5613 and 5614. If any of the shoreline had changed since the original survey, it was revised on the boat sheet and shown thereon by a dotted line. The revision was accomplished by visual observation as it usually was in the upper reaches of creeks where hydrographic control was lacking.

SOUNDINGS: Soundings were obtained with the fathometer, hand-lead and sounding pole. The fathometer was used on most of the survey. Bottom samples were obtained with an armed lead or with a pole fitted with a pipe on one end.

CONTROL OF HYDROGRAPHY: In the exposed areas of the survey the hydrography was controlled by the three-point sextant fix. In the upper reaches of channels and streams where hydrographic control was lacking the position of sounding lines was referred to distinctive shoreline details. The proper remarks were inserted in the sounding volumes.

ADEQUACY OF SURVEY: The survey is complete and it is considered adequate to supersede prior surveys. A satisfactory junction was made at the eastern limit with Hydrographic Sheet H-7629 (1949-50) (Field No. WA-1149). There are no holidays and the depth curves can be adequately drawn at the junction.

CROSSLINES: Sufficient crosslines were run during the progress of the work.

COMPARISON WITH PRIOR SURVEYS:

| Latitude | Longitude | H-5377b 1934 Depth | 1949 Survey Depth | Remarks |
|------------|------------|-----------------------|-------------------------|-----------------------|
| 40 - 35.88 | 73 - 32.8 | 17 ft. | 8 ft. | Area shoaling |
| 40 - 35.9 | 73 - 33.8 | 11 - 14 ft. | -- | Sand flat bare at LW |
| 40 - 36.45 | 73 - 34.3 | 12 ft. | 2 ft. | Area shoaling |
| 40 - 36.8 | 73 - 33.4 | 13 ft. | 9 ft. | Area shoaling |
| | | H-5731 1934 | | |
| 40 - 35.67 | 73 - 35.17 | 28 ft. | ⁵ 6 ft. | Shoal extending to SE |

Due to the extensive changes at Jones Inlet no comparison is made with prior surveys.

COMPARISON WITH CHART: Chart No. 579 - May 1941 (9th Edition)

| Latitude | Longitude | 1949 Survey Depth | Charted Depth | Remarks |
|------------|-------------------------------------|-------------------------|------------------|---|
| 40 - 36.1 | 73 - 36.25 | — | Wreck | Recommend deletion. / No wreck noted during survey. |
| 40 - 36.4 | 73 - 36.25 | — | Stake | Ditto |
| 40 - 34.64 | 73 - 33 ⁸¹ 75 | — | 6 ft. | Informed by Off. in Ch. C.G. Short Beach Station that mast is visible at extreme low tide. |
| 40 - 36.0 | 73 - 32.95 | 8 ft. | 3 ft. | Area deeper by approx. 5 ft. than charted. |

COAST PILOT INFORMATION: No attempt should be made by vessels to enter at Jones Inlet without prior local knowledge. In accordance with Paragraph 37 of the Instructions no Coast Pilot notes were required to be submitted to the office.

AIDS TO NAVIGATION: Aids to Navigation have been submitted to the office under separate cover. A copy of the submitted list is appended to this report. Bridge clearances were measured and the data entered in the sounding volumes.

LANDMARKS FOR CHARTS: Landmarks for Charts and a section of Chart No. 579 showing landmarks have been submitted to the office. A copy of the submitted list is appended to this report.

MISCELLANEOUS: In general the Hempstead Bay area is shoaling. The creeks in the north locality have a soft black mud bottom.

The Coast Guard Life Saving Stations at Short Beach and Atlantic Beach were very cooperative in aiding the survey party.

John Laskowski
John Laskowski
Lt. Comdr., C&GS
Comdg. Ship WAINWRIGHT

STATISTICS TO ACCOMPANY

HYDROGRAPHIC SHEET H-7630 (FIELD NO. WA-1249)

Skiff - Red Day Color

| <u>Date</u> 1949 | <u>Day</u> <u>Ltr.</u> | <u>Vol. No.</u> | <u>H.L. and</u> <u>Pole Sdgs.</u> | <u>Positions</u> | <u>Stat. Mi.</u> <u>Sdgs.</u> |
|---------------------|---------------------------|-----------------|--------------------------------------|------------------|----------------------------------|
| 3 Aug. - 6 Oct. | a | 1 | 61 | 83 | -- |
| 3 Aug. | b | 2 | 8 | 8 | -- |
| 4 | c | 2 | 23 | 23 | -- |
| 8 | d | 2 | 14 | 14 | -- |
| 9 | e | 2 | -- | 48 | 5.5 |
| 11 | f | 2 | 11 | 116 | 13.4 |
| 15 | g | 2 | -- | 12 | 1.5 |
| 16 | h | 3 | -- | 106 | 13.7 |
| 17 | j | 3 | 5 | 148 | 18.0 |
| 18 | k | 4 | 8 | 95 | 10.0 |
| 22 | l | 4 | 34 | 105 | 11.5 |
| 23 | m | 4 | 21 | 31 | 0.7 |
| 24 | n | 5 | -- | 90 | 10.2 |
| 25 | p | 5 | 168 | 120 | 10.4 |
| 26 | q | 5 & 6 | 29 | 124 | 12.9 |
| 30 | r | 6 | 1 | 74 | 8.6 |
| 31 | s | 6 | 4 | 84 | 6.9 |
| 1 Sept. | t | 6 & 7 | -- | 105 | 12.8 |
| 6 | u | 7 | -- | 49 | 4.8 |
| 7 | v | 7 | 7 | 122 | 15.5 |
| 8 | w | 7 | 3 | 29 | 3.1 |
| 9 | x | 8 | 7 | 121 | 15.3 |
| 12 | y | 8 | -- | 80 | 11.0 |
| 14 | z | 8 | 17 | 17 | -- |
| 16 | aa | 8 & 9 | 4 | 94 | 13.7 |
| 19 | ba | 9 | -- | 113 | 13.5 |
| 20 | ca | 9 | -- | 71 | 7.7 |
| 21 | da | 10 | 21 | 66 | 8.3 |
| 22 | ea | 10 | 1 | 83 | 8.1 |
| 26 | fa | 10 | 33 | 89 | 10.6 |
| 27 | ga | 11 | 107 | 86 | 10.2 |
| 3 Oct. | ha | 11 | 1 | 63 | 6.6 |
| 4 | ja | 11 | 5 | 60 | 7.3 |
| 5 | ka | 11 & 12 | 6 | 43 | 4.7 |
| 7 | la | 12 | 3 | 131 | 17.3 |
| 10 | ma | 12 | 6 | 44 | 5.4 |
| TOTALS | 36 | 12 | 597 | 2747 | 299.2 |

Also Vol. 12, p. 13
H-7629

Rescue Boat - Blue Day Color

| | | | | | |
|-----------------|----|----|-----|------|-------|
| 30 Sept. | a | 13 | 1 | 124 | 19.4 |
| GRAND TOTALS | 37 | 13 | 598 | 2871 | 318.6 |

TIDE NOTE TO ACCOMPANY

HYDROGRAPHIC SURVEY H-7630 (FIELD NO. WA-1249)

The Primary Tide Station at Sandy Hook, N.J. was checked for use as a Reference Station.

Observations were obtained at six tide stations. Portable automatic tide gages were maintained at five of the stations and one tide staff at Freeport, Freeport Creek was established with readings being recorded as required. The limits of the area in which each was used is shown on the Boat Sheet in different color ink. No differences in time or height were applied to the observed tides. Planes of reference were furnished from the Washington Office.

| <u>STATION</u> | <u>LATITUDE</u> | <u>LONGITUDE</u> | <u>MLW ON STAFF</u> |
|--------------------------|-----------------|------------------|---------------------|
| Baldwin, Parsonage Cove | 40 - 37.97 | 73 - 37.01 | 0.5 ft. |
| Cinder I., E. side | 40 - 36.07 | 73 - 36.56 | -0.7 ft. |
| False Channel Meadow | 40 - 37.51 | 73 - 33.16 | 1.6 ft. |
| Freeport, Baldwin Bay | 40 - 37.95 | 73 - 35.20 | 1.6 ft. |
| Freeport, Freeport Creek | 40 - 38.54 | 73 - 34.17 | 0.8 ft. |
| Meadow I. Bascule Bridge | 40 - 36.29 | 73 - 34.15 | 2.0 ft. |

FATHOMETER CORRECTIONS

HYDROGRAPHIC SURVEY H-7630 (FIELD NO. WA-1249)

USC&GS Ship WAINWRIGHT

The Corrections Tabulated below are based on Standard Initials of 1.0 feet HYDRO SKIFF and U.S.C.G. RESCUE BOAT FATHOGRAMS. Where the initials on the fathograms vary from these Standard Initials, INDEX CORRECTIONS must be entered in the soundings volumes. All soundings obtained on A-RANGE, FOOT SCALE.

HYDRO SKIFF

FATHOMETER no. 63
from 3 Aug. to 10 Oct. 1949

| Corrections | From | To |
|-------------|------|--------------|
| - 0.2 | 0 | 9.4 |
| 0 | 9.5 | 25.4 |
| + 0.2 | 25.5 | deepest edg. |

U.S.C.G. RESCUE BOAT

FATHOMETER NO. 63
Only on 30 Sept. 1949

NO CORRECTIONS ----- 0.0

Ship WAINWRIGHT
418 Postoffice Bldg.
Norfolk 10, Va.

17 November 1949

To: The Director
U.S.Coast & Geodetic Survey

Subject: Aids to Navigation - PROJECT CS-337

Enclosure: (A) FLOATING AIDS FOR CHARTS (2 sheets)
(B) NONFLOATING AIDS FOR CHARTS (8 sheets)
(C) LANDMARKS FOR CHARTS (1 sheet)
(D) SECTION CHART 579 SHOWING LANDMARKS

1. The FLOATING AIDS listed are maintained by the U.S.Coast Guard. When a buoy is moved; its position is corrected as listed in the Notice to Mariners. Since the determination of the positions of the buoys in Jones Inlet, some of them have been moved. The numerous buoys maintained by Nassau County are NOT listed. They are placed in the spring and removed during the fall of the year.

2. The NONFLOATING AIDS listed are maintained by the Long Island State Park Commission. The aids are a black piling about 1 ft. in diameter and extending about 10 ft. above high water. They are numbered and have a white cap and arrow near the top. There has been extensive hydrographic changes since the placement of these markers so they do not necessarily mark the channel at this date.

John Laskowski
Lt.Comdr. C&GS
Comdg. Ship WAINWRIGHT

**LIST OF SIGNALS
To Accompany**

HYDROGRAPHIC SURVEY H-7630 (Field No. Wa-1249)

TRIANGULATION STATIONS

LIDO, EAST TWIN TOWER, 1933
EM, 1933 ✓
 SHORE BEACH, COAST GUARD FLAGPOLE, 1940
 LONG BEACH, FRANKLIN HOTEL, TANK, 1934-47
GUARD, 1934-47 ✓
 INCINERATOR, CHIMNEY, 1933 ✓
 MERRICK, LARGE TANK, 1926
 PARSON, 1909-26 ✓
 FREEPORT, WATER TANK, 1933 ✓

TOPOGRAPHIC STATIONS

SOURCE T-5606

| | | | |
|-------|--------|-------|-------|
| ACE ✓ | EBB ✓ | MID ✓ | SIS ✓ |
| ALP ✓ | FREE ✓ | MUG ✓ | TOM ✓ |
| DOG ✓ | GOB ✓ | POI ✓ | YEA ✓ |
| DOT ✓ | IVY ✓ | RED ✓ | ZOO ✓ |

SOURCE T-5613

| | | | | |
|-------|-------|-------|--------|-------|
| ASK ✓ | GAL ✓ | NUT ✓ | SAM ✓ | WIN ✓ |
| BOB ✓ | GAS ✓ | OIL ✓ | TAP ✓ | YES ✓ |
| COP ✓ | HEM ✓ | PAL ✓ | VET ✓ | |
| FOX ✓ | JAW ✓ | PET ✓ | VEX* ✓ | |
| FUN ✓ | NOD ✓ | PIE ✓ | WAR ✓ | |

**position revised to agree with corrected position on compilation of T-5613. A.J.H.*

HYDROGRAPHIC SIGNALS

| | |
|---------------------|-----------------------|
| ANT Vol. 1, pg. 6 ✓ | JOY Vol. 1, pg. 6 ✓ |
| *FOG " 1, " 7 ✓ | NAT From sheet H-7629 |
| GUY " 1, " 7 ✓ | NAY Vol. 1, pg. 5 ✓ |
| HOW " 1, " 11 ✓ | TUB " 1, " 6&7 ✓ |

Left angle very weak, no check angles, revised according to boat sheet.

SIGNALS SPOTTED FROM AIR*PHOTO COMPILATIONS

BAG T-5606 ✓
 CON T-5606 ✓
 OUT T-5613 and cuts in Vol. 1, pg. 6&7 ✓
revised position to agree with T-5613

NONFLOATING AIDS TO NAVIGATION

| DESCRIPTION | LAT. | METERS | LONG. | METERS | POS. NO. | DATE |
|----------------------------|-------|--------|-------|--------|----------|---------|
| Jones Inlet No. 22 | 40-35 | 824 ✓ | 73-35 | 948 ✓ | 23a ✓ | 8/3/49 |
| Reynolds Channel No. 21 | 40-35 | 1435 ✓ | 73-35 | 1125 ✓ | 24a ✓ | " |
| Reynolds Channel No. 20 | 40-35 | 1373 ✓ | 73-36 | 378 ✓ | 28a ✓ | 8/10/49 |
| Reynolds Channel No. 18 | 40-35 | 1370 ✓ | 73-36 | 978 ✓ | 29a ✓ | " |
| Reynolds Channel No. 16 | 40-35 | 1530 ✓ | 73-36 | 1333 ✓ | 30a ✓ | " |
| Reynolds Channel No. 15 | 40-35 | 1592 ✓ | 73-37 | 518 ✓ | 82a ✓ | 10/3/49 |

FLOATING AIDS TO NAVIGATION

| DESCRIPTION | LAT. | METERS | LONG. | METERS | SDG. | POS. NO. | DATE |
|---|-------|--------|-------|--------|------------------|----------|---------|
| Jones Inlet Lighted Buoy 4 | 40-34 | 880' | 73-34 | 1378' | 10 | 40a | 8/15/49 |
| Jones Inlet Lighted Buoy 2 | 40-34 | 545' | 73-34 | 1236' | 20 | 41a | " |
| Jones Inlet Lighted Bell Buoy J1 | 40-34 | 249' | 73-35 | 162' | 29 | 42a | " |
| Jones Inlet Lighted Buoy 7 | 40-34 | 1576' | 73-34 | 1036' | 13 | 45a | " |
| Jones Inlet Lighted Buoy 17 | 40-35 | 1360' | 73-34 | 568' | 18 | 67a | 8/17/49 |
| Jones Inlet Buoy 1 | 40-34 | 642' | 73-35 | 24' | 10 | 43a | 8/15/49 |
| Jones Inlet Buoy 3 | 40-34 | 857' | 73-35 | 101' | 8 $\frac{1}{2}$ | 44a | " |
| Jones Inlet Buoy 8 | 40-34 | 1450' | 73-34 | 921' | 13 | 38a | " |
| Jones Inlet Buoy 9 | 40-34 | 1813' | 73-34 | 998' | 9 | 46a | " |
| Jones Inlet Buoy 11 | 40-35 | 241' | 73-34 | 890' | 10 $\frac{1}{2}$ | 47a | " |
| Jones Inlet Buoy 12 | 40-35 | 71' | 73-34 | 730' | 14 | 37a | " |
| Jones Inlet Buoy 14 | 40-35 | 701' | 73-34 | 621' | 5 $\frac{1}{2}$ | 36a | " |
| Jones Inlet Buoy 16 | 40-35 | 1005' | 73-34 | 494' | 15 $\frac{1}{2}$ | 35a | " |
| Jones Inlet Buoy 18 | 40-35 | 968' | 73-34 | 303' | 14 $\frac{1}{2}$ | 34a | " |
| Jones Inlet Buoy 19 | 40-35 | 950' | 73-33 | 1327' | 8 $\frac{1}{2}$ | 48a | " |
| Jones Inlet Buoy 20 | 40-35 | 882' | 73-33 | 1308' | 15 | 33a | " |
| Jones Inlet Buoy 21 | 40-35 | 950' | 73-33 | 1045' | 21 | 49a | " |
| Reynolds Channel * Buoy 13 (Lighted) | 40-35 | 1582' | 73-37 | 1147' | 4 $\frac{1}{2}$ | 81a | 10/3/49 |
| *Jones Inlet Buoy 6* | 40-34 | 1047' | 73-34 | 1240' | 9 | 39a | 8/15/49 |

* Not in Light List

* In 1950 Light List.

LIST OF PRIVATELY MAINTAINED, NONFLOATING AIDS TO NAVIGATION

| DESCRIPTION | LAT. | METERS | LONG. | METERS | SDG. | POS. NO. | DATE |
|------------------------|--------------------|----------------------|-------|--------|------|----------|---------|
| -Channel Marker No. 24 | 40-36 | 1121 | 73-33 | 470 | 11 | 14a ✓ | 8/2/49 |
| -Channel Marker No. 27 | 40-36 | 1357 | 73-33 | 478 | 8½ | 15a ✓ | " |
| -Channel Marker No. F2 | 40-36 | 1546 | 73-33 | 608 | 10½ | 16a ✓ | " |
| -Channel Marker No. F1 | 40-36 | 1617 | 73-33 | 771 | 5 | 17a ✓ | " |
| -Channel Marker No. F4 | 40-36 | 1807 | 73-33 | 913 | 6½ | 18a ✓ | " |
| -Channel Marker No. F3 | 40-37 | 51 | 73-33 | 1176 | 7 | 19a ✓ | " |
| -Channel Marker No. F6 | 40-37 | 339 | 73-34 | 89 | 3 | 20a ✓ | " |
| -Channel Marker No. F5 | 40-37 | 472 | 73-34 | 439 | 5½ | 21a ✓ | " |
| -Channel Marker No. F8 | 40-37 | 757 | 73-34 | 729 | 7 | 22a ✓ | " |
| -Channel Marker No. F7 | 40-37 | 741 | 73-34 | 860 | 10 | 25a ✓ | 8/4/49 |
| -Channel Marker No. F9 | 40-37 | 722 | 73-34 | 1016 | 8½ | 26a ✓ | " |
| -Channel Marker No. 32 | 40-35 | 1643 | 73-32 | 1159 | 10½ | 32a ✓ | 8/15/49 |
| -Channel Marker No. 30 | 40-35 | 1791 | 73-33 | 175 | 9½ | 50a ✓ | " |
| -Channel Marker No. 33 | 40-35 | 1197 1797 | 73-33 | 68 | 7½ | 51a ✓ | " |
| -Channel Marker No. 19 | 40-36 | 1040 | 73-33 | 1351 | 2 | 64a ✓ | 8/17/49 |
| -Channel Marker No. 21 | 40-36 | 1155 | 73-33 | 1114 | 6½ | 65a ✓ | " |
| -Channel Marker No. 23 | 40-36 | 1349 | 73-33 | 890 | 7½ | 66a ✓ | " |
| -Channel Marker No. 2 | 40-35 | 1435 | 73-35 | 634 | 3 | 68a ✓ | 8/18/49 |
| -Channel Marker No. 1 | 40-35 | 1393 | 73-35 | 797 | 8½ | 69a ✓ | " |
| -Channel Marker No. 3 | 40-35 | 1635 | 73-35 | 715 | 9 | 70a ✓ | " |
| -Channel Marker No. 4 | 40-35 | 1751 | 73-35 | 599 | 10½ | 71a ✓ | " |
| -Channel Marker No. 5 | 40-36 | 78 | 73-35 | 603 | 4½ | 72a ✓ | " |
| -Channel Marker No. 7 | 40-36 | 261 | 73-35 | 493 | 4½ | 73a ✓ | " |
| -Channel Marker No. 6 | 40-36 | 240 | 73-35 | 411 | 5½ | 74a ✓ | " |
| -Channel Marker No. 9 | 40-36 | 471 | 73-35 | 281 | 9 | 75a ✓ | " |
| -Channel Marker No. 8 | 40-36 | 593 | 73-34 | 1315 | 4½ | 76a ✓ | " |
| -Channel Marker No. 11 | 40-36 | 757 | 73-34 | 965 | 8½ | 77a ✓ | " |
| -Channel Marker No. 34 | See Sheet H-7629 ✓ | | | | | | |

(Cont)

(Continuation)

LIST OF PRIVATELY MAINTAINED, NONFLOATING AIDS TO NAVIGATION

| DESCRIPTION | LAT. | METERS | LONG. | METERS | SDG. | POS. NO. | DATE |
|-----------------------------|-------|--------|-------|--------|------------------|----------|---------|
| - Channel Marker No. 37 | 40-36 | 94 | 73-32 | 1223 | 6 | 52a ✓ | 8/15/49 |
| - Channel Marker No. 32 | 40-36 | 123 | 73-33 | 24 | 3 | 53a ✓ | " |
| - Channel Marker No. 29 | 40-36 | 533 | 73-33 | 34 | 3 | 54a ✓ | " |
| - Channel Marker No. 28 | 40-36 | 404 | 73-33 | 291 | 4 | 55a ✓ | " |
| - Channel Marker No. 26 | 40-36 | 624 | 73-33 | 310 | 7 $\frac{1}{2}$ | 56a ✓ | " |
| - Channel Marker No. 22 | 40-36 | 1322 | 73-33 | 603 | 8 | 57a ✓ | " |
| - Channel Marker No. 25 | 40-36 | 1475 | 73-33 | 686 | 9 | 58a ✓ | " |
| - Channel Marker No. 18 | 40-36 | 1187 | 73-33 | 862 | 4 | 58aa ✓ | 8/16/49 |
| - Channel Marker No. 16 | 40-36 | 1045 | 73-33 | 1152 | 7 | 58ab ✓ | " |
| - Channel Marker No. 14 | 40-36 | 946 | 73-33 | 1339 | 3 | 58a ✓ | " |
| - Channel Marker No. 13 | 40-36 | 853 | 73-34 | 451 | 10 $\frac{1}{2}$ | 59a ✓ | 8/17/49 |
| - Channel Marker No. 12 | 40-36 | 775 | 73-34 | 466 | 9 | 60a ✓ | " |
| - Channel Marker No. LC1 | 40-36 | 720 | 73-34 | 371 | 7 | 61a ✓ | " |
| - Channel Marker No. LC2 | 40-36 | 603 | 73-34 | 332 | 5 $\frac{1}{2}$ | 62a ✓ | " |
| - Channel Marker No. 17 | 40-36 | 901 | 73-34 | 271 | 8 | 63a ✓ | " |

FLOATING AIDS TO NAVIGATION * PRIVATELY MAINTAINED

| DESCRIPTION | LAT. | METERS LONG | METERS | SDG. | POS.NO. | DATE | |
|-------------------------------------|-------|-------------|--------|------|---------|------|-------------|
| Lighted Buoy (Fl.G) | 40-35 | 1421 | 73-36 | 897 | 14 | 113v | Sept. 7, 49 |
| Wooden Barrel Buoy No. 8 | 40-37 | 657 | 73-33 | 688 | 5½ | 16 | Aug. 3, 49 |
| " " " No. 6 | 40-37 | 482 | 73-33 | 468 | 5 | 26 | " |
| " " " No. 5 | 40-37 | 451 | 73-33 | 480 | 1½ | 36 | " |
| Black and Red Lighted Buoy (Fl. W.) | 40-37 | 414 | 73-33 | 392 | 8½ | 46 | " |
| Wooden Barrel Buoy No.3 | 40-37 | 336 | 73-33 | 405 | 5 | 56 | " |
| " " " No. 4 | 40-37 | 283 | 73-33 | 319 | 3 | 66 | " |
| " " " No. 2 | 40-37 | 81 | 73-33 | 318 | 7 | 76 | " |
| " " " No. 1 | 40-37 | 68 | 73-33 | 360 | 5 | 86 | " |
| Lighted Buoy (Fl. R) | 40-37 | 1557 | 73-33 | 1269 | 7 | 1 c | Aug 4 49 |
| Wooden Barrel Buoy No. 5 | 40-37 | 1513 | 73-33 | 1409 | 13½ | 2 c | " |
| " " " No. 6 | 40-37 | 1442 | 73-33 | 1393 | 2½ | 3 c | " |
| " " " No. 4 | 40-37 | 1306 | 73-34 | 212 | 4½ | 4 c | " |
| " " " No. 3 | 40-37 | 1265 | 73-34 | 343 | 5½ | 5 c | " |
| " " " No. 2 | 40-37 | 1147 | 73-34 | 340 | 6½ | 6 c | " |
| " " " No. 1 | 40-37 | 879 | 73-34 | 506 | 2½ | 7 c | " |
| " " " | 40-37 | 840 | 73-34 | 923 | 18 | 8 c | " |
| Lighted Buoy (Fl. G.) | 40-37 | 1138 | 73-34 | 1188 | 11½ | 9c | " |
| " " (Fl. R.) | 40-37 | 1110 | 73-35 | 288 | 10½ | 10 c | " |
| " " (Fl. R.) | 40-37 | 1367 | 73-35 | 271 | 9½ | 11 c | " |
| " " (Fl. G.) | 40-37 | 1509 | 73-35 | 335 | 10 | 12 c | " |
| " " (Fl. G.) | 40-37 | 1800 | 73-35 | 796 | 7 | 13 c | " |
| Wooden Barrel Buoy No. 36 | 40-38 | 28 | 73-35 | 1045 | 6 | 14 c | " |
| " " " No. 15 | 40-37 | 1821 | 73-35 | 1112 | 4 | 15 c | " |
| " " " No. 34 | 40-37 | 1739 | 73-35 | 1084 | 2 | 16 c | " |
| " " " No. 32 | 40-37 | 1545 | 73-35 | 959 | 3½ | 17 c | " |
| " " " No. 30 | 40-37 | 1305 | 73-35 | 865 | 4 | 18 c | " |
| " " " No. 28 | 40-37 | 1099 | 73-35 | 833 | 3 | 19 c | " |
| " " " No. 26 | 40-37 | 974 | 73-35 | 844 | 3 | 20 c | " |
| " " " No. 24 | 40-37 | 848 | 73-35 | 848 | 2½ | 21c | " |
| " " " No. 22 | 40-37 | 720 | 73-35 | 849 | 1 | 22 c | " |
| " " " No. 13 | 40-37 | 680 | 73-35 | 877 | 2½ | 23 c | " |
| " " " No. 10 | 40-36 | 1573 | 73-35 | 197 | 3½ | 1 d | Aug 8, 49 |
| " " " No. 3 | 40-36 | 1716 | 73-35 | 310 | 5 | 2 d | " |
| " " " No. 5 | 40-36 | 1831 | 73-35 | 428 | 4½ | 3 d | " |
| " " " No. 7 | 40-37 | 15 | 73-35 | 614 | 6 | 4 d | " |
| " " " No. 12 | 40-37 | 54 | 73-35 | 749 | 2½ | 5 d | " |
| " " " No. 14 | 40-37 | 242 | 73-35 | 895 | 3 | 6 d | " |
| Lighted Buoy (Fl. G.) | 40-37 | 341 | 73-35 | 1031 | 8 | 7 d | " |
| Wooden Barrel Buoy No. 1 | 40-37 | 356 | 73-35 | 1134 | 7½ | 8 d | " |
| " " " No. 2 | 40-37 | 408 | 73-35 | 1149 | 2½ | 9 d | " |
| " " " No. 9 | 40-37 | 327 | 73-35 | 939 | 3 | 10d | " |
| " " " No. 16 | 40-37 | 323 | 73-35 | 927 | 3½ | 11 d | " |
| " " " No. 11 | 40-37 | 436 | 73-35 | 901 | 4 | 12 d | " |
| " " " No. 18 | 40-37 | 448 | 73-35 | 880 | 3½ | 13 d | " |
| " " " No. 20 | 40-37 | 565 | 73-35 | 867 | 2½ | 14 d | " |

| DESCRIPTION | LAT. | METERS | LONG. | Meters | SDG. | POS. NO. | DATE |
|--------------------------------------|-------|--------|-------|--------|------------------|----------|-------------|
| Lighted Buoy (Fl. R.) | 40-36 | 119 | 73-34 | 289 | 6 | 134j | Aug. 17, 49 |
| " " (Fl. G.) | 40-36 | 47 | 73-34 | 329 | 9 | 135j | " |
| " " (Fl. G.) | 40-35 | 1647 | 73-34 | 251 | 8 | 136j | " |
| " " (Fl. R.) | 40-35 | 1581 | 73-34 | 236 | 5 | 137j | " |
| Wooden Barrel Buoy | 40-36 | 1138 | 73-34 | 542 | 4 $\frac{1}{2}$ | 23 k | Aug. 18, 49 |
| Black & Red Lighted Buoy (Fl. W.) | 40-36 | 1156 | 73-34 | 624 | 10 $\frac{1}{2}$ | 24 k | " |
| Wooden Barrel Buoy No. 2 | 40-36 | 1165 | 73-34 | 708 | 5 | 25k | " |
| " " " No. 4 | 40-36 | 1205 | 73-34 | 1001 | 5 | 26 k | " |
| " " " No. 1 | 40-36 | 1169 | 73-34 | 1077 | 5 | 27 k | " |
| " " " No. 6 | 40-36 | 1145 | 73-34 | 1321 | 4 | 28 k | " |
| " " " No. 8 | 40-36 | 1285 | 73-35 | 193 | 4 $\frac{1}{2}$ | 29 k | " |
| Lighted Buoy (Fl. R.) | 40-37 | 142 | 73-34 | 1142 | 11 $\frac{1}{2}$ | 30 k | " |
| Black & Red Lighted Buoy (Fl. W.) | 40-35 | 1621 | 73-36 | 1342 | 10 | 11 m | Aug. 23, 49 |
| Wooden Barrel Buoy No. 2 | 40-35 | 1740 | 73-36 | 1355 | 4 $\frac{1}{2}$ | 12 m | " |
| " " " No. 1 | 40-36 | 64 | 73-37 | 43 | 8 | 13 m | " |
| " " " No. 4 | 40-36 | 97 | 73-37 | 23 | 4 | 14 m | " |
| " " " No. 6 | 40-35 | 240 | 73-37 | 265 | 3 $\frac{1}{2}$ | 15 m | " |
| " " " No. 3 | 40-36 | 208 | 73-37 | 290 | 4 | 16 m | " |
| " " " No. 5 | 40-36 | 259 | 73-37 | 454 | 8 | 17 m | " |
| " " " No. 7 | 40-36 | 301 | 73-37 | 542 | 6 | 18 m | " |
| " " " No. 8 | 40-36 | 323 | 73-37 | 515 | 3 | 19 m | " |
| " " " No. 9 | 40-36 | 410 | 73-37 | 563 | 7 $\frac{1}{2}$ | 20 m | " |
| " " " No. 10 | 40-36 | 403 | 73-37 | 530 | 5 | 21 m | " |
| " " " No. 12 | 40-36 | 528 | 73-37 | 497 | 7 | 22 m | " |
| " " " No. 11 | 40-36 | 541 | 73-37 | 529 | 6 $\frac{1}{2}$ | 23 m | " |
| " " " No. 14 | 40-36 | 707 | 73-37 | 615 | 6 | 24 m | " |
| " " " No. 16 | 40-36 | 869 | 73-37 | 579 | 2 $\frac{1}{2}$ | 25 m | " |
| " " " No. 13 | 40-36 | 1025 | 73-37 | 535 | 7 | 26 m | " |
| " " " No. 18 | 40-36 | 1340 | 73-37 | 635 | 3 $\frac{1}{2}$ | 27 m | " |
| " " " No. 15 | 40-36 | 1364 | 73-37 | 658 | 2 | 28 m | " |
| " " " No. 17 | 40-36 | 1561 | 73-37 | 565 | 4 | 29 m | " |
| " " " No. 20 | 40-36 | 1824 | 73-37 | 473 | 2 $\frac{1}{2}$ | 30 m | " |
| " " " No. 19 | 40-36 | 1832 | 73-37 | 513 | 6 | 31 m | " |
| " " " No. 16 | 40-37 | 1104 | 73-36 | 1213 | 4 $\frac{1}{2}$ | 74 r | Aug. 30, 49 |
| " " " No. 4 | 40-37 | 459 | 73-36 | 1383.7 | 2 | 1z | 9/14/49 |
| " " " No. 3 | 40-37 | 428 | 73-36 | 1396.7 | 7 z | 2z | " |
| " " " No. 6 | 40-37 | 522 | 73-36 | 196 | 2 $\frac{1}{2}$ | 3z | " |
| " " " No. 5 | 40-37 | 487 | 73-36 | 215 | 6 | 4z | " |
| " " " No. 8 | 40-37 | 581 | 73-36 | 429 | 2 | 5z | " |
| " " " No. 7 | 40-37 | 536 | 73-36 | 433 | 6 | 6z | " |
| " " " No. 10 | 40-37 | 630 | 73-36 | 655 | 2 | 7z | " |
| " " " No. 9 | 40-37 | 592 | 73-36 | 656 | 6 | 8z | " |
| Lighted Buoy (Fl. R) | 40-37 | 678 | 73-36 | 884 | 4 | 9z | " |
| Wooden Barrel Buoy No. 11 | 40-37 | 639 | 73-36 | 881 | 6 | 10z | " |
| " " " No. 12 | 40-37 | 727 | 73-36 | 987 | 3 | 11z | " |
| " " " No. 13 | 40-37 | 696 | 73-36 | 991 | 6 | 12z | " |
| " " " No. 15 | 40-37 | 813 | 73-36 | 1107 | 5 | 13z | " |
| " " " No. 14 | 40-37 | 900 | 73-36 | 1122 | 4 | 14 z | " |
| " " " No. 17 | 40-37 | 1040 | 73-36 | 1218 | 4 | 15 z | " |

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

NOFOLK, VIRGINIA

15 NOVEMBER, 19 49

TO BE CHARTED } STRIKE OUT ONE
~~TO BE REDETERMINED~~

I recommend that the following objects which have ~~(been)~~ been inspected from seaward to determine their value as landmarks, be charted on ~~(charts)~~ the charts indicated.
The positions given have been checked after listing. **T.M. Kroll, D.O., CASS**

John Laskowski

Chief of Party

| GENERAL LOCALITY HERBERT ISLAND, N.T. | NAME AND DESCRIPTION | POSITION | | DATUM | METHOD OF LOCATION | DATE OF LOCATION | HARBOR CHART | INSHORE CHART | OFFSHORE CHART | CHARTS AFFECTED |
|--|--|---------------------------------|----------------------------------|--------------|--------------------|------------------|--------------|---------------|----------------|---------------------------|
| | | LATITUDE 0 1 D. M. METERS | LONGITUDE 0 1 D. P. METERS | | | | | | | |
| | TANK (REMOVED) black, water 125' high | 40 39 | 707 | 73 35 | 800 | NA 1927 | | | | 579 1215 |
| <p><i>(Data copied from LANDMARKS FOR CHARTS - Form 567 - submitted 30 March 1949, Thos. D. Reed, Chief of Party, Bd. Plot 1-5606)</i></p> | | | | | | | | | | |
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This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

ADDENDUM

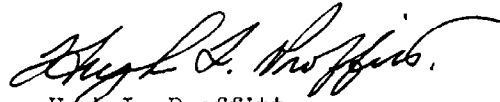
To Accompany

HYDROGRAPHIC SURVEY H-7630 (Field No. Wa-1249)

SOUNDINGS

Lat. 40-38.3 Long. 73-33.3 Soundings from positions 37ha to 42ha were recorded on sheet H-7629, page 13, Vol. 12. As these soundings fall off the edge of that sheet they were plotted on a template and transferred to H-7630. ✓

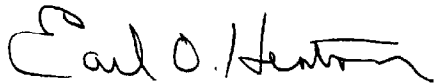
Respectfully submitted,



Hugh L. Proffitt
Cartographer

Norfolk, Virginia
23 February 1950

Approved and forwarded.



Earl O. Heaton
Supervisor, SE Dist.

GEOGRAPHIC NAMES

Survey No. H-7630

| 1 | Name on Survey | | | | | | | | | | |
|---|---------------------------|--------------|------------------------|--------------------------|------------------------|---------------|--------------------|--------------------|------------------|------|----|
| | | A | B | C | D | E | F | G | H | K | |
| | | On Chart No. | On previous survey No. | On U. S. Quadrangle Maps | From local information | On local Maps | P. O. Guide or Map | Rand McNally Atlas | U. S. Light List | | |
| | New York | | | (for title) | | | | | | USGB | 1 |
| | Long Island | | | " | " | | | | | | 2 |
| | | | | | | | | | | | 3 |
| | Jones Inlet | | | | | | | | | | 4 |
| | Point Lookout | | | | | | | | | | 5 |
| | Sloop Channel | | | | | | | | | | 6 |
| | Meadowbrook State Parkway | | | | | | | | | | 7 |
| | Meadow Island | | | | | | | | | | 8 |
| | Swift Creek | | | | | | | | | | 9 |
| | Long Creek | | | | | | | | | | 10 |
| | Reynolds Channel | | | | | | | | | USGB | 11 |
| | Sea Dog Creek | | | | | | | | | | 12 |
| | Sea Dog Island | | | | | | | | | | 13 |
| | East Channel | | | | | | | | | | 14 |
| | Cinder Island | | | | | | | | | | 15 |
| | Cinder Creek | | | | | | | | | | 16 |
| | Parsonage Island | | | | | | | | | | 17 |
| | East Channel Islands | | | | | | | | | | 18 |
| | Garrett Lead | | | | | | | | | | 19 |
| | Lido Beach | | | | | | | | | | 20 |
| | Middle Bay | | | | | | | | | | 21 |
| | Parsonage Cove | | | | | | | | | | 22 |
| | Parsonage Creek | | | | | | | | | | 23 |
| | Scow Creek | | | | | | | | | | 24 |
| | Pine Creek | | | | | | | | | | 25 |
| | Baldwin Bay | | | | | | | | | | 26 |
| | Millburn Creek | | | | | | | | | USGB | 27 |

GEOGRAPHIC NAMES

Survey No. H-7630

| 2 | Name on Survey | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|---|---|---|---|---|---|---|---|---|--|--|--|--|--|--|--|--|--|--|---|-------|
| | | A | B | C | D | E | F | G | H | K | | | | | | | | | | | | |
| | <u>Randall Bay</u> | | | | | | | | | | | | | | | | | | | | 1 | |
| | <u>Woodcleft Channel</u> | | | | | | | | | | | | | | | | | | | | | 2 |
| | <u>Hudson Channel</u> | | | | | | | | | | | | | | | | | | | | | 3 |
| | <u>Woodcleft Basin</u> | | | | | | | | | | | | | | | | | | | | | 4 |
| | <u>Freeport Creek</u> | | | | | | | | | | | | | | | | | | | | | 5 |
| | <u>Merrick Bay</u> | | | | | | | | | | | | | | | | | | | | | 6 |
| | <u>Pettit Marsh</u> | | | | | | | | | | | | | | | | | | | | | 7 |
| | <u>False Channel Creek</u> | | | | | | | | | | | | | | | | | | | | | 8 |
| | <u>False Channel</u> | | | | | | | | | | | | | | | | | | | | | 9 |
| | <u>False Chamel Meadow</u> | | | | | | | | | | | | | | | | | | | | | 10 |
| | <u>Neds Creek</u> | | | | | | | | | | | | | | | | | | | | | 11 |
| | <u>Bay of Funday</u> | | | | | | | | | | | | | | | | | | | | | 12 |
| | <u>The Narrows</u> | | | | | | | | | | | | | | | | | | | | | 13 |
| | <u>Sportsmans Canal</u> | | | | | | | | | | | | | | | | | | | | | 14 |
| | <u>East Canal</u> | | | | | | | | | | | | | | | | | | | | | 15 |
| | <u>Emorys Canal</u> | | | | | | | | | | | | | | | | | | | | | 16 |
| | <u>Gordon Channel</u> | | | | | | | | | | | | | | | | | | | | | 17 |
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| | | | | | | | | | | | | | | | | | | | | | | M 234 |

Names underlined in red are approved. 4-24-50
L. Heck

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. H-7630

Records accompanying survey:

Boat sheets ¹....; sounding vols. ¹³....; wire drag vols.;
bomb vols.; graphic recorder rolls ¹⁵ envel.
special reports, etc. ¹ Fath. Corrections (H-7629 & H-7630)
.....

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

| | |
|---|---------|
| Number of positions on sheet | 2871 |
| Number of positions checked | 300 |
| Number of positions revised | 9 |
| Number of soundings revised (refers to depth only) | 283 |
| Number of soundings erroneously spaced | 15 |
| Number of signals erroneously plotted or transferred | 3 |
| Topographic details | Time 22 |
| Junctions | Time |
| Verification of soundings from graphic record | Time 30 |

Verification by *A. J. Hoffman* Total time *35 hrs.* Date *7/9/51*

Reviewed by *Im Zeslumb* Time *60* Date *8-7-51*

A. R. Stirni - 5 hrs.

DIVISION OF CHARTS

REVIEW SECTION - NAUTICAL CHART BRANCH

REVIEW OF HYDROGRAPHIC SURVEY

REGISTRY NO. H-7630

FIELD NO. WA-1249

New York, South Shore Long Island, Jones Inlet

Project No. CS-337

Surveyed in August-October, 1949

Scale 1:10,000

Soundings:

808 Fathometer
Hand lead
Pole

Control:

Sextant fixes on shore signals

Chief of Party - J. Laskowski
Surveyed by - J. Laskowski and T. M. Krall
Protracted by - S. M. Tarkenton
Soundings plotted by - S. M. Tarkenton
Verified and inked by - A. J. Hoffman
Reviewed by - I. M. Zeskind, 3 August 1951
Inspected by - R. H. Carstens

1. Shoreline and Control

The shoreline of the present survey originates with air-photographic surveys T-5606, T-5607, T-5613 and T-5614 of 1947.

The source of the control is given in the Descriptive Report.

2. Sounding Line Crossings

Depths at crossings are in good agreement.

3. Depth Curves and Bottom Configuration

The usual depth curves are adequately delineated. The 3-ft. curve has been added to more clearly define the bottom configuration.

This survey covers Jones Inlet, several inland bays, channels and canals. The greater portion of the area consists of mud and sand flats which are bordered by marshy islands and sand spits.

4. Junctions with Contemporary Surveys

Junctions with the following surveys will be considered in the reviews of these surveys:

H-7629 (1949-50) on the east
H-7842 (1950) on the west
H-7843 (1950) in Jones Inlet
H-7870 (1950) on the south

5. Comparison with Prior Surveys

A. H-1437 (1879) 1:10,000
H-1481b (1880) 1:10,000
H-1538 (1882) 1:10,000
H-1578a (1883) 1:40,000
H-4793 (1927) 1:10,000
H-4794 (1927) 1:10,000
H-4795 (1927) 1:10,000

These prior surveys have been superseded by H-5371 (1933), H-5377a & b (1933-34) and H-5731 (1934) and are considered in the reviews of those surveys. Further consideration of these early surveys in the present survey is deemed unnecessary.

B. H-5371 (1933) 1:20,000
H-5377a & b (1933-34) 1:10,000
H-5731 (1934) 1:10,000

A comparison between the prior and present surveys reveals many changes in bottom configuration and shoreline from natural and artificial causes, such as, the action of the current on the bottom and dredging operations. The creeks and channels in the area of the survey, in general, have shoaled from 2-13 ft. as for example, in lat. $40^{\circ} 35.68'$, long. $73^{\circ} 35.94'$, where a prior depth of 27 ft. falls in present depths of 14-17 ft. Jones Inlet has shifted westward about one-third mile with resultant accretion and erosion of the respective shorelines. Sand flats are now found in the vicinity of lat. $40^{\circ} 35.7'$, long. $73^{\circ} 33.6'$, where prior surveys show depths of 5-13 ft. The channel through Scow Creek has been extended by dredging operations into the northern portion of Middle Bay and the western portion of Baldwin Bay.

The following discrepancies between the prior and present surveys are noted:

1. The wreck charted in lat. $40^{\circ} 37.73'$, long. $73^{\circ} 35.19'$, from H-4794 (1927), is shown as a one-foot shoal on the intervening survey H-5731 (1934). The present survey shows undeveloped 11-17 ft. depths at the above location. Inasmuch as no detailed investigation was made of this feature on the present survey, the 1-ft. depth together with the notation "(Wk. on H-4794, 1927)" is carried forward to the present survey.
2. The wreck charted in lat. $40^{\circ} 36.65'$, long. $73^{\circ} 34.78'$, from H-4794 (1927), does not appear on the intervening survey H-5731 (1934). The present survey shows undeveloped depths of 10-13 ft. at the above location. Inasmuch as no detailed investigation of this wreck was made either on H-5731 or the present survey, the feature is being carried forward to the present survey.
3. The 5-ft. sounding charted in lat. $40^{\circ} 36.82'$, long. $73^{\circ} 33.34'$, from H-5377b (1933-34), falls in present depths of 9-10 ft. Considerable change in the bottom configuration has occurred in this area and no evidence of a 5-ft. shoal is indicated on the present survey. This sounding should be disregarded.

Except for the 2 wrecks carried forward from H-4794 (1927) and an iron pipe from H-5731 (1934) the present survey is adequate to supersede the prior surveys within the common area.

6. Comparison with Chart 579 (Latest print date 5-14-51)

A. Hydrography

The charted hydrography originates principally with the present survey prior to verification and review.

The following discrepancies with the present survey are noted:

1. The controlling depth for the small canal in lat. $40^{\circ} 37.5'$, long. $73^{\circ} 34.6'$ is not charted. *added to chart 579. H. Allen.*
2. The following islets shown on the present survey are not charted:

| <u>Location</u> | | <u>Source</u> |
|---------------------|---------------------|---------------|
| <u>Latitude</u> | <u>Longitude</u> | |
| $40^{\circ} 36.72'$ | $73^{\circ} 34.22'$ | T-5613 (1947) |
| $40^{\circ} 37.77'$ | $73^{\circ} 33.29'$ | T-5606 (1947) |

applied to revision of 579 23 Apr 63 H. Allen.

3. Piers which are shown on the present survey in the following locations have not been charted:

| <u>Quantity</u> | <u>Latitude</u> | <u>Longitude</u> | <u>Origin</u> | <u>Remarks</u> |
|-----------------|-----------------|------------------|---------------|---|
| 2 | 40° 36.04' | 73° 33.13' | T-5613 | } applied to revision of 579 23 Apr 53 Both sides of Woodcleft Canal |
| 4 | 40° 37.55' | 73° 33.12' | T-5606 | |
| Several | 40° 37.70' | 73° 34.80' | T-5606 | |

4. The 3-ft. sounding charted in the canal in lat. 40° 38.73', long. 73° 34.02', is in error. This sounding originates within 8 ft. depth on the present survey.
5. The 4-ft. sounding charted in lat. 40° 35.62', long. 73° 34.25', is in error. This sounding originates with a 14-ft. depth on the present survey.
6. The two islands charted inside the low-water area in lat. 40° 37.3', long. 73° 35.5', originate with T-5613 (1947) where they are shown as low-water features. The present survey shows this area to uncover 1-2 ft. at mean low water. The islands should, therefore, be deleted from the chart.
7. A few charted critical channel soundings originating with the present survey were revised during verification and review. These revised soundings were plotted on a section of Chart 579 (latest print date 5-14-51) which was given to the Nautical Chart Section for their consideration. *Letter 687 (1951)*

The present survey is adequate to supersede the charted hydrography within the common area.

B. Aids to Navigation

Except as noted below, the present survey positions of aids to navigation are in substantial agreement with the charted positions and adequately mark the features intended.

1. Black Beacon (no number) and Fl G Lt. 13, which are shown as hand corrections on Chart 579, in lat. 40° 36.45', long. 73° 34.17' and lat. 40° 36.43', long. 73° 34.40', respectively, were established subsequent to the present survey (C.L. 312, 1951).
2. Fl R Buoy charted in lat. 40° 35.77', long. 73° 37.80', from Bp. 43666, Chart Letter 390, (1948) is not shown on the present survey. This buoy apparently was not on station at the time of the present survey. As noted in Chart Letter 388 (1951), privately maintained buoys

are not always reestablished at their prior locations.

3. Black Beacon 13 which is shown on the present survey in lat. $40^{\circ} 36.47'$, long. $73^{\circ} 34.32'$, was removed subsequent to the present survey (C.L. 312, 1951). This beacon is, therefore, not shown on Chart 579.

7. Condition of Survey

- a. The sounding records and Descriptive Report are complete and comprehensive.
- b. The following deficiencies in smooth-plotting were noted and corrected:
 1. The shoreline in many instances was out of position and some shoreline features were not shown.
 2. In the channel areas where soundings were somewhat congested, soundings showing a continuous deep were sometimes omitted by the field plotter. Soundings from shoal side areas were sometimes misplotted in deeper channel areas.

8. Compliance with Project Instructions


The survey adequately complies with the Project Instructions, except as noted in paragraph 9 below.


9. Additional Field Work Recommended


This is a very good basic survey. The existence of the wrecks mentioned in paragraphs 5B-1 and 2 should be substantiated or disproved.

Examined and approved:


H. R. Edmonston
Chief, Nautical Chart Branch


H. Arnold Karo
Chief, Division of Charts


L. S. Hubbard
Chief, Section of Hydrography


W. M. Scaife
Chief, Division of Coastal Surveys

RHC

TIDE NOTE FOR HYDROGRAPHIC SHEET

~~Division of Hydrography and Topography~~

17 March 1950

Division of Charts: R. H. Carstens

Plane of reference approved in
13 volumes of sounding records for

HYDROGRAPHIC SHEET 7630

Locality Hempstead Bay, Long Island, New York

Chief of Party: J. Laskowski in 1949

Plane of reference is mean low water, reading

- 1.6 ft. on tide staff at False Channel Meadow, Ned Creek
- 4.3 ft. below B. M. 5 (1949)

- 2.0 ft. on tide staff at Bascule Bridge, Meadow Island
- 11.5 ft. below B. M. 1 (1949)

- 0.3 ft. on tide staff at Freeport, Freeport Creek
- 6.7 ft. below B. M. 3 (1934)

- 1.6 ft. on tide staff at Freeport, Baldwin Bay
- 4.6 ft. below B. M. 2 (1934)

- 0.7 ft. on tide staff at Cinder Island
- 4.5 ft. below B. M. 1 (1949)

~~Condition of records satisfactory except as noted below~~

- 0.5 ft. on tide staff at Baldwin, Parsonage Cove
- 5.6 ft. below B. M. 1 (1949)

(OVER)

E. C. McKay
Section
Chief, ~~Division of Tides and Currents.~~

TIDE NOTE FOR HYDROGRAPHIC SHEET

Height of mean high water above plane of reference is as follows:

| | | |
|-------------------------------|---|----------|
| False Channel Meadow | = | 3.3 feet |
| Bascule Bridge, Meadow Island | = | 3.4 feet |
| Freeport, Freeport Creek | = | 3.1 feet |
| Freeport, Baldwin Bay | = | 3.4 feet |
| Cinder Island | = | 3.4 feet |
| Baldwin | = | 3.4 feet |

HYDROGRAPHIC SHEET

(1918)

Chief, Division of Hydrographic Survey

