

7863

Diag. Cht. No. 1215-3 & 369-5

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey HYDROGRAPHIC

Field No. HI-05150 Office No. H-7863

LOCALITY

State NEW YORK

General locality JAMAICA BAY

Locality SHEEPSHEAD BAY

194 50

CHIEF OF PARTY

Walter J. Chovan

LIBRARY & ARCHIVES

DATE APR 27 1951

B-1870-1 (1)

7863

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.

REGISTER No. H-7863

Field No. HI-05150

State NEW YORK

General locality JAMAICA BAY, N.Y.

Locality SHEEPSHEAD BAY

Scale 1:5000 Date of survey 9 MAY - 14 JULY 1950.

Instructions dated 11 APRIL 1950

Vessel SHIP HILGARD SKIFF NO. 736

Chief of party WALTER J. CHOVAN

Surveyed by WALTER J. CHOVAN & EDWARD C. MARAN

Soundings taken by ~~fathometer~~, graphic recorder, hand lead, ~~wire~~

Fathograms scaled by W.F.W., A.K.P., J.C.H., J.W.W., & J.R.B.

Fathograms checked by W.F.W., A.K.P., J.C.H., J.W.W., & J.R.B.

Protracted by Andrew Anninos

Soundings penciled by Andrew Anninos

Soundings in ~~fathoms~~ feet at MLW ~~MLW~~ and are true depths

REMARKS: This survey was smooth plotted by the Hydrographic Section  
of the Norfolk Processing Office.

DESCRIPTIVE REPORT

TO ACCOMPANY

HYDROGRAPHIC SURVEY NO. H-7863 (1950)  
FIELD NO. HI 05150

SHEEPSHEAD BAY, JAMAICA BAY, NEW YORK

SCALE 1:5000

SKIFF USC&GS # 736

SHIP HILGARD - WALTER J. CHOVAN, COMMANDING-  
IRA T. SANDERS, CHIEF OF PARTY

SURVEYED BY: WALTER J. CHOVAN, COMMANDER, C&GS

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A. PROJECT.- Project CS-337 - Supplemental Instructions dated 11 April 1950; To Commander Ira T. Sanders.

B. SURVEY LIMITS AND DATES.- This sheet covers the survey of Sheepshead bay and the dredged approach channel to the East of Manhattan Beach.

Field work on this survey began 9 May and was completed on the 14th July 1950.

Work on this survey was accomplished when weather was unfit for work on Surveys H-7864, and H-7865 (1950). This survey joins contemporary surveys H-7864, and H-7865 (1950); Scale 1:10,000.

C. VESSEL & EQUIPMENT.- USC&GS Skiff No. 736 was used for this survey, operating from the Ship HILGARD.

The portable fathometer model 808A, No.58S was used in taking all soundings. A few soundings were taken with hand lead to obtain bottom specimens.

Reduced depths varied from 0 to 39 feet.

D. TIDES AND CURRENT STATIONS.- A portable automatic tide gage was installed and maintained at the west side of the Marine Parkway Bridge, on the first pier off the north shore of the bridge, latitude  $40^{\circ}34.63'N$  and longitude  $73^{\circ}53.26'W$ . Except for clock repairs, this gage was in continuous operation throughout the field season, and was used in the reduction of soundings on this survey. Name of this tide station is Barren Island, Flat-bush avenue, Jamaica Bay, New York.

No current observations were made.

E. SMOOTH SHEET.- To be processed in the Norfolk Processing Office.

F. CONTROL STATIONS.- Natural objects ~~previously~~ located by triangulation, sextant and tape traverse, natural objects cut in with sextant and objects determined by sextant fixes.

For source of the control stations see list of signals attached to this report.

G. SHORELINE AND TOPOGRAPHY.- The shore line and topography was taken from a photographic film enlargement from 1:10,000 to 1:5,000, from Air Photo ~~Compilation~~ <sup>Survey</sup> No. T-5335A. This compilation has the following note: "(CS-206) Corrections in red applied from one nine lens photograph taken April 23, 1943 without field inspection. See RS-302-T-5463 for more recent revisions applied to present survey." *(1933-34) and revisions on RS-206.*

It was found that the bulkhead and docks of the U.S. Maritime Training Station, Manhattan Beach, New York were out in Azimuth. A sextant and tape traverse was run to correct this error. (See sounding Vol. 1, pages 3 to 9 inclusive.) A new dock in latitude  $40^{\circ}34.96'N$ ; longitude  $73^{\circ}55.9'W$  was located by sextant fixes. *CL 350 (1950)*  
*BP 46474*

H. SOUNDINGS.- The portable fathometer, type 808A, No. 58S was used in obtaining soundings for this survey, except when hard lead was used to obtain bottom specimens. Transciever units were mounted inboard against hull of skiff.

Correction to soundings were obtained from Bar Checks.

The Sheepshead Bay area was literally covered with small craft moorings and small craft tied to most of these moorings so that it was difficult in running sounding lines. Although fixes were taken at regular time intervals, the spacings at times plot irregular, this was due to dodging around these moored vessels while on sounding lines.

J. ADEQUACY OF SURVEY.- Sheepshead Bay is the most important anchorage for small craft in Jamaica Bay. The instructions call for a survey of this Bay on a scale of 1:10,000, but <sup>in account of</sup> ~~since~~ its importance and to get a more adequate and complete survey, permission was obtained from the Washington Office to survey Sheepshead Bay on a scale of 1:5,000.

The wider spacing of lines between longitude  $73^{\circ}56'W$  and  $73^{\circ}56'.60'W$  is due to small boats anchored in this area.

This survey is adequate and complete and should supersede prior surveys for charting.

The junctions with the adjoining contemporary surveys are satisfactory and no holidays exist.

The depth curves at sheet junctions can be adequately drawn.

K. CROSS LINES.- More than the required number of cross lines were run on this survey. This was done so that the depth curves in the congested mooring areas could be determined more accurately.

Discrepancies at crossings should be prepared after the smooth sheet is completed.

L. COMPARISON WITH PRIOR SURVEYS.- This comparison should be made after the smooth sheet has been processed.

Hydrographic Survey H-5734, scale of 1:10,000 is too incomplete for an intelligent comparison. There also has been extensive improvements both in dredging and at dock areas thereby rendering survey H-5734 obsolete.

M. COMPARISON WITH CHART.- This comparison should be made with USC&GS Chart No. 542 after the smooth sheet has been processed.

NOTE:

The docks and bulkhead at the east end of Manhattan Beach are out in azimuth. The area between the North Shore of Sheepshead Bay and buoys, N-12, N-12A, N-14, and N-16 has been dredged. A new dock at latitude  $40^{\circ}34.96'N$ , longitude  $73^{\circ}55.9'W$  has been built and the area from Sheepshead Bay light to face of dock had been dredged. A deep hole in the shoal area west of Sheepshead Bay light has been dredged to obtain material for the fill at the new dock site.

N. DANGERS AND SHOALS.- No new dangers and shoals were found except that the area around the U.S. Maritime Training Station docks is filling.

O. COAST PILOT INFORMATION.- A Coast Pilot Survey of this area was made in 1949, and all existing changes to Coast Pilot, Section "B", were submitted at that time.

P. AIDS TO NAVIGATION.- No new fixed aids to Navigation were located, those used as signals were obtained from the Geographic Positions furnished by the Washington Office.

A passenger ferry runs between Sheepshead Bay and Rockaway Point.

*No loc. on Smooth Sheet or Boat Sheet - Not charted*

*W.W.*

Q. LANDMARKS FOR CHARTS.- Landmarks for charts will be submitted on Form 567 in an area basis. Only two new landmarks fall on this chart and are: (a) Hydrographic name (USE) Southerly stack of twin stacks at the United States Maritime Training Station, Brooklyn, New York, and (b) Hydrographic name (WAR ) the weather mast, where storm warnings are displayed at the U.S. Maritime Training Station.

R. GEOGRAPHIC NAMES.- No special effort was made to check geographic names.

Z. TABULATION OF APPLICABLE DATA.-

<u>DESCRIPTION</u>	<u>DATE SENT TO WASHINGTON OFFICE</u>
Establishment of Tide Station at Barren Island, Flatbush Avenue, Jamaica Bay, New York.	15 May 1950
Chart Letter <sup>350 (1950)</sup> and Tracing Of Boat Sheet No.05150.	19 May 1950
Barren Island Tide Gage dismantled	12 October 1950
Barren Island Tide Gage Marigrams from 8 May to 11 October.	24 May 1950 to 12 October 1950
Report on Fathometer Corrections. <i>with H-7864</i>	To be submitted.

STATISTICS FOR HYDROGRAPHIC  
FIELD SURVEY HI-05150 (REGISTRY NO. H-7863(1950))

SHIP HILGARD SKIFF NO. USC&GS-736  
PROJECT CS-337

DATE 1950	LETTER DAY	VOLUME	NUMBER OF POSITIONS	ECHO	HAND LEAD	SOUNDING LINE STATUTE MILES
25 May	a	I	156	CP		11.7
21 June	b	I	153	CP	23	16.4
14 July	c	2	175	CP	5	13.6
		<u>TOTAL</u>	<u>484</u>	CP	28	<u>41.7</u>

Area Square Statute Miles 0.28

Respectfully submitted,



Walter J. Chovan  
Commander USC&GS  
Cdg. Ship HILGARD



LIST OF FLOATING AIDS TO NAVIGATION LOCATED ON SURVEY H-7863(1950)

NAME	POSITION NUMBER	DESCRIPTION	HAND		LOCATION-		DATE OF LOCATION
			LEAD	FATHO-	LATITUDE	LONGITUDE	
Sheepshead Bay Lighted buoy #4, FLR 4sec.	53b	Red Light, 6 ft. above water.	Sags. 27.0	in Ft. 26.8	40° 34.54'	73° 55.74'	6-21-50
(Sheepshead Bay Buoy) # 5	54b	Black; 2nd cl. can	17.0	16.8	40 34.55 ✓	73 55.82 ✓	6-21-50
(Sheepshead Bay Buoy) # 6	52b	Red; 2nd cl. nun	30.6	30.8	40 34.59 ✓	73 55.77 ✓	6-21-50
(Sheepshead Bay Buoy) # 8	51b	Red; 2nd cl. nun	26.5	---	40 34.68 ✓	73 55.80 ✓	6-21-50
(Sheepshead Bay Buoy) # 10	50b	Red; 2nd cl. nun	26.8	27.0	40 34.76 ✓	73 55.82 ✓	6-21-50
(Sheepshead Bay Buoy) # 12	46b	Red; 2nd cl. nun	21.0	---	40 34.92 ✓	73 56.05 ✓	6-21-50 *
(Sheepshead Bay Buoy) # 12a	47b	Red; 3rd cl. nun	25.0	24.4	40 34.90 ✓	73 56.25 ✓	6-21-50
(Sheepshead Bay Buoy) # 14	48b	Red; 2nd cl. nun	23.6	---	40 34.92 ✓	73 56.45 ✓	6-21-50
Sheepshead Bay Buoy ) # 16	49b	Red; 2nd cl. nun	11.0	---	40 34.93 ✓	73 56.49 ✓	6-21-50

\* Probably drilled at same time  
 C.S. Sibley  
 No copy from C.S. 6-11-52 R.E.E.

## SIGNALS

HYDROGRAPHIC SURVEY H-7863 (1950)

FIELD NO. HI-05150

LOCATED BY TRAVERSE AND SEXTANT

HY. NO	NAME	DESCRIPTION	SOURCE
WAR	WAR	Weather Mast (Storm warnings)	Traverse - Vol. 1 - pg. 8 & 9
IRK	Irk	Pole Cross marking barge wreck	Sextant - Vol. 1 - pg. 7 & 8
KID	Kid	SE Corner of Pier 5	Fix - Vol. 1 - pg. 8
JOY	Joy	NE Corner of Pier 1	Fix - Vol. 1 - pg. 6 & 7
USE	Use	Southerly stack of twin stacks, USMSTS	
		Survey H-7864(1950)	Sextant - Vol. 1 - pg. 5, 6, & 7
		Survey H-7865(1950)	Sextant - Vol. 8 - pg. 3 & 5
		Survey H-7863(1950)	Sextant - Vol. 1 - pg. 5, 6, & 7
MAR	Mar	Pole with box on bulkhead	Traverse - Vol. 1 - pg. 3
NIP	Nip	Fence end on bulkhead	Traverse - Vol. 1 - pg. 4
OFF	Off	Break in rail on bulkhead	Traverse - Vol. 1 - pg. 5
PET	Pet	Break in Bulkhead	Traverse - Vol. 1 - pg. 3
TUB	Tub	At Mark 12	Traverse - Vol. 1 - pg. 3 & 5
RAM	Ram	S. End of foot bridge	Traverse - Vol. 1 - pg. 3 & 6
SAX	Sax	Break in bulkhead at Mark 16	Traverse - Vol. 1 - pg. 3 & 6
TOM	Tom	At Mark 17	Traverse - Vol. 1 - pg. 3
VAL	Val	At Mark 18	Traverse - Vol. 1 - pg. 3
WIG	Wig	At SW corner of bulkhead	Traverse - Vol. 1 - pg. 3
ABE	Abe	South gable of green house	Sextant - Vol. 1 - pg. 5, & 6
G	Bag	Chimney of yellow house	Sextant - Vol. 1 - pg. 5 & 6
CRY	Cry	Chimney of unpainted house	Sextant - Vol. 1 - pg. 4, 5, & 6
DIF	Dif	South gable of white house, red roof.	Sextant - Vol. 1 - pag. 4, 5, & 6
GUS	Gus	Green front range	Sextant - Vol. 1 - pg. 4, 6, & 7
NEW	New	SW Corner of Dock	Sextant - Vol. 1 - pg. 7
END	End	SE Corner of dock	Sextant - Vol. 1 - pg. 7
CUR	Cur	NE Corner of Bulkhead	Sextant - Vol. 1 - pg. 4

TRIANGULATION STATIONS

CAT	CAT	Brooklyn, Sheepshead Bay, St. Marks Catholic Church, Square tower, Cross, Spire, 1930-32
LET	LET	Inlet, 1931
BUS	BUS	Brooklyn, Floyd Bennett Airport, Aero BN., 1931

TOPOGRAPHIC STATIONS

OUT	out	(Source T-5334) outfalls light.
HEAD	HEAD	(Sheepshead Bay BN., 1933-rebuilt 1934) } TRIANGULATION STATION

TOPOGRAPHIC FEATURES

COR	Cor	(N.E. corner of footbridge)
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--- T I D E . . . N O T E ---

TO ACCOMPANY DESCRIPTIVE REPORT

FOR SURVEY H-7863 (1950)  
FIELD NO. HI-05150

SHEEPSHEAD BAY, JAMAICA BAY, NEW YORK

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The tide station at Barren Island, Flatbush Ave,  
Jamaica Bay, New York was used for the reduction  
of soundings throughout this sheet.

Latitude                    40°34.63'N ✓  
Longitude                   73°53.26'W ✓  
M.L.W. on tide staff is 2.0 ft.

No time or range corrections were applied to the  
tidal data in the reduction of the soundings....

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5 March 1951

The Commanding Officer  
U. S. Maritime Training Station  
Manhattan Beach  
Brooklyn 35, N. Y.

Dear Sir:

It is understood from the Officer-in-Charge of recent Coast Survey work in that area that some changes were made in the piers and bulkheads at the Maritime Training Station during the last war.

This office is compiling a new hydrographic chart of that area and it would be greatly appreciated if you could furnish us a plan showing these changes and also the approximate date of the construction work.

Very truly yours,

Earl O. Heaton  
Captain, USC&GS  
Supervisor, SE Dist.

HLP:m

MI5:73025 (1)

March 20, 1951

Captain Earl O. Heaton, USCGS  
Department of Commerce  
U. S. Coast and Geodetic Survey  
Southeastern District Headquarters  
Room 418, U. S. Post Office Building  
Norfolk 10, Virginia

Dear Captain Heaton:

In furtherance of my letter to you dated March 14, 1951, the following information is submitted in reply to your inquiry:

(a) All Waterfront Construction work was performed in 1942

(b) The work accomplished in 1942 was the erection of a wooden, cement capped, retaining wall and fill behind the wall from the at that time existing rip-rap bulkhead. This retaining wall was extended twelve feet into the water beyond the existing retaining bulkhead adjoining the rip-rap bulkhead. The finger pier fronts, however, were built in a straight line

Attached to this letter is a copy of a station print. On this copy the details set forth in (b) above are clearly indicated

It is hoped that this information will answer your purpose. If any additional information is desired, please do not hesitate to contact me.

Original Signed  
P. Kaskey

Paul Kaskey  
CDR, USMS  
Acting Superintendent

A P P R O V A L S H E E T

- TO ACCOMPANY

HYDROGRAPHIC SURVEY NO. H-7863 (1950)  
FIELD NO. HI-05150

The boat sheet and sounding records  
were inspected daily and at the conclusion  
of the field work, both are approved.

The description report has been exam-  
ined and is approved.



Walter J. Chovan  
Commander USC&GS  
Cdg. Ship HILGARD

ADDENDUM  
To Accompany

HYDROGRAPHIC SURVEY H-7863 (Field No. Hi-05150)

GENERAL

Lat. 40-34.96' Long. 73-56.92 Dolphin shown on T-5463 was neither confirmed nor disproved. It does not appear on chart 542 and was not plotted on the smooth sheet.  
*This dolphin was probably removed during extensive pier changes in this area.*

Lat. 40-34.95 Long. 73-55.98 Row of piling shown (on T-5463) and chart 542 was not mentioned in records.  
*The piling originating with H-5734 (1934) was probably removed during extensive dredging in the area.*

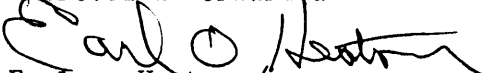
Lat. 40-34.93 Long. 73-56.05 Nun buoy no. 12 is displaced from charted position and plots ~~on wrong side~~ *in center* of channel. *No reply from CG 6-23-53 - W.W.*  
*Coast Guard notified 10-23-51. No reply 6-11-52*

Respectfully submitted

  
Hugh L. Proffitt  
Cartographer.

Norfolk, Va.  
25 April 1951

Approved & Forwarded:

  
Earl O. Heaton  
supervisor, SE District.

GEOGRAPHIC NAMES

Survey No. H-7863

Name on Survey										
	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		
	A	B	C	D	E	F	G	H	K	
<u>New York</u>			(for title)						U.S.M.B	1
<u>Jamaica Bay</u>			( " " )					I		2
										3
<u>Sheepshead Bay</u>										4
<u>Manhattan Beach</u>										5
<u>Sheepshead Bay</u>			(residential area)							6
										7
										8
										9
										10
										11
										12
										13
										14
<u>Barren Island</u>			(location of tide gage)							15
										16
										17
										18
										19
										20
										21
										22
										23
										24
										25
										26
										27

Names underlined in red are approved  
5-18-57. L. Heck



Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. ..H-7863.

Records accompanying survey:

Boat sheets ..1..; sounding vols. 2....; wire drag vols. ....; bomb vols. ....; graphic recorder rolls 1 env.; special reports, etc. 1 Smooth Sheet, ..1, Descriptive Report,.....  
 .....

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

Number of positions on sheet	Preliminary	484	...
Number of positions checked		45	60
Number of positions revised		0	2
Number of soundings revised (refers to depth only)		16	43
Number of soundings erroneously spaced		14	50
Number of signals erroneously plotted or transferred		0	0
Topographic details	Time	5	15
Junctions	Time	11	12
Verification of soundings from graphic record	Time	2	5
(Preliminary) C.R. Helmer - - - - -	72 hrs.		10/23/51
Verification by W.A. WERLINE.....	Total time	89 hrs.	Date 9/23/53.
Reviewed by R.E. Elkins.....	Time	51	Date 6-13-52

Stirni 3 hrs

DIVISION OF CHARTS

REVIEW SECTION - NAUTICAL CHART BRANCH

REVIEW OF HYDROGRAPHIC SURVEY

REGISTRY NO. H-7863

FIELD NO. HI-05150

New York, Jamaica Bay, Sheepshead Bay

Project No. CS-337

Surveyed in - May to July 1950

Scale 1:5,000

Soundings:

Control:

808 Fathometer

Sextant fixes on shore signals

Chief of Party - W. J. Chovan  
Surveyed by - W. J. Chovan and E. C. Maran  
Protracted by - A. Anninos  
Soundings plotted by - A. Anninos  
Preliminary Verification by - C. R. Helmer  
Verified and inked by - *W.A. Werline*  
Reviewed by - R. E. Elkins, 10 June 1952  
Inspected by - R. H. Carstens

1. Shoreline and Signals

The origin of the shoreline and signals is given in the Descriptive Report. The shoreline shown in red on the smooth sheet is from the present survey, and was located by sextant fixes and tape traverse. The shoreline change was originally submitted as advance information and filed as chart letter 350 (1950) and Bp. 46474.

2. Sounding Line Crossings

Considering the irregularities in the bottom resulting from dredging operations, depths at crossings are in good agreement.

3. Depth Curves and Bottom Configuration

The usual depth curves are adequately delineated.

The bottom is very lumpy and is subject to change from dredging in the improvement of the harbor and adjacent land areas.

4. Adjoining Surveys

Adequate junctions were effected with H-7865 (1950) on the east and southeast, and with H-7864 (1950) on the southwest. The survey extends to the shoreline on all other sides.

5. Comparison with Prior Surveys

H-2605 (1902)	1:10,000
H-3697 (1914)	1:10,000
H-5734 (1934)	1:10,000

The present survey covers only a small part of these early surveys. A comparison between the prior and present surveys reveals radical changes in both the bottom and the shoreline, caused by dredging for the reclamation of adjacent land area. The northern part of the approach channel east of Manhattan Beach having present depths of 21 to 36 feet and Sheepshead Bay having channel depths of 14 to 41 feet were formed by sporadic dredging in shoal areas where prior depths of 0 to 3 feet are shown on the 1902 survey.

The entire area of Sheepshead Bay has been improved by recent dredging. Former one-foot shoals in the north half of the bay area have been dredged to 7-feet or greater; however, a few shoals covered by depths of 2 to 5 feet still exist along the southern bulkhead and in the vicinity of the bridge at the head of the bay.

An area with depths of 17 to 28 feet has also been dredged in lat.  $40^{\circ} 34.85'$ , long.  $73^{\circ} 55.70'$  in prior 1-and 2-ft. depths.

The present survey supersedes the prior surveys within the common area.

6. Comparison with 542 (latest print date 7/16/51)A. Hydrography

The charted hydrography originates with the present survey prior to verification and is in substantial agreement with the present survey except as follows:

- (1) The charted 19-ft. sounding in the approach channel to Sheepshead Bay in lat.  $40^{\circ} 34.55'$ , long.  $73^{\circ} 55.78'$  originates with the present survey prior to verification. A least depth of 17 feet on this shoal was obtained on the adjoining contemporary survey, H-7865 (1950).

- (2) The submerged sewer line charted at the east side of Sheephead Bay approach channel originates with information of 1935-36 and is probably in present use although it is not shown on the present survey.
- (3) The piling charted from H-5734 in lat. 40° 34.95', long. 73° 55.98' is not shown on the present survey and has probably been removed during the extensive dredging operations in this area.

**B. Aids to Navigation**

The charted buoys and fixed aids to navigation are in substantial agreement with the present survey except for the obstruction light and wreck charted in lat. 40° 34.90', long. 73° 56.75' from H.O. Notice to Mariners 21, 1951, subsequent to the present survey.

The charted positions of the following buoys differ from the survey positions by 40 to 70 meters. However, either positions adequately mark the features intended.

	Charted Position	
	Latitude	Longitude
Buoy 6	40° 34.62'	73° 55.78'
Buoy 12	40° 34.95'	73° 56.07'
Buoy 12-A	40° 34.90'	73° 56.28'

**7. Condition of Survey**


- a. The sounding records and Descriptive Report are complete and comprehensive.
- b. The preliminary verification of this survey revealed no inadequacies in plotting.


**8. Compliance with Project Instructions**


This survey adequately complies with the project instructions.

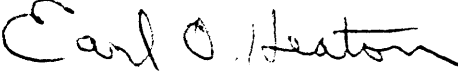
**9. Additional Field Work**

This is an adequate basic survey and no additional work is recommended.

  
 H. R. Edmonston  
 Chief, Nautical Chart Branch

Examined and approved:  
  
 H. Arnold Karo  
 Chief, Division of Charts

  
 L. S. Hubbard  
 Chief, Section of Hydrography

  
 Earl O. Heaton  
 Chief, Division of Coastal Surveys

Review Addendum

(after complete verification and inking)

H-7863 (1950)

Comparison with Chart 542 (Print date 5-25-53)

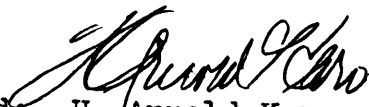
The charted hydrography originates with the present survey after preliminary verification and review. No important changes were made during the final verification to soundings charted from the present survey.

Condition of Survey

Completion of the verification and inking revealed a few soundings obtained at uneven intervals to be inaccurately plotted. These have been revised during verification.

The survey is now complete and adequate.

Reviewed by: R. E. Elkins  
5 October 1953

Approved:   
H. Arnold Karo  
Chief, Division of Charts

RHC

# TIDE NOTE FOR HYDROGRAPHIC SHEET

~~Division of Hydrography and Topography~~

21 May 1951

Division of Charts: R. H. Carstens

Plane of reference approved in 2  
volumes of sounding records for

HYDROGRAPHIC SHEET 7863

Locality Sheephead Bay, New York

Chief of Party: W. J. Chovan in 1950  
Plane of reference is mean low water, reading  
2.0 ft. on tide staff at Barren Island, Marine Parkway Bridge  
13.4 ft. below B. M. 4 (1950)

Height of mean high water above plane of reference is 5.0 feet.

Condition of records satisfactory except as noted below:

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

# NAUTICAL CHARTS BRANCH

SURVEY NO.  H-7863

## Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
5/15/51	542	H. W. Burgoyne	Before <del>After</del> Verification and Review
11/5/51	1215	Risegari	" " " " <i>Part. appld.</i>
9/17/52	542	J. Walby	<del>Before</del> <sup>Preliminary</sup> After Verification and Review <i>Completely Applied</i>
4-26-55	1215	R. K. de Landre	Before After Verification and Review <i>No further correction necessary</i>
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
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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 Ch 542 - before Verification + review - NWB-5/15/51-NWB

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