

9555

Diag. Cht. Nos. 1000-3 & 1211-3

NOAA FORM 76-35A

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEY

DESCRIPTIVE REPORT (HYDROGRAPHIC)

Type of Survey HYDROGRAPHIC
Field No. PE-80-2-75
Office No. H-9555

LOCALITY

State NEW YORK
General Locality LONG ISLAND
Locality SOUTH OF MONTAUK POINT

19 75

CHIEF OF PARTY
J. W. DROPP

LIBRARY & ARCHIVES

DATE 11-4-76

9555

Area 1 & 2

Chts

1108 (12300) Applied Bw 12/78

70 (13006) Applied RW 1/79

1211 (13205) Applied RW 3/76

1000 (13003)

HYDROGRAPHIC TITLE SHEET

H-9555

INSTRUCTIONS - 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.

PE-80-2-75

State New York

General locality New York Bight Long Island

South of Montauk Point

Montauk Point

Locality Offshore from Mecox Bay Inlet to 5 miles east of Block Island

Scale 1:80,000

Date of survey 09-26 August 1975

Instructions dated 27 March 1975

Project No. OPR-517

Vessel NOAA Ship PEIRCE, CSS-28 (Ves. No. 2830)

Chief of party Commander Joseph W. Dropp, NOAA

Cdr. J. W. Dropp, LCDr. D. L. Suloff, Lt. K. J. Schnebele,

Surveyed by Ltjg. B. B. Johnson, Ltjg. D. A. Dreves, Ens. T. I. Lillestolen,
Ens. K. W. Santarelli

Soundings taken by echo sounder, hand lead, pole Ross Model 5000

Graphic record scaled by Ship's Crew

Graphic record checked by Ship's Officers and Survey Personnel VERIFICATION, AMC

Protracted by Hydroplot System EDP, AMC CALCOMP GIB EDP, AMC
Automated plot by NOAA Ship PEIRCE

Verification by L. G. Cram

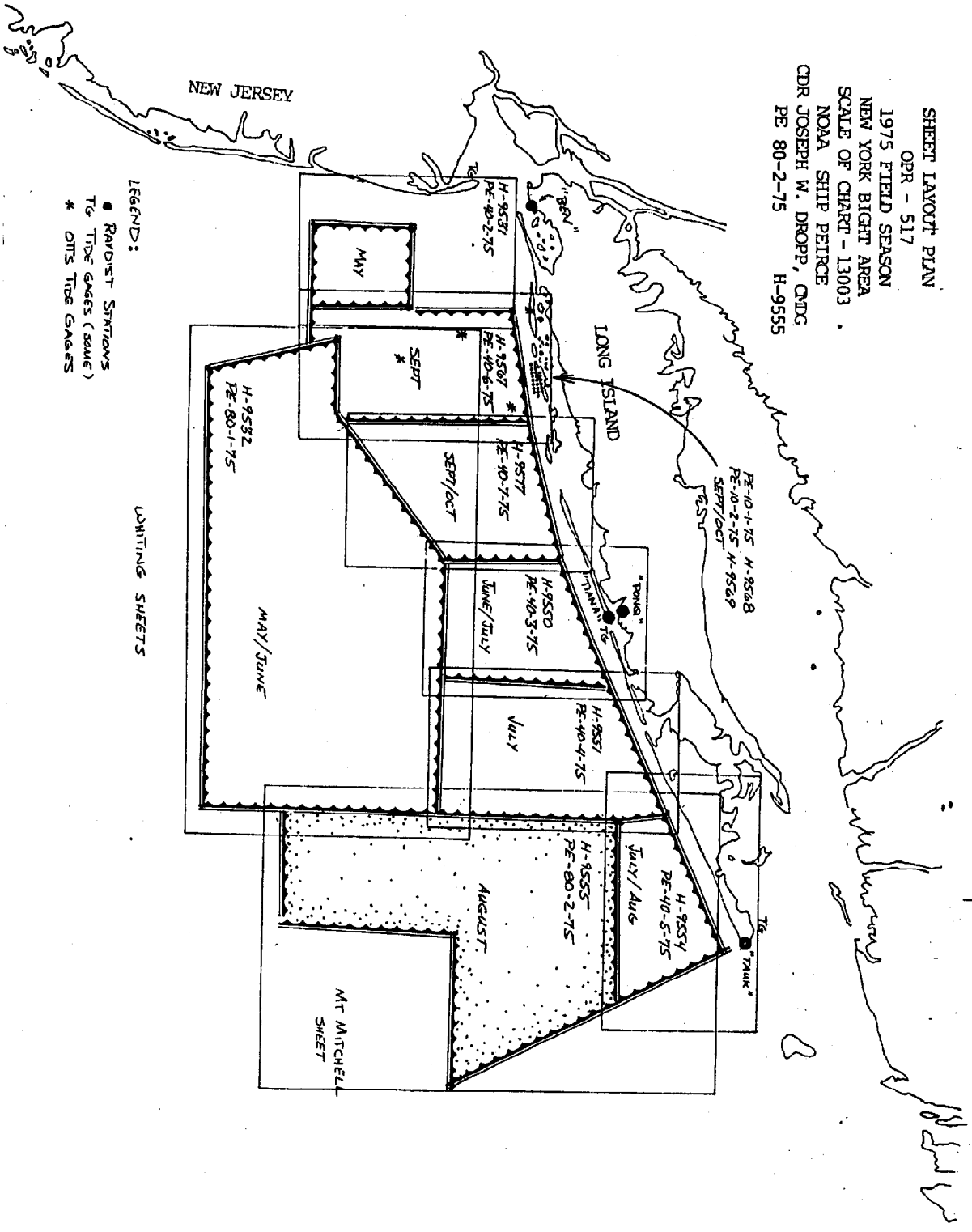
Soundings in ~~XXXXX~~ feet at MLW ~~XXXX~~

REMARKS: All times are Greenwich mean time

All corrections in red by L. G. Cram

Applied to Stds 1-24-77
CDC

SHEET LAYOUT PLAN
 OPR - 517
 1975 FIELD SEASON
 NEW YORK BIGHT AREA
 SCALE OF CHART - 13003
 NOAA SHIP PEIRCE
 CDR JOSEPH W. DROPP, CMDG
 PE 80-2-75 H-9555



LEGEND:
 ● RAIBEST STATIONS
 Tg TIDE GAUGES (SAME)
 * OTS TIDE GAUGES

JOINING SHEETS

TABLE OF CONTENTS

	<u>Page</u>
Title Sheet	
Index of Sheets	
Report Text	1
Corrections to Echo Soundings Report	5
Electronic Control Report	7
Projection Parameters	8
Electronic Control Parameters	9
Tide Letter	10
Velocity Table	12
✓ TC/TI Tape	13
✓ TRA Correction Abstract	14
✓ Electronic Corrector Abstract	17
Signal Listing	19
Approval Sheet	23
✓ - Checked items above and other misc. information removed from D.R. and filed in the cahier with the field records	

DESCRIPTIVE REPORT

OPR-517-PE-75
PE-80-2-75
H-9555

A. PROJECT

This survey was conducted as a part of the Atlantic Seaboard Area Project, New York Bight Phase. The pertinent project instructions were dated 27 March 1975, titled OPR-517-PE-75 with change #1 dated 14 April 1975.

B. AREA SURVEYED

PE-80-2-75^{H-9555} covers the offshore area south of Long Island, N.Y. - from Mecox Bay Inlet to five (5) miles east of Block Island. The survey limits may best be defined by straight lines connecting the following points:

	<u>Lat. (N)</u>	<u>Long. (W)</u>
From	40°47.4'	72°13.4'
To	40°47.4'	71°40.7'
	40°30.0'	71°30.0'
	40°30.0'	71°54.0'
	40°04.0'	71°54.0'
	40°04.0'	72°13.4'
	40°47.4'	72°13.4'

Hydrographic Operations began on 09 August 1975 and ended on 26 August 1975.

C. SOUNDING VESSEL

All soundings were obtained by the PEIRCE (CSS-28), VESNO 2830.

D. SOUNDING EQUIPMENT AND CORRECTIONS TO ECHO SOUNDINGS

See attached corrections to Echo Soundings Report.

E. HYDROGRAPHIC SHEETS

All field sheets were plotted aboard the PEIRCE by the ship's PDP8/e Computer and Complot Roll-Bed Plotter. Final smooth plotting, however, will be done by Atlantic Marine Center.

It should be noted that the first of the plotter sheets was prepared with the long axis of the paper running East-West while the second plotter sheet long axis runs North-South.

F. CONTROL STATIONS

See included Electronic Control Report.

G. HYDROGRAPHIC POSITION CONTROL

See included Electronic Control Report.

H. SHORELINE

No shoreline is shown on this sheet.

I. CROSSLINES

Crosslines constituted approximately ⁹¹⁰7.92% of all hydrography excepting developments. Crosslines were run within one (1) foot of the time of predicted mean low water.

J. JUNCTIONS

This survey junctions with five (5) contemporary surveys and one (1) prior survey. The junction to the north with H9554, PE-40-5-75 was very good. Differences were usually 1-2 feet with this survey having generally deeper soundings. To the north and east, a junction was made with H6331, 1:80,000, 1938 which was generally good. To the south and east, the survey borders on OPR-517 "P" sheet, 1:80,000 assigned to the NOAA Ship MT. MITCHELL, which was completed after the present survey and not available for comparison. The southernmost portion of the present survey junctions with WH-80-2-75. ^{H-9551, H-80-2-75} The WHITING's soundings were shallower by 4-10 feet, but the apparent differences may be attributed to two factors. The first of these is that the WHITING plotted its soundings without velocity corrections. Secondly, the WHITING plotted in fathoms vice feet for the PEIRCE. These factors added together could make the differences between plotted soundings very small. The present survey junctions with H9532 (PE-80-1-75) on the southern part of the western edge. This junction is very good with differences of one to two feet. The northern part of the western edge borders on a contemporary survey, H-9551, (PE-40-4-75). Here the junction was good with most differences in the 1-3 foot range.

K. COMPARISON WITH PRIOR SURVEYS

There were ²~~no~~ presurvey review items within the survey area.

The three (3) prior surveys covering the survey limits were: H6329, 1:40,000, 1938, H6331, 1:80,000, 1938, and H6347, 1:120,000, 1938 with most differences one to three feet.

L. COMPARISON WITH THE CHART

The northernmost sector of the survey area compared favorably with NOS Chart 13205, 1:80,000; 23 November 1974. Most of the field sheet was compared with chart 12300 (C&GS 1108); 1:400,000; 25 May 1974. The comparison was favorable except for two (2) soundings listed below:

<u>LAT.</u>	<u>LONG.</u>	<u>CHARTED SNDG.</u>		<u>SURVEY SNDG.</u>
		<u>FMS</u>	<u>(FEET)</u>	<u>(FEET)</u>
40°13.1'N	71°57.0'W	36	216	239
40°33.6'N	71°44.9'W	33	198	223

It is recommended that these charted soundings be changed to reflect the greater depths observed during this survey. ~~It is not recommended~~

retaining the charted soundings

M. ADEQUACY OF SURVEY

This survey is complete and adequate to supersede prior surveys for charting purposes. Note that bottom samples were not taken as per project instructions. That information is to be available from NOAA MESA studies.

N. AIDS TO NAVIGATION

There were no aids to navigation within the survey area.

O. STATISTICS

Total number of positions	1782
Total N. miles of Sounding Lines	2188.6
Total N. Miles of Crosslines	1176.7
Total Square Nautical Miles	872.70
Number of Oceanographic Stations	2

P. MISCELLANEOUS

In the final plotting of this field sheet, it was noticed that the corrector tape was not read by the computer between position numbers 1037 and 1225. Hand corrections were made on the field sheet for those soundings that were changed by 2.0 feet or more on the corrector tape.

Q. RECOMMENDATIONS

This survey may be considered adequate to supersede prior surveys for charting purposes. Also note recommendation for changes to charted soundings under section L of this report.

R. AUTOMATED DATA PROCESSING

The following programs were used in collecting and processing the data for this survey:

RK 111	Range-Range Real Time Hydroplot	8/7/74
RK 201	Grid, Signal, Lattice Plot	4/18/75
RK 211	Range-Range Non-real-time Plot	8/16/74
RK 300	Utility Computations	5/22/75
PM 360	Electronic Corrector Abstract	3/21/74
AM 500	Predicted Tide Generator	11/10/72
RK 530	Layer Corrections for Velocity	6/25/74
RK 561	H/R Geodetic Calibration	2/19/75
AM 602	Elinore Line Editor	5/21/75

S. REFERENCE TO REPORTS

All reports and information is included with the Descriptive Report or survey records. Note that Echo Soundings and Horizontal Control Reports are appended following the text of this report.

Respectfully submitted,



E. Scott Varney
ENS., NOAA

Approved:



Joseph W. Dropp
CDR., NOAA
Commanding Officer
NOAA Ship PEIRCE

CORRECTIONS TO ECHO SOUNDINGS

PE-80-2-75 H-9555

GENERAL

This report covers corrections to echo soundings from the NOAA Ship PEIRCE, Ves. No. 2830, from 09 August 1975 to 26 August 1975 (J.D. 221-238). The corrections apply only to the survey PE-80-2-75 (H9555).

Final corrections are the algebraic sum of corrections input at (1) the Hydroplot Controller (and hence on the master data tape), (2) TRA corrector tape, and (3) velocity corrector tape, each of which is discussed separately within this report.

The PEIRCE made soundings with two Ross Fathometers. The first Model 200 A, modified to operate as a Model 5000. Its serial number is C-537-1039-5; however on some records the serial number was misunderstood to be 83898 which was a Department of Commerce instrument number. The second, Model 5000, S/N 1078, was used intermittently during the project.

The depths encountered by these fathometers were between 129 and 272 feet.

HYDROPLOT CONTROLLER

The assumed depth of the transducer including settlement and squat was maintained at 11.0 feet at the Hydroplot Controller.

TRA CORRECTIONS

TRA corrections are a combination of the following components:

- (1) TRA Draft
- (2) Initial Variation
- (3) Settlement and Squat

The sum of these factors range from 10.3 feet to 11.0 feet. The TC/TI tape reflects the difference between actual depth of the transducer and the 11.0 ft. maintained at the Hydroplot Controller.

INITIAL VARIATION

No correction for initial variation is required because the Ross units were maintained at zero initial by their built-in calibration circuitry.

TRA DRAFT

The rail to water height was measured at the beginning and ending of each trip. This height was subtracted from rail to transducer height. The resultant figure was used as TRA draft.

SETTLEMENT AND SQUAT

Settlement and Squat were determined for the NOAA Ship PEIRCE on 1 April 1974 off Point Comfort, Norfolk, VA. This data is listed in the settlement and squat abstract included with this descriptive report. Speed of the sounding vessel was noted on the daily statistics sheet for this survey and appropriate S&S correctors applied on the TC/TI tape. (See Echo Soundings Abstract).

VELOCITY CORRECTIONS

Velocity of sound through the water was assumed to be 800 FM per second. Any changes to this velocity were derived from a Nansen Cast taken on 25 August 1975 at Lat. 39°55.5'N, Long. 72°16.2' W, from which temperature, depth and conductivity measurements were obtained. After the conductivities were converted to salinities, the resultant information was input into the Program RK 530 (version 6-25-75) to determine velocity correctors. These correctors were applied on the velocity corrector tape. (Refer to Echo Soundings Abstracts).

DIRECT COMPARISONS

No corrections were derived from lead line soundings (vertical ? casts), however, direct comparisons were used as a check on corrections determined by oceanographic casts.

No values for instrumental corrections obtained

ELECTRONIC CONTROL REPORT

PE-80-2-75
OPR-517-PE-75
H-9555

A. HORIZONTAL CONTROL

Horizontal positioning for this survey of PE-80-2-75 was established through the use of electronic Raydist operating in the Range-Range mode at a frequency of 3292.40 KHz.

B. SHORE LOCATIONS

The shore locations of the slave stations were as follows:

Pattern I - Pong
Lat. 40°50'55.904"N
Long. 72°30'12.962"W

Pattern II - Tauk
Lat. 41°04'13.251"N
Long. 71°51'29.524"W

Station Pong was located near the Shinnecock Inlet. Station Tauk was located south of the Montauk Point C.G. Station at Montauk Point. Station Pong was located by a field party from the NOAA Ship PEIRCE. Station Tauk was located by the Atlantic Marine Center.

C. CALIBRATION

All calibrations were computed using three point sextant fixes, with check angles, to known shore signals. Raydist lane counts were computed using AM 561 and the NOAA Ship PEIRCE'S PDP-8 computer. Each calibration consisted of at least three (3) sextant fixes when weather did not permit sextant fixes on shore signals, a whole lane count was determined by using a calibration buoy located at a known position. Passes were made close to the buoy on headings perpendicular to the Raydist arcs. The whole lane count of the buoy was determined immediately after a shore side calibration. #4 calibration buoy was placed at Lat. 40°43'05"N, Long. 72°14'22"W. On day 223 buoy #4 was damaged and replaced by buoy #5 located at Lat. 40°43'15"N, Long. 72°14'36"W. The calibration data is included with the supplemental data submitted with PE-80-2-75.

CAM 3-1
1/31/74

ATLANTIC MARINE CENTER

PROJECTION PARAMETERS

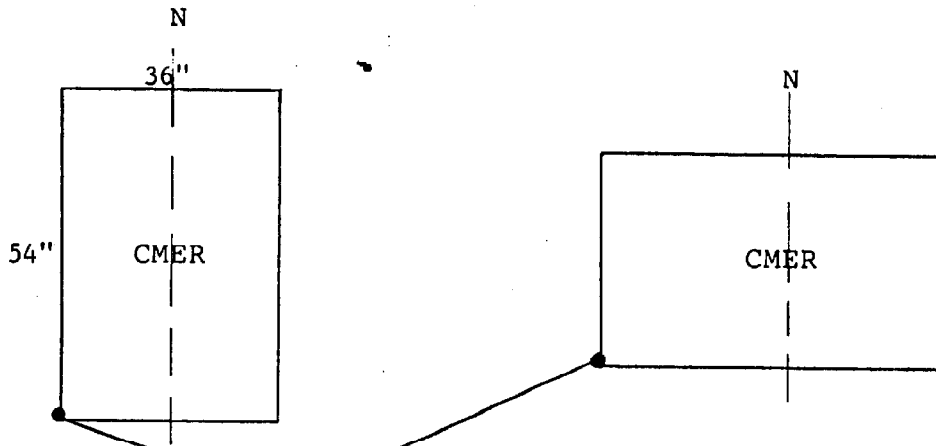
POLYCONIC OR MODIFIED TRANSVERSE MERCATOR

1. Project No. OPR-517 4. Requested By R.G. Cram
2. Reg. No. H-9555 5. Ship or Office Verification Branch
3. Field No. PE-80-2-75 6. Date Required A.S.A.P.
7. Polyconic Modified Transverse Mercator
8. Central Meridian of Projection 71 ° 52 ' 30 "
9. Survey Scale: 1: 80,000
10. Size of Sheet (check one):
36 x 54 36 x 60 Other Specify _____

11. Sheet Orientation (check one):

NYX = 1

NYX = 0



12. Plotter Origin: S.W. Corner of Sheet (not necessarily a grid intersection)
Latitude 40 ° 00 ' 30 "
Longitude 72 ° 17 ' 30 "

13. G.P.'s of triangulation and/or signals attached

14. Material Desired: Tracing Paper Mylar

Smooth Sheet Other Specify _____

15. Remarks: _____

1. Project # OPR-517 2. Reg. # H-9555 3. Field # PE-80-2-75

4. Type of Control Raydist - Range/Range (Hi-Fix, Raydist, EPI, etc.)

5. Frequency 3292 MC kHz (for conversion of electronic lanes to meters)

6. Mode of Operation (check one):

Range-Range

Range-Visual

Range One (R₁)
Station I.D. PONG
Range Two (R₂)
Station I.D. TAUK

Lat. 40 ° 50 ' 55.9104 "
Long. 72 ° 30 ' 12.962 "
Lat. 41 ° 04 ' 13.251 "
Long. 71 ° 51 ' 29.624 "

Hyperbolic (3-station)

Hyper-Visual

Slave One
Station I.D. _____
Master
Station I.D. _____
Slave Two
Station I.D. _____

Lat. _____ ° _____ ' _____ "
Long. _____ ° _____ ' _____ "
Lat. _____ ° _____ ' _____ "
Long. _____ ° _____ ' _____ "
Lat. _____ ° _____ ' _____ "
Long. _____ ° _____ ' _____ "

7. Location of Survey:

Range-Range

Imagine an observer is standing at R₁ Station and looking directly at R₂ (check one):

Survey area is to observer's Right A=0

Survey area is to observer's Left A=1

Hyperbolic

Looking from survey area toward Master Station:

Slave One must be to observer's Left.

Slave Two must be to observer's Right.

8. This form is submitted as an aid in preparing a boat sheet.

This form applies to all data on this survey.

This form applies to part of the data on this survey.

Vessel EDP #	From		To		Position Numbers (inclusive)	
	Time	Day	Time	Day		
<u>2830</u>	<u>0730</u>	<u>23</u>	<u>2140</u>	<u>26</u>	<u>0001</u>	to <u>1851</u>
_____	_____	_____	_____	_____	_____	to _____
_____	_____	_____	_____	_____	_____	to _____

9. Remarks: _____

4/2/76

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEY

TIDE NOTE FOR HYDROGRAPHIC SHEET

Processing Division: Atlantic Marine Center:

Hourly heights are approved for

Tide Station Used (NOAA Form 77-12): Sandy Hook, N.J.

Period: August 9 - 26, 1975

HYDROGRAPHIC SHEET: H-9555

OPR: 517

Locality: New York Bight

Plane of reference (mean ~~lower~~ low water): 2.26 ft.

Height of Mean High Water above Plane of Reference:

3.0 ft.

Remarks: Recommended zoning:

	<u>Time correction</u>	<u>Range ratio</u>
(1) West of 71°50'	-60 min.	x0.65
(2) North of 40°35' East of 71°50'	-45 min.	x0.61
(3) South of 40°35' East of 71°50'	-60 min.	x0.65

James R. Hubbard
Yes Chief, Tides Branch

VELOCITY TAPE PRINTOUT
PE-80-2-75
H-9555

000040 0 0002 0001 000 283000 080275
000086 0 0004.
000132 0 0006.
000179 0 0008.
000230 0 0010.
000279 0 0012.
000327 0 0014.
000369 0 0016.
000428 0 0018.
000498 0 0020.
000572 0 0022.
000660 0 0024.
000773 0 0026.
000931 0 0028.
001042 0 0030.
001124 0 0032.
001203 0 0034.
001280 0 0036.
001328 0 0038.
001403 0 0040.
001500 0 0042.
001598 0 0044.
001700 0 0046.
001801 0 0048.
001925 0 0050.
002085 0 0052.
002305 0 0054.
002553 0 0056.
003000 0 0058.
999999 0 0060.

LUC

SIGNAL NAMES
 OPR-517 1975
 PE-80-2-75

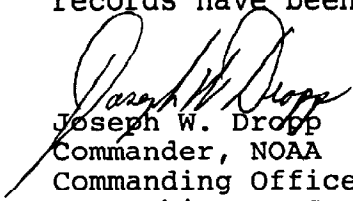
098.....^{PONQ}~~HAMP~~ (ELECTRONIC)
 099.....TAUK (ELECTRONIC)
 058.....EAST HAMPTON BOSCO CABLE CO. MAST
 060.....EAST HAMPTON CHURCH SPIRE
 061.....EAST HAMPTON LARGE WARE TANK
 062.....AMAGANASETT WATER TANK
 063.....AMAGANASETT ELECTRIC LIGHT PLANT CHIMNEY
 064.....NAPEAGUE RADIO STATION WSL EAST MAST
 065.....NAPEAGUE RADIO STATION WSL WEST MAST
 069.....MONTAUK PT. LIGHT

SIGNAL LOCATIONS
 OPR-517 1975
 PE-80-2-75

098	7	40	50	55904	072	30	12962	250	0000	329240
099	7	41	04	13251	071	51	29524	250	0000	329240
058	7	40	59	37511	072	10	18256	139	0000	000000
060	7	40	57	36591	072	11	18857	139	0000	000000
061	7	40	58	14201	072	10	08376	139	0000	000000
062	7	40	58	44378	072	08	24199	139	0000	000000
063	7	40	59	28426	072	05	40155	139	0000	000000
064	7	40	59	53936	072	03	08199	139	0000	000000
065	7	40	59	50299	072	03	20416	139	0000	000000
069	7	41	04	15113	071	51	27291	139	0000	000000

Approval Sheet

Field work on PE-80-2-75, H-9555 was done under my immediate daily supervision. The Boat Sheet and all records have been reviewed and are approved by me.


Joseph W. Dropp
Commander, NOAA
Commanding Officer
NOAA Ship PEIRCE (CSS-28)

ATLANTIC MARINE CENTER
APPROVAL SHEET
FOR
AUTOMATED SURVEY H-9555

- A. All revisions and additions made on the smooth sheet during verification have been entered in the magnetic tape records for this survey. A new final position printout has/~~has not~~ been made. A new final sounding printout has/~~has not~~ been made.

Date: July 26, 1976
Signed: William D. Jones
Title: Chief, Verification Branch

- B. The verified smooth sheet has been inspected, is complete, and meets the requirements of the Hydrographic and AMC Manuals. Exceptions are listed in the verifier's report.

Date: 10/1/76
Signed: Robert G. Smith
Title: Chief, Processing Division

GEOGRAPHIC NAMES

H-9555

Name on Survey	Source of Name											
	A	B	C	D	E	F	G	H	K			
	ON CHART NO.											
	ON PREVIOUS SURVEY NO.											
	CON U.S. QUADRANGLE MAPS											
	FROM LOCAL INFORMATION											
	ON LOCAL MAPS											
	P.O. GUIDE OR MAP											
	RANDOM MCNALLY ATLAS											
	U.S. LIGHT LIST											
MONTAUK POINT (Title)												1
												2
												3
												4
												5
												6
												7
												8
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												25

APPROVED

Chas E. Harrington

STAFF GEOGRAPHER - C5142

23 Nov 1976

HYDROGRAPHIC SURVEY STATISTICS
HYDROGRAPHIC SURVEY NO. H-9555

PE-80-2-75

RECORDS ACCOMPANYING SURVEY: To be completed when survey is registered.

RECORD DESCRIPTION		AMOUNT	RECORD DESCRIPTION		AMOUNT	
SMOOTH SHEET & smooth PNO excess overlays		1	BOAT SHEETS 2-parts mylar		X2	
DESCRIPTIVE REPORT		1	OVERLAYS		24	
DESCRIPTION	DEPTH RECORDS	HORIZ. CONT. RECORDS	PRINTOUTS	TAPE ROLLS	PUNCHED CARDS	ABSTRACTS/SOURCE DOCUMENTS
ENVELOPES	X		X 2			
CAHIERS	1 with printouts		X			
VOLUMES	1					
BOXES			1-smooth P/C, envelopes, sawtooth rec., sndg. vol.			

T-SHEET PRINTS (List)

N. A.

SPECIAL REPORTS (List)

N. A.

OFFICE PROCESSING ACTIVITIES

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

PROCESSING ACTIVITY	AMOUNTS			
	PRE-VERIFICATION	VERIFICATION	REVIEW	TOTALS
POSITIONS ON SHEET				1819
POSITIONS CHECKED		190		
POSITIONS REVISED		10		
DEPTH SOUNDINGS REVISED		150		
DEPTH SOUNDINGS ERRONEOUSLY SPACED		0		
SIGNALS ERRONEOUSLY PLOTTED OR TRANSFERRED		0		
	TIME (MANHOURS)			
TOPOGRAPHIC DETAILS		0		
JUNCTIONS		38		
VERIFICATION OF SOUNDINGS FROM GRAPHIC RECORDS		32		
SPECIAL ADJUSTMENTS		0		
ALL OTHER WORK		48		
TOTALS		118	28	
PRE-VERIFICATION BY R. Roberson, J. Griffin, C. Meekins	BEGINNING DATE 03/01/76	ENDING DATE 06/11/76		
VERIFICATION BY L.G. Cram	BEGINNING DATE 07/12/76	ENDING DATE 07/15/76		
REVIEW BY Hydrographic Inspection Team (AMC)	BEGINNING DATE 07/30/76	ENDING DATE 07/30/76		

ENGLE 8 hrs
Baumgardner 5 hrs 1-7-77

REGISTRY NO. H-9555

The Computer and Excess Sounding Cards for this survey have not been corrected to reflect the changes made to the Computer Card and Excess Card Printouts at this time of the review.

When the cards have been updated to reflect the final results of the survey, the following shall be completed:

CARDS CORRECTED

DATE _____ TIME REQUIRED _____ INITIALS _____

REMARKS:

REGISTRY NO. H-9555

The magnetic tape containing the data for this survey has not been corrected to reflect the changes made during evaluation and review.

When the magnetic tape has been updated to reflect the final results of the survey, the following shall be completed:

MAGNETIC TAPE CORRECTED

DATE _____ TIME REQUIRED _____ INITIALS _____

REMARKS:

H-9555

Items for Future Presurvey Reviews

None

HYDROGRAPHIC INSPECTION TEAM

ATLANTIC MARINE CENTER

HYDROGRAPHIC SURVEY REVIEW

DATE: July 30, 1976

REGISTRY NO.: H-9555

FIELD NO.: PE-80-2-75

GENERAL LOCALITY and SPECIFIC LOCATION:

Long Island, South of Montauk Point
New York, Bight - Offshore, from Meeox Bay Inlet to
Montauk Point

SURVEYED: August 9, 1975 through August 26, 1975

PROJECT NO.: OPR-517

SCALE: 1:80,000

SOUNDINGS BY: Ross Model 200A -
Modified to Model 5,000

CONTROL: Raydist
(Range-Range)

Chief of Party	CDR Dropp
Surveyed by	CDR Dropp
.....	LCDR Suloff
.....	LT Schnebele
.....	LTJG Johnson
.....	LTJG Dreves
.....	ENS Lillestolen
.....	ENS Santarelli
Automated Plot by	Calcomp Plotter #618 (AMC)
Verified and Inked by	L.G. Cram

1. Control and Shoreline

The control is adequately described in the Descriptive Report.

No shoreline was used for this offshore survey.

2. Hydrography

A. Crossings: The crosslines are in good agreement.

B. Depth Curves: The standard depth curves adequately delineate the bottom configuration; however, the 150 foot curve was added in brown to better delineate the bottom. The development of bottom configuration and investigation of least depths are considered adequate.

C. Developments: There were no developments on this sheet.

3. Condition of the Survey

The sounding records, automated plotting and the Descriptive Report are adequate and conform to the requirements of the Provisional Hydrographic Manual, supplemented by the Atlantic Marine Center Manual, with the following exceptions:

There were no stamps used in the Sounding Volumes and the cover page was not filled out. No detailed positions or location of calibration buoys were recorded in the Sounding Volume.

The locality, as shown on the cover sheet, disagreed with that shown on the Hydrographic Title Sheet.

4. Junctions

Adequate junctions were effected with the following contemporary surveys: H-9554 (1975) to the north, H-9551 (1975) to the west, H-9574 (1975) and H-9557 (1975) to the south. There is no contemporary survey on the eastern side of this survey; ~~an adequate junction was made with H-6331 (1938).~~ (See Q.C. Report-items 1 and 2.)

5. Comparisons

A. Prior Surveys: H-6331 (1938) 1:80,000
H-6347 (1938) 1:120,000
H-6329 (1938) 1:40,000

The present survey was compared with three prior surveys that cover the area, with good agreement in all areas of comparison. (See Q.C. Report-item 3)

It is recommended that this present survey supersede the prior surveys in the common area.

B. Wire Drag Surveys: There appears to be no wire drag survey within the area. (See Q.C. Report-item 4)

6. Published Charts

#13205 (C&GS 1211), 2^{0th} ~~1st~~ edition, dated November 29³, 1975⁴ and
#12300 (C&GS 1108), 2^{4th} ~~3rd~~ edition, dated ~~April 3, 1976.~~ (See Q.C. Report-item 5)
June 7, 1975

A. Hydrography: The current survey is in good agreement with the charts listed above. (See Q.C. Report-item 6)

B. Attention is directed to the following: There were two soundings mentioned in the Descriptive Report;

page 3, paragraph L. - there is no indication that the 33 fathom sounding exists and the probability of its existence appears doubtful. The 36 fathom charted sounding is in the very near vicinity of a 36 fathom (216 feet) sounding on the present survey.

C. Aids to Navigation: There are no aids to navigation in the survey area.

7. Compliance With Instructions

This survey complies with Project Instructions.

Bottom samples on this survey were obtained from an "Oceanographic Log Sheet-M" submitted by the NOAA Ship GEORGE B. KELEZ. Since this sheet is the only source data on hand, the geographic positions were not verified. The depths were changed to "missed depths" in the records.

Two ^{nondangerous} submerged wrecks on Chart 12300 were not indicated on the Pre-survey Review for any specific investigation, nor was there any performed. Recommend the wrecks remain, as charted. These items were not brought forward to this survey as the source is unknown at this office. (See Q.C. Report-item 7)

1. Sunken wreck at latitude 40° 10' 00" and longitude 72° 02' 00". (Originates with Wreck Chart 1108A-U.S. Navy Wreck List)

2. Sunken wreck at latitude 40° 46' ¹⁵ 30" and longitude 71° 49' 00". (Originates with NM 16/60) *RE-YARD TOTAL CURVE*

The location of the tide stations used is noted in the Descriptive Report.

8. Additional Field Work


This is an excellent basic survey. Additional field work is not recommended.

9. Hydrographic Inspection Team Comments


Hydrographic Inspection Team comments are included within this report and Verification deficiencies found have been corrected on the Smooth Sheet.

Approval Sheet for H-9555

Examined and Approved:
Hydrographic Inspection Team
Date: 30 July 1976


CAPT Ronald M. Buffington, NOAA
Chief, Operations Division

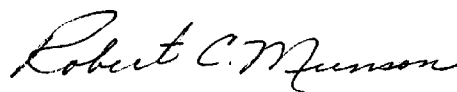

CDR Robert A. Trauschke, NOAA
Chief, Processing Division


CDR Jeffrey G. Carlen, NOAA
Chief, Coastal Mapping Division


C. Douglas Mason, LT(jg), NOAA
Chief, EDP Branch


William L. Jonns
Chief, Verification Branch

Approved/Forwarded


Robert C. Munson
RADM, NOAA
Director, Atlantic Marine Center



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SURVEY
Rockville, Md. 20852

C352

November 23, 1976

TO: *A. J. Patrick*
A. J. Patrick
Chief, Marine Surveys Division

THRU: Chief, Quality Control Branch

FROM: K. W. Wellman *K. W. Wellman*
Quality Evaluator

SUBJECT: Quality Control Report for H-9555 (1975), New York, Long
Island, South of Montauk Point

A quality control inspection of H-9555 (1975) has been accomplished to evaluate the accuracy and adequacy of the survey with respect to data acquisition, delineation of the bottom, determination of least depths and navigational hazards, junctions, decisions and actions by the verifier, and cartographic presentation of data.

Junctional sheets H-9532 (1975) and H-9557 (1975) are not presently available for examination of junctional adequacy.

In general, the present survey was found to conform with National Ocean Survey standards and requirements except as follows:

1. It is considered incorrect to claim that a junction was effected with H-6331 (1938) or to include it in section 4 (Junctions) of the Review Report. This prior survey is appropriately considered and superseded in section 5-A (Comparisons-Prior Surveys) of the Review Report and, therefore, should not have been included in section 4.
2. Section 4 of the Review Report contains no reference to junctional survey H-9532 (1975) on the west.
3. Section 5-A of the Review Report is supplemented by the following:
. . . good agreement in all areas of comparison; i.e., present depths generally within ± 0 to 3 feet of prior survey depths. The depth differences are attributed to natural causes. (See provisional manual - section 6.6(11).)



4. Section 5-B of the Review Report is considered superfluous inasmuch as there are no prior wire-drag surveys covering the area of the present survey. This section should be omitted unless wire-drag surveys fall in the area of the present survey.

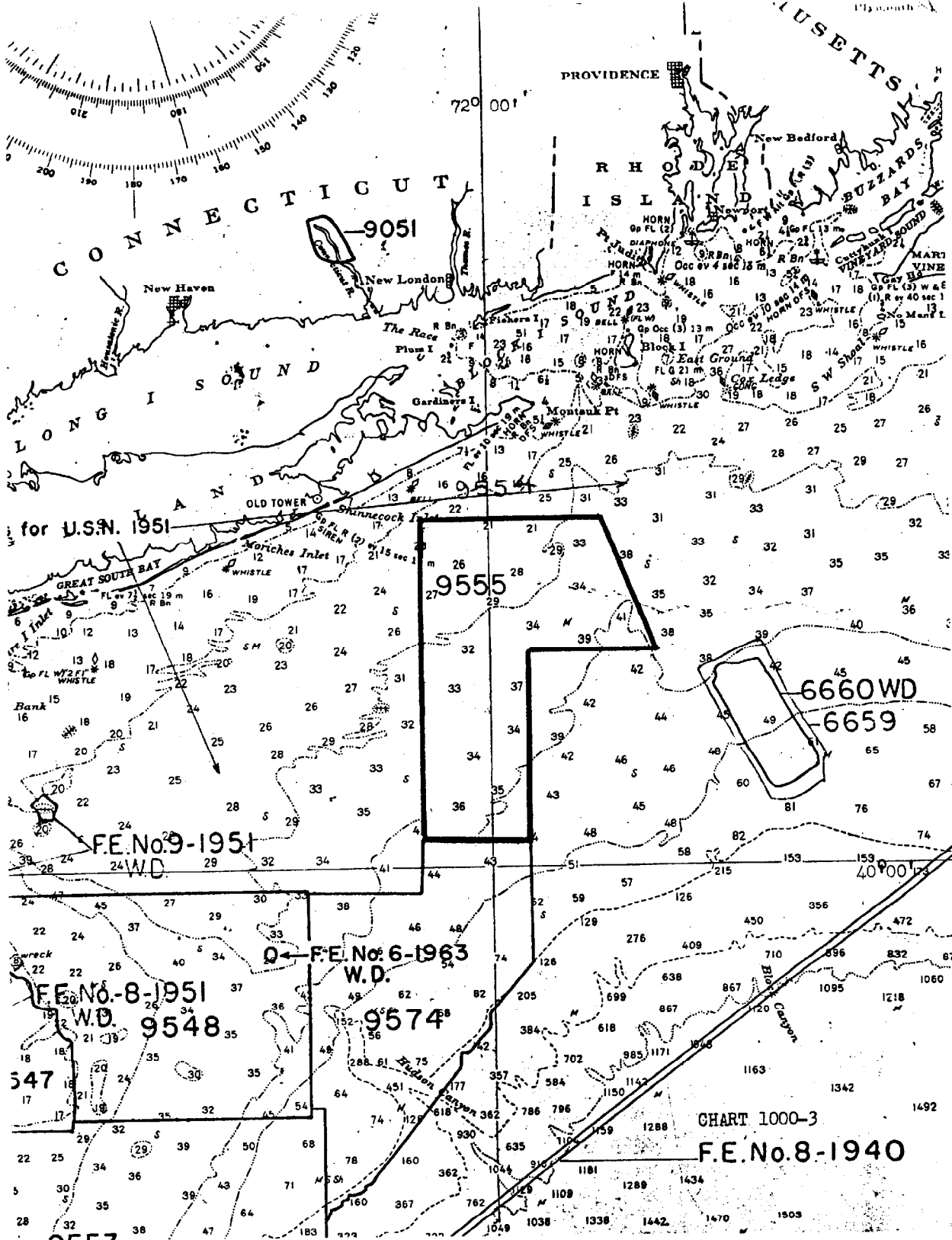
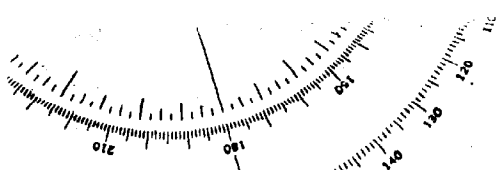
5. The verifier did not use the editions of charts current at the date of the survey in his "Comparison with Charts" (apparently because they were not available at the Marine Center), nor did he forward the charts, later editions, which he used as required by the Provisional Hydrographic Manual section 8.3(12).

6. The verifier failed to specify the adequacy of the present survey to supersede the charted hydrography.

Section 6-A of the Review Report is supplemented by the following: The charted hydrography originates with the previously discussed prior surveys which require no further consideration supplemented by the U.S. Navy Wreck List and a Notice to Mariners. With the exception of the wrecks discussed in section 7 of the Review Report, the present survey is adequate to supersede the charted hydrography within the common area.

7. The discussion of the charted nondangerous submerged wrecks (section 7 of the Review Report) would have been more appropriate as an additional item in section 6-B of the Review Report (Comparison with Chart).

cc:
C351



RECORD OF APPLICATION TO CHARTS

FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. H-9555

INSTRUCTIONS

- A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart.
1. Letter all information.
 2. In "Remarks" column cross out words that do not apply.
 3. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

CHART	DATE	CARTOGRAPHER	REMARKS
1211	2-7-77	Bob O'Keefe	Full Part Before After Verification Review Inspection Signed Via ^{FOR} Drawing No. 45 ^{PROOF.} EXAMINED FOR CRITICAL CORRS ONLY. NO CORRECTION.
1211	9-01-78	P. J. Winfield	Full Part Before After Verification Review Inspection Signed Via ^{OK} Drawing No. 47 Revised Soundings and Curves
1108	12/12/78	B. M. Wankless	Full Part Before After Verification Review Inspection Signed Via Drawing No. 48
70 (13006)	5/7/79	P. J. Winfield	Full Part Before After Verification Review Inspection Signed Via Drawing No. 43
1000 13003	5/21/79	P. J. Winfield	Full Part Before After Verification Review Inspection Signed Via Drawing No. 56
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