

10346

Diagram No. 1213-4

NOAA FORM 76-35A

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

DESCRIPTIVE REPORT

Type of Survey ... Hydrographic  
Field No. .... AHP-10-7-90  
Registry No. .... H-10346

LOCALITY

State ..... New York  
General Locality .. Long Island Sound  
Sublocality ..... Manhasset Bay

19 90

CHIEF OF PARTY  
LCDR V.D. Ross

LIBRARY & ARCHIVES

DATE ..... February 18, 1992

10346

L-1046(90)

EC/G

PRODUCTS

- 12366
- 12364 "E"
- 12363
- 12300 n/c
- 13003 n/c
- 13006 n/c

HYDROGRAPHIC TITLE SHEET

H-10346

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.

AHP-10-7-90

State New York

General locality Long Island Sound

Locality Manhasset Bay

Scale 1:10,000

Date of survey June 19 - August 14, 1990

Instructions dated April 30, 1990 \*

Project No. OPR-B285-AHP2

Vessel NOAA LAUNCH 1292

Chief of party LCDR. V. Dale Ross

Surveyed by <sup>A. M. J. P.</sup> B. Link, T. Rybarski, M. Briscoe, M. Conricote

Soundings taken by echo sounder, hand lead, pole ~~ALL~~

Graphic record scaled by BAL, MPC, MJB, TMR

Graphic record checked by BAL, MPC, MJB, TMR

Protracted by \_\_\_\_\_

Automated plot by HDAPS/Bruning ZETA 824A

*XYNELTIC (20) PLOTTER (AHS)*

*(FIELD)*

Verification by AHS PERSONNEL

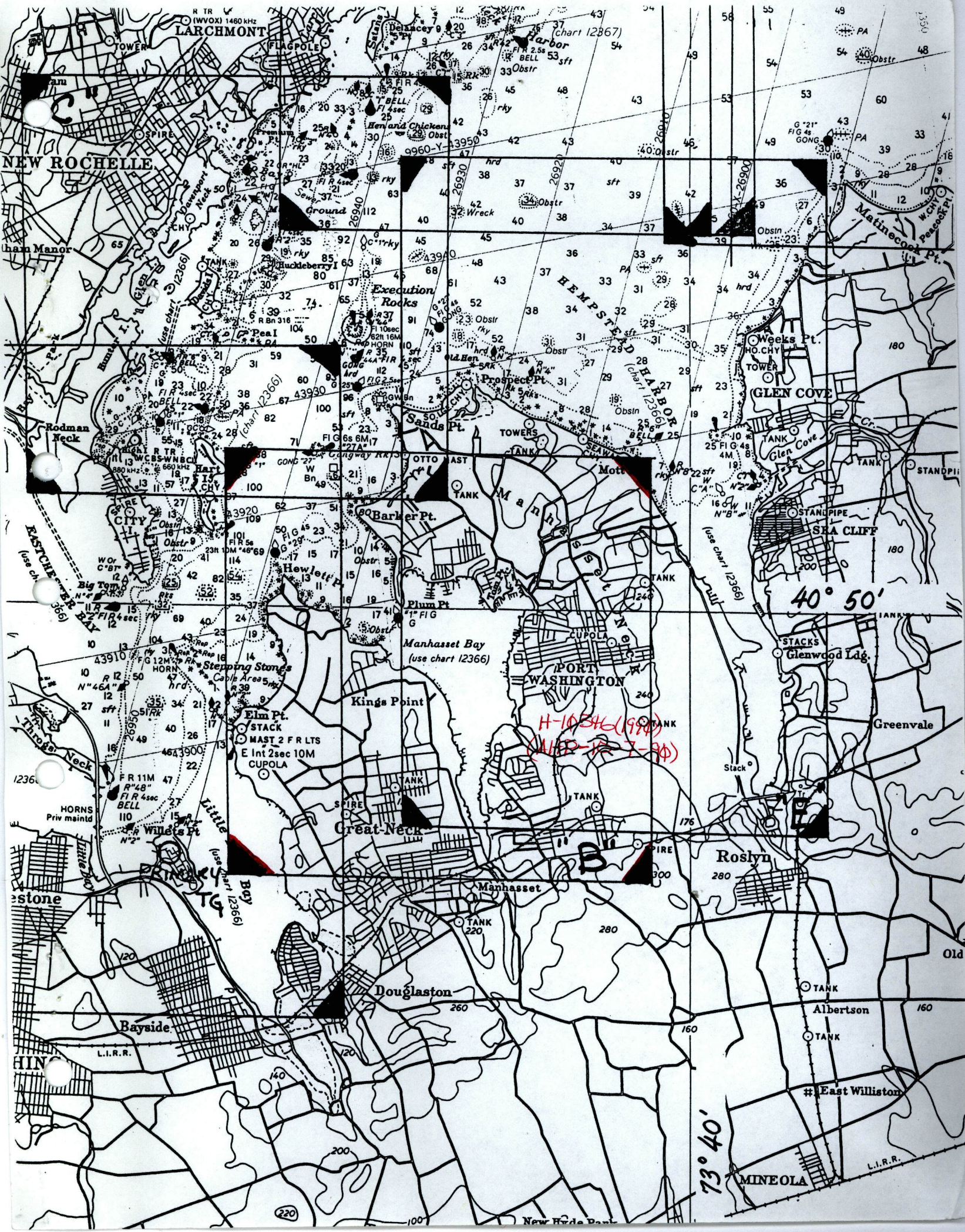
Soundings in ~~XXXXXXXXXXXXXXXXXXXX~~ Meters at <sup>MEAN LOWER LOW WATER</sup> ~~MLW~~ (Predicted Tides)

REMARKS: \* Change No. 1, dated May 23, 1990

*NOTES IN DESCRIPTIVE REPORT WERE MADE IN RED DURING OFFICE PROCESSING.*

*AWOIS/SURFL SSV 3/17/92*

*RWW 5/23/94*



LARCHMONT

NEW ROCHELLE

HEMPSTEAD HARBOR

GLEN COVE

PORT WASHINGTON

GREAT NECK

ROSLYN

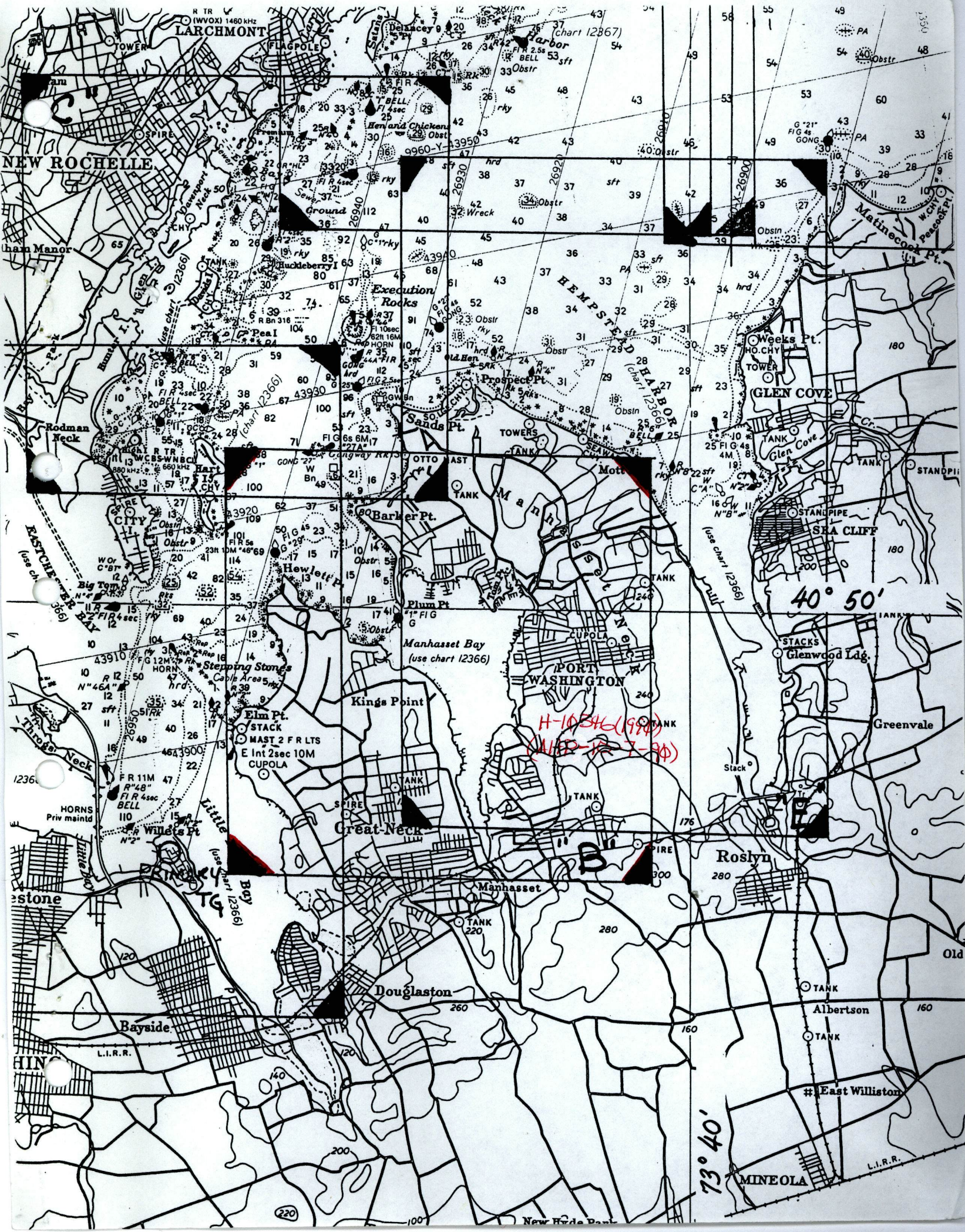
DOUGLSTON

MINEOLA

40° 50'

73° 40'

H-10346 (990) TANK  
W/HP-12 (7-30)



DESCRIPTIVE REPORT TO ACCOMPANY  
HYDROGRAPHIC SURVEY H-10346  
Field No. AHP-10-7-90  
OPR-B285-AHP2  
Scale: 1:10,000  
Atlantic Hydrographic Party Two  
Chief of Party: V.Dale Ross  
1990

A. PROJECT

This survey was conducted in accordance with Hydrographic Project Instructions OPR-B285-AHP2, Western Long Island Sound, New York and Connecticut, dated April 30, 1990 and amended by Change No. 1 dated May 23, 1990.

The purpose of project OPR-B285-AHP2 is to provide contemporary hydrography for the maintenance of existing charts and to satisfy requests from the U.S. Navy, state and local governments for updated hydrographic data of this area.

The sheet letter is "B" as specified by the project instructions.

B. AREA SURVEYED

The area surveyed for H-10346 covers all of Manhasset Bay as well as the approaches to the bay east of the main shipping channel and south of Gangway Rocks Light in Long Island Sound. The survey limits are as follows:

North - Latitude  $40^{\circ}51'21''^{\text{30}}$ N (vic. Gangway Rocks Light)  
South - Latitude  $40^{\circ}47'49''^{\text{45}}$ N (head of navigation)  
East - Longitude  $073^{\circ}42'00''$ W (Port Washington/Plandome)  
West - Longitude  $073^{\circ}45'18''^{\text{21}}$ W (Hewlett Point)

This survey was conducted from June 19, 1990 (DN 170) to August 14, 1990 (DN 226).

C. SURVEY VESSELS

NOAA launch 1292 (EDP No. 1292), a 21 foot MonArk, was used to collect all data on this survey. No problems were encountered with this vessel.

D. AUTOMATED DATA ACQUISITION AND PROCESSING

Hewlett-Packard HDAPS Programs:

<u>Program</u>	<u>Version</u>	<u>Date</u>
Survey	4.33	5/26/90
Constat	2.02	3/9/90
Postsur	4.14	7/20/90
Printout	2.23	7/12/90
Baseline	1.01	6/15/90
Backup	1.02	3/9/90
Quick	1.01	7/27/90
Conplot	1.02	6/25/90
Diagnostic	2.50	3/9/90
Compute	2.02	3/9/90
Point	1.20	7/27/90
Install	1.20	3/26/90
Plotall	1.70	7/27/90
Oldpostsur	4.13	4/9/90
Oldconvert	2.33	3/12/90
Loadnew	1.00	7/27/90
Convert	2.34	6/20/90
Filesys	4.55	5/26/90
Oldplotall	1.60	5/26/90
Inverse	1.21	7/27/90
Abst	3.05	5/26/90

PC-DAS program, NOAAEXE directory, Version 3.6 was used for on line data acquisition on the survey vessel.

In addition to the HDAPS, the following non-HDAPS computer programs were used:

VELOCITY (IBM PC)	Ver. 1.11 (3/9/90)
MTEN 3 with enhancements (IBM PC)	Ver. 6/88

E. SONAR EQUIPMENT

Not Applicable.

#### F. SOUNDING EQUIPMENT

Raytheon DE-719CM Fathometers, modified with Odom Hydrographic Systems, Inc. Digitraces, were used for the entire survey. Serial number 10348 was used from day 170 thru day 180. Serial number 3947 was used from day 184 thru position number 643 on day 191. Serial number 7881 was used from position 644 on day 191 thru the end of the survey on day 226.

Several problems were encountered with the Raytheon Fathometers. On day 180, the Digitrace on Fathometer serial number 10348 would not sound in depths deeper than 11 or 12 meters. The analog trace on this unit was working normally. On day 191, the Digitrace on both Fathometers, serial numbers 3947 and 7881, would not sound in the area needed. However when the vessel moved to other areas the Digitraces would begin working. Again, the analog trace was working normally. Sensitivity adjustment made no difference with any of the Digitrace problems. Other than increasing the amount of editing needed, these problems did not further affect the survey data, nor were they resolved.

Both Fathometer serial numbers 3947 and 7881 were relaying the depth units to the computer as feet even though the depths recorded were meter values. This problem also caused the draft value to be displayed and acknowledged by the computer as feet. This problem was corrected through a modified convert routine during office processing. Day numbers 191 thru 199 were erroneously converted by the old convert routine, which caused feet to be shown on the printouts as the depth unit. These days were re-converted with the modified convert program to correct this error. These days were not re-printed.

Depths on this survey ranged from 0-19 meters.

#### G. CORRECTIONS TO SOUNDINGS

The Digitrace readings were closely monitored for comparison with the analog trace to insure agreement between the two. Any necessary adjustments were made and noted on the fathogram.

Weather permitting, lead line comparisons were conducted each day of hydrography to determine an instrument corrector. The average corrector for Fathometer S/N 10348 was zero. The average corrector for Fathometer S/N 3947 was -0.05 meter. The corrector for Fathometer S/N 7881 was zero. No instrument error was applied to the soundings on the final field sheet. A leadline comparison form can be found in the "Separates to be Included With Survey Data".

Survey records were scanned by AHP-2 employees in accordance with the hydrographic manual. With the digital reading taking precedence over the analog trace, significant peaks and deeps which occurred between selected soundings, missed depths, incorrectly digitized soundings, and effects of sea and swell action were inserted or corrected, as appropriate, while scanning.

The Raytheon DE-719CM Fathometers were calibrated for a speed of sound through water of 1500 m/sec. Corrections for the speed of sound through water were computed from data obtained with Odom Hydrographic Systems, Inc. DIGIBAR electronic speed of sound probe serial number 154. Data quality assurance tests were performed prior to each cast. Program "Velocity" version 1.11 was used for the speed of sound corrections computations. The following casts were taken:

<u>Cast</u>	<u>Day</u>	<u>Depth (m)</u>
1	163	30
2	170	30
3	177	30
4	183	30

Complete cast data information is included in the cahier for survey H-10346.

AHP-2 experienced technical difficulties with the Digibar SN 154 (it was failing the DQA) and returned it to Odom for repairs. An AML speed of sound profiler was used for a final cast on day 222.

No speed of sound correction was necessary on this survey. With the exception of Velocity Table 1, which has a 0.1 meter corrector at depths greater than 13 meters, no speed of sound correction is on any of the tables for the depth range of this survey. The correction for Table 1 does not apply to any data. Copies of the tables are in the "Separates to be Included With Survey Data". Velocity support documentation is in the cahier for H-10346. *VELOCITY CORRECTORS WERE APPLIED DURING OFFICE PROCESSING.*

A static draft of 0.3 meters was applied on line, (except as noted earlier in section F). This was measured from a punch mark on the side of launch 1292, 0.6 meters above the transducer, to the water surface, then subtracting the difference.

Settlement and squat measurements for vessel 1292 were performed on June 11, 1990 (day 162) during slack water. The level method was used. Settlement and squat correctors were applied to all survey data. Data from the settlement and squat test are included in the "Separates to be Included With Survey Data".

The final field sheet was plotted using predicted tides determined from the Willets Point, New York permanent tide station using time and height correctors listed the 1990 tide tables as stated in the Project Instructions. *APPROVED TIDES WERE APPLIED DURING OFFICE PROCESSING.*

Actual tide heights were requested from the Sea and Lake Levels Branch, N/OMA12, in a letter dated August 20, 1990. A copy of the letter is included in the appendices of this report. *DATA REMOVED FROM ORIGINAL DESCRIPTIVE REPORT AND FILED WITH FIELD RECORDS.*

#### H. CONTROL STATIONS

The horizontal control datum for this project is the North American Datum of 1983. Stations 101, 111, 114, 148, 149, 153, 158, 170, 171 and 224 were used to control this survey. Signals 148, 149, and 224 were used for initial pointings only. A signal list as well as a copy of the PC-DAS Control Station Table is included in the appendices of this report.

The Coastal Surveys Unit from Norfolk, Virginia used third order, class I traverse and intersection methods to establish horizontal control for this project. The horizontal control report was written and submitted by the Coastal Surveys Unit employees for OPR-B285-AHP2.

#### *G.I* HYDROGRAPHIC POSITION CONTROL

Range/range, range/azimuth and see field sheet positioning methods were used to control this survey. Multiple lines of position, up to three, using Motorola Falcon 484 Mini-Rangers, were used for the range/range method. A Nikon NT2D theodolite, serial number 031033, was used for angle observations for the range/azimuth method. The following Falcon Mini-Ranger equipment was used:

<u>VESNO</u>	<u>Equipment</u>	<u>S/N</u>	<u>Code</u>
1292	RPU	E0154	
	RT	F3419	
	RT	E2932	
	R/S	G3572	1
	R/S	F3180	2
	R/S	F3290	3



Baseline calibrations of the Motorola Falcon 484 equipment were performed on June 1, 1990 and again on June 25, 1990 after the R/T on launch 1292 failed on day 173. R/T serial number F3419 was used for days 170 thru 173. Serial number E2932 was used from day 177 thru the end of the survey. The correctors were applied on-line through the Comflex "C-0" tables. Baseline calibration forms and the "C-0" tables are included in the "Separates to be Included With Survey Data".

When using three or four lines of position, a critical system check is continuously being obtained by observing the error circle radius (ecr) and residual (res) values on the Comflex screen on the survey vessels. When the error circle radius (ecr) is greater than 15m (1.5m at the survey scale) or the residuals are greater than 5m (.5m at the survey scale) for more than three to five minutes, survey operations are suspended in the area until the problem can be resolved. Any positions which had high error circle radii or residuals in an otherwise good line are smoothed during processing.

The cove area north and east of Plum Point, latitude 40°50'15"N, longitude 073°43'30"W, was run with high ecr values due to the control configuration options available on day 207. These data, which plotted fine, are in an area of restricted use (see item 5646) and do not adversely affect the survey.

A closing baseline calibration was not performed since the survey was conducted in less than a six month period.

J. SHORELINE SEE SECTION 2.D. OF THE EVALUATION REPORT.

Shoreline shown on the final field sheet was transferred by hand from TP-01269. This shoreline manuscript was compiled on NAD 1927. Corrections were made to the grid ticks on this manuscript for transferring the shoreline to the NAD 1983 grid on the final field sheet.

The shoreline manuscripts were compiled at 1:20,000 scale. They were enlarged to 1:10,000 scale for use with this survey. SEE SECTION 2.D. OF THE EVALUATION REPORT.

Shoreline verification was accomplished by comparison of the main scheme hydrography which junctions at shore, or by visual inspections. Verified shoreline is shown in black ink on the final field sheet. There were no shoreline changes identified by this survey. CONCUR

Shoreline detail verified by this survey is shown in black ink on the final field sheet. Several shoreline detail changes were identified and are shown in red ink on the final field sheet and described as follows.

The offshore end of three piers not shown on TP-01269 should be charted perpendicular from shore at:

latitude 40° 48' 39"<sup>.18</sup>N, longitude 073° 42' 34"<sup>33</sup>W ✓  
latitude 40° 50' 17"<sup>.17</sup>N, longitude 073° 43' 50"<sup>49.80</sup>W ✓  
latitude 40° 50' 32"<sup>.04</sup>N, longitude 073° 43' 51"<sup>56.83</sup>W ✓

The offshore end of ruins not shown on TP-01269 should be charted perpendicular from shore at:

latitude 40° 48' 30"<sup>.38</sup>N, longitude 073° 42' 37"<sup>.32</sup>W ✓  
latitude 40° 50' 03"<sup>.13</sup>N, longitude 073° 43' 36"<sup>35.83</sup>W ✓  
latitude 40° 50' 34"<sup>.33.74</sup>N, longitude 073° 43' 51"<sup>54.43</sup>W ✓  
latitude 40° 50' 03"<sup>.03</sup>N, longitude 073° 43' 44"<sup>43.70</sup>W ✓  
latitude 40° 49' 28"<sup>27.89</sup>N, longitude 073° 42' 21"<sup>24.82</sup>W ✓  
latitude 40° 50' 05"<sup>.22</sup>N, longitude 073° 42' 40"<sup>.17</sup>W ✓

Ruins should replace the pier shown on TP-01269 at latitude 40° 50' 00"<sup>49</sup>N, longitude 073° 44' 37"<sup>31</sup>W. Ruins shown on TP-01269 at latitude 40° 50' 04"N, longitude 073° 44' 57"W were found to be 20 meters longer than shown on the T-map, and should be charted as such. Ruins shown on TP-01269 at latitude 40° 50' 03"N, longitude 073° 44' 57"W, were visually searched for at low water with good visibility and not found. These ruins should be deleted. *DO NOT CONCUR*  
*RUINS LOCATED BY PRESENT SURVEY. CHART AS SHOWN ON PRESENT SURVEY* ✓

Two piers shown on TP-01269 should be charted as ruins at:

latitude 40° 49' 26"<sup>25.89</sup>N, longitude 073° 42' 20"<sup>.04</sup>W ✓  
latitude 40° 49' 28"<sup>27.89</sup>N, longitude 073° 42' 21"<sup>24.82</sup>W ✓

Six groins, not shown on TP-01269, should be charted perpendicular from shore at:

latitude 40° 48' 46"<sup>.39</sup>N, longitude 073° 42' 31"<sup>.16</sup>W ✓  
latitude 40° 48' 42"<sup>.18</sup>N, longitude 073° 42' 33"<sup>31.18</sup>W ✓  
latitude 40° 49' 37"<sup>36.95</sup>N, longitude 073° 43' 54"<sup>35</sup>W ✓  
latitude 40° 49' 36"<sup>37.00</sup>N, longitude 073° 43' 52"<sup>46</sup>W ✓  
latitude 40° 49' 35"<sup>34.96</sup>N, longitude 073° 43' 51"<sup>.01</sup>W ✓  
latitude 40° 50' 10"<sup>.49</sup>N, longitude 073° 42' 42"<sup>41.94</sup>W ✓

A groin shown on TP-01269 at latitude 40° 49' 40"N, longitude 073° 44' 13"<sup>.01W</sup> was searched for at low water with good visibility and not found. A rock was found at this location with no evidence of any obstructions inshore. The rock should be charted while the groin should not be charted. *CONCUR* ✓

The offshore end of a pier, which is currently under construction, was located at latitude 40° 50' 15"N, longitude 073° 45' 03"W. This pier is recommended for charting perpendicular from shore. *CONCUR* ✓

A breakwater shown on TP-01269 at latitude 40°50'02"W, longitude 073°42'26"W, does not exist. A large wreck in this same area was probably mis-identified on the photograph. *CONCUR*

All rocks shown on TP-01269 were either located by detached position or were encompassed in areas foul with rocks. *CONCUR* ~~All rocks shown on TP-01269 are recommended for charting.~~ *ALL AREAS SHOULD BE CHARTED AS SHOWN ON PRESENT SURVEY. SEE ALSO SECTION (6.9.3) OF THE EVALUATION REPORT.*

All field notes regarding these changes are recorded on the graphic records for each day of hydrography. No sounding volumes or notebooks were used. A complete list of all detached positions, generated through the HDAPS Contact File Utility is included in the "Separates to be Included With Survey Data". It lists the feature or item number, position, and the elevation corrected to mean <sup>LOWER</sup> low water using predicted tides.

K. CROSSLINES *SEE ALSO SECTION 3.9. OF THE EVALUATION REPORT.*

A total of 13.0 linear nautical miles of crosslines were run on H-10346 which equals 19.5% of the main scheme hydrography. Crosslines agree within 0.3 meters throughout the entire survey, with one exception. Crosslines run on day 184 disagree with the mainscheme run on day 173 by 1.0 meter in the vicinity of latitude 40°50'00"N, longitude 073°44'00". Applied predicted tides of -1.4 meters on day 184 and -1.7 meters on day 173 versus actual values of -1.2 meters on day 184 and -2.2 meters on day 173 account for this discrepancy. *APPROVED TIDES APPLIED DURING OFFICE PROCESSING.*

L. JUNCTIONS *SEE ALSO SECTION 5. OF THE EVALUATION REPORT.*

This survey is scheduled to junction with OPR-B285-AHP2 surveys to be completed in the 1991 summer field season. Sheet letter "C" will be the contemporary junction survey to the north of H-10346. Sheet letter "A" will be the contemporary junction survey to the west of H-10346.

This survey junctions with prior survey H-5546, 1:10,000 scale, June-July 1934. In depths less than 10 meters along the western junction soundings on H-10346 are 0.3 meters shoaler than the prior. In depths greater than 10 meters, soundings on H-10346 are 3 meters shoaler than the prior along the western junction. In depths greater than 10 meters, H-10346 soundings are 1.5 to 3 meters shoaler than the prior along the northern junction. In depths less than 10 meters along the northern junction, soundings from H-10346 are 0.9 meters to 1.5 meters shoaler than the prior. Suggested reasons for these discrepancies are mentioned in section M of this report.

M. COMPARISON WITH PRIOR SURVEYS SEE ALSO SECTION 6. OF THE EVALUATION REPORT.

This survey was compared with prior survey H-5546, a 1:10,000 scale survey from 1934.

Seven of the thirty-four items assigned which fall within the limits of this survey originate from prior surveys. Four of the items are from H-5546, while three are from H-5078, a 1930 wire drag survey, which were carried over to H-5546. These are discussed completely on item investigation reports<sup>INCLUDED</sup> in the "~~Separates to be Included With Survey Data~~". DESCRIPTIVE REPORT.

Northwest of a line connecting Hewlett and Barker points, depths from H-10346 are as much as 2.5 meters shoaler than prior survey soundings. Southeast of this line into Manhasset Bay depths from H-10346 are generally 0.3 meters shoaler than those on the prior survey, extending southward to latitude 40°49'00"N.

Considerable shoaling has occurred south of latitude 40°49'00"N, particularly along both shorelines, leaving a much narrower natural channel on H-10346 in this area than is seen on the prior survey. Where the deep water occurs on H-10346, soundings agree within 0.3 meters with the prior survey. The alongshore areas are as much as 2 meters shoaler on H-10346. CONCUR

All significant soundings seen on the prior survey were addressed as item 5649, 5651, 5633 and 5634.

The rock shown awash on the prior survey at latitude 40°51'03", longitude 073°44'22"W, was found with a least depth of 0.37 meters on H-10346 which agrees with the current chart. ✓

N. COMPARISON WITH THE CHART SEE ALSO SECTION 7. OF THE EVALUATION REPORT.

This survey was compared to the 20th edition of chart 12366, dated November 1, 1986.

In addition to the seven items originating from prior surveys, twenty-seven items from other sources were addressed on this survey. These are discussed on item investigation report forms<sup>INCLUDED</sup> in the "~~Separates to be Included With Survey Data~~". DESCRIPTIVE REPORT.

One danger to navigation was identified on this survey. An obstruction was found at latitude 40°49'53.2"N, longitude 073°43'49.8"W, covering 4.8 meters. Divers found the obstruction to be a wreck 6 meters long by 3 meters wide with a least depth of 3.8 meters at mean low water. A copy of the danger to navigation report is included in the "Separates to be Included With Survey Data". A dive investigation report on this wreck is<sup>INCLUDED</sup> in the "~~Separates to be Included With Survey Data~~". DESCRIPTIVE REPORT. ✓

Sounding comparison results between charted soundings and those found on survey H-10346, are the same as those discussed in section M of this report.

All isolated soundings charted in this survey area were investigated as items with the exception of an eleven foot (3.4 meter) sounding at latitude 40°50'13"N, longitude 073°44'44"W and a twelve foot (3.7 meter) sounding at latitude 40°49'33"N, longitude 073°43'12"W, which are no longer isolated soundings using the metric depth curves. *CONCUR*

The rock charted at latitude 40°51'18"N, longitude 073°44'30"W was not investigated on this survey and will be addressed by the survey for sheet "C" from OPR-B285-AHP2 in 1991. All other charted rocks were either located by detached position or were encompassed within foul areas. One of these foul limit lines is shown on the smooth track plot (positions 1101-1104), but is not plotted on the final field sheet. It is intended as a verification of the chart representation in this area of numerous rocks, without the need to reject previously run mainscheme hydrography falling inside the foul limit. Chart representation in this area is accurate. For smooth sheet depiction, the foul limit should take precedence over the hydrography. *CONCUR*

O. ADEQUACY OF SURVEY *SEE SECTION 9. OF THE EVALUATION REPORT.*

This survey is a complete basic hydrographic survey and is adequate to supersede all prior surveys within the common area.

P. AIDS TO NAVIGATION *SEE ALSO SECTION 7.C. OF THE EVALUATION REPORT.*

Ten floating aids to navigation exist within the survey area. Buoys G "29", G"1", RN "4" and the white danger buoy labeled "ROCK" were all found on station and serving the apparent purpose for which they were established. Buoy C "3", charted as a black can, was found on station, but is a green can and should be charted as such. Buoy C "5" was found 60 meters northwest of the charted position while N "6" was found 50 meters northwest of the charted position. Both serve the apparent purpose for which they were established. *CONCUR*

Privately maintained buoys charted as: N "6", found 40 meters north its of charted position; N "4", found 50 meters north northwest of the charted position; and N "2" found 50 meters northeast of the charted position, were all found without identifying numbers. They all adequately serve the apparent purpose for which they were established. They are shown on the final field sheet with their charted identifying numbers, which are recommended for retention on the chart. *CONCUR*

A cupola charted at latitude 40°50'05"N, longitude 073°43'42"W, no longer exists and is recommended for deletion on the NOAA form 76-40 in the appendices of this report. All other landmarks within the final field sheet limits were visually verified as presently charted with published NGS positions. NC

There are no bridges, overhead cables, submarine cables, pipelines nor ferry routes within the limits of this survey.

Q. STATISTICS

Description

Total Positions	1219
Detached Positions	123
Duplicate Positions	3
Total Miles of Hydrography	94.2
Sq. Nautical Miles of Hydrography	4
Bottom Samples	17
Velocity Casts	5
Tide Stations	3
Days of Production	14

R. MISCELLANEOUS

No anomalous tidal or current conditions were observed while conducting this survey.

Bottom samples taken on this survey were visually inspected and not retained. The Smithsonian Institution did not request samples from this project.

S. RECOMMENDATIONS SEE SECTION 9. OF THE EVALUATION REPORT.

Not Applicable.

T. REFERRAL TO REPORTS

<u>Title</u>	<u>Transmittal Information</u>
Descriptive Report To Accompany Survey H-10346	Atlantic Hydrographic Section Norfolk, Virginia N/CG244
Horizontal Control Report for OPR-B285-AHP2	Field Photogrammetry Section Norfolk, VA (N/CG233)
Chart Sales Agent Report for OPR-B285-AHP2	Chart Distribution Branch (N/CG33) Rockville, MD.
User Evaluation Report OPR-B285-AHP2	Atlantic Hydrographic Section (N/CG244) Norfolk, Va.
Chart Inspection Report OPR-B285-AHP2	Atlantic Hydrographic Section (N/CG244) Norfolk, Va.
Coast Pilot Report	Coast Pilot Section Mapping and Charting Branch (N/CG22) Rockville, MD

Submitted by: Brian A. Link, Launch Hydrographer-in-Charge

CHART 12366

PRE-SURVEY REVIEW ITEM #5609, 5610  
OBSTRUCTION (Piers)

SOURCE: Chart 12366

INVEST. DATE: 7/11/90 (DN 192) TIME: 1816Z

VESSEL: 1292

Chief of Party: LCDR V. Dale Ross

REFERENCE: H-10346 (OPR-B285-AHP)

POSITION: 797-798

CORRECTORS APPLIED: NONE

GEODETIC POSITION:

LATITUDE

LONGITUDE

CHARTED: PSR 5609>	40° 48' 06.5"N	073° 42' 42.8"W
PSR 5610>	40° 48' 07.8"N	073° 42' 42.4"W

OBSERVED:

-NOT FOUND-

POSITION DETERMINED BY: Range - Falcon Mini-Ranger  
Azimuth - Nikon NT2D Theodolite

METHOD OF ITEM INVESTIGATION: The alongshore area of the charted piers was visually searched in depths less than one meter with good bottom visibility. No evidence of piers or submerged ruins were seen. Detached positions were taken in the vicinity of the items to ensure the vessel was in the proper vicinity. *CONCUR*

CHARTING RECOMMENDATIONS: Delete both ~~item~~ piers from chart 12366. *CONCUR*

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COMPILATION USE

CHART:

APPLIED AS:



CHART #12366

PRE-SURVEY REVIEW ITEM #5611  
SHOALING

SOURCE: CL1403/84 - USPS

INVEST. DATE: 7/11/90 (DN 192) TIME: 1622Z - 1709Z VESSEL: 1292

Chief of Party: LCDR V. Dale Ross

REFERENCE: H-10346 (OPR-B285-AHP) POSITION: 719 - 755

CORRECTORS APPLIED: PREDICTED TIDES, TRA AND VELOCITY

GEODETIC POSITION:	LATITUDE (N)	LONGITUDE (W)
CHARTED:	40° 48' 16.0"N	073° 42' 46.0"W
OBSERVED:	- See method of Investigation -	

POSITION DETERMINED BY: Range - Falcon Mini-Rangers  
Azimuth - Nikon NT2D Theodolite

METHOD OF ITEM INVESTIGATION: The area charted as shoaling (uncovering) on chart 12366, was developed at no greater than 50 meter line spacing from shore to shore, east to west, and from 300 meters north of and 300 meters south of the center of the shoal area. Depths found range from zeroes at latitude 40° 48' 17"N, longitude 073° 42' 45"W to uncovering 1.0 meter due south into the head of navigation. Depths are at mean <sup>LOWER</sup> low water.

THE AREA SHOALING (UNCOVERING) HAD MIGRATED <sup>LOWER</sup> 75 METERS TO THE SOUTH OF THE CHARTED LOCATION

CHARTING RECOMMENDATIONS: ~~Chart the area as uncovering based on H-10346.~~ IT IS RECOMMENDED THAT THE AREA SHOALING (UNCOVERING) BE DELETED, AND THE AREA CHARTED AS SHOWN ON PRESENT SURVEY.

---

COMPILATION USE

CHART:

APPLIED AS:

CHART #12366

PRE-SURVEY REVIEW ITEM #5613,5614,5615  
OBSTRUCTION (Piers)

SOURCE: Chart 12366

INVEST. DATE: 7/10/90 (DN 191) TIME: 142736 VESSEL: 1292

Chief of Party: LCDR V. Dale Ross

REFERENCE: H-10346 (OPR-B285-AHP) POSITION: 634

CORRECTORS APPLIED:

VELOCITY: No

TRA CORRECTORS: No

PREDICTED TIDES: Yes

GEODETTIC POSITION:

LATITUDE (N)

LONGITUDE (W)

CHARTED:	PSR 5613>	40° 48' 28.0"	073° 42' 38.8" <sup>✓</sup>
	PSR 5614>	40° 48' 29.0"	073° 42' 38.1" <sup>✓</sup>
	PSR 5615>	40° 48' 29.8"	073° 42' 37.8"
OBSERVED:	PSR 5615>	40° 48' 30.4" <sup>38</sup>	073° 42' 37.3" <sup>✓</sup>

POSITION DETERMINED BY: Range - Falcon Mini-Rangers  
Azimuth - Nikon NT2D Theodolite

METHOD OF ITEM INVESTIGATION: The area between the piers shown on TP-01269 which lie north and south of the piers referred to in the AWOIS listing was visually searched. Position 634, the offshore end of pier ruins bearing 0.72 meter at mean <sup>LOW</sup> low water was found. This was the only evidence of ruins found in this area.

CHARTING RECOMMENDATIONS: Chart ruins based on position 634, at the above observed position. Delete the southerly two of the three charted piers. <sup>✓</sup> CONCUR

---

COMPILATION USE

CHART:

APPLIED AS:

CHART #12366

PRE-SURVEY REVIEW ITEM #5616  
OBSTRUCTION (PIER)

SOURCE: Chart 12366

INVEST. DATE: 7/12/90 (DN 191)

TIME: 1409Z

VESSEL: 1292

Chief of Party: LCDR V. Dale Ross

REFERENCE: H-10346 (OPR-B285-AHP)

POSITION: 631.02

CORRECTORS APPLIED: Predicted Tides

GEODETIC POSITION:

LATITUDE (N)

LONGITUDE (W)

CHARTED:

40° 48' 42.0"

073° 42' 35.0"

OBSERVED:

40° 48' 42.3"  
18

073° 42' 33.3"  
31.18 ✓

POSITION DETERMINED BY: Range - Falcon Mini-Rangers  
Azimuth - Nikon NT2D Theodolite

METHOD OF ITEM INVESTIGATION: The offshore end of a rock groin baring 1.4 meters at mean <sup>LOWEST</sup> low water, was located by detached position at the above observed position. No evidence of a wooden pier structure existed, however the rock groin is probably the foundation for an old pier, which is a common method of pier construction in this survey area.

CHARTING RECOMMENDATIONS: ~~Chart the groin based on the above observed position.~~ IT IS RECOMMENDED THAT THE CHARTED PIER BE DELETED, AND A GROIN BE CHARTED AS SHOWN ON PRESENT SURVEY.

---

COMPILATION USE

CHART:

APPLIED AS:

CHART #12366

PRE-SURVEY REVIEW ITEM #5617  
OBSTRUCTION (Pier)

SOURCE: Chart 12366

INVEST. DATE: 7/10/90 (DN 191) TIME: 140510Z

VESSEL: 1292

Chief of Party: LCDR V. Dale Ross

REFERENCE: H-10346 (OPR-B285-AHP)

POSITION: 631.01

CORRECTORS APPLIED: Predicted Tides

GEODETIC POSITION:

LATITUDE (N)

LONGITUDE (W)

CHARTED:

40° 48' 46.3"

073° 42' 33.6"

OBSERVED:

40° 48' 46.<sup>39</sup>4"

073° 42' 31.<sup>16</sup>1"

POSITION DETERMINED BY: Range - Falcon Mini-Rangers  
Azimuth - Nikon NT2D Theodolite

METHOD OF ITEM INVESTIGATION: The offshore end of a rock groin baring 1.9 meters at mean <sup>lower</sup> low water, was located by detached position at the above observed position. No evidence of a wooden pier structure existed, however the rock groin is probably the foundation for an old pier, which is a common method of pier construction in this survey area.

CHARTING RECOMMENDATIONS: Chart the groin based on the above observed position. CONCUR IT IS ALSO RECOMMENDED THAT THE CHARTED PIER BE DELETED.

COMPILATION USE

CHART:

APPLIED AS:

OK

CHART #12366

PRE-SURVEY REVIEW ITEM #5618, 5619  
OBSTRUCTION (Piers)

SOURCE: Chart 12366

INVEST. DATE: 7/11/90 (D.N.192) TIME: 1452 - 1455Z VESSEL: 1292

Chief of Party: LCDR V. Dale Ross

REFERENCE: H-10346 (OPR-B285-AHP)

POSITION: 708 - 709

CORRECTORS APPLIED: None

GEODETIC POSITION:

LATITUDE (N)

LONGITUDE (W)

CHARTED: PSR 5618>  
          PSR 5619>

40° 48' 53.2"  
40° 48' 54.2"

073° 43' 06.0"  
073° 43' 04.8"

OBSERVED:

- Not Found -

POSITION DETERMINED BY: Range - Falcon Mini-Rangers  
Azimuth - Nikon NT2D Theodolite

METHOD OF ITEM INVESTIGATION: A visual inspection of the area revealed no evidence of any piers or ruins other than the two shown on TP-01269. A detached position was taken in the vicinity of the items to ensure the vessel was in the proper search location. *CONCUR*

CHARTING RECOMMENDATIONS: A recommendation is made to remove ~~these charted (item) piers~~ from chart 12366, and chart ~~only the two piers shown on TP-01269~~. *AREA AS SHOWN ON PRESENT SURVEY. CONCUR*

---

COMPILATION USE

CHART:

APPLIED AS:

OK?

CHART #12366

PRE-SURVEY REVIEW ITEM #5620  
OBSTRUCTION (Pier)

SOURCE: Chart 12366

INVEST. DATE: 7/19/90 (DN 199) TIME: 182947Z

VESSEL: 1292

Chief of Party: LCDR V. Dale Ross

REFERENCE: H-10346 (OPR-B285-AHP)

POSITION: 1111

CORRECTORS APPLIED: None

GEODETIC POSITION:

LATITUDE (N)

LONGITUDE (W)

CHARTED:

40° 49' 16.2~~4~~

073° 42' 21.4~~4~~

OBSERVED:

40° 49' 16.2<sup>7</sup>

073° 42' 18.9<sup>5</sup>

POSITION DETERMINED BY: Multiple LOP, Falcon Mini-Rangers

METHOD OF ITEM INVESTIGATION: A visual search of the area revealed no evidence of the charted pier or any ruins. A detached position was taken on the offshore end of a boat ramp with wood and pile sides (see photo), which at low tide is completely exposed and unusable. This ramp is in the location of the charted (item) pier

CHARTING RECOMMENDATIONS: Delete the charted pier, and chart a ~~"ramp" notation at the above observed position~~ AREA AS SHOWN ON PRESENT SURVEY. CONCUR

---

COMPILATION USE

CHART:

APPLIED AS:

done

CHART #12366

PRE-SURVEY REVIEW ITEM #5622  
OBSTRUCTION (Two Rocks)

SOURCE: CL1347/82, USPS

INVEST. DATE: 7/19/90 (DN 199) TIME: 1728 - 1733Z VESSEL: 1292

Chief of Party: LCDR V. Dale Ross

REFERENCE: H-10346 (OPR-B285-AHP) POSITION: 1095 - 1097

CORRECTORS APPLIED: Predicted Tides

GEODETIC POSITION:	LATITUDE (N)	LONGITUDE (W)
CHARTED:	40° 49' 27.0"	073° 43' 48.0"
OBSERVED: pos.1095>	40° 49' 31.6"	073° 43' 48.5" <sup>49</sup>
pos.1096>	40° 49' 31.0" <sup>68</sup>	073° 43' 48.6" <sup>5</sup>
pos.1097>	40° 49' 30.7" <sup>68</sup>	073° 43' 47.9" <sup>88</sup>

CORRECTORS APPLIED: Predicted Tides

POSITION DETERMINED BY: Multiple LOP, Falcon Mini-Rangers

METHOD OF ITEM INVESTIGATION: The shoreline in this area was visually searched at low tide. Two prominent rocks and the center of a ten-meter diameter area of boulders were the only rocks found between the piers shown on TP-01269, in the area of this item. Position 1095 is a 1-meter by 3-meter boulder baring 0.9<sup>7</sup> meter. Position 1096 is a 2.5-meter diameter boulder baring 1.9<sup>6</sup> meters, and position 1097 is the center of a ten-meter diameter cluster of boulders, baring 0.7<sup>4</sup> meter. Depths are at mean <sup>LOWER</sup> low water.

CHARTING RECOMMENDATIONS: ~~These rocks should be charted at the above observed positions with the dangerous rock symbol currently charted in this vicinity, as scale permits. IT IS RECOMMENDED THAT THE CHARTED ROCK AWASH WITH A DANGER CURVE BE DELETED, AND THE AREA CHARTED AS SHOWN ON PRESENT SURVEY, AS CHART SCALE PERMITS.~~

COMPILATION USE

CHART:

APPLIED AS:

CHART #12366

PRE-SURVEY REVIEW ITEM #5624, 5625, 5626, 5627  
OBSTRUCTIONS (Piers)

SOURCE: Chart 12366

INVEST. DATE: 7/19/90 (DN 199) TIME: 1710 - 1721 VESSEL: 1292

Chief of Party: LCDR V. Dale Ross

REFERENCE: H-10346 (OPR-B285-AHP) POSITION: 1091 - 1094

CORRECTORS APPLIED: Predicted Tides

GEODETIC POSITION:	LATITUDE (N)	LONGITUDE (W)
CHARTED: PSR 5624>	40° 49' 33.3"	073° 43' 53.1"
PSR 5625>	40° 49' 34.3"	073° 43' 53.6"
PSR 5626>	40° 49' 35.0"	073° 43' 54.2"
PSR 5627>	40° 49' 36.8"	073° 43' 56.1"

OBSERVED: See Method of Item Investigation

POSITION DETERMINED BY: Multiple LOP, Falcon Mini-Rangers

METHOD OF ITEM INVESTIGATION: The shoreline was visually searched at low tide. Position 1094 (Item 5624), latitude 40°49'35.0"N, <sup>34.96</sup> longitude 073°43'51.0"W, is a detached position on the offshore end of a rock groin in ruins baring 0.52 meter. Position 1093 (Item 5625), latitude 40°49'36.0"N, longitude 073°43'52.0"W, is a detached position on the offshore <sup>35.94</sup> end of a rock groin in ruins baring 0.52 meter. Position 1092 (Item 5626), latitude 40°49'36.6"N, longitude 073°43'51.5"W, is a detached position on a 3-meter diameter boulder which bares <sup>48</sup> 1.3 meters. No evidence of ruins exists inshore of this boulder. Position 1091, (Item 5627), latitude 40°49'37.0"N, <sup>36.95</sup> longitude 073°43'54.3"W, is a detached position on the offshore end of a rock groin baring 1.2 meters. <sup>4.9</sup> *ALL ELEVATIONS AT MLLW.*

CHARTING RECOMMENDATIONS: ~~Chart ruins at positions 1093 and 1094. Chart a groin at position 1091. Chart a rock symbol at position 1092.~~ *DELETE ALL AWOIS ITEMS AND CHART AREA AS SHOWN ON PRESENT SURVEY.*

---

COMPILATION USE

CHART:

APPLIED AS:



OK

CHART #12366

PRE-SURVEY REVIEW ITEM #5628  
WRECK

SOURCE: LNM35/726

INVEST. DATE:

TIME:

VESSEL: 1292

Chief of Party: LCDR V. Dale Ross

REFERENCE: H-10346 (OPR-B285-AHP)

POSITION: NONE

CORRECTORS APPLIED: None

GEODETIC POSITION:

LATITUDE (N)

LONGITUDE (W)

CHARTED:

40° 49' 39.0"

073° 43' 07.0"

OBSERVED:

- NOT FOUND -

POSITION DETERMINED BY:

METHOD OF ITEM INVESTIGATION: This item could not be adequately resolved by the survey requirements disapproval techniques. Neither a bottom drag nor a diver investigation circle search could be performed because of the numerous vessels moored in the area of this wreck. Local residents and marina workers had no knowledge of anything remaining of the wreck. In the hydrographers opinion, the area would have silted over the remains, if any, in the eighteen years since the vessel burned, and now poses no danger worth charting.

CHARTING RECOMMENDATIONS: ~~Delete wreck PA from chart 12366.~~

ITEM RECOMMENDED FOR ADDITIONAL WORK AS DISCUSSED IN LETTER FROM ATLANTIC HYDROGRAPHIC SECTION, DATED 27 AUGUST 1991. IT IS RECOMMENDED THAT THE DANGEROUS SUNKEN WRECK, PA BE RETAINED AS CHARTED.

COMPILATION USE

CHART:

APPLIED AS:

OK

CHART #12366

PRE-SURVEY REVIEW ITEM # 5633  
Obstruction

SOURCE: H5078/30WD, H5546/34

INVEST. DATE: 7/17/90 (DN 198) TIME: 1337-1422Z VESSEL: 1292  
8/15/90 (DN 226) 1600-1625Z

Chief of Party: LCDR V. Dale Ross

REFERENCE: H-10346 (OPR-B285-AHP) POSITION: DN 198 > 899-937  
DN 226 > 1239

CORRECTORS APPLIED:

GEODETIC POSITION:	LATITUDE (N)	LONGITUDE (W)
CHARTED:	40° 49' <sup>48.0</sup> <del>47.8</del> "	073° 44' <sup>09.0</sup> <del>09.5</del> "
OBSERVED:	- Not Found -	

POSITION DETERMINED BY: Multiple LOP, Falcon Mini-Rangers

METHOD OF ITEM INVESTIGATION: On day 198, the area was developed by lines of hydrography at no greater than 10-meter line spacing, in two directions perpendicular to each other. An area of 50-meter radius was covered. Nothing was found. On day 226, divers performed a circle search of the area, again with negative results. The dive investigation report is included with this report. ✓

CHARTING RECOMMENDATIONS: Delete the obstruction from chart 12366.

*DO NOT CONCUR  
AREA INVESTIGATED WAS NORTH OF CHARTED OBSTRUCTION. IT IS RECOMMENDED  
THAT THE CHARTED OBSTRUCTION BE RETAINED AS CHARTED. ADDITIONAL WORK  
AT AN OPPORTUNE TIME IS RECOMMENDED.*

---

COMPILATION USE

CHART:

APPLIED AS:

DIVE INVESTIGATION REPORT  
PROJECT NUMBER B285  
SURVEY H-10346  
FIELD NUMBER AHP-10-7-90

DIVE NUMBER 2

DIVE DATE 8/15/90 (DN226)

I. AREA OF INVESTIGATION

- A. State/Country NEW YORK / USA Sub-Locality LONG ISLAND SOUND
- B. Position: Latitude 40° 49' 48.4" N Longitude 73° 44' 09.3" W  
(Dive site or center of search area)
- C. Method of Positioning R/AZ (THEODOLITE / FALCON MINI-RANGER)

II. PURPOSE OF INVESTIGATION

- A. AWOIS item number: 5633
- B. Source of item being investigated (if other than AWOIS listing): \_\_\_\_\_
- C. Contacts (e.g. USCG, C of E, Harbor Masters, Owners, etc.):  
NONE
- D. Names, Addresses and Phone Numbers etc. of contacts:  
NONE

III. SURVEY PROCEDURES

- A. Determination of dive site (e.g. wire drag, side scan, development): AWOIS
- B. Search Procedure (e.g. following a groundwire, circle search, sweep along known feature, etc.)
- C. Known reference to features nearby: NONE
- D. Area and depths covered:  
50m RADIUS, 2.7m - 4.3m depth

IV. DIVE DATA

- A. Divers: LTJG. JAMES VERLAQUE
- B. Time of Dive (in UTC) - Real 1600Z  
Elapsed 20 min.
- C. General Bottom Depths (units and method of determination):  
2.7 - 4.3 meter fathometer
- D. Current and conditions: NONE AND SEPTIC
- E. Visibility (number of feet - horizontally and vertically):  
2 FT. (V) 2 FT (H)
- F. Bottom type (mud sand, rocks, etc.): \_\_\_\_\_

IV. RESULTS

- A. Detached Positions Number(s): 1239  
Time of D.P.'s (UTC): Describe if other time zone: 162528  
• Least Depth and Fix Numbers (raw depth): NOT FOUND.  
Method of determining depth (The raw sounding should be recorded. The reduced least depth should be plotted on the field sheet.) \_\_\_\_\_
- B. Description of findings:  
NOTHING FOUND
- C. Dimensions of item or feature (attach sketch if appropriate):
- D. Unusual Conditions:

VI. CHARTING RECOMMENDATIONS

Position Lat. 40° 49' 48.4" Long. 73° 44' 09.3"  
Reduced Depth \_\_\_\_\_  
Type of Feature (Reference Chart No.1) DELETE

CHART #12366

PRE-SURVEY REVIEW ITEM #5634  
3.5 meter Sounding (Charted 11ft.)

SOURCE: BP21830/1927,H5546/34

INVEST. DATE: 6/20/90 (DN 109) TIME: 1726-1807Z VESSEL: 1292

Chief of Party: LCDR V. Dale Ross

REFERENCE: H-10346 (OPR-B285-AHP) POSITION: 231-268

CORRECTORS APPLIED: Predicted Tides, TRA, Velocity

GEODETIC POSITION:	LATITUDE (N)	LONGITUDE (W)
CHARTED:	40° 49' 48.5"	073° 43' 29.5"
OBSERVED:	- Not Found -	

POSITION DETERMINED BY: Multiple LOP, Falcon Mini-Rangers ✓

METHOD OF ITEM INVESTIGATION: The area of the Charted 11-foot (3.5 meter) was developed with lines of hydrography at no greater than 25-meter line spacing both parallel to the main scheme as well as crossing it. Least depth found ~~in this area~~ was 4.2' meters\* ~~at the above charted position~~. Depth at mean low water. A plot of the hydrographic investigation is shown on a 1:2500 scale blow-up attached to this report. \* (13.4 FT) WITHIN THE SEARCH RADIUS OF THE AVOIDS ITEM.

CHARTING RECOMMENDATIONS: The sounding which would not be isolated using metric depth curves, should be deleted. Representative depths from H-10346 should be shown in this area. *CONCUR*

---

COMPILATION USE

CHART:

APPLIED AS:

N18400

N18300

N18200

N18100

N18000

LAT 40:49:50

OPR-B285-AHP2  
H-10346  
AHP-10-7-90  
ITEM 5634  
1:2500 SCALE

LON 73:43:40

E10800

E10900

LON 73:43:30

E11000

E11100

LON 73:43:20

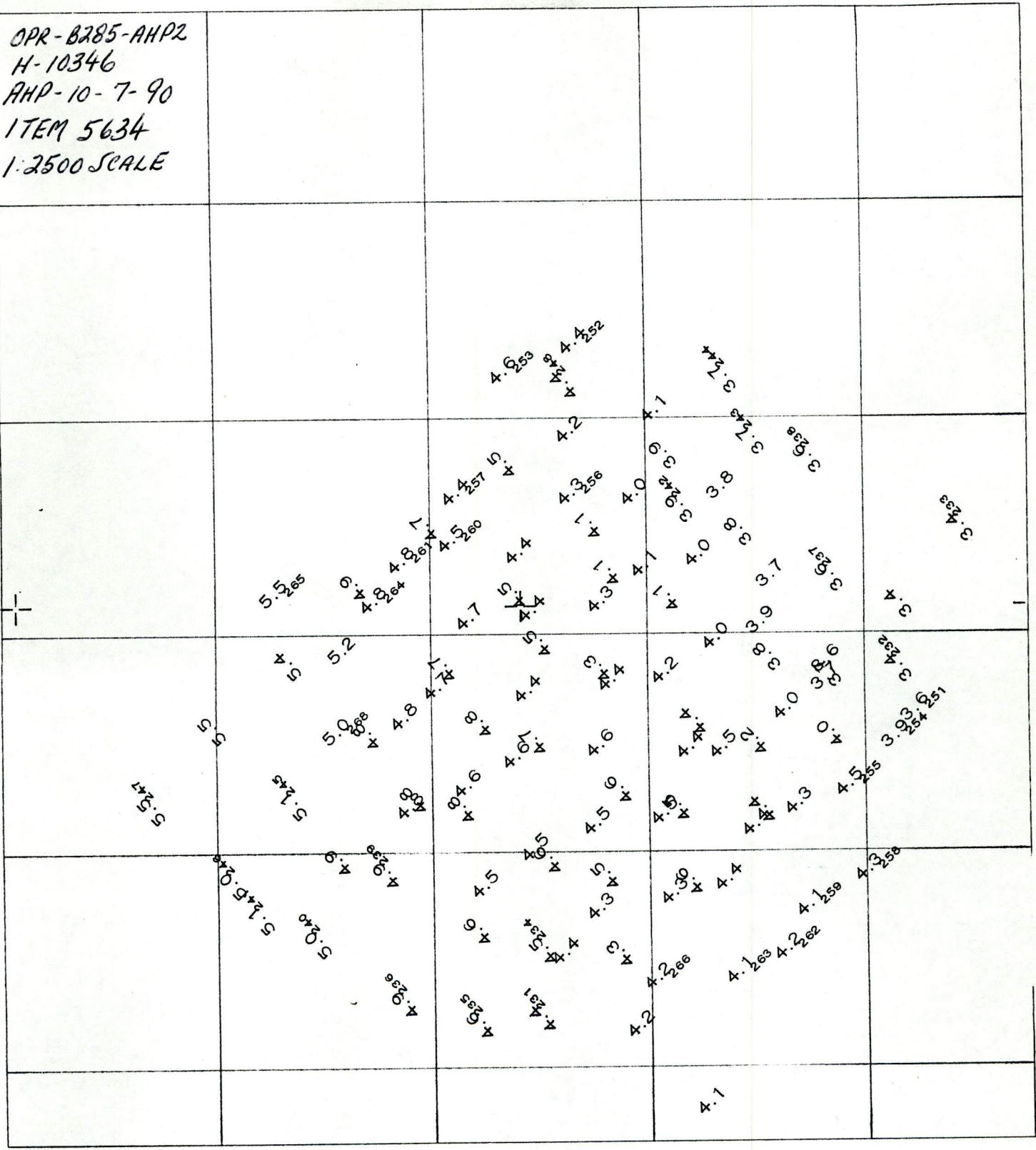


CHART #12366

PRE-SURVEY REVIEW ITEM #5635, 5643  
Shoaling Reported 1978 (5635)  
Shoaling to 1½ ft rep (5643)

4 FT REP 1980

SOURCE: CL1372/78, CL980/80 - USPS (5635)  
CL1195/79-USPS (5643)

INVEST. DATE: 7/26/90 TIME: 1735 - 1759 VESSEL #0519

Chief of Party: LCDR V. Dale Ross

REFERENCE: H-10346 (OPR-B285-AHP) POSITION: 1194 - 1218

CORRECTORS APPLIED: Predicted Tides, TRA, Velocity

GEODETIC POSITION:		LATITUDE (N)	LONGITUDE (W)
CHARTED:	PSR 5635>	40° 49' 49.0"	073° 42' 17.0"
	PSR 5643>	40° 50' 06.0"	073° 42' 16.0"
OBSERVED:		4Φ 5Φ' 09.Φ"	Φ73° 42' 14.5"
		- See Method of Item Investigation -	

POSITION DETERMINED BY: Multiple LOP, Falcon Mini-Rangers

METHOD OF ITEM INVESTIGATION: This area was developed at no greater than 50-meter line spacing from buoy "5" north into the marinas. An east side, centerline, and west side of the channel was also run. No depths less than 2<sup>1.8</sup> meters were found within the channel. Least depths in the area charted as "shoal to 1½ rep" were found to be 1.3<sup>1</sup> to 1.9<sup>6</sup> meters. The inlet charted as "4 ft rep 1980" was found to have an average depth of 2.5<sup>6</sup> meters. Depths at mean low water. (8.5 FT)

CHARTING RECOMMENDATIONS: Delete the three "shoaling" notations and chart representative soundings from H-10346. PRESENT SURVEY, CONCUR

---

COMPILATION USE

CHART:

APPLIED AS:

add  
ED

CHART #12366

PRE-SURVEY REVIEW ITEM #5636  
WRECK

SOURCE: CL713/45-USCG, CL505/68-OPR477-RU/HE

INVEST. DATE: 7/26/90 (DN 114) TIME:

VESSEL: 1292

Chief of Party: LCDR V. Dale Ross

REFERENCE: H-10346 (OPR-B285-AHP)

POSITION:

CORRECTORS APPLIED: None

GEODETIC POSITION:

LATITUDE (N)

LONGITUDE (W)

CHARTED:

40° 49' 53.9"

073° 42' 20.2"

OBSERVED:

- Not Found -

POSITION DETERMINED BY: Multiple LOP, Falcon Mini-Rangers

METHOD OF ITEM INVESTIGATION: The area of this charted wreck was developed at no more than 50-meter line spacing (Item 5635). No evidence of this wreck was noted during this development in depths 1.8 meters or less. Numerous vessels are moored in this area which made a bottom drag impossible. Local knowledge from Jim Flemings, Bay Constable, Town of North Hempstead said this area had been dredged at least twice since the early sixties and did not know of any wreck existing in this area.

CHARTING RECOMMENDATIONS: Delete wreck from chart 12366. *CONCUR*

---

COMPILATION USE

CHART:

APPLIED AS:



OK

CHART #12366

PRE-SURVEY REVIEW ITEM # 5639  
Wreck, (PA)

SOURCE: LNM29/54, CL505/68-OPR-477-RU/HE

INVEST. DATE: (DN 109) TIME: VESSEL: 1292

Chief of Party: LCDR V. Dale Ross

REFERENCE: H-10346 (OPR-B285-AHP) POSITION: ~~1859-1867~~  
1133-1146

CORRECTORS APPLIED:

GEODETIC POSITION:	LATITUDE (N)	LONGITUDE (W)
CHARTED:	40° 50' 02.5"	073° 42' 57.0"
OBSERVED:	- Not Found -	

POSITION DETERMINED BY: Multiple LOP, Falcon Mini-Rangers

METHOD OF ITEM INVESTIGATION: No evidence of the wreck was seen while developing this area at 50-meter line spacing to satisfy item 5645. This wreck is in an area which is densely populated with moored vessels, which precluded a bottom drag or diver investigation circle search. Local residents and workers knew nothing of the wreck, which dates back to 1954, and in the hydrographers opinion, was probably removed years ago to facilitate use of this area as an anchorage area, or has broken up and rotted to the point it no longer poses a danger to navigation worthy of charting.

CHARTING RECOMMENDATIONS: ~~Delete wreck from chart 12366. IT IS~~  
RECOMMENDED THAT THIS ITEM BE RETAINED AS CHARTED PENDING COMPLETION  
OF RECOMMENDED ADDITIONAL FIELD WORK.

COMPILATION USE

CHART:

APPLIED AS:

done

CHART 12366

PRE-SURVEY REVIEW ITEM #5640  
Wrecks

SOURCE: CL845/66-USPS, CL505/68-OPR-477-RU/HE

INVEST. DATE: 7/26/90

TIME: 1343 - 1347

VESSEL: 1292

Chief of Party: LCDR V. Dale Ross

REFERENCE: H-10346 (OPR-B285-AHP)

POSITION: 1118 - 1120

CORRECTORS APPLIED: Predicted Tides

GEODETIC POSITION:

LATITUDE (N)

LONGITUDE (W)

CHARTED:

40° 50' 02.9"

073° 42' 22.3"

OBSERVED: Pos.1118>

40° 50' 02.8"

073° 42' 20.7"

Pos.1120>

40° 50' 04.8"  
42

073° 42' 20.4"

POSITION DETERMINED BY: Multiple LOP - Falcon Mini-Ranger

METHOD OF ITEM INVESTIGATION: A detached position was taken on the north end (position 1120) and south end (position 1118) of the charted wreck. The wreck is 35 meters long by 7 meters wide, and is the wooden hull remains of an old ferry boat (per local knowledge). The south end of the wreck bares 1.5 meters, with a pile marking the south end baring 5<sup>2.7</sup> meters. The north end of the wreck bares 0.5 meters, with a pile marking the north end baring 3<sup>2.7</sup> meters. No other wreck exists in the area per visual inspection and from local knowledge. Heights at mean<sup>low</sup> water.

CHARTING RECOMMENDATIONS: Chart an exposed wreck at the above observed positions and delete the "wks" notation. ~~recommends this pier ruins remain as charted.~~ CONCUR

COMPILATION USE

CHART:

APPLIED AS:

done

CHART #12366

PRE-SURVEY REVIEW ITEM #5641  
Wreck OBSTN WITH DANGER CURVE

SOURCE: CL162/33, H5546/34, CL845/66-USPS

INVEST. DATE: 7/13 & 7/26/90 (DN 094 & 207) TIME: 1 hr. Vessel: 1292

Chief of Party: LCDR V. Dale Ross

REFERENCE: H-10346 (OPR-B285-AHP)

POSITION:

CORRECTORS APPLIED: None

GEODETIC POSITION:

LATITUDE (N)

LONGITUDE (W)

CHARTED:

40° 50' 05.5"

073° 42' 14.5"

OBSERVED:

- Not Found -

POSITION DETERMINED BY: Multiple LOP, Falcon Mini-Rangers

METHOD OF ITEM INVESTIGATION: A visual search was conducted at low tide along with a hydrographic development of the area at no greater than 50-meter line spacing as well as a line along the marina pier faces. No evidence of a wreck or obstruction was found. Local knowledge from Mr. Paul Faulk, President of Nassau Dock, Inc., 56 Edgewood Road, Port Washington, N.Y. 11050, also confirmed that no wreck or obstruction existed in this area except the charted Item 5640 wreck and the "uncovers" area charted, which extends from Toms Point. He also stated that extensive dredging and marina pier construction has taken place since 1966, when the obstruction was last reported.

CHARTING RECOMMENDATIONS: Delete the 1-foot obstruction from Chart 12366 *CONCUR*

---

COMPILATION USE

CHART:

APPLIED AS:

done

CHART #12366

PRE-SURVEY REVIEW ITEM #5642  
Three Wrecks

SOURCE: H5546/34

INVEST. DATE: 7/26/90 (DN 207) TIME: 1646 - 1654Z VESSEL: 1292

Chief of Party: LCDR V. Dale Ross

REFERENCE: H-10346 (OPR-B285-AHP) POSITION: 1172, 1174, 1175

CORRECTORS APPLIED: Predicted Tides

GEODETIC POSITION:	LATITUDE (N)	LONGITUDE (W)
CHARTED:	40° 50' 06.0"	073° 42' 09.0"
OBSERVED: pos.1172>	40° 50' 05.8" <sup>79</sup>	073° 42' 07.0" <sup>42</sup>
pos.1174>	40° 50' 07.5"	073° 42' 04.3" <sup>34</sup>
pos.1175>	40° 50' 08.2" <sup>17</sup>	073° 42' 07.0" <sup>47</sup>

POSITION DETERMINED BY: Multiple LOP - Falcon Mini-Ranger

METHOD OF ITEM INVESTIGATION: Position 1172 is a detached position taken over the center of a wreck, a barge 15 meters long by 5 meters wide, oriented north to south and baring 1.5<sup>9</sup> meters. Position 1174 is a detached position on the center of a broken up wreck 20 meters long by 5 meters wide lying on an "uncovers" area at low tide. Only wooden ribs remain, oriented northwest to southeast and bares 1.5<sup>9</sup> meters. A third wreck, identified as such by local knowledge, was located by position 1175, and is actually a floating barge tied off to the charted adjacent pier. The barge is 15 meters long by 3 meters wide and is aground on an "uncovers" area at low tide. Heights are at mean <sup>LOWER</sup> low water.\*

CHARTING RECOMMENDATIONS: ~~The hydrographer recommends only one exposed wreck be charted based on position 1172 with a "wks" notation in this area. IT IS RECOMMENDED THAT ALL CHARTED WRECKS BE DELETED, AND THE AREA CHARTED AS SHOWN ON PRESENT SURVEY.~~

COMPILATION USE

CHART:

APPLIED AS:

\* DURING OFFICE PROCESSING POSITION 1175 WAS DETERMINED TO BE BAD. PHOTOGRAPH SHOWED BARGE ON SOUTHSIDE OF PIER, BUT POSITION PLOTTED ON NORTHSIDE. A TELEPHONE DISCUSSION WITH MR. GUY LAMOTTA, OWNER OF MANHASSET BAY MARINA (1-(516)-883-8411) VERIFIED THAT THE BARGE IS ON THE SOUTHSIDE OF THE PIER. IT IS RECOMMENDED THAT THIS BARGE BE CHARTED AS SHOWN ON PRESENT SURVEY.

CHART #12366

PRE-SURVEY REVIEW ITEM #5644  
Wreck (PA)

SOURCE: CL1403/84-USPS

INVEST. DATE: 7/26/90 (DN 207) TIME: 1407Z

VESSEL: 1292

Chief of Party: LCDR V. Dale Ross

REFERENCE: H-10346 (OPR-B285-AHP)

POSITION: 1124

CORRECTORS APPLIED: None

GEODETIC POSITION:	LATITUDE (N)	LONGITUDE (W)
CHARTED:	40° 50' 06.5"	073° 42' 45.0"
OBSERVED:	40° 50' 06.6" <i>55</i>	073° 42' 42.2" <i>23</i>

POSITION DETERMINED BY: Multiple LOP - Falcon Mini-Ranger

METHOD OF ITEM INVESTIGATION: A detached position was taken on the center of the wreck. The wreck is the broken-up remains of a wood hull 10-meters long by 3-meters wide and is awash at ~~low tide~~. The wreck is oriented southwest to northeast. *MEAN LOWER LOW WATER*

CHARTING RECOMMENDATIONS: ~~Chart the dangerous submerged wreck symbol at the above observed position. IT IS RECOMMENDED THAT THE CHARTED VISIBLE WRECK, PA BE DELETED, AND A VISIBLE WRECK BE CHARTED AS SHOWN ON PRESENT SURVEY.~~

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COMPILATION USE

CHART:

APPLIED AS:

CHART #12366

PRE-SURVEY REVIEW ITEM #5645  
Shoaling to 6½ feet

SOURCE: CL1403/84-USPS

INVEST. DATE: 7/26/90 TIME: 1515 - 1531Z VESSEL: 1292

Chief of Party: LCDR V. Dale Ross

REFERENCE: H-10346 (OPR-B285-AHP) POSITION: 1133 - 1146

CORRECTORS APPLIED: Predicted tides, TRA, Velocity

GEODETIC POSITION:	LATITUDE (N)	LONGITUDE (W)
CHARTED:	40° 50' <del>15.0"</del> <sup>07.0</sup>	073° 43' <del>40.0"</del> <sup>04.0</sup>
OBSERVED:	- See method of Investigation -	

POSITION DETERMINED BY: Multiple LOP, Falcon Mini-Rangers

METHOD OF ITEM INVESTIGATION: The area was developed at no greater than 50-meter line spacing. Depths in this area ranged from ~~1.72~~<sup>1.72</sup> meters to ~~2.37~~<sup>2.37</sup> meters.

CHARTING RECOMMENDATIONS: Delete the "6½ rep" notation and chart ~~representative soundings from H-10346.~~ AREA AS SHOWN ON PRESENT SURVEY. CONCUR

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COMPILATION USE

CHART:

APPLIED AS:

CHART #12366

PRE-SURVEY REVIEW ITEM #5646  
Log Boom

SOURCE: CL1347/82-USPS

INVEST. DATE: 7/10/90 (DN 191) TIME: 1646 - 1650Z VESSEL: 1292

Chief of Party: LCDR V. Dale Ross

REFERENCE: H-10346 (OPR-B285-AHP)

POSITION: 652 - 655

CORRECTORS APPLIED: None

GEODETIC POSITION:	LATITUDE (N)	LONGITUDE (W)
CHARTED:	40° 50' 15.0"	073° 43' 40.0"
OBSERVED: North End>	40° 50' 17.2 <sup>87</sup> "	073° 43' 31.9 <sup>87</sup> "
South End>	40° 50' 03.6 <sup>55</sup> "	073° 43' 35.6 <sup>57</sup> "

POSITION DETERMINED BY: Multiple LOP, Falcon Mini-Rangers

METHOD OF ITEM INVESTIGATION: A limit line was run along the log boom to define its location, and was found to run in a fairly straight line between the above observed positions. The boom, which appears to be an oil containment boom, was referred to in the survey records as such. Signs along the oil boom state that it is authorized by Federal Permit No. 11919. The purpose of the boom, according to local knowledge, is to keep boaters out of the area, by three landowners in the cove. Numerous dinghies are moored inside the boom to further dissuade boaters from entering.

CHARTING RECOMMENDATIONS: The log boom should remain as charted based on the above observed positions. The hydrographer feels the term "log boom" is more appropriate for charting in this area than "oil boom". *CONCUR*

CHART #12366

PRE-SURVEY REVIEW ITEM #5647  
Pier

SOURCE: CL1042/84 COE

INVEST. DATE: 7/16/90 (DN 197) TIME: 1601Z VESSEL: 1292

Chief of Party: LCDR V. Dale Ross

REFERENCE: H-10346 (OPR-B285-AHP) POSITION: 861

CORRECTORS APPLIED: Predicted Tides

GEODETIC POSITION:	LATITUDE (N)	LONGITUDE (W)
CHARTED:	40° 50' 30.4"	073° 43' 51.0"
OBSERVED:	40° 50' 29.6" <sup>64</sup>	073° 43' 48.1" <sup>78</sup>

POSITION DETERMINED BY: Multiple LOP, Falcon Mini-Rangers

METHOD OF ITEM INVESTIGATION: A detached position was taken on an obstruction found at the location of the item pier. A visual inspection of the area in depths to 1.5 meters showed no evidence of any further ruins or obstructions. A least depth of 0.4 meter <sup>v</sup> was found over this obstruction. @mlw

CHARTING RECOMMENDATIONS: The hydrographer recommends charting an obstruction at the above observed position. CONCUR  
IT IS RECOMMENDED THAT THE CHARTED PIER BE DELETED.

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COMPILATION USE

CHART:

APPLIED AS:



OK

CHART 12366

PRE-SURVEY REVIEW ITEM #5648  
Pier *RUINS*

SOURCE: T5333/33

INVEST. DATE: 7/16/90 (DN 197) TIME: 1615Z

VESSEL: 1292

Chief of Party: LCDR V. Dale Ross

REFERENCE: H-10346 (OPR-B285-AHP)

POSITION: 864

CORRECTORS APPLIED: Predicted Tides

GEODETIC POSITION:

LATITUDE (N)

LONGITUDE (W)

CHARTED:

40° 50' 33.0"

073° 43' 52.3"

OBSERVED:

40° 50' 33.<sup>79</sup>"

073° 43' 50.<sup>43</sup>"

POSITION DETERMINED BY: Multiple LOP - Falcon Mini-Ranger

METHOD OF ITEM INVESTIGATION: The area of this item was visually searched for evidence of pier ruins, which could be seen on shore. A range line of the ruins on shore was run from offshore into shore to find the offshore end, located by detached position 864. No other ruins were found either on line or adjacent to the ruins located by position 864. The ruins bare 0.7 meter at mean <sup>lower</sup> low water.

CHARTING RECOMMENDATIONS: Chart pier ruins based on the above observed position. *CONCOR*

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COMPILATION USE

CHART:

APPLIED AS:



DIVE INVESTIGATION REPORT  
PROJECT NUMBER B-285  
SURVEY H-10346  
FIELD NUMBER AHP-10-7-90

DIVE NUMBER 3

DIVE DATE 8/15/90 (DN 226)

I. AREA OF INVESTIGATION

- A. State/Country NEW YORK/USA Sub-Locality LONG ISLAND SOUND  
B. Position: Latitude 40° 50' 33.5" N Longitude 73° 44' 20.2" W  
(Dive site or center of search area)  
C. Method of Positioning R/AZ (THEODOLITE / FALCON MINI-RANGER)

II. PURPOSE OF INVESTIGATION

- A. AWOIS item number: 5649  
B. Source of item being investigated (if other than AWOIS listing): —  
C. Contacts (e.g. USCG, C of E, Harbor Masters, Owners, etc.):  
NONE  
D. Names, Addresses and Phone Numbers etc. of contacts:

NONE

III. SURVEY PROCEDURES

- A. Determination of dive site (e.g. wire drag, side scan, development): AWOIS  
B. Search Procedure (e.g. following a groundwire, circle search, sweep along known feature, etc.)  
CIRCLE SEARCH.  
C. Known reference to features nearby: NONE  
D. Area and depths covered:

50 m RADIUS, 5.5 meters

IV. DIVE DATA

- A. Divers: LTJG. JAMES VERLAQUE, T. RYBARSKI
- B. Time of Dive (in UTC) - Real 1650  
Elapsed 20 min.
- C. General Bottom Depths (units and method of determination):  
5.5m fathometer
- D. Current and conditions: NONE AND SEPTIC
- E. Visibility (number of feet - horizontally and vertically):  
2'(V), 2'(H)
- F. Bottom type (mud) sand, rocks, etc.): \_\_\_\_\_

IV. RESULTS

- A. Detached Positions Number(s): 1240  
Time of D.P.'s (UTC): Describe if other time zone: 1649Z  
Least Depth and Fix Numbers (raw depth): NOTHING FOUND  
Method of determining depth (The raw sounding should be recorded. The reduced least depth should be plotted on the field sheet.) \_\_\_\_\_
- B. Description of findings:  
NOTHING FOUND.
- C. Dimensions of item or feature (attach sketch if appropriate):
- D. Unusual Conditions:

VI. CHARTING RECOMMENDATIONS

Position Lat. 40° 50' 33.5" N Long. 73° 44' 20.2" W  
Reduced Depth \_\_\_\_\_  
Type of Feature (Reference Chart No.1) DELETE

CHART #12366

PRE-SURVEY REVIEW ITEM #5651  
17.5 FT Sounding

SOURCE: H5078/30WD

INVEST. DATE: 7/16/90 (DN 197)

TIME: 1435-1513Z

VESSEL: 1292

Chief of Party: LCDR V. Dale Ross

REFERENCE: H-10346 (OPR-B285-AHP)

POSITION: 822-859

CORRECTORS APPLIED: Predicted Tides, Velocity, TRA

GEODETIC POSITION:

LATITUDE (N)

LONGITUDE (W)

CHARTED:

40° 49' 56.2"

073° 44' 00.5"

OBSERVED:

- Not Found -

POSITION DETERMINED BY: Multiple LOP - Falcon Mini-Ranger, Nikon T-2 ✓

METHOD OF ITEM INVESTIGATION: The area was developed at no greater than 25-meter line spacing, in two directions perpendicular to each other. The area covered was approximately 100 radius. No evidence of the charted 17-foot (5.2 meter) sounding was found. On DN 199, a spike was found in the vicinity of this item (position 1011), and investigated by divers on DN 226. The spike was found to be a wreck. Details are on the included Diver Investigation Report. A danger to navigation report was also filed on the wreck. The hydrographic investigation is plotted on a 1:2500 scale blow-up, included as part of this report. *DURING OFFICE PROCESSING A DANGEROUS SUBMERGED OBSTRUCTION WITH A FATHOMETER DEPTH OF 5.5m (18 FT), IN LATITUDE 40°49'59.41"N, LONGITUDE 73°43'55.23"W WAS NOTED AND SHOWN ON PRESENT SURVEY. IT IS RECOMMENDED THE AREA BE CHARTED AS SHOWN ON PRESENT SURVEY.*

CHARTING RECOMMENDATIONS: Recommend deleting the charted 17-foot sounding. The submerged wreck should be charted at the observed position shown on the dive report. *CONCUR*

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COMPILATION USE

CHART:

APPLIED AS:

N 3700

N 18600

N 500

N 184

N 183

LAT 40:50:00

LAT 40:49:50

LAT 40:49:50

LON E10000.010

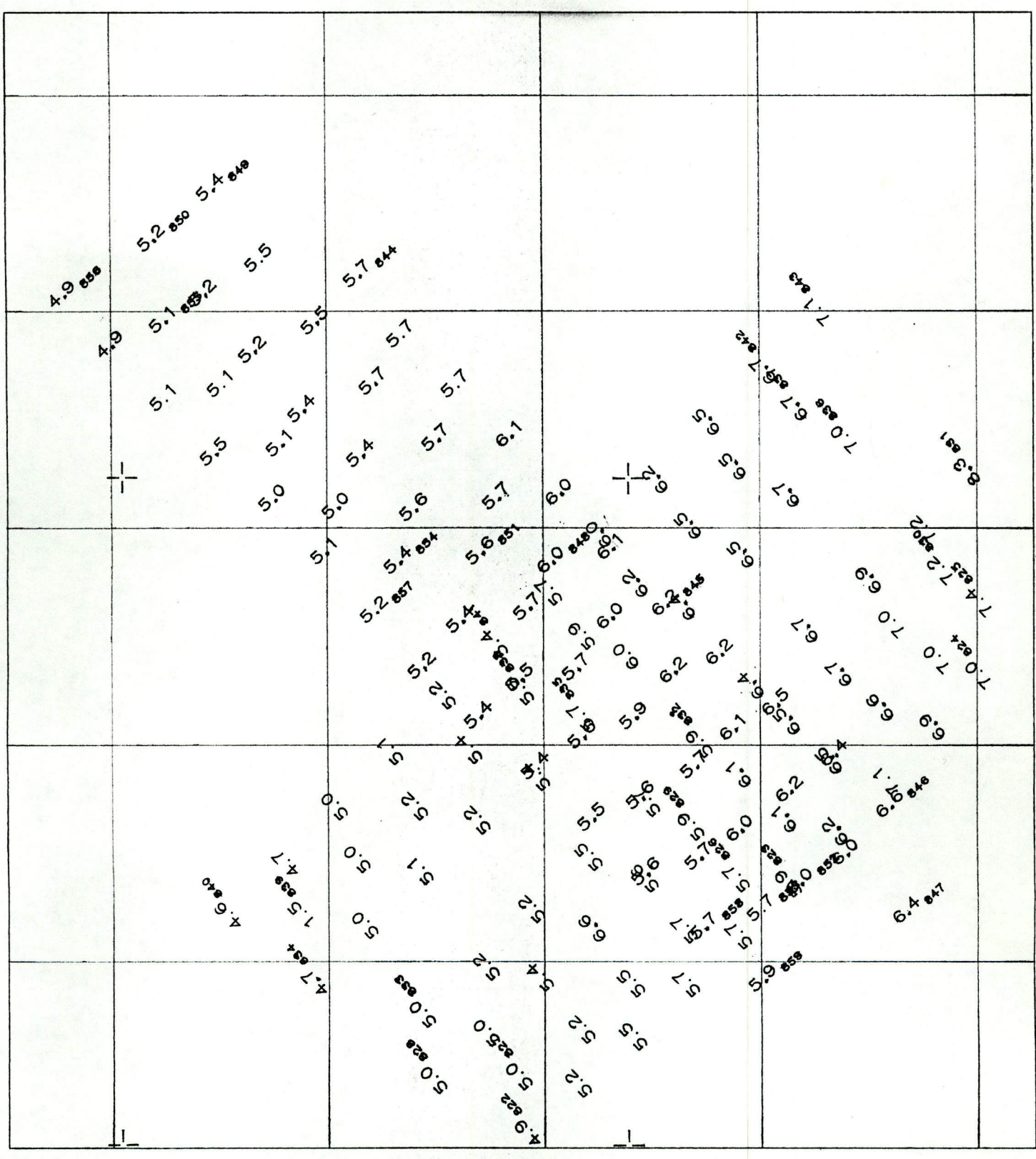
E10100

E10200

LON 73:44:00

E10300

E10400



OPR-3285-AHP2  
 H-10346  
 AHP-10-7-90  
 ITEM 5651  
 1:2500 SCALE

IV. DIVE DATA

- A. Divers: LTJG. J. VERLAQUE, T. RYBARSKI
- B. Time of Dive (in UTC) - Real 1510 Z  
Elapsed 20 min
- C. General Bottom Depths (units and method of determination):  
4-5 meters (fathometer)
- D. Current and conditions: NO CURRENT AND SEPTIC
- E. Visibility (number of feet - horizontally and vertically):  
2 FT (V) 2 FT (H)
- F. Bottom type (mud, sand, rocks, etc.): \_\_\_\_\_

IV. RESULTS

- A. Detached Positions Number(s): 1238  
Time of D.P.'s (UTC): Describe if other time zone: 153301  
Least Depth and Fix Numbers (~~raw~~ <sup>(corr w/ pred. tides)</sup> depth): 3.8m and 1238  
raw depth = 4.0 m  
Method of determining depth (The raw sounding should be recorded. The reduced least depth should be plotted on the field sheet.) LEAD LINE
- B. Description of findings:  
STEEL HULL OF VESSEL, 6.1 meters long x 3m wide, rising approx. 2.5 meters off bottom, oriented east/west.
- C. Dimensions of item or feature (attach sketch if appropriate):  
See IV.B.
- D. Unusual Conditions:  
NONE

VI. CHARTING RECOMMENDATIONS

Position Lat. 40/49/53.3 Long. 73/43/49.8  
Reduced Depth 3.8 meters  
Type of Feature (Reference Chart No.1) subm. wreck

DIVE INVESTIGATION REPORT  
PROJECT NUMBER B285-AHP2  
SURVEY H-10346  
FIELD NUMBER AHP-10-7-90

DIVE NUMBER 1

DIVE DATE 8/15/90 (DN 226)

I. AREA OF INVESTIGATION

- A. State/Country NEW YORK/USA Sub-Locality LONG ISLAND SOUND  
B. Position: Latitude 40° 49' 53.3" N Longitude 73° 43' 49.8" W  
(Dive site or center of search area)  
C. Method of Positioning R/AZ (THEODOLITE/FALCON MINI-RANGERS)

II. PURPOSE OF INVESTIGATION

- A. AWOIS item number: VICINITY ITEM 5651  
B. Source of item being investigated (if other than AWOIS listing): FATHO TRACE DN 199  
C. Contacts (e.g. USCG, C of E, Harbor Masters, Owners, etc.):  
NONE  
D. Names, Addresses and Phone Numbers etc. of contacts:  
NONE

III. SURVEY PROCEDURES

- A. Determination of dive site (e.g. wire drag, side scan, development): FATHOMETER  
B. Search Procedure (e.g. following a groundwire, circle search, sweep along known feature, etc.)  
C. Known reference to features nearby: NONE  
D. Area and depths covered: 10m x 5m AROUND I.B.  
4-5 meter depth



CHART #12366

PRE-SURVEY REVIEW ITEM #5652  
WRECK

SOURCE: H5546/34

INVEST. DATE: 7/26/90 (DN 207) TIME:144500Z VESSEL: 1292

Chief of Party: LCDR V. Dale Ross

REFERENCE: H-10346 (OPR-B285-AHP) POSITION: 1129

CORRECTORS APPLIED: Predicted Tides

GEODETIC POSITION: LATITUDE (N) LONGITUDE (W)

CHARTED: 40° 50' 18.0" 073° 42' 20.0"

OBSERVED: 40° 50' 16.2"<sup>26</sup> 073° 42' 17.4"<sup>45</sup>

POSITION DETERMINED BY: Multiple LOP, Falcon Mini-Rangers

METHOD OF ITEM INVESTIGATION: The wreck, which is located in an area with poor control, was located by observing falcon rates on the CDU, and hand plotting the position. The position was taken on the stern of a grounded barge, 60-meters long by 10-meters wide baring 76.8 meters. <sup>@mll</sup> The barge lies in an east to west orientation. This area looks like a junkyard, and is strewn with various wrecks and debris northward to the ruins shown on TP-01269 at latitude 40°50'19.5"N, longitude 073°42'19.0"W.

CHARTING RECOMMENDATIONS: ~~The hydrographer recommends an exposed wreck symbol be charted between the above observed position and the shore to the west. This will adequately depict this area on chart 12366.~~ IT IS RECOMMENDED THAT THE AREA BE REVISED AND CHARTED AS SHOWN ON PRESENT SURVEY.

---

COMPILATION USE

CHART:

APPLIED AS:

NAVISOFT 1000

PRE-SURVEY: CONTROL STATION TABLE

08-17-1990

Station Number		?	Latitude	Longitude	H	Freq	Vel	Date
No	T C	Carto						
101	F	250	40:49:55.134 ✓	73:42:11.209 ✓	0	0.0	0	6/7/90
111	F	250	40:49:27.216 ✓	73:43:39.803 ✓	0	0.0	0	6/7/90
114	F	250	40:47:49.612 ✓	73:42:40.233 ✓	0	0.0	0	6/7/90
<del>B 148</del>	F	139	40:48: 6.447 ✓	73:41:10.916 ✓	0	0.0	0	6/7/90
149	F	139	40:48:56.418 ✓	73:40:33.201 ✓	0	0.0	0	6/7/90
153	F	250	40:51:28.903 ✓	73:44:45.661 ✓	0	0.0	0	6/7/90
158	F	250	40:48:56.040 ✓	73:42:59.864 ✓	0	0.0	0	6/7/90
170	F	250	40:50:41.648 ✓	73:46: 0.145 ✓	0	0.0	0	6/7/90
171	F	250	40:50: 0.496 ✓	73:43:38.885 ✓	0	0.0	0	6/7/90
224	F	139	40:51:12.314 ✓	73:42:58.365 ✓	0	0.0	0	6/7/90

< Control Type MUST be (P)olarfix, (F)alcon, or (O)ther  
 <F1> Paper Copy <F2> List <F3> Find Station <F4> Sort <F10> L/L Toggle

#### Station Names and Sources

- 101 - Airway, 1990 (AMC Coastal Surveys Unit)
- 111 - Broad Pk, 1990 (AMC Coastal Surveys Unit)
- 114 - Cass, 1990 (AMC Coastal Surveys Unit)
- ~~B 148~~ - Flower Hill Munsey Park Tank, (Published NGS) 1990
- 149 - Flower Hill Port Washington Tank TK (Published NGS) 1990
- 153 - Gangway Rocks Light (Published NGS) 27A
- 158 - Grace 1934, (Published NGS) 1990
- 170 - Hart Island Light (Published NGS) 46, 1990
- 171 - Hassel, 1990 (AMC Coastal Surveys Unit)
- ~~A 224~~ - Sands Point Water District Tank (Published NGS) TK, 1990



RESPONSIBLE PERSONNEL	
TYPE OF ACTION	NAME
OBJECTS INSPECTED FROM SEAWARD	MR. Brian A. Link AHP 2
POSITIONS DETERMINED AND/OR VERIFIED	
FORMS ORIGINATED BY QUALITY CONTROL AND REVIEW GROUP AND FINAL REVIEW ACTIVITIES	
INSTRUCTIONS FOR ENTRIES UNDER 'METHOD AND DATE OF LOCATION' <i>(Consult Photogrammetric Instructions No. 64.)</i>	
<b>OFFICE</b> <b>I. OFFICE IDENTIFIED AND LOCATED OBJECTS</b> Enter the number and date (including month, day, and year) of the photograph used to identify and locate the object. EXAMPLE: 75E(C)6042 8-12-75	<b>FIELD (Cont'd)</b> <b>B. Photogrammetric field positions** require entry of method of location or verification, date of field work and number of the photograph used to locate or identify the object.</b> EXAMPLE: P-8-V 8-12-75 74L(C)2982
<b>FIELD</b> <b>I. NEW POSITION DETERMINED OR VERIFIED</b> Enter the applicable data by symbols as follows: F - Field L - Located V - Verified 1 - Triangulation 2 - Traverse 3 - Intersection 4 - Resection A. Field positions* require entry of method of location and date of field work. EXAMPLE: F-2-6-L 8-12-75	<b>III. TRIANGULATION STATION RECOVERED</b> When a landmark or aid which is also a triangulation station is recovered, enter 'Triang. Rec.' with date of recovery. EXAMPLE: Triang. Rec. 8-12-75 <b>III. POSITION VERIFIED VISUALLY ON PHOTOGRAPH</b> Enter 'V-Vis.' and date. EXAMPLE: V-Vis. 8-12-75
*FIELD POSITIONS are determined by field observations based entirely upon ground survey methods. **PHOTOGRAMMETRIC FIELD POSITIONS are dependent entirely, or in part, upon control established by photogrammetric methods.	



**U.S. DEPARTMENT OF COMMERCE**  
**National Oceanic and Atmospheric Administration**  
NATIONAL OCEAN SERVICE

Atlantic Hydrographic Party 2  
439 West York St.  
Norfolk, VA 23510-1114

August 16, 1990

TO: Commander, First Coast Guard District  
408 Atlantic Avenue  
Boston, MA 02210-2209

FROM: LCDR. V. Dale Ross, NOAA *[Signature]*  
Chief, Atlantic Hydrographic Party 2

SUBJECT: Danger to Navigation Notice

While conducting a basic hydrographic survey of Long Island Sound, Manhasset Bay (Registry No. H-10346), an uncharted wreck was located at latitude 43°49'53.3"N, longitude 073°43'49.8"W (NAD 1983 Datum). This position is 0.2 nautical miles southwest of Plum Point.

This wreck constitutes a correction to information shown on Chart 12366, 20th ed., Nov 1/86, and should be included in the Local Notice to Mariners.

A least depth obtained by divers of 3.6<sup>8</sup> meters (~~11.8~~<sup>12.5</sup> feet) was found over the wreck which lies in an east to west orientation, and is 6 meters (~~20~~-feet) long. The wreck lies in 6.4 meters (21 feet) of water. <sup>19.6</sup>

A chart section and a copy of the survey sheet in this area, showing the location of this danger is also included as part of this report. For plotting purposes on chart 12366, the NAD 1927 datum position is latitude 43°49'53.1"N, longitude 073°43'51.3"W.

Questions concerning this report should be directed to the Atlantic Marine Center, Atlantic Hydrographic Section, at (804) 441-6746.

N/CG244  
N/CG244X1  
N/CG221

THIS IS ADVANCE FIELD INFORMATION  
SUBJECT TO OFFICE VERIFICATION

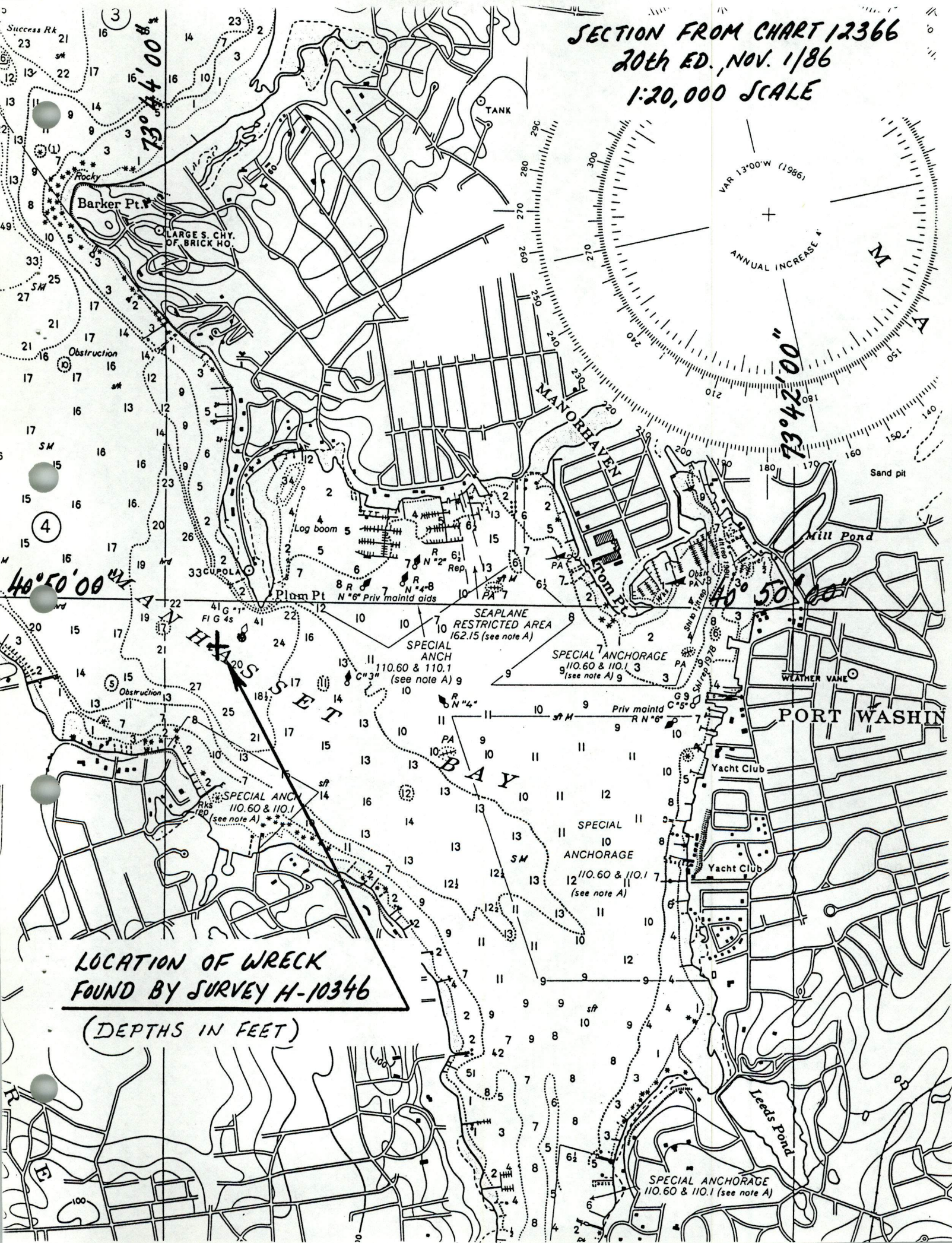


SECTION FROM CHART 12366  
 20th ED., NOV. 1/86  
 1:20,000 SCALE

VAR 13°00'W (1986)

ANNUAL INCREASE 4"

M  
A



73°44'00" W

73°42'00" W

40°50'00" N

40°50'00" N

HARBOR WEST

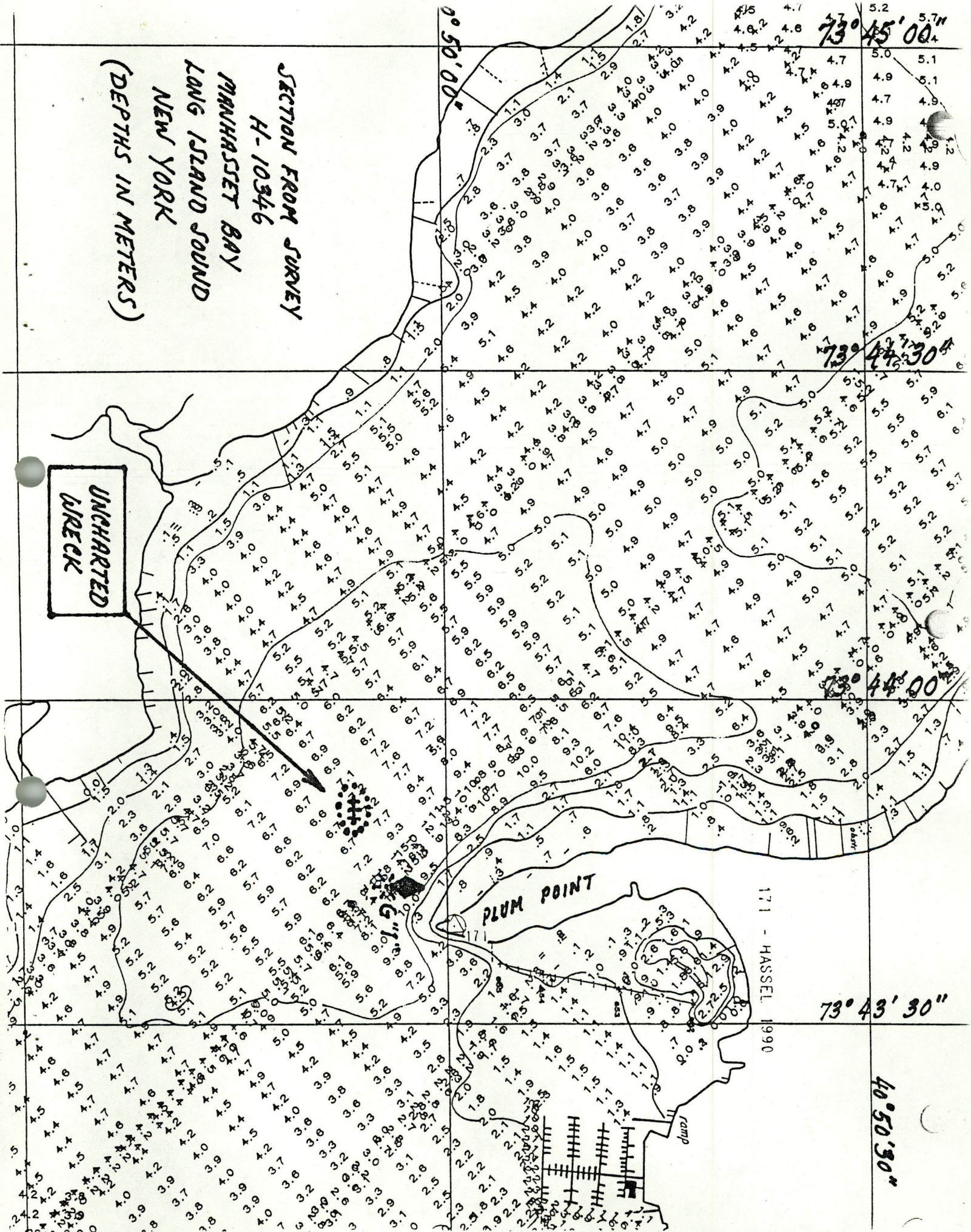
BAY

PORT WASHIN

LOCATION OF WRECK  
 FOUND BY SURVEY H-10346  
 (DEPTHS IN FEET)

SPECIAL ANCHORAGE  
 110.60 & 110.1 (see note A)

SECTION FROM SURVEY  
H-10346  
MANHASSET BAY  
LONG ISLAND SOUND  
NEW YORK  
(DEPTHS IN METERS)



UNCHARTED  
WRECK

PLUM POINT

171 - HASSEL 1990

73° 43' 30"

40° 50' 30"

APPROVAL SHEET  
BASIC HYDROGRAPHIC SURVEY  
OPR-B285  
AHP-10-7-90  
H-10346

This basic hydrographic survey was conducted in accordance with the project instructions for OPR-B285-AHP2, the hydrographic manual, the hydrographic survey guidelines, and the field procedures manual. The survey data and reports were completed and reviewed in their entirety and all supporting records were also checked.

This survey is a complete basic hydrographic survey for the area described in Section B of this report.



V. Dale Ross  
LCDR NOAA  
Chief, Atlantic Hydrographic Party Two



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

TIDE NOTE FOR HYDROGRAPHIC SURVEY

DATE: January 7, 1991

MARINE CENTER: ATLANTIC

OPR: B285-AHP-2

HYDROGRAPHIC SHEET: H-10346

LOCALITY: Western Long Island Sound; Manhasset Bay

TIME PERIOD: June 19 to August 14, 1990

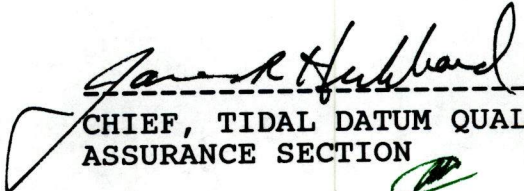
TIDE STATION USED: 851-6761 Port Washington, New York

PLANE OF REFERENCE (MEAN LOWER LOW WATER): 4.40 ft. -

HEIGHT OF HIGH WATER ABOVE PLANE OF REFERENCE: 7.6 ft. -

REMARKS: RECOMMENDED ZONING

1. In Long Is. Sound, west of 73 43.7'W Lon., east of 73 46.0'W Lon. and south of 40 51.6'N Lat. (except Little Neck Bay), and inside Manhasset Bay - times and heights are direct on Port Washington.
2. Inside Little Neck Bay - times are direct and apply a X0.98 range ratio to Port Washington.

  
-----  
CHIEF, TIDAL DATUM QUALITY  
ASSURANCE SECTION

GEOGRAPHIC NAMES

Name on Survey	ON CHART NO. 12366 ON PREVIOUS SURVEY CON U.S. QUADRANGLE MAPS FROM LOCAL INFORMATION ON LOCAL MAPS P.O. GUIDE OR MAP GRAND McNALLY ATLAS U.S. LIGHT LIST											
	A	B	C	D	E	F	G	H	I	J	K	
BARKER POINT	X											1
GREAT NECK	X											2
HEWLETT POINT	X											3
LONG ISLAND SOUND	X											4
MANHASSET	X											5
MANHASSET BAY	X											6
MANHASSET NECK	X											7
MANORHAVEN	X											8
NEW YORK (title)	X											9
PLANDOME	X											10
PLUM POINT	X											11
PORT WASHINGTON	X											12
TOMS POINT	X											13
												14
												15
												16
												17
												18
												19
												20
												21
												22
												23
												24
												25

Approved

*Charles S. Hamilton*  
Chief Geographer - N/CG 2/85

SEP 25 1991

**LETTER TRANSMITTING DATA**

**N/CG244-9-92**

DATA AS LISTED BELOW WERE FORWARDED TO YOU BY (Check):

- ORDINARY MAIL       AIR MAIL  
 REGISTERED MAIL       EXPRESS  
 GBL (Give number) \_\_\_\_\_

*FEDERAL EXPRESS*

DATE FORWARDED

**12 February 1992**

NUMBER OF PACKAGES

**1 Boxes, 1 Tube**

TO:

Chief, Data Control Section, N/CG243  
 NOAA/National Ocean Service  
 Room 151, WSC-2, 6015 Executive Blvd.,  
 Rockville, Maryland 20852

**NOTE:** A separate transmittal letter is to be used for each type of data, as tidal data, seismology, geomagnetism, etc. State the number of packages and include an executed copy of the transmittal letter in each package. In addition the original and one copy of the letter should be sent under separate cover. The copy will be returned as a receipt. This form should not be used for correspondence or transmitting accounting documents.

**H-10346**

New York, Long Island Sound,  
Manhasset Bay

Pkg. 1 Tube

- 1 Final Smooth Sheet
- 1 Final Position Overlay
- 2 Excess Sounding Overlays
- 2 Final Field Sheets

Pkg. 2 Box

- 1 Original Descriptive Report
- 1 Accordion file containing Echograms and Data Printouts for VESNO 1292 for JD's--170-171, 173, 177-178, 180, 184, 191-192, 197-199, 207, 226
- 1 Cahier containing FINAL SOUNDING PRINTOUT and L-FILE
- 1 Cahier containing FINAL POSITION PRINTOUT
- 1 Binder containing Supplemental Data Removed from Original Descriptive Report
- 1 Envelope containing supplemental data from printouts

FROM: (Signature)

*Norris A. Wike*  
 Norris A. Wike

RECEIVED THE ABOVE  
 (Name, Division, Date)

*D. S. Clark*  
 2/18/92

Return receipted copy to:

Atlantic Hydrographic Section, N/CG24411  
 439 W. York Street  
 Norfolk, VA 23510-1114

01/29/92

HYDROGRAPHIC SURVEY STATISTICS  
REGISTRY NUMBER: H-10346

NUMBER OF CONTROL STATIONS		10
NUMBER OF POSITIONS		1133
NUMBER OF SOUNDINGS		4339
	TIME-HOURS	DATE COMPLETED
PREPROCESSING EXAMINATION	59	12/10/91
VERIFICATION OF FIELD DATA	317	06/07/91
ELECTRONIC DATA PROCESSING	79	
QUALITY CONTROL CHECKS	117	
EVALUATION AND ANALYSIS	70	01/21/92
FINAL INSPECTION	26	01/14/92
TOTAL TIME	668	
ATLANTIC HYROGRAPHIC SECTION APPROVAL		01/23/91

**COAST AND GEODETIC SURVEY  
ATLANTIC HYDROGRAPHIC SECTION  
EVALUATION REPORT**

SURVEY NO.: H-10346

FIELD NO.: AHP-10-7-90

New York, Long Island Sound, Manhasset Bay

SURVEYED: 19 June through 14 August 1990

SCALE: 1:10,000

PROJECT NO.: OPR-B285-AHP2-90

SOUNDINGS: RAYTHEON DE-719CM Fathometer, Leadline, Sounding pole

CONTROL: MOTOROLA Falcon 484 Mini-Ranger (Range/Range),  
MOTOROLA Falcon 484 Mini-Ranger/NIKON NT2D  
Theodolite (Range/Azimuth)

Chief of Party.....V. D. Ross

Surveyed by.....M. P. Conricote  
.....B. A. Link  
.....T. M. Rybarski  
.....M. J. Briscoe

Automated Plot by.....XYNETICS 1201 Plotter (AHS)

1. INTRODUCTION

a. Areas requiring additional field work were noted during office processing. Additional work requirements for Automated Wreck and Obstruction Information System (AWOIS) items #5628, #5639, and #7690 were also noted. A letter from the Atlantic Hydrographic Section, dated 27 August 1991 with additional field work requirements for the present survey is appended to this report.

b. Notes in the Descriptive Report were made in red during office processing.

2. CONTROL AND SHORELINE

a. Control is adequately discussed in sections H., I., and T. of the Descriptive Report.

Horizontal control used for this survey during data acquisition is based upon the North American Datum of 1983 (NAD 83). Office processing of this survey is based on these values. The smooth sheet has been annotated with ticks showing the computed mean shift between the survey datum and the North American Datum of 1927 (NAD 27). To place this survey on the NAD 27 datum move the projection lines 0.362 seconds (11.18 meters or 1.12 mm at the scale of the survey)

north in latitude, and 1.528 seconds (35.79 meters or 3.58 mm at the scale of the survey) east in longitude.

All geographic positions listed from sources other than the present survey are on NAD 27 datum unless otherwise specified. All inverse distance computations are made after geographic positions have been converted to the present survey datum. Any data brought forward from prior surveys to supplement the present survey have been converted to the present survey datum.

b. Shoreline originates with 1:10,000 scale enlargement of 1:20,000 scale final reviewed Class III photogrammetric manuscripts TP-01269 of 1984-87. Shoreline revisions originating with the present survey are shown in red on the smooth sheet.

Photogrammetric manuscripts of this area were compiled at a scale of 1:20,000. The present survey was conducted at scale of 1:10,000. The enlargements of the shoreline manuscripts provided were not at 1:10,000 scale; as a result, the transfer of the shoreline and alongshore features to the smooth sheet, and the reconciliation of hydrography and shoreline proved to be a formidable task requiring additional time and effort by office personnel.

### 3. HYDROGRAPHY

a. Soundings at crossings are in excellent agreement and comply with the criteria found in sections 4.6.1 and 6.3.4.3. of the HYDROGRAPHIC MANUAL.

b. The standard one (1), two (2), five (5), ten (10), and fifteen (15) meter depth curves were drawn in their entirety. The zero (0) curve was not delineated in its entirety because of vessel safety.

c. The development of the bottom configuration and determination of least depths is considered adequate with the following exception:

A dangerous submerged obstruction with a fathometer depth of 5<sup>5</sup> meters (17 feet) in Latitude 40°49'59.41"N, Longitude 73°43'55.22"W, was not adequately developed by the present survey. This obstruction was noted during office processing. Surrounding depths on present survey range from 6<sup>8</sup> to 7<sup>3</sup> meters (22 to 24 feet). Additional lines of hydrography should have been run to adequately delineate the dangerous

submerged obstruction. It is recommended that the dangerous submerged obstruction with a depth of 5<sup>5</sup> meters (17 feet) be charted as shown on present survey. Additional work on the dangerous submerged obstruction is recommended at an opportune time.

The item discussed above does not significantly degrade the overall quality of the present survey.

#### 4. CONDITION OF SURVEY

The smooth sheet and accompanying overlays, hydrographic records and reports conform to the requirements of the HYDROGRAPHIC MANUAL.

#### 5. JUNCTIONS

There are no contemporary junctional surveys common to the present survey. Charted hydrography within the junctional areas is in harmony with the present survey.

#### 6. COMPARISON WITH PRIOR SURVEYS

##### a. Hydrographic

H-5546 (1934) 1:10,000

Prior survey H-5546 (1934) covers the present survey area in its entirety. Survey depths from survey H-5546 (1934) show a general trend of varying plus or minus ( $\pm$ ) 1 meter from the present survey. There are some scattered depths from survey H-5546 (1934) that are 2<sup>7</sup> to 9<sup>7</sup> meters (9 to 32 feet) deeper than present survey soundings. These deeps are considered disproved by the present survey. The following should be noted:

1) Numerous shoreline changes between the present and prior surveys are apparent throughout the common area.

2) A charted submerged pile, in Latitude 40°48'25"N, Longitude 73°42'54"W, originates with survey H-5546 (1934). The submerged pile was neither verified nor disproved by the present survey. The copy of survey H-5546 (1934) was of such a poor quality that the pile could not be located on the survey copy. The submerged pile could not be brought forward to the present survey. It is recommended that the submerged pile be retained as charted. Additional work on the submerged pile is recommended at an opportune time.

3) Charted rocks, in the vicinity of Latitude 40°49'28"N, Longitude 73°43'33"W, originate with survey H-5546 (1934). The charted rocks fall within a foul limit delineated by the present survey. It is recommended that the charted rocks be deleted and the area charted as shown on present survey. ✓

4) The present survey located a 2<sup>9</sup> meters (9 ft) sounding on a rock (2<sup>9</sup> Rk) in Latitude 40°51'16.69"N, Longitude 73°44'34.11"W. Prior survey depths in the area range from 3<sup>4</sup> to 4<sup>3</sup> meters (11 to 14 feet). It is recommended that a rock with a known depth of 2<sup>9</sup> meters (9 ft) (2<sup>9</sup> Rk) be charted in present survey location. ✓

The numerous shoreline changes between the present and prior survey may be attributed to either natural changes, and/or cultural development.

Except as noted above the present survey is adequate to supersede the above prior surveys within the common area.

b. Wire Drag

FE-150WD	1957	
H-5087WD	1930	(1:20,000)

There are three (3) hangs originating with prior survey H-5078WD (1930) in the area common to the present survey. All hangs fall within the search area of AWOIS item #5649. A charting recommendation for AWOIS item #5649 is on page 86 of the Descriptive Report.

There are no conflicts between effective depths of H-5078WD (1930) and present survey soundings.

There is one (1) hang that originates with survey FE-150WD (1957) in the area common to the present survey.

A charted 6-ft (1<sup>8</sup> meters) wire drag clearance depth, in Latitude 40°51'04"N, Longitude 73°44'25"W (NAD 27), originates with survey FE-150WD (1957). The 6-ft (1<sup>8</sup> meters) depth was hung at 7 ft (2<sup>1</sup> meters) and subsequently cleared by 6 feet (1<sup>8</sup> meters). It is recommended that the 6-ft (1<sup>8</sup> meters) wire drag clearance depth be retained as charted. Additional work on this item has been requested. ✓

There are no conflicts between effective depths of FE-



150WD (1957) and the present survey soundings.

7. COMPARISON WITH CHART 12366 (20th Ed., 1 November 1986)

a. Hydrography

The charted hydrography originates with the previously discussed prior surveys and sources not readily available. The prior surveys require no further consideration. The hydrographer makes an adequate chart comparison in section J., pages 6-8, N., pages 9-10, and pages 61-96 of the Descriptive Report. In addition to the recommendations in the Descriptive Report the following should be noted:

1) Charted piles, in the vicinity of Latitude 40°48'56.5"N, Longitude 73°42'59.9"W, originating with an unknown source were neither verified nor disproved by the present survey. It is recommended that the piles be retained as charted. Additional work on the charted piles is recommended at an opportune time. ✓

2) Charted rocks not shown on the present survey are considered disproved by the present survey. ✓

Except as noted above the present survey is adequate to supersede the charted hydrography within the common area.

b. Dangers to Navigation

The hydrographer identified one (1) danger to navigation and submitted information for inclusion into a Local Notice to Mariners, to the Commander, First Coast Guard District, Boston, Massachusetts. A copy of the letter was forwarded to Chart Information Section, N/CG222, Rockville Maryland. After office processing it is recommended that the information be retained.

c. Aids to Navigation

The hydrographer located one (1) fixed aid to navigation and ten (10) floating aids to navigation in the survey area. These aids appear adequate to serve their intended purpose.

8. COMPLIANCE WITH INSTRUCTIONS

This survey complies with the Project Instructions except

150WD (1957) and the present survey soundings.

7. COMPARISON WITH CHART 12366 (20th Ed., 1 November 1986)

a. Hydrography

The charted hydrography originates with the previously discussed prior surveys and sources not readily available. The prior surveys require no further consideration. The hydrographer makes an adequate chart comparison in section J., pages 6-8, N., pages 9-10, and pages 61-96 of the Descriptive Report. In addition to the recommendations in the Descriptive Report the following should be noted:

1) Charted piles, in the vicinity of Latitude 40°48'56.5"N, Longitude 73°42'59.9"W, originating with an unknown source were neither verified nor disproved by the present survey. It is recommended that the piles be retained as charted. Additional work on the charted piles is recommended at an opportune time.

2) Charted rocks not shown on the present survey are considered disproved by the present survey.

Except as noted above the present survey is adequate to supersede the charted hydrography within the common area.

b. Dangers to Navigation

The hydrographer identified one (1) danger to navigation and submitted information for inclusion into a Local Notice to Mariners, to the Commander, First Coast Guard District, Boston, Massachusetts. A copy of the letter was forwarded to Chart Information Section, N/CG222, Rockville Maryland. After office processing it is recommended that the information be retained.

c. Aids to Navigation

The hydrographer located one (1) fixed aid to navigation and ten (10) floating aids to navigation in the survey area. These aids appear adequate to serve their intended purpose.

8. COMPLIANCE WITH INSTRUCTIONS

This survey complies with the Project Instructions except

as noted in section 3. of this report.

9. ADDITIONAL FIELD WORK

This is an adequate basic survey. A letter from Atlantic Hydrographic Section, dated 27 August 1991 requests additional work at an opportune time. See also sections 3.c., 6.a., 6.b., and 7.a. of this report for additional work recommendations.



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Douglas V. Mason  
Cartographic Technician  
Verification of Field Data



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Norris A. Wike  
Cartographer  
Evaluation and Analysis



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Robert R. Hill  
Senior Cartographic Technician  
Verification Check

APPROVAL SHEET  
H-10346

Initial Approvals:

The completed survey has been inspected with regard to survey coverage, delineation of depth curves, development of critical depths, cartographic symbolization, and verification or disapproval of charted data. The digital data have been completed and all revisions and additions made to the smooth sheet during survey processing have been entered in the magnetic tape record for this survey. Final control, position, and sounding printouts of the survey have been made. The survey records and digital data comply with NOS requirements except where noted in the Evaluation Report.

Robert G. Roberson  
Robert G. Roberson  
Chief, Evaluation and Analysis Team  
Atlantic Hydrographic Section

Date: 23 January 1991

I have reviewed the smooth sheet, accompanying data, and reports. This survey and accompanying digital data meet or exceed NOS requirements and standards for products in support of nautical charting except where noted in the Evaluation Report.

Christopher B. Lawrence  
Christopher B. Lawrence, CDR, NOAA  
Chief, Atlantic Hydrographic Section

Date: 23 January 1992

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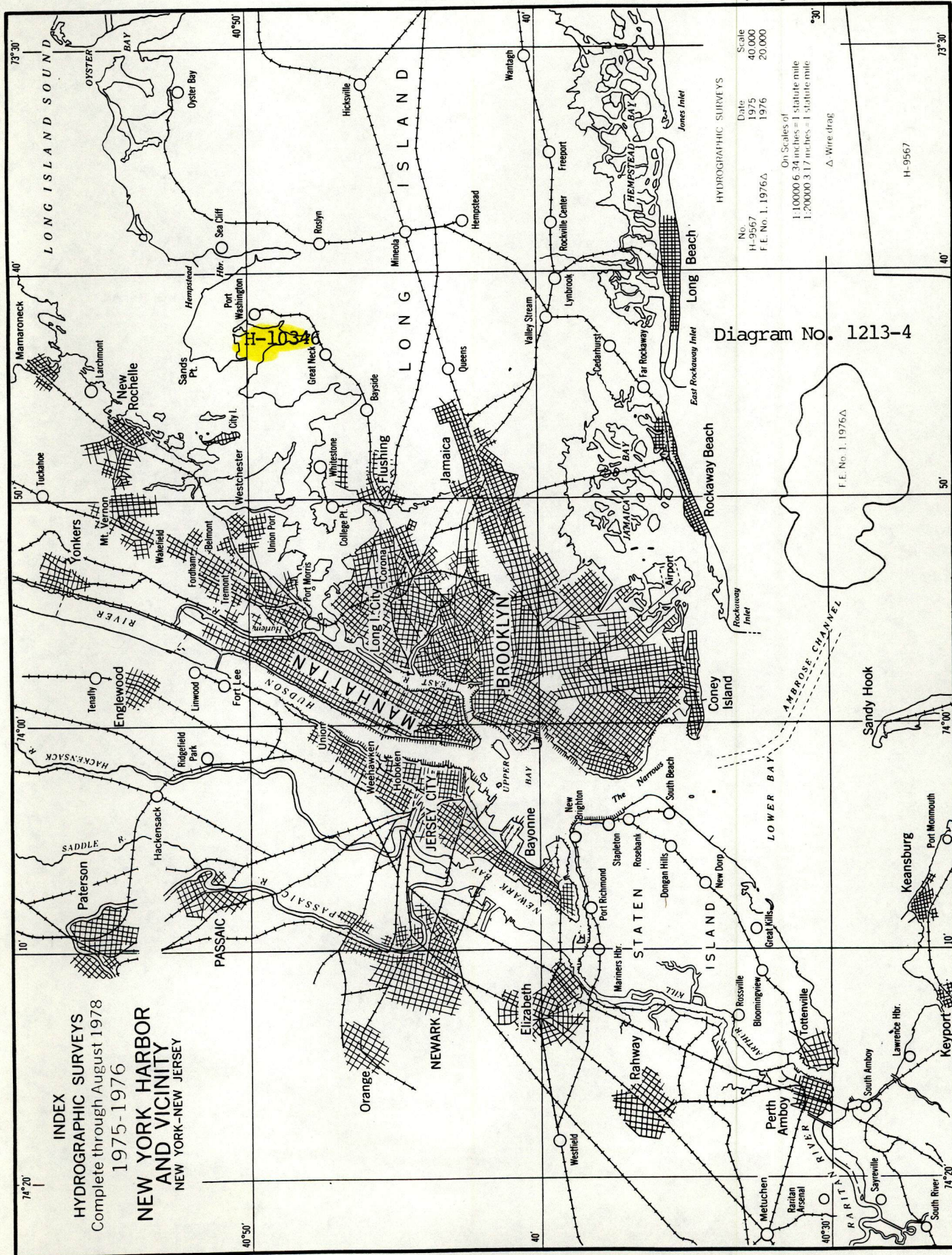
Final Approval:

Approved: J. Austin Yeager  
J. Austin Yeager  
Rear Admiral, NOAA  
Director, Coast and Geodetic Survey

Date: 5/17/94

DEPARTMENT OF COMMERCE  
National Oceanic and Atmospheric Administration  
National Ocean Survey  
Rockville, Maryland

Hydrographic Index No. 65 L



INDEX  
HYDROGRAPHIC SURVEYS  
Complete through August 1978  
1975-1976  
NEW YORK HARBOR  
AND VICINITY  
NEW YORK-NEW JERSEY

Diagram No. 1213-4

HYDROGRAPHIC SURVEYS  
No. H-9567  
Date 1975  
F.E. No. 1, 1976A  
Scale 40,000  
20,000  
On Scales of  
1:100,000 6.34 inches = 1 statute mile  
1:200,000 3.17 inches = 1 statute mile  
Δ Wire drag

F.E. No. 1, 1976A

H-9567

