

H10541

NOAA FORM 76-35A

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

DESCRIPTIVE REPORT

Type of Survey . BASIC HYDROGRAPHIC
Field No. AHP-10-6-94
Registry No. H-10541

LOCALITY

State NEW YORK
General Locality LONG ISLAND SOUND
Sublocality HEWLETT POINT TO
..... WHITESTONE POINT

19 94

CHIEF OF PARTY

LCDR. J. E. WADDELL

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DATE OCT 20 1997

HYDROGRAPHIC TITLE SHEET

H-10541

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:10-6-94

State New York

General locality Long Island Sound

Locality Hewlett Pt. to Whitestone Pt.

Scale 1:10,000 Date of survey May 25 - July 21, 1994

Instructions dated Mar 2/1994 Project No. OPR-B285/AHP

Vessel F 0518, and 0519

Chief of party LCDR James Waddell

Surveyed by DBE; RWR; CP; RR *

Soundings taken by echo sounder, Leadline Meters
~~Hand lead, pole~~

Graphic record scaled by DBE; RWR; CP; RR *

Graphic record checked by DBE; RWR; CP; RR *

Protracted by _____ Automated plot by ENCAD NOVAJET III
HDAPS w/Zeta plotter

Verification by ATLANTIC HYDROGRAPHIC BRANCH PERSONNEL

Soundings in ~~Meters~~ Meters FEET at ~~MLLW~~ MLLW

REMARKS: * DBE = Dave Elliott; RWR = Robert Ramsey; CP = Castle Parker
RR = Rick Ramos

NOTES IN THE DESCRIPTIVE REPORT WERE MADE IN RED
DURING OFFICE PROCESSING

AWOIS/SURFV 10/14/97, SJV

**DESCRIPTIVE REPORT TO ACCOMPANY
HYDROGRAPHIC SURVEY H-10541
FIELD NO. AHP-10-6-94
SCALE: 1:10,000
1994
ATLANTIC HYDROGRAPHIC PARTY TWO
CHIEF OF PARTY: LCDR James E. Waddell Jr., NOAA**

A. PROJECT

This survey was conducted according to Hydrographic Project Instructions OPR-B285-AHP, Western Long Island Sound, New York & Connecticut dated March 2, 1994.

The purpose of project OPR-B285-AHP is in response to requests from the U.S. Navy, as well as state and local governments, for updated hydrographic and bathymetric data of this area for use in proposed studies and in the construction of new charts. Prior surveys in this area were conducted in the 1930's.

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

B. AREA SURVEYED

The area surveyed for H-10541 covers from Hewlett Point to Whitestone Point, at the western limits of Long Island Sound. The approximate survey limits are as follows:

North: 40°51.5'N
South: 40°46.3'N
East: 073°44.9'W
West: 073°50.0'W

This survey was conducted from May 25, 1994 (DN 145) to July 21, 1994 (DN 202).

C. SURVEY VESSELS

Vessel 0518 and 0519, both 21-foot MonArk's, were used to collect all survey data. There were no unusual vessel configurations nor problems encountered.

D. AUTOMATED DATA ACQUISITION AND PROCESSING

Version 5.01 of the PC-DAS programs was used for on-line data acquisition. A list of all HP-DPS programs and versions used for data processing can be found appended to this report. The NOS program VELOCITY (Version 2.10) and WordPerfect (Version 6.0)

were also used during this survey.

E. SONAR EQUIPMENT

Not Applicable.

F. SOUNDING EQUIPMENT

Innerspace model 448 depth sounders were used to collect all echo soundings on this survey. Depth sounder S/N 175 was used on launch 0518, while S/N 186 was used on launch 0519.

Two standard lead lines calibrated in meters, S/N 0518 and 0519, were used during this survey for comparison readings with the echo sounder. Five-meter long, wooden sounding poles, constructed according to HSG No. 69, were used to obtain all pole soundings.

No problems were encountered with any of the sounding equipment.

G. CORRECTIONS TO ECHO SOUNDINGS

Corrections for the speed of sound through the water column were computed from data obtained with a Seabird-Seacat Velocity Profiler (Model 19-03) conductivity, temperature, depth recorder, S/N 198671-1477. This instrument was calibrated by the manufacturer on September 15, 1993 and data quality assurance tests were performed before each cast. Program VELOCITY was used for computing the speed of sound correctors. Speed of sound corrections were applied to the sounding plot using the HDAPS program REAPPLY. Copies of the tables and support documentation are in the "Survey Separates." *

Correctors for the velocity of sound through water were determined from the casts listed below:

<u>Vel.</u>	<u>Cast</u>	<u>Deepest</u>	<u>Applicable</u>	<u>Cast</u>	<u>Day</u>
<u>Tab.No.</u>	<u>No.</u>	<u>Depth(m)</u>	<u>DN</u>	<u>Position</u>	
1	1	24.7	145-15 3 ⁸	40°50'30"N 073°45'48"W	150
2	2	29.6	15 3 ⁸ -168	40°48'07"N 073°47'18"W	158
3	3	38.4	171-17 4 ⁴	40°48'01"N 073°47'08"W	173
4	4	41.4	178-18 1 ¹	40°48'06"N 073°47'14"W	180
5	5	37.9	18 3 ³ -189	40°48'00"N 073°47'14"W	187
6	6	41.3	192-19 5 ⁵	40°48'06"N 073°47'18"W	193
7	7	20.0	199-20 3 ³ <i>200-203</i>	40°50'00"N 073°46'36"W	200

* DATA FILED WITH ORIGINAL FIELD RECORDS

Lead line comparisons were taken daily to determine echo sounder error. No echo sounder error was observed. The lead line comparison logs are in the "Survey Separates."* The lead lines were calibrated using a steel tape on May 6, 1994 for launch 0518 and on May 5, 1994 for launch 0519. No corrections were necessary. A copy of the calibration form is in the "Survey Separates." *

A static draft of 0.3 meters was applied to the final sounding plot by the HDAPS program REAPPLY. The draft was measured by subtracting the difference from a punch mark on the side of launch 0518 and 0519, 0.6 meters above the transducers, to the water surface.

Settlement and squat measurements for launch 0518 were determined on May 3, 1994 (DN 123) and for launch 0519 on May 4, 1994 (DN 124). These measurements were conducted in the Milton Harbor at Rye, New York using the level method. Data from this test are included in the "Survey Separates."* Settlement and squat correctors were applied to the final sounding sheet using the HDAPS program REAPPLY.

Predicted tides for this project were provided on diskette by N/OES231 for the Willets Point, New York reference station, number 851-6990. Correctors for two tidal zones on sheet "A" were used, as designated by the project instructions. The zones were numbered and are defined by the following geographic locations:

Zone 1 - In Long Island Sound and East River, west of a line between Hewlett Point and the south end of City Island and east of the Whitestone Bridge.

Zone 2 - In Long Island Sound, west of 073°40.0'W and east of a line between Hewlett Point and the south end of City Island.

	<u>Time (min.)</u>		<u>Range Ratio</u>
	<u>High Water</u>	<u>Low Water</u>	
Zone 1	Direct	Direct	0.0
Zone 2	-0.20	-0.20	x 1.02

All elevations and soundings on survey H-10541 are at the sounding datum of MLLW unless otherwise specified.

The sounding plot used predicted tides determined from Willets Point, New York, with correctors designated in section 5.9 of the project instructions. Approved water levels were requested from the Product and Services Branch, Datums Section, N/OES231, in a letter dated August 8, 1994. A copy is appended to this report. *

APPROVED TIDES AND ZONING WERE APPLIED DURING OFFICE PROCESSING
 No bracketing levels were run at the completion of this survey as the closing levels will be conducted within an acceptable time frame to acquire smooth tides for processing,

per telephone conversations on July 28, 1994 with Mike Gibson from OES/231 and LT John Humphrey from N/CG241.

H. CONTROL STATIONS *SEE ALSO E+A REPORT*

The horizontal control datum for this project is the North American Datum of 1983. The reference station used on this survey was Throgs Neck Light, an NGS published, third-order, class I station. The position for this station is shown in the Control Station list appended to this report.

I. HYDROGRAPHIC POSITION CONTROL

Differential GPS (DGPS) was used for all hydrographic positioning on this survey. Ashtech M-XII receiver (S/N 700157E1075) and antenna (S/N 700228C1572) were used for the reference station. An Ashtech Sensor (S/N 700417B1207) and antenna (S/N 700378A0232) were used as the remote station on launch 0519. An Ashtech Sensor (S/N 700417A1065) with antenna (S/N 700378A0275) was used as the remote station on launch 0518. VHF radios were used as the datalink between the reference station receiver and the remote sensor. The DGPS reference station site (001) was set at Throgs Neck Light. Prior to utilization of this base station, the program MONITOR was run for this site to check its susceptibility to multi-path problems. This test indicated 100% availability at a 1:10,000 survey scale. Results of this test are included in the "Survey Separates." *

Daily DGPS performance checks were conducted in accordance with FPM 3.4.4 by comparing the DGPS position of the vessel to our computed third-order position of Cal 1 "Rye." To obtain a performance check, the launch was brought alongside the checkpoint and the Easting, Northing, number of SVs, HDOP, and time of observation were noted on the echogram. These values were then entered into a Lotus spreadsheet table which would compute the acceptable error margin (based on the HDOP) and also our observed difference between our known and observed position. The table of these comparisons is included in the "Survey Separates." * All of our observed differences fell well within the allowable limit.

J. SHORELINE *SEE ALSO E+A REPORT*

There was no final field sheet for H-10541, as this project was Team Processed with the Atlantic Hydrographic Section. Shoreline verification was accomplished during inshore hydrographic data acquisition and by visual inspection. Shoreline shown on the field sheet was transferred from TP-01269. There were no shoreline changes identified by this survey. The shoreline manuscripts provided for this survey did not adequately show

currently charted features that existed in the survey area. These features were determined to be too numerous as well as insignificant, to spend the time taking detached positions on. Therefore, reference numbers were used on some charted features which agreed with the chart, but did not appear on the manuscript. Reference numbers, descriptions, field notes, and explanations of new shoreline features are located on the graphic record, or on the boat sheet. Photographs are included with the survey data as well. Foul-limit lines were run on this survey in near-shore areas to delineate non-navigable areas of the survey caused by numerous obstructions such as rocks, piles, and wrecks. These limits have been transferred to the field sheets. Shoreline shown on TP-01269 should supersede charted shoreline. Shoreline features should be charted from data obtained by this survey.

K. CROSSLINES

A total of 23.3 linear nautical miles of crosslines were run, which represents approximately 11.5 % of the main scheme hydrography. Cross line soundings agree with the main scheme soundings within 0.2 to 0.6 meter with the exception of two crosslines run on DN 194. On this particular day, between position numbers 4333-4360, the agreement ranges from 0.6 to 1.0 meter. This disagreement was caused by inaccuracies in the predicted tides (see also section S). There was a 22 day lapse between main scheme and crosslines in this region of Eastchester Bay. The application of smooth tides will create a closer agreement in sounding comparison.

L. JUNCTIONS *SEE ALSO THE EYA REPORT*

This survey junctions with H-10346, a 1:10,000 scale survey from 1990, to the east. Junction soundings between the present survey and H-10346 are in good agreement, with differences of 0.2 meters or less.

M. COMPARISON WITH PRIOR SURVEYS *SEE ALSO THE EYA REPORT*

Nine AWOIS items, numbers 6327, 6358, 6545, 5621, 5623, 4382, 6546, 6353, and 6348, originate from various prior surveys. Prior surveys H5547, H5546, H5544, H5413, H5407, FE5078WD, H2223, H1732, and H1560AB&C are applicable to portions of this survey area. Comparison with these prior surveys will be accomplished by the Atlantic Hydrographic Section.

N. ITEM INVESTIGATION REPORTS

All AWOIS reports are appended as supplemental correspondence.* There were a total of 81 AWOIS items addressed on this survey. One item was reassigned to AHP, number 5623, when it was discovered that the AWOIS listing had the feature as resolved in 1990, when it actually was not. There were no AWOIS investigations conducted in that region during 1990 and it was concluded that the listing had a typographical error.

* AWOIS REPORTS ARE APPENDED TO THIS REPORT

O. COMPARISON WITH THE CHART SEE ALSO EYA REPORT

Comparison was made with the following charts:

<u>Chart No.</u>	<u>Edition</u>	<u>Edition Date</u>
12363	35th	November 14, 1992
12364SC	28th	January 2, 1993
12366	23rd	March 27, 1993

Eight dangers to navigation were identified by this survey. They were addressed in a letter dated September 1, 1994 to the First U.S. Coast Guard District, for inclusion in the Local Notice to Mariners. A copy of the letter is appended.

Sounding data acquired on H-10541 shows general agreement with the chart. Areas of significant discrepancies that could not be attributed to tides or other weather phenomena were developed.

The hydrographers recommend that all rocks be retained as charted. *CONCUR*

Contact was made with Sandy Hook Pilot, Mr. Tom Knierim (908-233-0588), for information concerning standard commercial vessel traffic practices. The following draft limits were reported, which apply for maximum loaded cargo transitting from the Whitestone Bridge to Execution Rocks:

Eastbound traffic: 35' at MHW, 32' at MLW
Westbound traffic: 34.5' at MHW, 31' at MLW

A detailed comparison of the 30-foot contour was made in this transitting area within the limits of the survey, as this represents the normal commercial vessel lanes. The following changes were noted:

Between Whitestone Bridge and Throgs Neck Bridge:

► The northern 30-foot contour from 073°49'47"W to 073°48'32"W has encroached 80 meters south into the channel. This was reported in the danger to navigation letter

dated September 1, 1994.

- ▶ The southern 30-foot contour in the vicinity of Whitestone Point has encroached eastward into the channel from 073°49'14"W to 073°49'04"W. This was reported in the danger to navigation letter dated September 1, 1994. NO SIGNIFICANT CHANGE WAS DETERMINED DURING OFFICE PROCESSING

From Throgs Neck north to Locust Pt. and east to Kings Pt.:

- ▶ The 30-foot contour near Throgs Neck light has encroached eastward into the channel from 073°47'34"W to 073°47'17"W. This was reported in the danger to navigation letter dated September 1, 1994. CURVE WILL BE ADJUSTED DURING COMPILATION.
- ▶ On the east side of the channel, the 30-foot contour from 40°48'30"N to 40°49'00"N has encroached 100 meters west into the channel. This was reported in the danger to navigation letter dated September 1, 1994. NO SIGNIFICANT CHANGE WAS DETERMINED DURING OFFICE PROCESSING.

From Elm Pt. north to Hart Island:

- ▶ On the west side of the channel near Hart Island Lt "46", the 30-foot contour has encroached eastward into the channel from 073°46'00"W to 073°45'53"W. This was reported in the danger to navigation letter dated September 1, 1994. SEE ALSO SECTION 0.4 OF EIA REPORT
- ▶ The 42-foot sounding, charted as a wreck at 40°49'26"N, 073°47'08"W, was sounded as 33.1 feet (10.1 m) at 40°49'26.5"N, 073°47'08.5"W. A 32.8-foot (10.0 m) sounding was also recorded nearby at 40°49'28.0"N, 073°47'07.8"W. This was reported in the danger to navigation letter dated September 1, 1994. SEE ALSO SECTION 0.1 OF EIA REPORT

It should be noted that the contours applied to the latest chart edition originated from 1992 Corp of Engineers data. These contours were found to be inconsistent with data obtained on H-10541 and H-5547 (1934) both of which were found to be in general agreement.

The following table lists new features located while conducting this survey, which are recommended for charting:

<u>Day</u>	<u>Fix</u>	<u>Latitude N</u>	<u>Longitude W</u>	<u>Description</u>
200**	1604	40°48'55.73"	073°47'46.90"	subm obstr, (2.0m)
202	1615	40°48'50.33"	073°48'05.85"	rock, (0.6m)
202	*1620	40°48'42.76"	073°48'05.85"	pile, (6.6m)
202	*1621	40°48'42.56"	073°48'07.77"	pile, (6.6m)
202	*1622	40°48'44.66"	073°48'12.55"	pile, (3.7m)
202	1633	40°48'14.16"	073°47'35.22"	pile, (4.9m)
202	1634	40°48'26.06"	073°48'33.07"	mooring buoy
202	1635	40°48'35.61"	073°48'49.35"	mooring buoy

* SEE ALSO SECTION 0.9 OF EIA REPORT
** SEE ALSO SECTION 0.16 OF EIA REPORT

202	1636	40°48'29.07"	073°49'10.89"	mooring buoy
202	1640	40°48'40.22"	073°49'38.68"	rock, (0.4m) SEE ALSO SECTION
202	1686	40°47'33.82"	073°45'15.74"	pier, (5.1m) M.I.C.1) OF E+A REPORT
195	4471	40°51'13.61"	073°48'51.86"	visible wreck, (1.2)
195	4486	40°50'37.83"	073°48'55.64"	visible wreck, (2.9)
195	4488	40°50'25.94"	073°48'51.62"	pier, (5.9)
195	4489	40°50'22.81"	073°48'50.77"	pier, (5.9)
195	4499	40°49'33.39"	073°48'47.31"	pier, (6.1)
195	4533	40°50'59.85"	073°47'34.47"	SW corner of floating dock
195	4534	40°51'01.46"	073°47'35.00"	NW corner of floating dock
195	4535	40°51'04.20"	073°47'33.82"	dolphin, (7.8)
195	4537	40°50'37.84"	073°46'47.09"	south end of floating dock
195	4538	40°50'40.46"	073°46'49.14"	north end of floating dock
195	4539	40°50'38.31"	073°46'57.93"	NW inshore end of floating dock

Features at positions 1620 and 1622 were reported in the danger to navigation letter dated September 1, 1994. SEE ALSO SECTION 0.9 OF E+A REPORT

The charted rock and obstruction at 40°49'02"N, 073°46'55"W, were found located 55 meters and 75 meters, respectively, west of the charted locations. Soundings obtained on this survey agree with the 45-foot charted sounding on the rock, and the charted 49-foot sounding on the obstruction. SEE ALSO SECTION M.3.b. OF E+A REPORT

Deep Reef, located approximately 400 meters east of the southern tip of City Island, was sounded at 50-meter line spacing. This area has one charted "subm Wk" (45 cleared), one "Wk" notation, two wire drag soundings, and two soundings on rocks. The surveyed soundings were all found to be deeper than the soundings charted, however the charted soundings should be retained, since one hundred percent bottom coverage was not obtained. SEE ALSO SECTION M.3.a.1) OF E+A REPORT

The 54-foot obstruction charted approximately 850 meters west of Hewlett Point was sounded at 76 feet, however the charted sounding should be retained, since one hundred percent bottom coverage was not obtained. SEE ALSO SECTION M.2.a.2 OF E+A REPORT

The 57-foot charted sounding approximately 1600 meters west-southwest of Hewlett Pt. was sounded at 61.6 feet, however the charted sounding should be retained, since one hundred percent bottom coverage was not obtained. SEE ALSO SECTION M.2.a.1 OF E+A REPORT

P. ADEQUACY OF SURVEY SEE ALSO E+A REPORT

This survey is a complete basic hydrographic survey and is adequate to supersede all

prior surveys within the common area.

Q. AIDS TO NAVIGATION *SEE ALSO THE EIA REPORT*

The following aids to navigation are maintained by the U.S. Coast Guard and lie within the survey area. All of the aids serve their intended purpose. Contact was made with the U.S.C.G. Aids to Navigation Team, Master Chief Johnson at (212)668-6385.

The Stepping Stones light, an NGS third-order station, (USCGLL# 21505), could not be located with a DGPS detached position, because of the rocks surrounding the lighthouse. It's location was compared with DGPS during hydrography which passed nearby. The charted position appears accurate. All other aids to navigation were positioned by DGPS during hydrographic operations.

Fixed Aids:

Pos.	Name and USCGLL#	LL Position	Survey Position	Dist./Bearing from Charted Position
14	Hart Island Light 46 (21500)	40°50.7'N 073°46.0'W	40°50'41.70"N 073°45'59.45"W	On Station
34	Whitestone Pt. Light 31 (27215)	40°48.1'N 073°49.2'W	40°48'05.01"N 073°49'10.23"W	On Station

All floating aids to navigation were compared to the presently charted positions and found to be on station and serving their intended purpose with the following exceptions:

Floating Aids:

Pos.	Name and USCGLL#	LL Position	Survey Position	Dist./Bearing from Charted Position
20	Cuban Ledge rock buoy (26005)	40°50.5'N 073°48.3'W	40°50'28.24"N 073°48'14.98"W	On Station (Daybeacon replaced by buoy)
39	Willets Pt. buoy 2 (27170)	N/A	40°47'53.00"N 073°46'29.14"W	70 m east

There are four charted cables and two pipeline crossing areas within the survey limits which should remain as charted.

There is one Ferry crossing between Hart Island and City Island for the prison located on Hart Island. This crossing is accurately charted and verified as active on a daily basis.

All bridge clearances were checked, evaluated and found to be charted correctly.

R. STATISTICS

<u>Description</u>	<u>Quantity</u>
Total Number of Positions	3470
Total Lineal Nautical Miles of Hydrography	259.8
Total Lineal Nautical Miles of Cross Lines	23.3
Square Nautical Miles of Hydrography	11.2
Days of Production	35
Detached Positions	151
Bottom Samples	12
Tide Stations	3
Velocity Casts	7

S. MISCELLANEOUS

Bottom samples were taken as directed in Section 6.7 of the project instructions. Bottom sample positions and descriptions can be found on the DP editor printout appended to this report as supplemental correspondence. The Oceanographic Log Sheet-M, NOAA Form 75-44, is included in the "Survey Separates." * Positions were scaled for charted bottom characteristics and bottom samples were taken at these scaled locations. This showed no evidence of change to charted bottom characteristics, and therefore, further sampling was not required by the Project Instructions.

No predicted tidal anomalies were observed during this survey, with the exception of the week of June 20th, 1994, which encompassed both the summer solstice and a full moon.

T. RECOMMENDATIONS

Recommendations concerning this survey are made in sections "J", "N", and "O" of this report. No inadequacies, additional work, nor further investigations were identified after field work was completed. *SEE ALSO SECTION P. OF ETA REPORT*

U. REFERRAL TO REPORTS

<u>Title</u>	<u>Transmittal Information</u>
Descriptive Report to Accompany Survey H-10346	Atlantic Hydrographic Section N/CG244, Norfolk, VA (8/90)
Chart Sales Agent Report	Atlantic Hydrographic Section N/CG244, Norfolk, VA 1994
User Evaluation Report	Atlantic Hydrographic Section N/CG244, Norfolk, VA 1994
Chart Inspection Report	Atlantic Hydrographic Section N/CG244, Norfolk, VA 1994
Coast Pilot Report	Atlantic Hydrographic Section N/CG244, Norfolk, VA 1994

Submitted by: Atlantic Hydrographic Party

**Robert W. Ramsey
Hydrographer in charge of launch 0519**

**David B. Elliott
Hydrographer in charge of launch 0518**

CONTROL STATIONS as of 5 Aug 1994

No	Type	Latitude	Longitude	H	Cart	Freq	Vel Code	MM/DD/YY	Station Name
001	0	040:48:16.540	073:47:26.504	13	250	0.0	0.0	07/26/94	THROGS NECK IT, 1994
2	0	040:57:29.399	073:41:26.387	0	78	0.0	0.0	05/26/94	Cal 1 "Rye", 1994 (Calibration)



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Coast and Geodetic Survey
Norfolk, Virginia 23510-1114

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

01 September 1994

Commander
First U.S. Coast Guard District
408 Atlantic Avenue
Boston, MA 02110-3350

Dear Sir:

While conducting a basic hydrographic survey (Registry No. H-10541) of Long Island Sound, New York, the following items were identified as dangers to navigation and are recommended for inclusion in the Local Notice to Mariners. Noted positions are referenced to the NAD 83 datum and the soundings have been reduced to Mean Lower Low Water (MLLW) using predicted tides. The following details affect charts 12366, 23rd edition/Mar. 27, 1993, and 12364, 28th edition/Jan. 2, 1993. This is advance information which is subject to office review. All items were positioned using differential GPS.

Between Whitestone Bridge and Throgs Neck Bridge:

A) The northern 30-foot contour from 073°49'47"W to 073°48'32"W has encroached 80 meters south into the channel.

B) The southern 30-foot contour in the vicinity of Whitestone Point has encroached eastward into the channel from 073°49'14"W to 073°49'04"W.

From Throgs Neck north to Locust Pt. and east to Kings Pt.:

C) The 30-foot contour near Throgs Neck light has encroached eastward into the channel from 073°47'34"W to 073°47'17"W.

D) On the east side of the channel, the 30-foot contour from 40°48'30"N to 40°49'00"N has encroached 100 meters west into the channel.

From Elm Pt. north to Hart Island:

E) On the west side of the channel near Hart Island Lt "46", the 30-foot contour has encroached eastward into the channel from 073°46'00"W to 073°45'53"W.




F) The 42-foot sounding, charted as a wreck at 40°49'26"N, 073°47'08"W, was sounded as 33 feet at 40°49'26.5"N, 073°47'08.5"W. Another 33-foot sounding was also recorded nearby at 40°49'28.0"N, 073°47'07.8"W.

The following new features do not appear on the chart:

G)	40°48'42.76"N,	073°48'05.85"W	pile exposed, 21.6 feet
H)	40°48'44.66"N,	073°48'12.55"W	pile exposed, 12.1 feet

A chart section of this area, showing the location of these dangers, is also included. Questions concerning this report should be directed to myself at 203/783-4287 or to the Atlantic Hydrographic Section at 804/441-6746.

Sincerely,

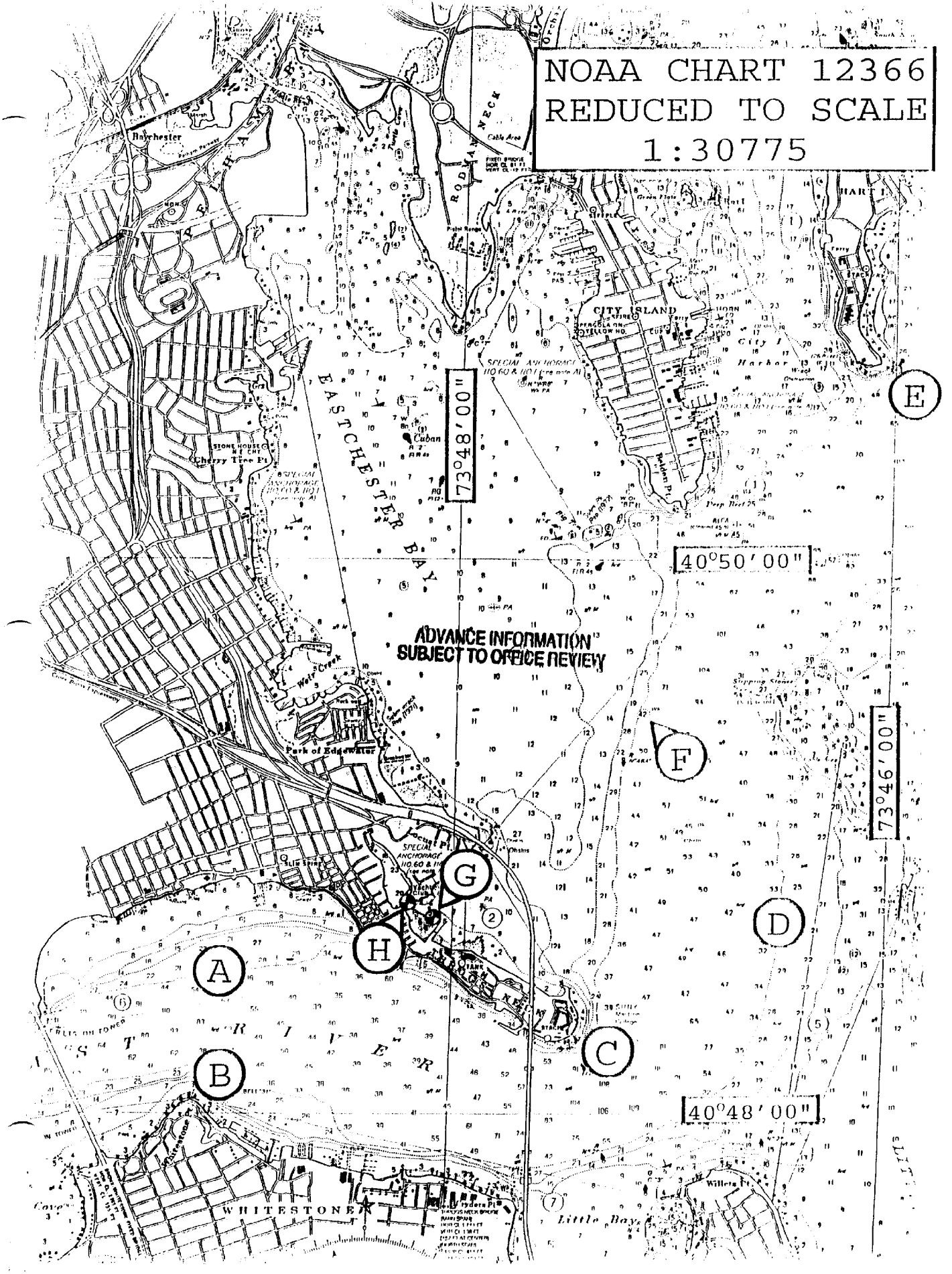


James E. Waddell, Jr.
Lieutenant Commander, NOAA
Chief, Atlantic Hydrographic Party

Enclosure

N/CG221
N/CG244
DMAHTC

NOAA CHART 12366
REDUCED TO SCALE
1:30775



ADVANCE INFORMATION
SUBJECT TO OFFICE REVIEW

40°50'00"

73°48'00"

73°46'00"

40°48'00"

AWOIS NO:4273

Item Description: Obstruction

Source:TP-00885/77--Photo

AWOIS Position: Lat - 40/47/57.36N Lon - 073/48/44.48W

Required Investigation: VS,SD,BD, DI -- 200m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 05/31/94 (DN:151)

Position Numbers: 45

Launch Number: 0519

Investigation Used: VS

Water Visibility: 1m

Position Determined By: DGPS

Investigation Summary: Visual identification was made of a steel obstruction 7 meters above the water surface. The obstruction was located adjacent to the offshore end of a pier. This area is foul within a 25-meter radius of the surveyed position of this item. (See photo)

CHARTING RECOMMENDATION

The hydrographer recommends that the charted position of the obstruction be revised to the position below.

Recommended Position: Lat - 40/47/54.6N Lon - 073/48/45.5W

Recommended Least Depth: 7.¹/₂ meters above at MLLW (predicted tides) APPROVED
23 FT

CONV2

COMPILATION NOTES

REVISE O OBSTN

AWOIS NO: 4382

Item Description: Unknown (Submerged Wreck)

Source: NM41/60 and FE316SS/88

AWOIS Position: Lat - 40/49/25.38N Lon - 073/47/08.33W

Required Investigation: S2, SD, DI -- 100m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/10/94 (DN:161)

Position Numbers: 3210

Launch Number: 0518

Investigation Used: BD

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A chain drag was conducted at the charted location with a 125 foot tow and 100 foot chain and a hang occurred on the first pass. This item was found by the NOAA ships Rude and Heck in 1988. Position number 3210 was taken on top center of the hang. The submerged wreck had a leadline least depth of 13.2⁸ meters below the water at the time of positioning which equates to 12.8 meters at MLLW. The wreck's condition could not be determined, but it appears to be approximately 10 to 15 meters long and lying in a north-south orientation. The least depth found of 12.8 equates to ~~41.9~~^{42.0} feet which is consistent with the RU/HE-88 least depth of 42 feet on the AWOIS report.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted submerged wreck be retained as charted at the following location:

Do Not Concur

Recommended Position: Lat - 40/49/25.24N Lon - 073/47/07.33W

Recommended Least Depth: 12.8m at MLLW by ^{approved} predicted tides.

42 ft

COMPILATION NOTES

SEE SECTION B.1 OF THE E+A REPORT

AWOIS NO: 5606

Item Description: Obstruction

Source: TP00885/75, TP01269/84

AWOIS Position: Lat - 40/47/26.06N Lon - 073/45/15.07W

Required Investigation: BD, DI -- 25m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/10/94 (DN:161)

Position Numbers: 286-293

Launch Number: 0519

Investigation Used: BD

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A chain drag was conducted in ≤ 3 meters of water at 10-meter line spacing with 20-meters of chain and 18-meters of towline. The result of this search was negative with no snags or contacts made.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted obstruction be removed from the chart.

Recommended Position: N/A

Recommended Least Depth: N/A

Concur

COMPILATION NOTES

AWOIS NO: 5607

Item Description: Obstruction

Source: TP00885/75, TP01269/84

AWOIS Position: Lat - 40/47/32.96N Lon - 073/45/15.37W

Required Investigation: BD, DI -- 25m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/10/94 (DN:161)

Position Numbers: 295-301

Launch Number: 0519

Investigation Used: ES

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A echo sounder star pattern search was conducted in lieu of the normally required chain drag due to moored boats within the narrowly defined search radius of 25 meters. The search was centered on the items's charted geographic position. No contacts were made, and the area appears to be used as a near shore, domestic mooring for private boats. Although the search technique was limited in nature, an obstruction at this position is believed to be highly doubtful.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted obstruction be removed from the chart.

Recommended Position: N/A

Recommended Least Depth: N/A

DO NOT CONCUR

COMPILATION NOTES

DELETE O OBSTN
CHART ::: OBSTN

AWOIS NO: 5608

Item Description: Obstruction

Source: TP0085/75, TP01269/84

AWOIS Position: Lat - 40/48/04.16N Lon - 073/45/21.67W

Required Investigation: BD, DI -- 25m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/10/94 (DN:161)

Position Numbers: 302-311

Launch Number: 0519

Investigation Used: BD

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A chain drag was conducted in ≤ 3 meters of water at 10-meter line spacing with 20-meters of chain and 13-meters of towline. The result of this search was negative with no snags or contacts made.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted obstruction be removed from the chart.

Recommended Position: N/A

Recommended Least Depth: N/A

CONCUR

COMPILATION NOTES

AWOIS NO: 5612

Item Description: Obstruction (Pier)

Source: Photo Revision(1960 Approx.), TP01269/84

AWOIS Position: Lat - 40/48/23.96N Lon - 073/45/47.97W

Required Investigation: VS,BD,DI -- 25m Swath Pattern

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/10/94 (DN:161)

Position Numbers: 312-319

Launch Number: 0519

Investigation Used: VS, BD

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A chain drag was conducted using the swath technique. The drag pattern was performed with 10-meter line spacing, 20-meters of chain, and 15-meters of tow in 6 meters of water. The lines were running perpendicular to shore. No snags or contacts were made. A visual search indicated no visible pier ruins in the immediate survey area.

During Mainscheme operations at low tide on 6/27/94 pier ruins were observed in the proximity of this items reported position. A position was obtained on the offshore end of these ruins awash, and office computations placed it 61.7 meters due south of the reported position. This position fell just outside the previous drag sweeps. (See Photograph)

CHARTING RECOMMENDATION

The hydrographer recommends that the charted obstruction be retained at the revised position below.

CONCUR

Recommended Position: Lat: 40°48'21.97"N Long: 073°45'47.65"W

Recommended Least Depth: 0.³ meters at MLLW (APPROVED predicted tides)

1 FT

COMPILATION NOTES

AWOIS NO: 5621

Item Description: Sounding (Submerged Rock)

Source: H5547/34 and H5546/34

AWOIS Position: Lat - 40/49/17.36N Lon - 073/45/29.47W

Required Investigation: BD, DI, ## -- 50m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/17/94 (DN:168)

Position Numbers: 3380 - 3386

Launch Number: 0518

Investigation Used: BD, DI, ##
2m

Water Visibility:

Position Determined By: DGPS

Investigation Summary: A chain drag was conducted with a 40 foot tow and 80 foot chain in 3 meters of water. Using 10 meter line spacing a hang occurred on the fourth pass. Position number 3386 was taken on top center of the hang. Several passes at five meter line spacing were made to judge the size and insure the least depth had been found. The submerged rock was one meter in diameter and had a sounding pole least depth of 2.6 meters below the water at the time of positioning which equates to 6.7 meters at MLLW. (Photo submitted with reports of numerous boats moored in this area). Note: In most cases bottom drags can not be conducted in anchorages or moorings. In this case the drag was conducted between moorings in an opening where nothing was anchored. The original AWOIS report states that this reported sounding appeared to have hung on a feature during the 1934 survey thus requiring the bottom drag investigation. It is the Hydrographers opinion that this may have been a mooring anchor.

CHARTING RECOMMENDATION *NOT AN OBSTRUCTION,
A CHARTED SOUNDING*

The hydrographer recommends that the charted ~~obstruction~~ be retained as charted at the following location:

*Do Not CONCERN
w/ CHARTIFICATION*

Recommended Position: Lat - 40/49/17.75N Lon - 073/45/28.42W

Recommended Least Depth: 2.0m @ MLLW w/ *approved* predicted tides.

6 ft.

COMPILATION NOTES

Chart 6 Obstr

[Signature]

AWOIS NO: 5623

Item Description: Obstruction

Source: TP00885/75, TP01269/84, AND H10346/90

AWOIS Position: Lat - 40/49/34.16N Lon - 073/45/16.27W

Required Investigation: BD, DI -- 25m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/17/94 (DN:168)

Position Numbers: 3379

Launch Number: 0518

Investigation Used: BD

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A 25 meter circle drag was conducted at the charted location in 3 meters of water and a hang occurred. The center of the drag was anchored and 30 pounds of dive weight were attached to the launch end to keep the line on the bottom. Several passes at five meter line spacing were made to judge the size and insure the least depth had been found. Position number 3379 was taken at the center of the two submerged rocks which are approximately 3 meters apart. The submerged rocks are 1.5 meters in diameter and had a sounding pole least depth of 1.6 meters below the water at the time of positioning which equates to 0.76 meters at MLLW. It should be noted that this item was reassigned in 1994 because it was mistakenly addressed by the evaluator in 1990. No one from AHP surveyed in this area in 1990.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted obstruction be retained as charted at the following location: *Do Not Concur*

Recommended Position: Lat - 40/49/33.88N Lon - 073/45/15.65W

Recommended Least Depth: 0.7⁶m @ MLLW w/ *approved* predicted tides.

2 ft.

COMPILATION NOTES

*Delete Obstr
Chart 2 ft RK*

AWOIS NO: 5629

Item Description: Obstruction

Source: TP00885/75 and TP001269/84

AWOIS Position: Lat - 40/49/41.56N Lon - 073/45/19.67W

Required Investigation: BD, DI -- 25m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/09/94 (DN:160)

Position Numbers: 3195

Launch Number: 0518

Investigation Used: BD

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A 25 meter radius circle drag was conducted at the charted location with the center of the search radius marked by position number 3195. The line was anchored at the center and weighed down with 30 pounds of weight at the launch end to insure the line stayed on the bottom. The search was conducted in 5 meters of water and pulled at 2 meters per second with negative results. There were no snags or hangs encountered and nothing found.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted obstruction be removed from the chart.

Recommended Position: N/A

Concur

Recommended Least Depth: N/A

COMPILATION NOTES

AWOIS NO: 5630

Item Description: Obstruction

Source: TP00885/75 and TP01269/84

AWOIS Position: Lat - 40/49/41.⁸66N Lon - 073/45/21.07W

Required Investigation: BD, DI -- 25m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/09/94 (DN:160)

Position Numbers: 3196-3197

Launch Number: 0518

Investigation Used: BD

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A 25 meter radius circle drag was conducted at the charted location with the center of the search radius marked by position number 3196. The line was anchored at the center and weighed down with 30 pounds of weight at the launch end to insure the line stayed on the bottom. The search was conducted in 5 meters of water and pulled at 2 meters per second with negative results. There were no snags or hangs encountered and nothing found. Position number 3197 was taken in the center of 5 wooden piles (approximately 2 meters apart in a cluster), which lie 25 meters outside the search area. The piles are 2.0 meters above the water at the time of positioning which equates to 4.2 meters at MLLW. The AWOIS listing is inadequate to determine if these piles are the original obstruction. (Photo submitted with reports).

CHARTING RECOMMENDATION

The hydrographer recommends that the charted obstruction be removed from the chart and the cluster of piles be charted at the following location:

Concur

Recommended Position: Lat - 40/49/43.1⁶N Lon -073/45/20.0¹⁰W

Recommended Least Depth: N/A, See elevation above.

COMPILATION NOTES

*Delete Obstr
Chart Pile.*

AWOIS NO: 5631

Item Description: Obstruction (Rock Groin)

Source: TP00885/75 and TP01269/84

AWOIS Position: Lat - 40/49/44.96N Lon - 073/45/22.77W

Required Investigation: BD, DI -- 25m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/09/94 (DN:160)

Position Numbers: 3199

Launch Number: 0518

Investigation Used: BD

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A 25 meter radius circle drag was conducted at the charted location. The line was anchored at the center and weighed down with 30 pounds of weight at the launch end to insure the line stayed on the bottom. The search was conducted in 4 meters of water and pulled at 2 meters per second and snagged on a rock groin. Position number 3199 was taken at the offshore end of the rock groin. The groin had a leadline least depth of 3.4 meters below the water at the time of positioning which equates to 1.2 meters at MLLW. (Photo submitted with reports).

CHARTING RECOMMENDATION

The hydrographer recommends that the charted obstruction either, be retained as charted or charting a groin at the following location.

Recommended Position: Lat - 40/49/45.81N Lon - 073/45/22.90W

Recommended Least Depth: 1.2m @ MLLW w/ ^{approved} predicted tides.

4 ft.

COMPILATION NOTES

Delete Obstr
Chart Groin

Concur

AWOIS NO: 5632

Item Description: Obstruction (Pile)

Source: TP00885/75 and TP01269/84

AWOIS Position: Lat - 40/49/46.86N Lon - 073/45/24.17W

Required Investigation: BD, DI -- 25m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/09/94 (DN:160)

Position Numbers: 3198

Launch Number: 0518

Investigation Used: VS, ES

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A wooden pile was discovered within the search area during a 25 meter echo sounder search. Several 5 meter line spacing passes were made to insure there were no other obstructions in the area. The pile was 1.5 meters above the water at the time of positioning which equates to 3.7 meters at MLLW. (Photo submitted with reports).

CHARTING RECOMMENDATION

The hydrographer recommends that the charted pile be retained as charted at the following location:

CONCUR

Recommended Position: Lat - 40/49/46.72N Lon - 073/45/23.78W

Recommended Least Depth: N/A, See elevation above.

COMPILATION NOTES

AWOIS NO: 5637

Item Description: Obstruction (Pile PA)

Source: CL1586/71 and TP01269/84

AWOIS Position: Lat - 40/49/58.36N Lon - 073/45/27.27W

Required Investigation: BD, DI -- 50m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/10/94 (DN:161)

Position Numbers: 3207 - 3209

Launch Number: 0518

Investigation Used: BD

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A chain drag was conducted with a 35 foot tow and 100 ft chain in 5 to 7 meters of water using 10 meter line spacing. A hang occurred on the second pass and position number 3209 was taken on top of the center of the hang. Several passes at 5 meter line spacing were run to insure the least depth had been found. The submerged pile had a leadline least depth of 6.2 meters below the water at the time of positioning which equates to 5.3 meters at MLLW.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted pile PA be revised to a submerged pile at the following location:

Recommended Position: Lat - 40/49/57.67N Lon - 073/45/27.47W

CONCUR

Recommended Least Depth: 5.3m @ MLLW w/ ^{APPROVED} predicted tides.

17 FT

COMPILATION NOTES

DELETE PILE, PA

CHART :O; PILE
(COV 17 FT)

AWOIS NO: 5638

Item Description: Obstruction (Submerged Pile PA)

Source: CL1586/71 and TP01269/84

AWOIS Position: Lat - 40/49/59.56N Lon - 073/45/27.67W

Required Investigation: BD, DI -- 50m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/10/94 (DN:161)

Position Numbers: 3201 - 3206

Launch Number: 0518

Investigation Used: BD

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A chain drag was conducted with a 35 foot tow and 100 ft chain in 4 to 6 meters of water using 10 meter line spacing. A hang occurred on the third pass and position number 3206 was taken on top of the center of the hang. Several passes at 5 meter line spacing were run to insure the least depth had been found. The submerged pile had a leadline least depth of 2.1 meters below the water at the time of positioning which equates to 1.4 meters at MLLW.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted pile PA be revised to a submerged pile at the following location:

Recommended Position: Lat - 40/49/59.66N Lon - 073/45/26.04W

Recommended Least Depth: 1.4m @ MLLW w/ ^{APPROVED} predicted tides.

4FT

COMPILATION NOTES

DELETE PILE, PA
CHART :O: PILE
(COU 4 FT)

AWOIS NO: 5650

Item Description: Sounding (10-13 ft. reported)

Source: CL1416/81--CPR2 Reported by CDR Wyzewski, NOAA

AWOIS Position: Lat - 40/48/40.36N Lon - 073/45/55.47W

Required Investigation: ES - Develop entrance and berthing area

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/10/94 (DN:161)

Position Numbers: 320-328

Launch Number: 0519

Investigation Used: ES

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A center line was run inside of the dock entrance and found to be controlled at position 320.3 by a 13.1 foot sounding at MLLW (~~predicted~~ tides applied).

APPROVED

CHARTING RECOMMENDATION

The hydrographer recommends the 10 foot sounding be removed and a controlling depth of 13.1 ft 1994, be applied.

DO NOT CONCUR

Recommended Position: Lat - 40/48/43.68N Lon - 073/45/54.86W

Recommended Least Depth: 13.1 MLLW (~~predicted~~ tides)

APPROVED

COMPILATION NOTES

RETAIN AS CHARTED

ARMY CORPS OF ENGINEERS CONTROLLED DEPTH AREA.

AWOIS NO: 6315

Item Description: Obstruction (Visible Rocks)

Source: CL1566/78--USPS

AWOIS Position: Lat - 40/51/55.36N Lon - 073/49/08.48W

Required Investigation: VS 100m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 05/25/94 (DN:145)

Position Numbers: 3000

Launch Number: 0518

Investigation Used: VS

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: The charted rocks were found visually at Goose Island near the scaled location. The rocks were 10 to 12 inches in diameter piled in a cluster approximately two meters wide. The rocks were 0.3 meter above water at the time of positioning. With ^{approved} predicted tides applied the rocks will be 2.07 (9ft.) meter above water at MLLW. (Photo submitted with reports).

CHARTING RECOMMENDATION

The hydrographer recommends that the charted rocks be retained at the following location:

Recommended Position: Lat - 40/51/56.2⁶N Lon - 073/49/07.4⁸W *CONCUR*

Recommended Least Depth: N/A

COMPILATION NOTES

Delete "RKS rep" notation

AWOIS NO: 6316

Item Description: Obstruction (Large portion of Fender System)

Source: LNM24/73--3rd CGD, LNM9/74--3rd CGD

AWOIS Position: Lat - 40/51/51.36N Lon - 073/49/05.4⁸W

Required Investigation: VS, BD, DI 50m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 05/25/94 (DN:145)

Position Numbers: 3001

Launch Number: 0518

Investigation Used: BD

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A fifty-meter radius circle drag search was conducted at the suggested location using a weighted line on the bottom, anchored at the center point and extending 50 meters out to the boat. The search line was weighed down at the launch with 30 pounds of dive weights to insure the line stayed on the bottom. In addition the drag was pulled at two meters per second to avoid pulling the pivot point off the reported location. No snags or hangs were encountered and nothing was found as a result of this search. This feature was charted as Position Doubtful in the AWOIS report.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted obstruction be removed from the chart at the following location:

CONCUR

Recommended Position: Lat - 40/51/51.48N Lon - 073/49/05.30W

Recommended Least Depth: N/A

COMPILATION NOTES

Delete NOTATION "Obstr Rep PD"

AWOIS NO: 6317

Item Description: Unknown (Visible Barge)

Source: CL1748/71--USPS

AWOIS Position: Lat - 40/51/45.36N Lon - 073/49/05.48W

Required Investigation: VS, DI 50m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 05/25/94 (DN:145)/ 7/13/94 (DN:194)

Position Numbers: 3002/ foul line Launch Number: 0518
4310-4311

Investigation Used: VS Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: The charted barge was located visually and a detached position was taken at the north east end. The barge was approximately 12 meters long and 4 meters wide and the detached position was taken at the edge closest to the channel. This feature lies in an east to west direction. The western end is approximately 10 meters from the Rolling bridge. The barge was 0.1 meter above water at the time of positioning (2.16 meters above corrected with ^{Approved} predicted tides at MLLW). During further investigations (on DN 145) it became apparent that this feature was the same as AWOIS 6319, a C.O.E. report from CL 1286/66. The close proximity and description of these two features suggest only one wreck symbol should be charted. (Photo submitted with reports).

CHARTING RECOMMENDATION

The hydrographer recommends that the charted wreck symbol be revised to the following location:

Recommended Position: Lat - 40/51/45.86²N Lon - 073/49/03.36W *CONCUR*

Recommended Least Depth: N/A

COMPILATION NOTES

chart STRANDED WRECK

AWOIS NO: 6318

Item Description: Unknown (Two Visible Wrecks)

Source: CL1354/71--USPS, TP01269/84

AWOIS Position: Lat - 40/51/42.56N Lon - 073/49/06.98W

Required Investigation: VS, ##

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 05/25/94 (DN:145)/ 7/13/94 (DN:194)

Position Numbers: 3003/ foul line
4310-4311

Launch Number: 0518

Investigation Used: VS

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: The wrecks were found visually at the scaled location and a detached position was taken at the center. There are three wrecks at this location and they were 10.0 meters above water at the time of positioning (12.1⁵ meters above corrected for ~~predicted~~ ^{approx} tides at MLLW). The AWOIS listing describes this area as a graveyard for wrecks. After searching the area it became apparent this region is littered with debris and should be considered as a foul area. A foul limit line will be run during the course of hydrography. A single detached position was all that could be obtained because of unstable DGPS control at this location.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted wrecks be retained as charted at the following location:

CONCOR

Recommended Position: Lat - 40/51/42.64N Lon - 073/49/06.16W

Recommended Least Depth: N/A

COMPILATION NOTES

CHART  *WKS*

AWOIS NO: 6319

Item Description: Balloon Light (Barge reported)
U.S.C.O.E. annual reports no menace to nav.

Source: CL1286/66--COE

AWOIS Position: Lat - 40/51/44.36N Lon - 073/49/02.48W

Required Investigation: VS, BD, DI,SD 50m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 05/25/94 (DN:145)/ 7/13/94 (DN:194)

Position Numbers: 3004/ foul line Launch Number: 0518
4310-4311

Investigation Used: VS Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: The charted wreck was located visually at the scaled position. The barge was above the water 0.1 meter at the time of positioning (2.3 meters above corrected for predicted tides at MLLW). The barge is approximately 12 meters long and 4 meters wide. This feature appears to be the same as AWOIS 6317. The hydrographer suggests charting a single wreck symbol for items 6317 and 6319. The position of this wreck is of no danger to navigation as suggested by the AWOIS report. (Photo submitted with reports).

CHARTING RECOMMENDATION

The hydrographer recommends that this charted wreck be removed from the chart and one wreck symbol (Position 3002, ~~reference~~ AWOIS item 6317) be charted at the following location:

Recommended Position: Lat - 40/51/45.86N Lon - 073/49/03.36W ^{CONCUR}

Recommended Least Depth: N/A

COMPILATION NOTES

DELETE SUNKEN WRECK

AWOIS NO: 6320

Item Description: Obstruction (Pile PA)

Source: CL 1723/80 - USPS

AWOIS Position: Lat - 40/51/09.36N Lon - 073/48/25.48W

Required Investigation: VS, BD, DI -- 100m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 05/31/94 (DN:151)

Position Numbers: 3038 - 3054

Launch Number: 0518

Investigation Used: BD

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A chain drag was conducted at the charted location with a 40-foot tow and 100-foot chain. A hard snag occurred on the sixth pass. Position number 3054 was taken on the center of the hang. The submerged pile had a sounding pole least depth of 0.7 meters below the water at the time of positioning which equates to 0.3 meters at MLLW corrected for predicted tides. The broken pile was felt with the sounding pole. The water depth is 1.8 meters with the pile projecting approximately 1.1 meters off the bottom.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted Pile PA be revised to a submerged pile at the following location.

Recommended Position: Lat - 40/51/10.61N Lon - 073/48/25.96W

CONCUR

Recommended Least Depth: 0.3 meters @ MLLW w/predicted tides.

2 FT

COMPILATION NOTES

DELETE "PILE PA" NOTATION

CHART :O: PILE
(COU 2 FT)

AWOIS NO. 6321

Item Description: Unknown (Motorboat Sunk 16'X 5')
Abandoned by U.S. Govt.

Source: CL562/37--COE

AWOIS Position: Lat - 40/51/08.36N Lon - 073/48/37.48W

Required Investigation: BD, SD, DI -- 100m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 05/30/94 (DN:150)

Position Numbers: 3008 - 3019

Launch Number: 0518

Investigation Used: BD

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A chain drag was conducted at the charted location with a 45 foot tow and 100 foot chain. A hard snag occurred on the fourth pass in this area. Position number 3019 was taken on the center of the hang. The submerged wreck had a leadline least depth of 2.6 meters below the water at the time of positioning (2.4 meters below corrected for ^{APPROVED} predicted tides at MLLW). Glass and metal was seen on the chain drag doors when they were brought to the surface. Several echo sounder passes were made over the feature at 5-meter line spacing to judge the size of the feature and insure the least depth had been found. The submerged wreck is approximately 5-meters long and 2-meters wide and lies in a northeast to southwest direction in three meters of water.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted submerged wreck be retained on the chart at the following location:

CONCUR WITH
CLARIFICATION

Recommended Position: Lat - 40/51/06.28N Lon - 073/48/36.01W

Recommended Least Depth: 2.4⁶ meters @ MLLW w/^{APPROVED} predicted tides.

BFT

COMPIATION NOTES

DELETE SUNKEN WK ~~+++~~

CHART 8 WK

AWOIS NO: 6322

Item Description: Unknown (Partially Submerged Barge PA)

Source: CL 71/86

AWOIS Position: Lat - 40/50/50.36N Lon - 073/48/45.98W

Required Investigation: BD, SD, DI -- 150m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 05/30/94 (DN:150)/ 6/23/94 (DN:174)/
7/14/94 (DN:195)

Position Numbers: 3020, 3708-3709=DPS Launch Number: 0518
foul line=4330-4332

Investigation Used: VS Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: The charted wreck was located visually at the scaled position. The barge was above the water 10 meters at the time of positioning (10.0 meters above corrected for ^{predicted} predicted tides at MLLW). The barge is approximately 200 meters long and 50 meters wide. The area is foul with wreckage. Two additional detached positions were taken on DN 174 to define the exact length and location of this feature. The wreckage lies in a north to south direction. This area is foul with wreckage and a foul limit will be run during hydrography. (Photo submitted with reports).

CHARTING RECOMMENDATION

The hydrographer recommends that the charted wreck be revised to a visible wreck and charted at the following location.

Recommended Position: Lat - 40/50/51.85N Lon - 073/48/45.19W

Recommended Least Depth: N/A, See elevation above.

CONCOR

COMPILATION NOTES

DELETE 2 STRANDED WRECKS, PA
DELETE SUNKEN WRECK, PA
Chart AUK and FOUL DELINEATION

AWOIS NO: 6323

Item Description: Unknown (Visible Wreck PA)

Source: LNM 54/70 - 3rd CGD

AWOIS Position: Lat - 40/50/07.36N Lon - 073/48/45.48W

Required Investigation: VS, BD, SD, DI -- 150m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 05/30/94 (DN:150)

Position Numbers: 3034

Launch Number: 0518

Investigation Used: VS

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: The wreck was found with help from local knowledge. A fisherman in the area pointed out a buoy marking the wreckage, position number 3034. The submerged wreck lies in an east to west direction in 1.8 meters of water and is approximately 9-meters long and 2.4-meters wide. The pole sounding least depth was 1.5 meters below the water at the time of positioning (1.45 meters below corrected for predicted tides at MLLW). The wreckage was moved from its scaled position to its present location in 1975 according to Mr. Carl Peterson, to clear the area where numerous boats rest on moorings. The current position is approximately 60 meters outside of the search area.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted visible wreck, PA symbol be removed from the chart and be revised to submerged wreck at the following location.

CONCUR

Recommended Position: Lat - 40/50/10.94N Lon - 073/48/53.70W

Recommended Least Depth: 1.4⁵ meters @ MLLW w/^{approved} predicted tides.

5 ft.

COMPILATION NOTES

*Delete visible wreck
Chart 5 WK*

AWOIS NO: 6324

Item Description: Obstruction (Two obstrs. 40 meters apart)

Source: TP00885/75 class III and TP001269/84 class III

AWOIS Position: Lat - 40/49/35.36N Lon - 073/48/25.48W

Required Investigation: VS, BD, DI -- 50m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 05/30/94 (DN:150)

Position Numbers: 3038

Launch Number: 0518

Investigation Used: VS

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: Locals on shore pointed out the approximate position of this feature from shore. A 5-meter line spacing search was conducted at this location revealing two obstructions approximately 20 meters apart. Position number 3038 is the center of the two obstructions, most probably rocks. Remains of a rock pier are visible on shore. The submerged rocks were 0.7 meters below the water at the time of positioning which equates to 0.12 meters at MLLW, corrected for ~~predicted~~ ^{observed} tides.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted obstructions be retained as charted at the following location.

CONCUR

Recommended Position: Lat - 40/49/34.53N Lon - 073/48/26.75W

Recommended Least Depth: ²0.1 meters @ MLLW w/ ^{approved} predicted tides.
_{-1 ft.}

COMPILATION NOTES

DELETE O O OBSTNS

ADD [] OBSTNS

AWOIS NO: 6325

Item Description: Unknown (Submerged Wreck)

Source: CL1697/71 - USPS

AWOIS Position: Lat - 40/49/26.36N Lon - 073/48/15.48W

Required Investigation: BD, SD, DI -- 100m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/08/94 (DN:159)

Position Numbers: 3166 - 3176

Launch Number: 0518

Investigation Used: BD

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A chain drag was conducted with a 50 foot tow and 100 foot chain at the charted location in 5 meters of water. A snag occurred and position number 3176 was taken on top of the center of the snag. The submerged obstruction had a leadline least depth of 4.6 meters below the water at the time of positioning which equates to 2.75 meters at MLLW. Several passes were made at 5 meter line spacing to judge the size of the obstruction and insure the least depth had been found. The feature is approximately 5 meters in diameter and is not considered a hazard to navigation.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted submerged wreck be revised to a submerged obstruction at the following location:

CONCOR

Recommended Position: Lat - 40/49/28.17N Lon - 073/48/18.86W

Recommended Least Depth: 2.7⁵m @ MLLW w/ *approved* predicted tides.
8 ft.

COMPILATION NOTES

*Delete SUNKEN WRECK REP 1971 PA
chart & Obstar*

AWOIS NO: 6326

Item Description: Submerged Wreck

Source: NM42/59

AWOIS Position: Lat - 40/^{48/17.3}~~47/49.36~~N Lon - 073/49/^{50.3}~~49.38~~W

Required Investigation: SD,S2,DI,BD

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 6/17/94 (DN:168)

Position Numbers: 386-402

Launch Number: 519

Investigation Used: BD

Water Visibility: 2M

Position Determined By: DGPS

Investigation Summary: A chain drag was conducted in the required search area. Line spacing was at 50 meters with a search radius of 200 meters. Hard contact was encountered. Two positions were obtained, indicating wreck lying in a NNW to SSE direction with a length of approximately 20 meters.

CHARTING RECOMMENDATION

The hydrographer recommends that the wreck be retained as charted between the revised positions below.

CONCUR

Recommended Position: Lat-40/48/16.408N Lon-073/49/48.607W
~~40/48/15.939N 073/49/48.234W~~

Recommended Least Depth: 10.⁸ meters

35 FT

DELETE SUNKEN WRECK

CHART 35 WK

AWOIS NO: 6327

Item Description: Unknown (Wreck)

Source: H5547/34

AWOIS Position: Lat - 40/47/49.36N Lon - 073/48/31.48W

Required Investigation: BD, VS, SD, DI -- 50m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 05/31/94 (DN:151)

Position Numbers: 47-54, 59-60

Launch Number: 0519

Investigation Used: VS, BD

Water Visibility: 1m

Position Determined By: DGPS

Investigation Summary: A chain drag was conducted in as much of the required area as possible, which was limited by the proximity to other visible obstructions offshore in the area (see photo). The drag was conducted between these offshore obstructions and shore at 10-meter line spacing with 20-meters of chain and 8-meters of line deployed. No snags were encountered during the drag. Due to the offshore obstructions and the close proximity of the reported position, a foul limit line (positions 59-60) was run. The line starts at the offshore end of the pier ruins and continues along the offshore side of the obstructions to shore. The area shoreward due south of this line is considered foul to shore. No evidence was seen at the reported position of a wreck.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted wreck be removed and that a "Foul" notation be added covering the area shoreward of a line depicted by positions 59-60.

CONCOR

Recommended Position: Lat - 40/47/51.0N Lon - 073/48/0.60W

Recommended Least Depth: none

COMPILATION NOTES

Chart Foul Delineation

AWOIS NO: 6334

Item Description: Unknown (Sunken Pile Driver)

Source: LNM21/58

AWOIS Position: Lat - 40/51/25.56N Lon - 073/47/35.67W

Required Investigation: BD, SD, DI -- 50m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 05/31/94 (DN:151)

Position Numbers: 3055

Launch Number: 0518

Investigation Used:

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: Mr. Pat Lascala, Owner of City Island Yacht Sales (718-885-3001), stated that the pile driver barge had been removed during the 1960's. However, he said that a submerged obstruction does exist at the location defined by position number 3055. The submerged obstruction had a leadline least depth of 2.7 meters below the water at the time of positioning which equates to 2.6 meters at MLLW corrected for ~~predicted~~ ^{Approved} tides. The feature felt like metal with the leadline and Mr. Lascala thinks it is most likely the remains of a car body. Part of a car body was pulled out from a wreck in the 1970's and he believes this item is part of that wreckage.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted submerged wreck symbol be removed from the chart and be replaced with an obstruction symbol at the following location.

CONCUR

Recommended Position: Lat - 40/51/24.41N Lon - 073/47/35.97W

Recommended Least Depth: 2.6m @ MLLW w/^{APPROVED}~~predicted~~ tides.

BFT

COMPILATION NOTES

DELETE SUNKEN WRECK
CHART 8 OBSTN

AWOIS NO: 6335

Item Description: Unknown (Visible Wreck PA)

Source: CL1564/79 - USPS and LNM24/80 - 3rd CGD

AWOIS Position: Lat - 40/51/21.86N Lon - 073/47/40.47W

Required Investigation: VS, BD, DI -- 50m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 05/31/94 (DN:151)

Position Numbers: 3056

Launch Number: 0518

Investigation Used: BD

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A 50-meter circle drag was conducted and nothing was found. A weighted line was anchored at the center point of the search area, while the boat was driven full circle about this point. Mr. Pat Lascala, Owner of City Island Yacht Sales (718-885-3001), stated that he believes that the boat may have been salvaged, but has no documentation.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted wreck be removed from the chart.

Recommended Position: N/A

concur

Recommended Least Depth: N/A

COMPILATION NOTES

Delete visible wreck, PA

AWOIS NO: 6336

Item Description: Unknown (Submerged Wreck)

Source: Unknown and CL1267/60 - USPS

AWOIS Position: Lat - 40/51/17.36N Lon - 073/47/31.47W

Required Investigation: VS, SD, DI -- 50m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 05/31/94 (DN:151)

Position Numbers: 3057

Launch Number: 0518

Investigation Used: BD

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A 50-meter circle drag was conducted and nothing was found. A weighted line was anchored at the center point of the search area, while the boat was driven full circle about this point. Several snags occurred on rocks but they were determined not to be the wreckage.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted submerged wreck be removed from the chart.

Recommended Position: N/A

CONCUR

Recommended Least Depth: N/A

COMPILATION NOTES

AWOIS NO: 6337

Item Description: Unknown (Visible Wreck ED)

Source: CL1737/72 and CL1414/82

AWOIS Position: Lat - 40/51/18.36N Lon - 073/46/51.47W

Required Investigation: VS, BD, SD, DI -- 50m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/10/94 (DN:161)

Position Numbers: 3217

Launch Number: 0518

Investigation Used: VS

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: The area was searched visually at the charted location and the wreck was discovered. Position number 3217 was taken at the center of a steel barge stranded on Rat Island. The barge was approximately 18 meters long by 3 meters wide. The barge had a sounding pole least depth of 0.7 meters below the water at the time of positioning which equates to 1.1 meters above at MLLW. (Photo submitted with reports).

CHARTING RECOMMENDATION


The hydrographer recommends that the visible wreck ED be revised to a visible wreck and retained as charted at the following location:

CONCUR

Recommended Position: Lat - 40/51/18.04N Lon - 073/46/51.42W

Recommended Least Depth: N/A, See elevation above.

COMPILATION NOTES

*Delete NOTATION "ED" 
Chart STRANDED WK*

AWOIS NO: 6338

Item Description: Lady Baltimore (Submerged Wreck PA)

Source: CL1354/71 - USPS

AWOIS Position: Lat - 40/51/15.36N Lon - 073/47/42.47W

Required Investigation: BD, SD, DI -- 50m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 05/31/94 (DN:151)

Position Numbers: 3058 - 3080

Launch Number: 0518

Investigation Used: BD

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A chain drag was conducted at the charted location with a 50-foot tow and 100-foot of chain using 10-meter line spacing. The water depth range was 3 to 5 meters. The result of this search was negative with no snags or hangs. This wreck, according to the AWOIS report, was a 60-foot yacht reported burned and sunk with four foot clearance by the Owens Cruiser sales and Rosenberg boat rental. Nothing was found.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted submerged wreck be removed from the chart.

Recommended Position: N/A

CONCUR

Recommended Least Depth: N/A

COMPILATION NOTES

Delete Wreck 4FT REP

AWOIS NO: 6339

Item Description: Obstruction (Submerged Obstruction)

Source: BP85731 - COE

AWOIS Position: Lat - 40/51/06.36N Lon - 073/47/44.47W

Required Investigation: BD, DI -- 100m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/02/94 (DN:153)

Position Numbers: 3083

Launch Number: 0518

Investigation Used: VS

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: The submerged obstruction was found visually in 3.5 meters of water and was verified by Mr. Pat Lascala, Owner of City Island Yacht Sales (718-885-3001). The obstruction was 2.9 meters below the water at the time of positioning which equates to 1.4⁹ meters at MLLW. The unidentified obstruction is located at the edge of the search area and is marked with a steel float. (Photo submitted with reports).

CHARTING RECOMMENDATION

The hydrographer recommends that the submerged obstruction be retained as charted at the following location.

Do Not Concur WITH CLARIFICATION

Recommended Position: Lat - 40/51/02.88N Lon - 073/47/44.64W

Recommended Least Depth: 1.4⁹m @ MLLW w/^{approved} predicted tides.

6 ft.

COMPILATION NOTES

*Delete Subm @bstr
Chart 6 OBSTR*

llf

AWOIS NO: 6340

Item Description: Unknown (Visible Wreck)

Source: Unknown Source

AWOIS Position: Lat - 40/51/04.36N Lon - 073/47/00.47W

Required Investigation: VS, SD, DI, BD -- 50m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/10/94 (DN:161)

Position Numbers: 3216

Launch Number: 0518

Investigation Used: VS

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A visual search was conducted at the charted location in two meters of water and the wreck was discovered. Wreckage was visible from the surface with wooden timbers strewn on the bottom. The cabin appears to be intact lying with a northeast to southwest orientation and it's approximately 8 meters long by 2 meters wide. Position number 3216 was taken over the wreckage. The wreck had a sounding pole least depth of 1.0 meters below the water at the time of positioning which equates to ~~0.7~~ meters above the water at MLLW.

-1.0

CHARTING RECOMMENDATION

The hydrographer recommends that the visible wreck be retained as charted at the following location:

CONCUR

Recommended Position: Lat - 40/51/04.09N Lon - 073/47/01.32W

Recommended Least Depth: ^{-1.0} ~~-0.7~~ @ MLLW w/ ^{approved} ~~predicted~~ tides.

3 ft.

COMPILATION NOTES

*Delete DANGEROUS SUNKEN WRECK "MAST REP PA"
Chart STRANDED WRECK*

AWOIS NO: 6341

Item Description: Obstruction (Piles PA)

Source: CL2186/76 - USPS

AWOIS Position: Lat - 40/51/11.36N Lon - 073/47/32.47W

Required Investigation: VS, BD, DI -- 50m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 05/31/94 (DN:151)

Position Numbers: 3081

Launch Number: 0518

Investigation Used: VS

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A visual search was conducted within the search area and two, ten-inch-diameter piles were found near the charted location. The piles are approximately 25 meters apart and were 6.0 meters above the water at the time of positioning which equates to 6.5⁷ meters at MLLW. These piles serve as guides for a floating dock. A detached position was taken in between the piles. (Photo submitted with reports).

CHARTING RECOMMENDATION

The hydrographer recommends that the charted piles be retained as charted at the following location:

CONCUR

Recommended Position: Lat - 40/51/11.67N Lon - 073/47/32.62W

Recommended Least Depth: N/A, See elevation above.

COMPILATION NOTES

*Delete PA
Retain Piles as charted*

AWOIS NO: 6342

Item Description: Unknown (Submerged Wreck)

Source: NM18/62

AWOIS Position: Lat - 40/50/45.36N Lon - 073/46/14.47W

Required Investigation: BD, SD, DI -- 75m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/10/94 (DN:161)

Position Numbers: 3218 - 3232

Launch Number: 0518

Investigation Used: BD

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A chain drag was conducted with a 60 foot tow and 100 foot chain using 10 meter line spacing in ten to twelve meters of water. A hard snag occurred on the seventh pass and position number 3232 was taken on top of the center of the hang. Several passes were made at 5 meter line spacing to judge the size and insure the least depth had been found. The submerged wreck has a north to south orientation and is approximately 40 meters long and 10 meters wide. The wreck had a leadline least depth of 9.3 meters below the water at the time of positioning which equates to 7.1⁰ meters at MLLW.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted submerged wreck be retained as charted at the following location.

*Do Not Concur
with Clarification*

Recommended Position: Lat - 40/50/45.11N Lon - 073/46/16.74W

Recommended Least Depth: 7.1⁰m @ MLLW w/ *approved* predicted tides.

23 ft.

COMPILATION NOTES

*Delete Charted Sunken WRECK 26 FT REP
Chart 23 NK*

MF

AWOIS NO: 6343

Item Description: Unknown (Submerged Wreck PA)

Source: H-5547/34, Unknown Source, and CL1256/67 - USPS

AWOIS Position: Lat - 40/51/07.36N Lon - 073/47/50.47W

Required Investigation: BD, DI -- 100m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/02/94 (DN:153)/ 7/14/94 (DN:195)

Position Numbers: 3084/ foul line
4430-4432

Launch Number: 0518

Investigation Used: VS

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: The wreck was located visually with the assistance of a local fisherman who was in the area. The wreckage consisted of wood and steel and measured 20-meters long by 4-meters wide. The wreck was lying parallel to shore in a north to south direction. The wreck was 1.0 meters below the water at the time of positioning which equates to 0.4 meters above at MLLW. It should be noted that the shoreline is strewn with wreckage from the 1993 Northeaster. During hydrography a shoreline buffer to delineate the rocky shore and wreckage will be conducted in this area. (Photo submitted with reports).

CHARTING RECOMMENDATION

The hydrographer recommends that the submerged wreck be retained as charted at the following location.

Recommended Position: Lat - 40/51/05.15N Lon - 073/47/51.48W

Recommended Least Depth: ^{+0.1} -0.4m @ MLLW w/^{approved} predicted tides.

of

COMPILATION NOTES

Delete ^{SUNKEN} Subm WK PA
Chart STRANDED WRECK
Chart foul limits

AWOIS NO: 6344

Item Description: Obstruction (Piles PA)

Source: CL1354/71 - USPS

AWOIS Position: Lat - 40/51/01.36N Lon - 073/47/31.47W

Required Investigation: VS, BD, DI -- 50m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 05/31/94 (DN:151)

Position Numbers: 3082

Launch Number: 0518

Investigation Used: VS

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A visual search was conducted within the search area and two, ten-inch-diameter piles were found near the charted location. The piles are 25 meters apart and were 6.0 meters above the water at the time of positioning which equates to 6.8 meters at MLLW. These piles serve as guides for a floating dock. A detached position was taken in between the piles. (Photo submitted with reports).

CHARTING RECOMMENDATION

The hydrographer recommends that the charted piles be retained as charted at the following location:

CONCUR

Recommended Position: Lat - 40/51/01.13N Lon - 073/47/31.80W

Recommended Least Depth: N/A, See elevation above.

COMPILATION NOTES

*Delete PA
Retain Piles as Charted*

AWOIS NO: 6345

Item Description: Unknown (Visible Wreck ED)

Source: NM19/47 and CL301/84--USPS

AWOIS Position: Lat - 40/50/52.36N Lon - 073/46/49.47W

Required Investigation: VS, BD, DI -- 100m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/10/94 (DN:161)

Position Numbers: 3215

Launch Number: 0518

Investigation Used: VS

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: The area was searched visually and the wreck was discovered. The steel barge with a steel structure is lying in a east-west orientation perpendicular to shore and it's approximately 50m long by 10m wide. Position number 3215 was taken at the offshore end of the wreck. The offshore end had a leadline least depth of 4.0 meters below the water which equates to 2.5 meters at MLLW. The highest point of the barge's steel structure was 5.0 meters above the water at the time of positioning which equates to 6.5 meters at MLLW. (Photo submitted with reports).

CHARTING RECOMMENDATION

The hydrographer recommends that the charted wreck ED be revised to visible wreck and charted at the following location:

CONCUR

Recommended Position: Lat - 40/~~51~~⁵⁰/51.70N Lon - 073/46/51.11W

Recommended Least Depth: ~~2.5m~~^{-6.8} @ MLLW w/ ^{approved} predicted tides.
22 ft.

COMPILATION NOTES



Delete Notation "ED" 

CHART 

AWOIS NO: 6346

Item Description: Obstruvtui~~ø~~ (Submerged Obstruction)

Source: NM22/63

AWOIS Position: Lat - 40/50/49.36N Lon - 073/46/33.47W

Required Investigation: BD, DI -- 100m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/15/94 (DN:166)

Position Numbers: 3271 - 3293

Launch Number: 0518

Investigation Used: BD

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A chain drag was conducted at the charted location with a 60 foot tow and 100 foot chain in 5 to 7 meters of water. On the eighth pass a hang occurred. Position number 3293 was taken on top center of the hang. Several passes were made at 5 meter line spacing to judge the size and insure the least depth had been found. The submerged obstruction had a leadline least depth of 4.3 meters below the water at the time of positioning which equates to 4.2 meters at MLLW. The obstruction is approximately 6 to 8 meters long and is lying in a north to west orientation. The unknown feature was found in 6.9 meters of water and appears to project of the bottom 2.5 meters

CHARTING RECOMMENDATION

The hydrographer recommends that the charted submerged obstruction be retained as charted in the following location:

Recommended Position: Lat - 40/50/52.21N Lon - 073/46/29.44W

Do Not Concur WITH CLARIFICATION

Recommended Least Depth: 4.2³m @ MLLW w/ *approved* predicted tides.

*****^{14 ft.}*****

COMPILATION NOTES

*Delete Danger Curve & NOTATION Obstr
Chart 14 Obstr*

M

AWOIS NO: 6347

Item Description: Unknown (Submerged Wreck PA)

Source: LNM34/83 - 3rd CGD

AWOIS Position: Lat - 40/50/38.86N Lon - 073/47/43.57W

Required Investigation: BD, SD, DI -- 150m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/02/94 (DN:153)

Position Numbers: 3085

Launch Number: 0518

Investigation Used: VS

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: The submerged wreck was found visually as described in the AWOIS listing. The wreck measures approximately 20-meters long by 6-meters wide and it is lying in a north/south orientation. The wreck was 1.7 meters below the water at the time of positioning which equates to 0.49 meters at MLLW, corrected for predicted tides. The wreck is marked by buoy "WR6". (Photo submitted with reports).

CHARTING RECOMMENDATION

The hydrographer recommends that the submerged wreck be retained as charted.

Do Not Concur with CLARIFICATION

Recommended Position: Lat - 40/50/38.04N Lon - 073/47/42.90W

Recommended Least Depth: 0.4⁹m at MLLW with *approved* predicted tides.

COMPILATION NOTES

*Delete WK PA
Chart 3 WK*

M

AWOIS NO: 6348

Item Description: Unknown (Submerged Wreck)

Source: H5078/30WD and H5547/34

AWOIS Position: Lat - 40/50/42.86N Lon - 073/46/25.37W

Required Investigation: BD, DI -- 75m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/10/94 (DN:161)

Position Numbers: 3233 - 3270

Launch Number: 0518

Investigation Used: BD

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A chain drag was conducted at the charted location with a 60 foot tow and 100 foot chain in seven to eight meters of water using 10 meter line spacing. The result of this investigation was no snags or hangs and nothing found. The AWOIS report indicates that the depths in the vicinity do not verify the drag depths from H5078 and it is possible that the wreck is no longer existent.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted submerged wreck be removed from the chart.

Recommended Position: N/A

Concur

Recommended Least Depth: N/A

COMPILATION NOTES

AWOIS NO: 6349

Item Description: Obstruction (Submerged Engine Block)

Source: H5078/30WD and H5547/34

AWOIS Position: Lat - 40/50/37.56N Lon - 073/46/21.07W

Required Investigation: BD, DI -- 75m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/15/94 (DN:166)

Position Numbers: 3294 - 3318

Launch Number: 0519

Investigation Used: BD

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A chain drag was conducted at the charted location with a 50 foot tow and 100 foot chain in 4 to 5 meters of water. On the ninth pass using 10 meter line spacing a hang occurred. Position number 3318 was taken on top center of the hang. Several passes were made at 5 meter line spacing to judge the size and insure the least depth had been found. The submerged obstruction is approximately 2 meters in diameter and had a leadline least depth of 3.5 meters below the water at the time of positioning which equates to 3.4 meters at MLLW. The obstruction, which may be an engine block, projects off the bottom 1.2 meters.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted submerged obstruction be retained as charted in the following location:

Recommended Position: Lat - 40/50/35.60N Lon - 073/46/18.81W

Recommended Least Depth: 3.4m @ MLLW w/ predicted tides.

CONCUR

5
11 fr.
approved

COMPILATION NOTES

Chart 11 Obstr

AWOIS NO: 6350

Item Description: Obstruction (Submerged Rock)

Source: CL1144/72

AWOIS Position: Lat - 40/50/08.36N Lon - 073/47/23.47W

Required Investigation: BD, DI -- 150m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/02/94 (DN:153)

Position Numbers: 3165

Launch Number: 0518

Investigation Used: VS

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: The submerged rock is marked with a milk jug float. The submerged rock is one meter in diameter and had a sounding pole least depth of 1.5 meters below the water at the time of positioning which equates to 1.2 meters at MLLW corrected for ~~predicted~~ ^{approved} tides.

CHARTING RECOMMENDATION

The hydrographer recommends charting the submerged rock at the following location:

CONCUR

Recommended Position: Lat - 40/50/07.47N Lon - 073/47/22.39W

Recommended Least Depth: 1.2m @ MLLW w/ ^{approved} ~~predicted~~ tides.

4 ft.

COMPILATION NOTES

*Delete Subm RK Rep (1972)
Chart 4 RK*

AWOIS NO: 6351

Item Description: Unknown (Visible Wreck/Obstruction ED)

Source: LNM11/75 -3rd CGD, LNM28/75 -3rd CGD, & LNM30/75 -3rd CGD

AWOIS Position: Lat - 40/50/04.36N Lon - 073/47/33.47W

Required Investigation: BD, DI -- 100m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/02/94 (DN:153)

Position Numbers: 3087 - 3092

Launch Number: 0518

Investigation Used: BD

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A chain drag was conducted with a 50-foot tow and 100-foot chain at the charted location. A snag occurred on the first pass. While pulling back to the hang the chain pulled free. On the second pass another snag occurred and position number 3092 was taken on the center of the hang. The submerged wreck had a leadline least depth of 3.2 meters below the water at the time of positioning which equates to 2.5 meters at MLLW, corrected for ^{approved} predicted tides. Several echo sounder passes were made at 5-meter line spacing to judge the approximate size and insure the least depth had been found. The wreckage appears to be limited to small pieces strewn in a 15-meter radius. Pieces of wood and metal were retrieved from the drag. The wreck appears to be approximately 10-meters long and 3-meters wide lying in a east to west direction.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted visible wreck ED be removed and a submerged wreck symbol be charted at the following location:

Recommended Position: Lat - 40/50/03.82N Lon - 073/47/33.38W

Recommended Least Depth: 2.5m @ MLLW w/ ^{approved} predicted tides.

9 ft.

COMPILATION NOTES

Delete visible WRECK symbol + ED
Chart 9 WK

AWOIS NO: 6352

Item Description: Unknown (Submerged Wreck PA)

Source: LNM26/73 - 3rd CGD

AWOIS Position: Lat - 40/49/49.36N Lon - 073/47/50.47W

Required Investigation: ES, SD, BD, DI -- 500m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/02/94 (DN:153)

Position Numbers: 3093 - 3164

Launch Number: 0518

Investigation Used: BD

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A chain drag was conducted with a 50-foot tow and 100-foot chain at the charted location in three-to five-meters of water and a snag occurred. The chain pulled thru the obstruction and several passes were made over the feature before another hard snag occurred. Position number 3164 was taken on the center of the hang. The submerged wreck had a leadline least depth of 2.4 meters below the water at the time of positioning which equates to 2.2 meters at MLLW corrected for predicted approved tides. Several echo sounder passes were made at 5-meter line spacing to judge the size and insure the least depth had been found. The wreckage appears to be broken into small pieces and lies in an east to west direction in 3.8 meters of water. Some pieces of wreckage floated to the surface (Photo of floating wreckage submitted with reports).

CHARTING RECOMMENDATION

The hydrographer recommends that the charted submerged wreck PA be revised to a submerged wreck at the following location with the PA notation deleted:

CONCUR

Recommended Position: Lat - 40/49/50.26N Lon - 073/47/44.04W

Recommended Least Depth: 2.2m @ MLLW w/¹ ~~predicted~~ ^{approved} tides.

7 ft

COMPILATION NOTES

*Delete Charted ^{SUNKEN} Subm Wreck PA
Chart 7 wk*

AWOIS NO: 6353

Item Description: Obstruction (Submerged Rock)

Source: H5546/34, H5547/34, and CL1561/75

AWOIS Position: Lat - 40/49/36.36N Lon - 073/46/19.47W

Required Investigation: ES, BD, DI -- 75m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/08/94 (DN:159)

Position Numbers: 3178 - 3194

Launch Number: 0518

Investigation Used: ES

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: An echo sounder search was conducted at the charted location and a submerged rock was discovered at the edge of the search radius. The rock is approximately 2.5 meters in diameter and was found in 4.5 meters of water. Several passes were made at 5 meter line spacing to judge the size of the rock and insure the least depth was found. Position number 3194 was taken on top of the feature. The submerged rock had a leadline least depth of 3.1 meters below the water at the time of positioning which equates to 0.9 meters at MLLW.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted submerged rock be retained as charted at the following location:

Do Not Concur

Recommended Position: Lat - 40/49/33.80N Lon - 073/46/17.01W

Recommended Least Depth: 0.9m @ MLLW w/ ^{approved} predicted tides.

3 ft.

COMPILATION NOTES

*DID NOT PERFORM ADEQUATE INVESTIGATION
RETAIN AS CHARTED*

AWOIS NO: 6355

Item Description: Obstruction (Obstrs. 25m apart)

Source: TP00885/75

AWOIS Position: Lat - 40/48/58.86N Lon - 073/47/47.48W

Required Investigation: BD, DI, VS -- 50m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/02/94 (DN:153)

Position Numbers: 79-100

Launch Number: 0519

Investigation Used: VS, BD

Water Visibility: 1m

Position Determined By: DGPS

Investigation Summary: No visual contact could be made with the charted obstructions. The bottom was found to be rocky inside of the 5-meter contour. A chain drag was conducted in ≤ 6 meters of water on 10-meter line spacing with 20-meters of chain and a 13-meter towline. Throughout the search limits there were no hard snags encountered, however two features seen on the echogram are noted below. These items are most likely rocks.

Two significant echo sounder contacts were noted at:

* 141820z 40°48'59.9"N 073°47'48.1"W corrected depth 1.0m 3FT
* * 142739z 40°48'58.7"N 073°47'46.7"W corrected depth 2.0m 7FT

CHARTING RECOMMENDATION

The hydrographer recommends that the obstructions be retained as charted.

Recommended Position: Lat - 40/48/59.9^{8.7}N Lon - 073/47/48.1^{46.7}W *CONCUR WITH CLARIFICATION*

Recommended Least Depth: 1.0⁹ meter at MLLW (~~predicted~~ ^{APPROVED} tides) *6FT*

COMPILATION NOTES

DELETE 0 OBSTNS
* CHART 3 OBSTN
** CHART 7 OBSTN

AWOIS NO: 6356

Item Description: Obstruction

Source: TP00885/75

AWOIS Position: Lat - 40/48/52.36N Lon - 073/47/56.48W

Required Investigation: BD, DI, VS -- 50m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/02/94 (DN:153)

Position Numbers: 101

Launch Number: 0519

Investigation Used: VS

Water Visibility: 1m

Position Determined By: DGPS

Investigation Summary: Visual contact was made with one pile near shore within the search area (see photo). No chain drag could be conducted in this area due to numerous mooring bouys deployed for the summer season.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted obstruction be retained and a pile be charted at the position below. *CONCUR*

Recommended Position: Lat - 40/48/53.3N Lon - 073/47/57.5W

Recommended Least Depth: (Pile) ^{2.7}~~3.1~~ meters above at MLLW
(~~predicted~~ tides) ^{9 FT}
APPROVED

COMPILATION NOTES

*CHART PILE
CHART OBSTN*

AWOIS NO: 6357

Item Description: Unknown (Subm. Wreck PA)

Source: LNM19/76(5/10/78)--3rd CGD

AWOIS Position: Lat - 40/48/43.86N Lon - 073/47/51.48W

Required Investigation: BD, DI, VS -- 150m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/02/94 (DN:153)

Position Numbers: 109-192

Launch Number: 0519

Investigation Used: VS

Water Visibility: 1m

Position Determined By: DGPS

Investigation Summary: A chain drag was conducted in ≤ 3 meters of water at 10-meter line spacing with 20-meters of chain and 15-meters of towline. There were no contacts or snags encountered.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted wreck be removed.

Recommended Position: N/A

CONCUR

Recommended Least Depth: N/A

COMPILATION NOTES

AWOIS NO: 6358

Item Description: Unknown (Subm. Wreck)

Source: H5547/34

AWOIS Position: Lat - 40/48/13.86N Lon - 073/47/26.47W

Required Investigation: BD, DI , -- 50m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 05/31/94 (DN:151)

Position Numbers: 70, 73-78

Launch Number: 0519

Investigation Used: VS, BD

Water Visibility: 1m

Position Determined By: DGPS

Investigation Summary: No evidence of a wreck was seen visually. A chain drag could not be conducted in this area because of the very rocky bottom and the close proximity to shore of this feature. This area experiences tides in the 6-to 8-foot range. The item was reported to be a 4 x 8 ft tank, 60 years ago. The combination of the items age and the location being subject to high tidal velocity, lend credence to the belief that this item no longer exists.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted submerged wreck be removed from the chart.

Recommended Position: N/A

CONCUR

Recommended Least Depth: N/A

COMPILATION NOTES

CHART FOUL DELINEATION

AWOIS NO: 6359

Item Description: Obstruction

Source: TP00885/75 and TP01269/84

AWOIS Position: Lat - 40/47/52.66N Lon - 073/46/37.47W

Required Investigation: VS,BD,DI - 25m search radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/10/94 (DN:161)

Position Numbers: 263 - 271

Launch Number: 0519

Investigation Used: BD

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A chain drag was conducted in ≤8 meters of water at 10-meter line spacing with 20-meters of chain and 18-meters of towline. The result of this search was negative with no snags or hangs encountered.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted obstruction be removed from the chart.

Recommended Position: N/A

CONCUR

Recommended Least Depth: N/A

COMPILATION NOTES

AWOIS NO: 6360

Item Description: Obstruction (Eight Obstructions)

Source: TP00885/75

AWOIS Position: Lat - 40/47/34.86N Lon - 073/46/59.47W

Required Investigation: BD, DI, VS, ##, 200m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 05/31/94 (DN:151)

Position Numbers: 68-69

Launch Number: 0519

Investigation Used: VS

Water Visibility: 1m

Position Determined By: DGPS

Investigation Summary: A visual search of this area revealed numerous mooring buoys that are removed seasonally. These buoys prevented a chain drag operation in the area. A cluster of piles were identified within the eastern search limit (see photos). Position 69 was taken on the offshore pile of this cluster.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted obstructions be retained as charted, and chart piles at position 69.

CONCUR

Recommended Position: Lat - 40/47/39.7N Lon - 073/46/55.2W

Recommended Least Depth: 3.3 meters above at MLLW (~~predicted~~
tides) *11 ft.*

COMPILATION NOTES

*REVISE CHARTED OBSTNS TO Subm OBSTNS
CHART OBSTNS
Chart Pile
ADD FOUL DELINEATION*

AWOIS NO: 6361

Item Description: Obstruction

Source: TP00885/75 and TP01269/84

AWOIS Position: Lat - 40/47/27.86N Lon - 073/46/19.47W

Required Investigation: VS,BD,DI -- 25m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/10/94 (DN:161)

Position Numbers: 272

Launch Number: 0519

Investigation Used: VS

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A visual search was conducted of the area and a rock 0.2 meters above the water surface was found near shore at the charted location.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted obstruction be removed and a rock be charted at the following location:

CONCUR

Recommended Position: Lat 040/47/27.686N Long 073/46/19.235W

Recommended Least Depth: 1.5m above MLLW corrected for ~~predicted~~ ^{Approved} tides.
5 ft.

COMPILATION NOTES

*Remove Obstrd
Chart **

AWOIS NO: 6362

Item Description: Obstruction

Source: TP00885/75, TP01269/84

AWOIS Position: Lat - 40/47/19.36N Lon - 073/46/13.47W

Required Investigation: VS,BD,DI - 25m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/10/94 (DN:161)

Position Numbers: 273 - 274, 275

Launch Number: 0519

Investigation Used: VS,BD

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A bottom drag was conducted within the required search area centered around the charted location. Submerged rocks 0.2 meter below the water surface were located at position number 275. Rocks were found extending from position number 275 towards a point of land to the southwest. These rocks appear to be a natural submerged extension of the point, which is approximately 30-meters wide.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted obstruction be removed and rocks be charted extending from the following position , due southwest to shore.

CONCUR

Recommended Position: Lat-40/47/18.517N Lon-073/046/12.914W

Recommended Least Depth: 1.2m above MLLW corrected for ^{*approved*} ~~predicted~~ tides.

4 ft

COMPILATION NOTES

*Remove obstr
Chart *
ADD FOUL DELINEATION*

AWOIS NO: 6363

Item Description: Obstruction

Source: TP00885/75, TP01269/84

AWOIS Position: Lat - 40/46/48.86N Lon - 073/45/54.47W

Required Investigation: VS,BD,DI -- 200m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/10/94 (DN:161)

Position Numbers: 27~~67~~

Launch Number: 0519

Investigation Used: VS, Local Knowledge Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A visual search was conducted within the required search radius from the charted location. No evidence of the obstructions were seen. The offshore area is a mooring anchorage at the Bayside City Marina. Contact was made by AHP personnel with Mr. Ken Scheublein (718-229-0097). Mr. Scheublein informed AHP that all obstructions were removed approximately two years ago, in 1992, during new pier construction. Obstructions were removed by a construction contractor as part of the contract for the new pier construction.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted obstructions be removed.

CONCUR

Recommended Position: N/A

Recommended Least Depth: N/A

COMPILATION NOTES

AWOIS: 6364

Item Description: Obstruction

Source: TP00885/75

AWOIS Position: Lat - 40/46/38.86N Lon - 073/45/19.47W

Required Investigation: VS, BD, DI -- 25m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/10/94 (DN:161)

Position Numbers: 276

Launch Number: 0519

Investigation Used: VS, Local Knowledge Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A visual search was conducted within the the required search radius from the charted location. No evidence of the obstructions were found. Contact was made with Mr. Mike Falco, club manager (718-835-1400). Mr. Falco advised AHP personnel that all obstructions (piles) were removed in the area by private construction contractors approximately two years ago, in 1992.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted obstructions be removed from the chart.

Recommended Position: N/A

CONCUR

Recommended Least Depth: N/A

COMPILATION NOTES

AWOIS NO: 6365

Item Description: Obstruction

Source: TP0085/75, TP01269/84

AWOIS Position: Lat - 40/47/02.86N Lon - 073/44/56.97W

Required Investigation: BD, DI -- 25m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/10/94 (DN:161)

Position Numbers: 278-285

Launch Number: 0519

Investigation Used: BD

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A chain drag was conducted in ≤ 2 meters of water at 10-meter line spacing with 20-meters of chain and 12-meters of towline. The result of this search was negative with no snags or contacts made.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted obstruction be removed from the chart.

Recommended Position: N/A

Concur

Recommended Least Depth: N/A

COMPILATION NOTES

AWOIS NO: 6523

Item Description: Obstruction (Cluster of Piles)

Source: Unknown

AWOIS Position: Lat - 40/51/25.36N Lon - 073/48/14.48W

Required Investigation: VS, BD, DI 50m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 05/30/94 (DN:150)

Position Numbers: 3005-3006

Launch Number: 0518

Investigation Used: VS

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: The cluster of piles were found visually at low tide near the charted location. In addition two rock groins were positioned in this area. There is a pile at the offshore end of the southern groin. Position number 3005 is the location for the groins and number 3006 is the cluster of piles. The groins are approximately 15 meters in length and perpendicular to shore. The distance between the groins is 5 meters. The cluster of piles are above water 2.8/meters at MLLW and the groins are 1.8/meters at MLLW. Both values are corrected by predicted tides. (Photos submitted with reports).

approved

CHARTING RECOMMENDATION

The hydrographer recommends that the piles be retained as charted and the groins be added to the chart at the following locations:

Recommended Position:3005 Lat - 40/51/22.50N Lon - 073/48/16.37W

Recommended Position:3006 Lat - 40/51/23.09N Lon - 073/48/13.46W

Recommended Least Depth: N/A , See elevations above.

concur

COMPILATION NOTES

*Chart AS SHOWN ON PRESENT SURVEY
IF CHART SCALE PERMITS*

AWOIS NO: 6524

Item Description: Obstruction (Two Pier extensions)

Source: Unknown Source and TP01269/84

AWOIS Position: Lat - 40/50/34.36N Lon - 073/46/58.47W

Required Investigation: VS, SD, DI -- 50m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/10/94 (DN:161)

Position Numbers: 3211

Launch Number: 0518

Investigation Used: VS

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: Two wood and steel piers with a boat lift were found visually as described in the AWOIS listing. The pier was 6.0 meters above the water at the time of positioning which equates to 7.1 meters at MLLW. (Photo submitted with reports).

CHARTING RECOMMENDATION

The hydrographer recommends that the charted pier be retained as charted at the following location:

CONCUR

Recommended Position: Lat - 40/50/34.26N Lon - 073/46/57.67W

Recommended Least Depth: N/A, See elevation above.

COMPILATION NOTES

AWOIS NO: 6525

Item Description: Obstruction (Row of piles)

Source: Unknown Source and TP01269/84

AWOIS Position: Lat - 40/50/38.36N Lon - 073/46/55.47W

Required Investigation: VS, BD, DI -- Search for row piles for a 25m swath for the full length of and both sides of charted position of row and conduct 25m search for pile offset to the south.

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/10/94 (DN:161)

Position Numbers: 3212

Launch Number: 0518

Investigation Used: VS

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: The area was searched visually and with the echo sounder at 5 meter line spacing in 2.5 meters of water. A chain drag could not be conducted in this area due to numerous boats tied on moorings. A new floating dock now exists directly over the top of the row of piles charted in 1959. (Photo submitted with reports).

CHARTING RECOMMENDATION

The hydrographer recommends that the charted piles be removed from the chart as the floating dock now covers area where piles originally existed.

Recommended Position: N/A

Concur

Recommended Least Depth: N/A

COMPILATION NOTES

*Delete Piles
Chart Floating Dock*

AWOIS NO: 6526

Item Description: Obstruction (Structure in Ruins)

Source: Unknown Source and TP01269/84

AWOIS Position: Lat - 40/50/46.36N Lon - 073/46/52.47W

Required Investigation: VS, BD, DI -- 100m radius and a 25m swath for the full length of and along both sides of the charted position of the structure.

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/10/94 (DN:161)

Position Numbers: 3213 - 3214

Launch Number: 0518

Investigation Used: VS

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: The area was searched visually and the feature was discovered. Position number 3213 was taken at the inshore end of the pier/structure ruins. The inshore ruins were 2.0 meters above the water at the time of positioning which equates to 3.4~~8~~ meters at MLLW. Position number 3214 was taken at the offshore end of the pier/structure ruins. The offshore ruins were 4.0 meters above the water at the time of positioning which equates to 5.4~~8~~ meters at MLLW. (Photos submitted with reports).

CHARTING RECOMMENDATION

The hydrographer recommends that the charted ruins be retained as charted at the following locations:

Recommended Positions: Lat - 40/50/47.54N Lon - 073/46/54.36W
Lat - 40/50/49.01N Lon - 073/46/48.72W

Recommended Least Depth: N/A, See elevation above.

COMPILATION NOTES

AWOIS NO: 6527

Item Description: Obstruction(U.S. Naval pier and piles)

Source:CL880/70--COE; TP0085/75

AWOIS Position: Lat - 40°48'24.36"N Lon - 073°47'58.48"W

Required Investigation: VS, BD, DI - 50m

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s):6/7/94(158)

Position Numbers: 210

Launch Number: 0519

Investigation Used: VS, local contact Water Visibility: 1m

Position Determined By: DGPS

Investigation Summary: A visual search was made of at the required 50-meter radius from the charted location (position # 210). No evidence of the reported feature was seen, and the charted pier associated with this item was found to have been removed. Contact was made with personnel on shore at the U.S. Naval facility. Information was obtained that the pier and associated piles were removed by contractors for the Navy in 1984 after severe storm damaged occurred to these items (Photograph).

CHARTING RECOMMENDATION

The hydrographer recommends that the charted piles and pier be removed from the charts.

Recommended Position: N/A

Concur

Recommended Least Depth: N/A

AWOIS NO: 6528

Item Description: Obstruction (pier ruins)

Source: Unknown

AWOIS Position: Lat - 40°48'31.36"N Lon - 073°48'08.48"W

Required Investigation: VS, BD, DI -- 25m swath

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 6/7/94(158)

Position Numbers: 204-209

Launch Number:0519

Investigation Used: swath drag

Water Visibility: 1m

Position Determined By: DGPS

Investigation Summary: A swath chain drag was conducted in ≤ 7 meters of water at 25-meter line spacing with 20-meters of chain and 18-meters of towline. No snags were encountered during the drag. (photograph included in survey records)

CHARTING RECOMMENDATION

The hydrographer recommends that the charted pier ruins be removed from the charts.

Recommended Position: N/A

Concur

Recommended Least Depth: N/A

AWOIS NO: 6529

Item Description: Obstruction (Pier ruins)

Source: unknown

AWOIS Position: Lat - 40/47/51.36N Lon - 073/48/39.48W

Required Investigation: VS, BD, DI -- 25m swath

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/02/94 (DN:153)

Position Numbers: 193

Launch Number: 0519

Investigation Used: VS

Water Visibility: 1m

Position Determined By: DGPS

Investigation Summary: Visual identification was made of ruins onshore along the high water line, however no ruins could be found offshore. Position 193 (see photo) lies approximately 15 meters offshore, and was taken as a search position only. All ruins that were offshore were reported to have been removed by shoreside workers about 5 years ago. The pier ruins were removed to facilitate barge offloading of aggregate sand and stone. The dock workers were unwilling to give a contact name and number that could verify their statement.

CHARTING RECOMMENDATION

The hydrographer recommends that the offshore charted ruins be removed, and surveyed soundings be charted in this area.

Recommended Position: Lat - 40/47/51.4N Lon - 073/48/39.5W

Do Not Concur

Recommended Least Depth: surveyed soundings from H-10541.

COMPILATION NOTES

REVISE TO Subm Ruins

AWOIS NO: 6530

Item Description: Obstruction (Pier ruins)

Source: unknown

AWOIS Position: Lat - 40/48/42.36N Lon - 073/49/29.48W

Required Investigation: VS, BD, DI -- 25m swaths

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/07/94 (DN:158)

Position Numbers: 199

Launch Number: 0519

Investigation Used: VS

Water Visibility: 1m

Position Determined By: DGPS

Investigation Summary: A visual identification was made on a small cluster of piles, with a radius of approximately 15-meters. The offshore pile 5 meters above the water surface was located by position number 199. The reported position was found to be <20m offshore, in an area with a hard bottom. No chain drag could be conducted due to the close proximity of existing piers, and the shallow depth between shore and the near shore pile in this cluster.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted ruins be removed and piles be charted at the following location:

Recommended Position: Lat - 40/48/41.6N Lon - 073/49/27.8W

Recommended Least Depth: 5.0 meters above at MLLW (predicted tides)

Do Not Concern

COMPILATION NOTES

*RETAIN AS CHARTED
CHART PILES*

AWOIS NO: 6531

Item Description: Obstruction (Pier ruins)

Source: unknown

AWOIS Position: Lat - 40/48/47.36N Lon - 073/48/5³8.48W

Required Investigation: VS, BD, DI -- 25m swath

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/07/94 (DN:158)

Position Numbers: 200

Launch Number: 0519

Investigation Used: VS

Water Visibility: 1m

Position Determined By: DGPS

Investigation Summary: A visual identification was made on two piles in the area and the offshore pile 3.1 meters above the water surface was positioned (see photograph). A construction crew working on shore building a rock bulkhead stated that the old ruins had been removed. They also noted that the two piles remaining were for the mooring of their barge during construction of the new bulkhead.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted obstruction (ruins) be removed and piles be charted at the following location:

Recommended Position: Lat - 40/48/46.5N Lon - 073/48/55.4W

Recommended Least Depth: 3.1 meters above at MLLW (^{approved} ~~predicted~~ tides) 10 ft.

CONCUR

COMPILATION NOTES

*Delete Ruins
Chart Pile.*

AWOIS NO: 6532

Item Description: Unknown (Wreck)

Source: TP01269/84

AWOIS Position: Lat - 40/47/43.76N Lon - 073/47/40.98W

Required Investigation: BD, DI, VS -- 25m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/02/94 (DN:153)

Position Numbers: 194-198

Launch Number: 0519

Investigation Used: VS

Water Visibility: 1m

Position Determined By: DGPS

Investigation Summary: A wreck was visually observed lying perpendicular to shore, on a northeast axis and extending approximately 100 meters offshore. The bow of the wreck is aground onshore and is surrounded by piles (see photo). Position 196 marks the offshore northerly pile 4.2 meters above the water surface and position 198 marks the nearshore submerged wreckage 0.3 meter below the water surface. Positions 194 through 198 define a foul limit, which the item wreck lies within. The nearshore portion of the wreckage was observed to be breaking up.

CHARTING RECOMMENDATION

The hydrographer recommends that the wrecks position be revised to the positions below and that a foul area be charted as defined by position 194 to position 198 on H-10541.

Recommended Position: Lat - 40/47/45.²²2N Lon - 073/47/39.⁵⁰5W
40/47/43.⁹⁴9N* 073/47/41.5W*⁵⁷

Recommended Least Depth: 4.2 meters above at MLLW (predicted tides) and 0.3 meters MLLW (predicted tides)*

COMPILATION NOTES

CHART AREA AS SHOWN ON PRESENT SURVEY

AWOIS NO: 6533

Item Description: Obstruction(three obstr)

Source:TP-00885/75 scaled from Topo map

AWOIS Position: Lat - 40°47'24.56"N Lon - 073°47'36.28"W

Required Investigation: VS, BD, DI -- 75m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 6/7/94(158)

Position Numbers: 211

Launch Number: 0519

Investigation Used: Visual

Water Visibility: 1m

Position Determined By: DGPS

Investigation Summary: A visual search was conducted in the area with no sightings made. No chain drag could be conducted safely due to the tight confines of this area and the proximity of the rocky shoreline and Throgs Neck bridge. This area was observed to have no vessel traffic, during survey operations. Position control in this area is limited by satellite availability due to the bridge obstruction.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted obstructions be retained as charted.

Recommended Position: N/A

CONCUR

Recommended Least Depth: N/A

AWOIS NO: 6534

Item Description: Obstruction (Ruins)

Source:BP48357--1951

AWOIS Position: Lat - 40/48/36.86N Lon - 073/48/02.98W

Required Investigation: BD, DI, VS, 25m swath

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/02/94 (DN:153)

Position Numbers: 102-103;106-107,108 Launch Number: 0519

Investigation Used: VS, BD Water Visibility: 1m

Position Determined By: DGPS

Investigation Summary: A new marina pier has been built over the old ruins of a ferry terminal pier. This new pier has two floating piers attached to its offshore end. The floating piers extend along the same axis and are perpendicular to shore (see photos). A swath chain drag was conducted in ≤ 2 meters of water, with 20-meters of chain deployed on a 10-meter towline along the outer sides of the floating piers. There were no snags encountered. A position was taken, number 108, on the offshore end of the rebuilt pier. No positions were taken on the floating piers as they are removed seasonally. These floating piers appear on the chart and shoreline manuscript as being attached and part of the main pier, this is in error and they should be removed.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted obstruction be removed* and that a pier be charted extending shoreward from the offshore position below.

Recommended Position: Lat - 40/48/39.0N Lon - 073/48/03.7W

Recommended Least Depth: 6.9 meters above at MLLW (predicted tides)

21 FT

CONCUR

COMPILATION NOTES

DO NOT CONCUR - DID NOT SEARCH IN CHARTED AREA - RETAIN AS CHARTED

AWOIS NO: 6535

Item Description: Obstruction (Ruins and pile)

Source: BP67877 - 1964 Air Photo

AWOIS Position: Lat - 40/49/50.36N Lon - 073/48/50.48W

Required Investigation: VS, BD, DI -- Search a 25-meter swath for the full length of and along both sides of the charted position of ruins and a 50 meters radius around the charted position of the pile.

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 05/30/94 (DN:150)

Position Numbers: 3035

Launch Number: 0518

Investigation Used: VS

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: The pier ruins and pile were found visually at low tide near the charted location. Position number 3035 is the offshore end of the ruins. The offshore end had a pole sounding least depth of 1.0 meter below the water at the time of positioning which equates to 0.8 meters at MLLW, corrected for ^{approved} predicted tides. Both sides of the ruins are foul with rocks and debris making a 25-meter swath search impossible. (Photo submitted with reports).

CHARTING RECOMMENDATION

The hydrographer recommends that the ruins be retained as charted at the following location.

Recommended Position: Lat - 40/49/50.43N Lon - 073/48/49.64W

Recommended Least Depth: 0.8 meters @ MLLW w/ ^{approved} predicted tides.

2 ft

CONCUR

COMPILATION NOTES

AWOIS NO: 6536

Item Description: Obstruction (Pier ruins)

Source: Unknown - Probably from 1949 Air Photo

AWOIS Position: Lat - 40/49/52.36N Lon - 073/48/50.68W

Required Investigation: VS, BD, DI -- Search a 25-meter swath for the full length of and along both sides of the charted position of ruins.

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 05/30/94 (DN:150)

Position Numbers: 3036

Launch Number: 0518

Investigation Used: VS

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A pier was found at the charted location and position number 3036 was taken at the offshore end. This pier described as ruins has been rebuilt. The offshore end of the pier was 5.0 meters above the water at the time of positioning which equates to 5.3 meters at MLLW. Both sides of this pier are foul with rocks and debris making a 25-meter swath search impossible. (Photo submitted with reports).

CHARTING RECOMMENDATION

The hydrographer recommends that the charted pier ruins be revised to a pier at the following location.

Recommended Position: Lat - 40/49/52.34N Lon - 073/48/50.52W

Recommended Least Depth: N/A, See elevation above.

COMPILATION NOTES

AWOIS NO: 6537

Item Description: Obstruction (Pier Ruins)

Source: BP 35241 - 1941

AWOIS Position: Lat - 40/49/56.36N Lon - 073/48/52.9⁸W

Required Investigation: VS, BD, DI -- Search a 25-meter swath for the full length of and along both sides of the charted position of ruins.

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 05/30/94 (DN:150)

Position Numbers: 3037

Launch Number: 0518

Investigation Used: VS

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: Position number 3037 is the offshore end of a rock pier in ruins. The pier ruins were 1.0 meter below the water at the time of positioning which equates to 0.7⁶ meters at MLLW, corrected for ~~predicted~~^{predicted} tides. Both sides of the these ruins are foul with rocks, making a swath drag impossible. (Photo submitted with reports).

CHARTING RECOMMENDATION

The hydrographer recommends that the charted pier ruins be retained as charted at the following location.

CONCUR

Recommended Position: Lat - 40/49/55.90N Lon - 073/48/52.61W

Recommended Least Depth: 0.7⁶ meters @ MLLW w/^{approved} predicted tides.
2 ft

COMPILATION NOTES

AWOIS NO: 6540

Item Description: Obstruction(pier ruins)

Source: Unknown

AWOIS Position: Lat - 40°47'27.36"N Lon -073°47'20.77"W

Required Investigation: VS, BD, DI, ## -25m swath

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 6/7/94(158)

Position Numbers: 212-217

Launch Number: 0519

Investigation Used: swath drag, VS

Water Visibility: 1m

Position Determined By: DGPS

Investigation Summary: A swath chain drag was conducted in ≤ 4 meters of water on 25-meter line spacing with 20-meters of chain and 18-meters of towline. No snags were encountered during the drags. Inshore, rock bulkhead construction was currently underway and the pier ruins were most likely removed, although none of the construction personnel contacted could verify this assessment.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted ruins be removed from the charts.

CONCUR

Recommended Position: N/A

Recommended Least Depth: N/A

AWOIS NO: 6545

Item Description: Sounding

Source: H5078/30WD, H5547/34

AWOIS Position: Lat - 40/48/30.86N Lon - 073/49/05.98W

Required Investigation: ES 200 radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/10/94 (DN:161)

Position Numbers: 329-385

Launch Number: 0519

Investigation Used: ES

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: An echo sounder development was conducted in the required search area. Sounding lines were acquired at 20-meter line spacing. No 17-foot soundings were found within the search area. Soundings obtained in the search area were 21-22 feet.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted 17-foot sounding be removed. Representative soundings from the development should be charted in this area.

CONCUR

Recommended Position: N/A

Recommended Least Depth: surveyed soundings

COMPILATION NOTES

AWOIS NO: 6546

Item Description: Obstruction (Submerged Rock)

Source: H5546/34, H5547/34, AND CL1561/75

AWOIS Position: Lat - 40/49/33.69N Lon - 073/46/16.97W

Required Investigation: BD, DI, ES -- 75m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/08/94 (DN:159)

Position Numbers: 3177

Launch Number: 0518

Investigation Used: ES

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: An echo sounder search was conducted at the charted location and a submerged rock was discovered. The rock is approximately 2.0 meters in diameter and was found in 4.2 meters of water. Several passes were made at 5 meter line spacing to judge the size of the rock and insure the least depth was found. Position number 3177 was taken on top of the feature. The submerged rock had a leadline least depth of 3.0 meters below the water at the time of positioning which equates to 0.9⁸ meters at MLLW.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted submerged rock be retained at the following location:

CONCUR

Recommended Position: Lat - 40/49/33.97N Lon - 073/46/17.23W

Recommended Least Depth: 0.8⁸m @ MLLW w/ ^{APPROVED} predicted tides.
2 FT

COMPILATION NOTES

CHART ZRK

AWOIS NO: 7669

Item Description: Unknown

Source: 195 Loran C rates provided by Mr. Richard Taraka,
Greenwich, CT Police.

AWOIS Position: Lat - 40/51/13.62N Lon - 073/45/49.86W

Required Investigation: ES, DI, BD, S2, ## -- 100m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/15/94 (DN:166)

Position Numbers: 3378

Launch Number: 0519

Investigation Used: BD

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A chain drag was conducted at the charted location and a hang occurred on the first pass. Position number 3378 was taken on top center of the hang. This area is on the east side of Hart Island and is extremely rocky. A shoreline buffer will be run during hydrography to define the foul limit of this rocky area. Several passes were made at 5 meter line spacing to judge the size and insure the least depth had been found. The submerged obstruction had a leadline least depth of 8.0 meters below the water at the time of positioning which equates to 6.4 meters at MLLW. The feature positioned appears to be hard like a rock approximately 2 meters in diameter. There were no metallic sounds noticeable during leadline soundings. Mr. Taracka was called (203-622-8020) on DN 166 by cellular phone on launch 0518. Mr. Taracka has retired and moved to Florida. It should be noted that HDAPS plots this feature as a submerged wreck, however, the AWOIS listing makes no mention of a wreck or gives any indication of what this feature may be.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted submerged obstruction be retained as charted at the following location: *NOT CHARTED*

Recommended Position: Lat - 40/51/15.24N Lon - 073/45/49.00W

Recommended Least Depth: 6.4m @ MLLW w/ *approved* predicted tides.

21 ft

COMPILATION NOTES

Chart 21 Obstr

AWOIS NO: 7692

Item Description: Unknown (Submerged Wreck)

Source: LNM 24/88 - Volume 2; 1st CGD

AWOIS Position: Lat - 40/50/33.36N Lon - 073/48/23.48W

Required Investigation: VS, ES, BD, DI -- 250m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 05/30/94 (DN:150)

Position Numbers: 3021 - 3033

Launch Number: 0518

Investigation Used: BD

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A chain drag was conducted at this location with a 50-foot tow and 100-foot chain. A hard snag occurred on the third pass in this area. Position number 3033 was taken on the center of the hang. The submerged wreck had a leadline least depth of 2.9 meters below the water at the time of positioning (~~2.9~~^{3.0} meters below corrected for predicted tides at MLLW). The barnacle encrusted side of a fiberglass hull was pulled to the surface. Several echo sounder passes were made at 5-meter line spacing over the feature to judge the size of vessel and insure the least depth had been located. The wreck is approximately 10-meters long and 5-meters wide lying east to west in three meters of water. (Photo submitted with reports).

CHARTING RECOMMENDATION

The hydrographer recommends that the charted wreck be revised. The visible wreck symbol should be removed and a submerged wreck symbol be charted at the following location.

CONCUR

Recommended Position: Lat - 40/50/26.60N Lon - 073/48/21.68W

Recommended Least Depth: ~~2.9~~^{3.0} meters @ MLLW w/^{approved} predicted tides.
10 ft.

COMPILATION NOTES

CHART 10 WIK

AWOIS NO: 7693

Item Description: Unknown (Visible Wreck)

Source: LMN35/90--1st CGD: 8/30/89

AWOIS Position: Lat - 40/47/48.36N Lon - 073/46/58.47W

Required Investigation: VS,ES,BD,DI 200m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/10/94 (DN:161)

06/23/94 (DN:174)

Position Numbers: 218-261;771-795

Launch Number: 0519

Investigation Used: BD,ES

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A chain drag was conducted in ≤ 12 meters of water at 20-meter line spacing with 20-meters of chain and 20-meters of towline. The drag was run east and west. No snags were encountered in the offshore portion of the search area. The chain drag encountered snags in the rocky area near shore and in close proximity to the rock jetty near the southern limit of the search area. On June 23, 1994, main scheme sounding lines oriented north to south, were run through the search area as well, at 50-meter line spacing with no contacts noted.

CHARTING RECOMMENDATION

The hydrographer recommends removing the charted visible wreck and charting survey soundings in the area.

Recommended Position: N/A

CONCUR

Recommended Least Depth: N/A

COMPILATION NOTES

AWOIS NO: 8881

Item Description: Unknown (Submerged Wreck)

Source: LNM37/93

AWOIS Position: Lat - 40/50/36.00N Lon - 073/46/30.00W

Required Investigation: BD, SD, DI -- 100m radius

Charts Affected: 12364, 12366

INVESTIGATION

Date(s)/DN(s): 06/15/94 (DN:166)

Position Numbers: 3319 - 3377

Launch Number: 0518

Investigation Used: BD

Water Visibility: 2m

Position Determined By: DGPS

Investigation Summary: A chain drag was conducted at the charted location with a 60 foot tow and 100 foot chain in 5 to 6 meters of water. Using 10 meter line spacing the result of this search was negative with no snags or hangs and nothing found. This item was most likely salvaged since it was reported in 1993.

CHARTING RECOMMENDATION

The hydrographer recommends that the charted submerged wreck be removed from the chart.

Recommended Position: N/A

CONCUR

Recommended Least Depth: N/A

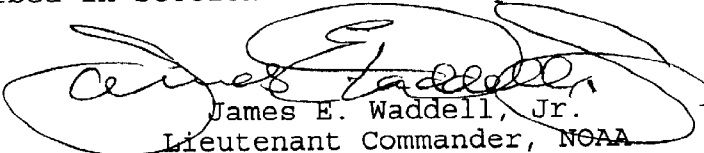
COMPILATION NOTES

APPROVAL SHEET

BASIC HYDROGRAPHIC SURVEY
OPR-B285-AHP
AHP-10-6-94
H-10541
1994

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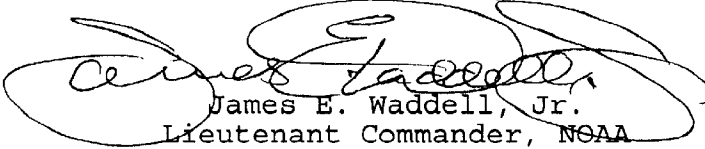

James E. Waddell, Jr.
Lieutenant Commander, NOAA
Chief, Atlantic Hydrographic Party

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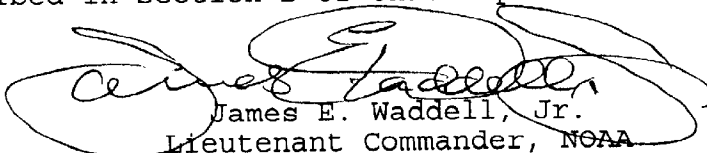

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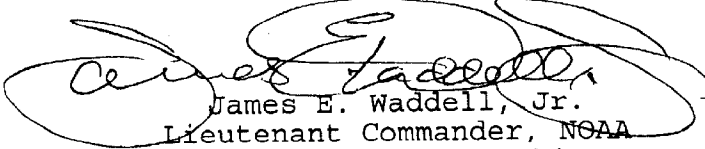

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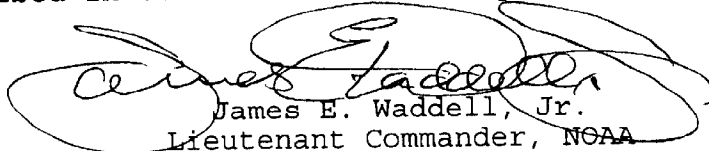

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APPROVAL SHEET

BASIC HYDROGRAPHIC SURVEY

OPR-B285-AHP

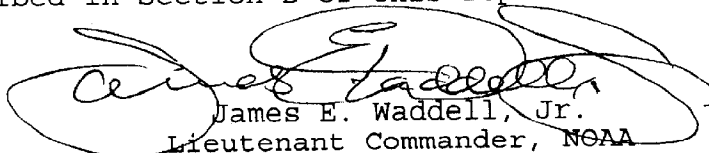
AHP-10-6-94

H-10541

1994

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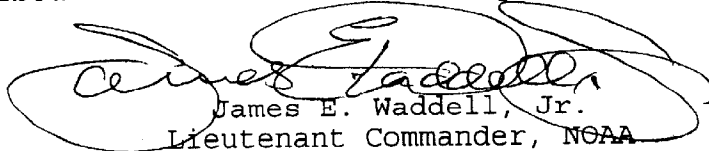

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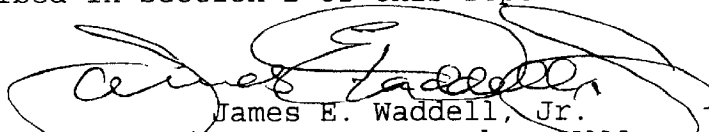

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This survey is a complete basic hydrographic survey for the area described in Section B of this report.

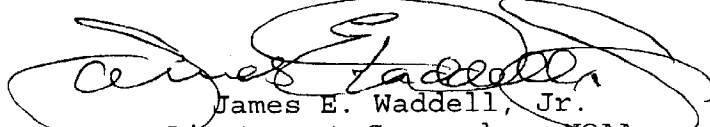

James E. Waddell, Jr.
Lieutenant Commander, NOAA
Chief, Atlantic Hydrographic Party

APPROVAL SHEET

BASIC HYDROGRAPHIC SURVEY
OPR-B285-AHP
AHP-10-6-94
H-10541
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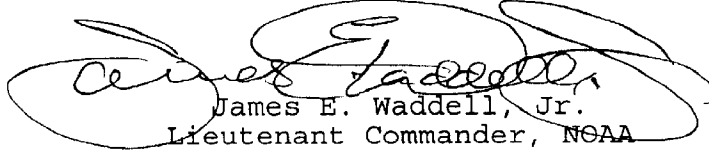

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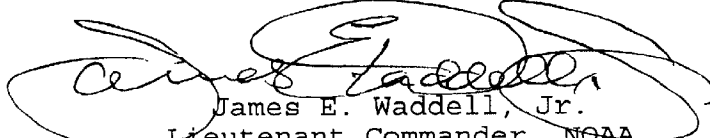

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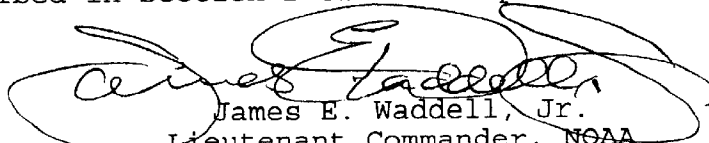

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UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Office of Ocean and Earth Sciences
Silver Spring, Maryland 20910

TIDE NOTE FOR HYDROGRAPHIC SURVEY

DATE: March 30, 1995

HYDROGRAPHIC SECTION: Atlantic

HYDROGRAPHIC PROJECT: OPR-B285

HYDROGRAPHIC SHEET: H-10541

LOCALITY: New York, Long Island Sound, Hewlett Point to
Whitestone Point

TIME PERIOD: May 25 - July 21, 1994

TIDE STATION USED: 851-6990 Willets Point, N.Y.
Lat. $40^{\circ} 47.6'N$ Lon. $73^{\circ} 46.9'W$

PLANE OF REFERENCE (MEAN LOWER LOW WATER): 5.00 ft.

HEIGHT OF HIGH WATER ABOVE PLANE OF REFERENCE: 7.4 ft.

REMARKS: RECOMMENDED ZONING

1. In Long Island Sound east of a line between Elm Point and the south end of City Island, apply a -10 minute time correction and a X1.02 range ratio to heights using Willets Point, N.Y. (851-6990).
2. In Long Island Sound and the East River, west of a line between Elm Point and the south end of City Island, times and heights are direct on Willets Point, N.Y. (851-6990).

Notes: 1. Times are tabulated in Greenwich Mean Time.
2. Data for Willets Point, N.Y. (851-6990) are temporarily stored in #651-6990.

William M. Fisher

CHIEF, DATUMS SECTION



GEOGRAPHIC NAMES

Name on Survey

Page 1 of 2

A ON CHART NO. 12366
B ON PREVIOUS SURVEY NO.
C ON U.S. QUADRANGLE MAPS
D FROM LOCAL INFORMATION
E ON LOCAL MAPS
F P.O. GUIDE OR MAP
G RAND McNALLY ATLAS
H U.S. LIGHT LIST
K

Name on Survey	A	B	C	D	E	F	G	H	K
BAYCHESTER (ppl)	X		X						1
BEECHURST (ppl)	X		X						2
BELDEN POINT	X		X						3
BIG TOM (bar)	X		X						4
CHERRY TREE POINT	X		X						5
CHIMNEY SWEEPS ISLANDS	X		X						6
CITY ISLAND (ppl)	X		X						7
CITY ISLAND HARBOR	X		X						8
CROCHERON PARK	X		X						9
CRYDERS POINT	X		X						10
CUBAN LEDGE (bar)	X		X						11
DEEP REEF (bar)	X		X						12
DOUGLASTON (ppl)	X		X						13
EASTCHESTER BAY	X		X						14
EAST RIVER	X		X						15
ELM POINT	X		X						16
GANGWAY ROCK (bar)	X		X						17
GOOSE ISLAND	X		X						18
GREEN FLATS	X		X						19
HART ISLAND	X		X						20
HEWLETT POINT	X		X						21
HIGH ISLAND	X		X						22
HUTCHINSON RIVER	X		X						23
KINGS POINT (ppl)	X		X						24
KINGS POINT PARK	X		X						25

GEOGRAPHIC NAMES

H-10541

Name on Survey	12366										
	A	B	C	D	E	F	G	H	K		
	ON CHART NO.	ON PREVIOUS SURVEY NO.	ON U.S. QUADRANGLE MAPS	FROM LOCAL INFORMATION	ON LOCAL MAPS	P.O. GUIDE OR MAP	GRAND McNALLY ATLAS	U.S. LIGHT LIST			
LITTLE BAY	X	X									1
LITTLE NECK BAY	X	X									2
LOCUST POINT	X	X									3
LONG ISLAND SOUND	X	X									4
MALBA (pp1)	X	X									5
MIDDLE ROCK (bar)	X	X									6
NEW YORK (title)	X	X									7
OLD FERRY POINT	X	X									8
ORCHARD BEACH	X	X									9
PARK OF EDGEWATER (pp1)	X	X									10
PARSONS BEACH	X	X									11
PELHAM BAY PARK (pp1)	X	X									12
RAT ISLAND	X	X									13
RODMAN NECK	X	X									14
SOUTH NONATIONS (bar)	X	X									15
STEPPING STONES (bar)	X	X									16
THE BLAUZES (bar)	X	X									17
THROGS NECK	X	X									18
TURTLE COVE	X	X									19
UDALLS MILLPOND	X	X									20
VILLAGE PARK	X	X									21
WEIR CREEK	X	X									22
WHITESTONE (pp1)	X	X									23
WHITESTONE POINT	X	X									24
WILLETS POINT	X	X									25

Approved

Christopher C. Long
Chief Geographer

AUG 29 1995

**ATLANTIC HYDROGRAPHIC SECTION
EVALUATION REPORT FOR H-10541 (1994)**

This Evaluation Report has been written to supplement and/or clarify the original Descriptive Report. Sections in this report refer to the corresponding sections of the Descriptive Report.

D. AUTOMATED DATA ACQUISITION AND PROCESSING

The following software was used to process data at the Atlantic Hydrographic Branch:

Hydrographic Processing System
AutoCAD, Release 12
QUICKSURF, version 5.1
NADCON, version 2.10
MicroStation 95, version 5.05
I/RAS B, version 5.01

The smooth sheet was plotted using an ENCAD NovaJet III plotter.

H. CONTROL STATIONS

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 NAD 83 and the North American Datum of 1927 (NAD 27).

To place this survey on the NAD 27 datum, move the projection lines 0.364 seconds (11.221 meters or 1.12 mm at the scale of the survey) north in latitude and 1.520 seconds (35.634 meters or 3.56 mm at the scale of the survey) east in longitude.

All geographic positions listed in this report are on NAD 83 unless stated otherwise.

J. SHORELINE

Shoreline originates with 1:20,000 scale final reviewed, Class III photogrammetric manuscripts TP-01269 of 1989. Shoreline revisions originating with the present survey are shown in red on the smooth sheet.

L. JUNCTIONS

H-10346	(1990)	1:10,000	to the east
<u>H-10558</u>	<u>(1994)</u>	<u>1:10,000</u>	<u>to the north</u>

Standard junctions could not be effected between the present survey and survey H-10346 (1990). The junctional survey is archived at National Ocean Service (NOS) headquarters, Silver Spring, Maryland. In this case, the note "ADJOINS" is shown on the present survey in the junctional area. Any adjustments to the depth curves will be made during chart compilation.

A standard junction was effected between H-10558 (1994) and the present survey.

There are no junctional surveys to the south or west. Present survey depths are in harmony with the charted hydrography to the south and west.

M. COMPARISON WITH PRIOR SURVEYS**1. Hydrographic**

H-5407	(1933)	1:10,000
H-5546	(1934)	1:10,000
<u>H-5547</u>	<u>(1934)</u>	<u>1:10,000</u>

The prior surveys listed above cover the present survey area in its entirety.

a. H-5407 (1933) compares favorably with the present survey. Prior survey depths differ plus or minus (\pm) 2 feet (0^6 m) from present survey depths. The following should be noted:

1) Charted rocks, in the vicinity of Latitude $40^{\circ}51'12''$ N, Longitude $73^{\circ}46'06''$ W, originating with the prior survey fall within a foul limit delineated by the field unit. No change in charting status is recommended.

2) Uncharted rocks, in the vicinity of Latitude $40^{\circ}51'12''$ N, Longitude $73^{\circ}46'06''$ W, originating with the prior survey fall within a foul limit delineated by the field unit. No change in charting status is recommended.

b. H-5546 (1934) compares favorably with the present survey and shows a general trend of being 1 to 3 feet (0^3 to 0^9 m) deeper than present survey depths. There are some scattered prior survey depths that are 5 feet (1^5 m) deeper

than present survey depths. Numerous shoreline changes are apparent throughout the common area. The following should be noted:

1) Numerous charted rocks and piles originating with the prior survey fall inside foul limits delineated by the field unit. No change in charting status is recommended.

2) Uncharted rocks originating with the prior survey fall within foul limit areas delineated by the field unit. No change in charting status is recommended.

3) Charted rocks, in the vicinity of Latitude 40°49'22"N, Longitude 73°46'16"W, originating with the prior survey were neither verified nor disproved by the field unit. The rocks have been brought forward from the prior survey to supplement the present survey. Additional work is recommended at an opportune time. No change in charting status is recommended.

c. H-5547 (1934) compares favorably with the present survey and shows a general trend of being 1 to 3 feet (0^3 to 0^9 m) deeper than present survey depths. There are some scattered prior survey depths that are 4 to 7 feet (1^2 to 2^1 m) deeper than present survey depths. Numerous shoreline changes are apparent throughout the common area. The following should be noted:

1) A charted rock, in the vicinity of Latitude 40°48'39"N, Longitude 73°49'39"W, originating with the prior survey was located in Latitude 40°48'40.22"N, Longitude 73°49'38.69"W, with a depth of 2 feet (0^6 m). It is recommended that the charted rock be deleted and a rock be charted as shown on the present survey.

2) Charted rocks originating with the prior survey were located by the present survey. These rocks fall within foul limit areas delineated by the field unit. No change in charting status is recommended.

3) A charted 5-ft depth, in the vicinity of Latitude 40°49'54"N, Longitude 73°48'16"W, originating with the prior survey was neither verified nor disproved. The 5-ft depth has been brought forward from the prior survey to supplement the present survey. No change in charting status is recommended.

4) A charted 6-ft depth, in the vicinity of Latitude 40°50'05"N, Longitude 73°47'28"W, originating with the prior survey was neither verified nor disproved. The 6-ft

depth has been brought forward from the prior survey to supplement the present survey. No change in charting status is recommended.

5) The following charted rocks originating with the prior survey were neither verified nor disproved by the present survey:

<u>LATITUDE (N)</u>	<u>LONGITUDE (W)</u>
40°51'16"	73°47'51"
40°51'19"	73°47'30"
40°51'12"	73°47'14"
40°50'49"	73°47'30"
40°50'44"	73°47'27"
40°50'43"	73°47'25"
40°50'38"	73°47'23"
40°50'34"	73°47'21"
40°50'33"	73°47'20"
40°50'06"	73°47'18"
40°49'01"	73°47'49"

The rocks have been brought forward from the prior survey to supplement the present survey. Additional work is recommended at an opportune time. No change in charting status is recommended.

6) Uncharted rocks originating with the prior survey fall within foul limits delineated by the field unit. No change in charting status is recommended.

7) Uncharted piles, in the vicinity of Latitude 40°50'39"N, Longitude 73°46'54"W, originating with the prior survey are considered disproved. No change in charting status is recommended.

The present survey is adequate to supersede the prior surveys within the common area, except as noted in this report.

2. Wire Drag

FE-174WD	(1960)	1:20,000
H-5078WD	(1930)	1:20,000

a. Comparison with FE-174WD (1960) revealed two hangs within the common area. The following should be noted:

1) Automated Wreck and Obstruction Information System (AWOIS) Item #4386, a charted dangerous submerged

obstruction with a depth of 57 feet (17⁴ m), in Latitude 40°49'59.82"N, Longitude 73°46'16.69"W, originates with the prior survey as an uninvestigated 58 foot (17⁷ m) hang. This feature was subsequently investigated by FE-316SS (1988) and was located in its charted location as a dangerous submerged obstruction with an estimated depth of 57 feet (17⁴ m). The item was not investigated by the field unit. The dangerous submerged obstruction with an estimated depth of 57 feet, (17⁴ m) has been brought forward from prior survey FE-316SS (1988) to supplement the present survey. Additional work is recommended at an opportune time. No change in charting status is recommended.

2) AWOIS Item #4389, a charted dangerous submerged obstruction with a wire drag clearance depth of 54 feet (15⁸ m), in Latitude 40°50'16.8"N, Longitude 73°45'49.8"W, originates with the prior survey as an uninvestigated 55 foot (16⁸ m) hang subsequently cleared by 54 feet (15⁸ m). The item was not investigated by the field unit. The feature has been brought forward from the prior survey to supplement the present survey. Additional work is recommended at an opportune time. No change in charting status is recommended.

There are no conflicts between the prior survey effective clearance depths and present survey depths.

b. Comparison with H-5078WD (1930) revealed numerous groundings within the common area. The following should be noted:

1) AWOIS Item #4416, a charted dangerous submerged rock with a depth of 45 feet (13⁷ m), in Latitude 40°49'01.64"N, Longitude 73°46'54.50"W, originates with the prior survey as a 40 foot (12² m) hang. This feature was subsequently investigated by FE-316SS (1988) and was located in its presently charted location. This feature has been brought forward from FE-316SS (1988) to supplement the present survey. No change in charting status is recommended.

2) AWOIS item #4417, a charted dangerous submerged rock with a wire drag clearance depth of 32 feet (9⁷ m), in Latitude 40°49'58.97"N, Longitude 73°46'47.82"W, originates with the prior survey as a 38 foot (11⁶ m) hang. The feature was located by prior survey FE-293SS (1986) as a hang at 37 (11³ m) feet and subsequently cleared by 36 feet (11 m) in one direction only. The item was neither verified nor disproved by the field unit. The feature has been brought forward from prior survey FE-293SS (1986) to supplement the present survey. Additional work is recommended at an opportune time. No

change in charting status is recommended.

3) AWOIS Item #4418, a charted rock with a depth of 25 feet (7^6 m), in Latitude $40^{\circ}50'12.41''$ N, Longitude $73^{\circ}46'39.13''$ W, originates with the prior survey as a 27 foot (8^2 m) hang on a rock. The item was located as a rock with a depth of 25 feet (7^6 m) during an investigation by prior survey FE-293SS (1986). This item was not investigated by the field unit. The rock has been brought forward from the prior survey FE-293SS (1986) to supplement the present survey. No change in charting status is recommended.

4) The following charted soundings originating with the prior survey were neither verified nor disproved by the present survey:

<u>Depth (ft/m)</u>	<u>Latitude (N)</u>	<u>Longitude (W)</u>
33/10 ¹	40°49'39.58"	73°46'38.08"
15/ 4 ⁶	40°48'29.00"	73°49'15.00"
38/11 ⁶	40°48'07.36"	73°47'40.48"

Additional work is recommended at an opportune time. No change in charting status is recommended.

5) An uncharted 26 foot grounding (7^9 m), in Latitude $40^{\circ}48'06.36''$ N, Longitude $73^{\circ}48'28.48''$ W, originating with the prior survey was not investigated by the field unit. The 26 foot grounding (7^9 m) has been brought forward from the prior survey to supplement the present survey. It is recommended that the grounding be charted as shown on present survey. Additional work is recommended at an opportune time.

There are no conflicts between the prior survey effective clearance depths and the present survey depths.

3. Side Scan Sonar

FE-293SS	(1986)	1:10,000
<u>FE-316SS</u>	<u>(1988)</u>	<u>1:10,000</u>

a. Several features originating with prior survey FE-293SS (1986) fall within the common area of the present survey. The following items should be noted:

1) AWOIS Item #6500, a charted rock with a wire drag clearance depth of 45 ft (13^7 m), in Latitude $40^{\circ}50'05.73''$ N, Longitude $73^{\circ}46'43.23''$ W, originates with the prior survey as a 48 foot (14^6 m) hang on a rock subsequently cleared by 45 feet (13^7 m). This feature was not investigated

by the field unit. The rock has been brought forward from the prior survey to supplement the present survey. No change in charting status is recommended.

2) AWOIS Item #6501, a charted dangerous sunken wreck, PA, with a notation (cleared 45 ft) (13⁷ m), in Latitude 40°50'07.86"N, Longitude 73°46'43.48"W, originates with the prior survey. This feature was not investigated by the field unit. The wreck has been brought forward from the prior survey to supplement the present survey. Additional work is recommended at an opportune time. No change in charting status is recommended.

3) AWOIS Item #6504, a charted dangerous sunken wreck with a depth of 48 feet (14⁵ m), in Latitude 40°50'13.60"N, Longitude 73°46'44.20"W, originates with the prior survey as a sunken wreck located by side scan sonar. This feature was subsequently investigated by FE-316SS (1988) and was located in its charted location. This item was not investigated by the field unit. The wreck has been brought forward from prior survey FE-316SS (1988) to supplement the present survey. No change in charting status is recommended.

4) A charted rock with a depth of 28 feet, (8⁵ m) in Latitude 40°50'10.10"N, Longitude 73°46'36.35"W, originates with the prior survey. This rock was not investigated by the field unit. The rock has been brought forward from prior survey to supplement the present survey. No change in charting status is recommended.

b. Several features originating with prior survey FE-316SS (1988) fall within the common area of the present survey. The following should be noted:

A charted obstruction with a depth of 49 ft (14⁹ m), in Latitude 40°49'00.37"N, Longitude 73°46'57.18"W, originates with the prior survey. The feature was not adequately investigated by the present survey. The obstruction has been brought forward from the prior survey to supplement the present survey. No change in charting status is recommended.

The differences between the present and prior surveys can be attributed to natural and cultural changes, and/or improved hydrographic surveying methods equipment.

6) A charted visible wreck, PA, in Latitude 40°50'20"N, Longitude 73°46'50"W, originates with Local Notice to Mariners 42 of 1994 (LNM 42/94). The wreck was neither verified nor disprove by the field unit. Additional work is recommended at an opportune time. No change in charting status is recommended.

7) A charted obstruction, in Latitude 40°51'21"N, Longitude 73°47'38"W, originates with an unascertainable source. This feature was not investigated by the field unit. Additional work is recommended at an opportune time. No change in charting status is recommended.

8) A charted visible wreck, PA (Rep 1994), in Latitude 40°50'20"N, Longitude 73°48'20"W, originates with an unascertainable source. The wreck was not investigated by the field unit. Additional work is recommended at an opportune time. No change in charting status is recommended.

9) The following charted piles, located by the field unit are shown on Chart 12366 (24th Edition, Mar. 25/95) as Pile (PA):

<u>Latitude (N)</u>	<u>Longitude (W)</u>
40°48'42.76"	73°48'05.85"
40°48'42.56"	73°48'07.77"
40°48'44.66"	73°48'12.56"

The piles were located by the field unit and labeled as channel markers. It is recommended that the Piles, PA be deleted, and private markers be charted as shown on present survey.

10) The following charted features are considered disproved by the present survey:

<u>FEATURE</u>	<u>LATITUDE (N)</u>	<u>LONGITUDE (W)</u>
2 obstrs	40°48'54"	73°47'49"
pile	40°48'19"	73°47'46"
pile	40°48'05"	73°49'08"
2 piles	40°48'00"	73°49'03"

It is recommended that these features be deleted from the chart.

11) A charted rock awash in the vicinity of Latitude 40°50'21"N, Longitude 73°47'09"W, was located by the present survey in Latitude 40°50'21.53"N, Longitude 73°47'10.66"W. It

- O. COMPARISON WITH CHARTS 12363 (35th Edition, Nov 14/92)
12366 (23rd Edition, Mar 27/93)
12364SC (28th Edition, Jan 2/93)

Hydrography

The charted hydrography originates with previously discussed prior surveys and other miscellaneous sources and requires no further consideration. The hydrographer makes adequate chart comparisons in sections N. and O. of the Descriptive Report. The following should be noted:

1) AWOIS Item #4382, a charted dangerous sunken wreck, in Latitude 40°49'25.38"N, Longitude 73°47'08.33"W, originates with Notice to Mariners 41 of 1960 (NM41/60). The wreck was subsequently investigated and located by FE-316SS (1988) in the presently charted position with a depth of 42 feet (12⁸ m). The wreck is shown incorrectly on chart 12366 (24th Edition, Mar. 25/95) as a dangerous sunken wreck with a depth of 33 feet (10 m). The field unit located a dangerous sunken wreck with a depth of 42 feet (12⁸ m), in Latitude 40°49'25.21"N, Longitude 73°47'07.33"W. It is recommended that the charted wreck be deleted, and a wreck be charted as shown on the present survey.

2) AWOIS Item #6354, a charted submerged rock with the notation 18-ft rep, in Latitude 40°49'29.56"N, Longitude 73°46'32.6"W, originates with CL1360/76. This item was not investigated by the field unit. Additional work is recommended at an opportune time. No change in charting status is recommended.

3) A charted rock awash, MIDDLE ROCK, in Latitude 40°51'38.5"N, Longitude 73°48'47.9"W, was not investigated by the field unit. It is recommended that the rock awash be retained as charted.

4) A charted notation, shoaling 30 ft rep, 1994, in Latitude 40°50'41"N, Longitude 73°45'52"W, originates with a Danger to Navigation Report, dated September 1, 1994, submitted by the field unit. No shoaling was noted in the area during office processing. It is recommended that the charted notation shoaling 30 ft rep, 1994 be deleted, and the area be charted as shown on the present survey.

5) Four (4) charted piles, in the vicinity of Latitude 40°47'47.5"N, Longitude 73°47'37.5"W, were verified by the field unit as dolphins. It is recommended that the charted piles be revised to dolphins.

is recommended that the charted rock awash be deleted and a rock awash be charted in present survey location.

12) A charted rock awash was located by the present survey in Latitude 40°51'30.33"N, Longitude 73°48'16.91"W. It is recommended that the rock awash be retained as charted.

13) A charted rock awash was located by the present survey in Latitude 40°51'32.65"N, Longitude 73°48'40.83"W. It is recommended that the rocks awash be retained as charted.

14) A charted rock awash, MIDDLE ROCK, in Latitude 40°51'38.5"N, Longitude 73°48'47.9"W, was neither verified nor disproved. It is recommended that the rock awash be retained as charted.

15) A charted rock awash in the vicinity of Latitude 40°49'42"N, Longitude 73°48'40"W, was located by the present survey as a rock with a depth of 2ft in Latitude 40°49'42.69"N, Longitude 73°48'39.30"W. It is recommended that the charted rock awash be deleted and a rock (2Rk) be charted in present survey location.

16) Two charted obstructions, in Latitude 40°48'57"N, Longitude 73°47'48"W, were investigated by the present survey. An obstruction with a depth of 6 feet (1⁸ m) was located in Latitude 40°48'55.73"N, Longitude 73°47'46.90"W. The remaining obstruction was neither verified nor disproved by the present survey. It is recommended that the charted obstructions be deleted. It is also recommended that an obstruction with a depth of 6 feet (6 Obstn) be charted in present survey location and a submerged obstruction be charted in Latitude 40°48'57"N, Longitude 73°47'48"W.

17) A charted visible wreck, PA in Latitude 40°51'00"N, Longitude 73°47'45"W was neither verified nor disproved. It is recommended that the visible wreck, PA be retained as charted.

18) Charted dashed lines in the vicinity of Latitude 40°47'45"N, Longitude 73°47'39"W and Latitude 40°47'58"N, Longitude 73°48'58"W, were determined to be incorrectly charted depth curves. The dashed lines should have been deleted during compilation of chart 12366, 25th Edition, Dec., 28/96. It is recommended that the dashed lines be deleted from the chart.

19) Two charted rock wash, in the vicinity of Latitude 40°49'29"N, Longitude 73°45'15"W, were not investigated by the field unit. It is recommended that the two rock wash be retained as charted.

20) The following charted rock wash were verified by the present survey:

<u>ROCK</u>	<u>LATITUDE (N)</u>	<u>LONGITUDE (W)</u>
cov 1 ft	40°47'42.88"	73°46'27.41"
cov 1 ft	40°51'21.40"	73°48'31.19"
cov 1 ft	40°51'18.04"	73°48'31.56"
cov 1 ft	40°51'21.43"	73°48'20.38"
2 Rk	40°50'54.12"	73°46'07.32"
cov 1 ft	40°48'50.33"	73°47'58.69"
cov 1 ft	40°50'21.55"	73°47'12.27"

It is recommended that the charted rocks wash be deleted and rocks be charted as discussed above.

21) Numerous charted rocks and piles originating with miscellaneous sources fall inside foul limits delineated by the field unit. No change in charting status is recommended.

22) Numerous uncharted rocks located during present survey operations fall within foul limit areas delineated by the field unit. No change in charting status is recommended.

23) An uncharted rock wash was located in Latitude 40°51'39.46"N, Longitude 73°48'46.12"W. It is recommended that the rock wash be charted in present survey location.

24) The following uncharted rocks were located by the present survey:

<u>ROCK</u>	<u>LATITUDE (N)</u>	<u>LONGITUDE (W)</u>
8 Rk	40°49'05.14"	73°45'35.85"
9 Rk	40°47'44.79"	73°47'01.64"
8 Rk	40°51'14.94"	73°47'04.73"
7 Rk	40°51'08.48"	73°46'56.45"
5 Rk	40°50'47.57"	73°48'06.39"
*	40°51'18.65"	73°46'59.69"
*	40°51'17.92"	73°46'58.82"
3 Rk	40°50'57.06"	73°48'49.33"
2 Rk	40°51'00.71"	73°48'43.60"

It is recommended that the above discussed rocks be charted.

The present survey is adequate to supersede the charted hydrography in the common area, except as noted in this report.

Q. AIDS TO NAVIGATION

The hydrographer located thirty-two (32) floating aids to navigation and three (3) fixed aids to navigation on the present survey. These aids appear adequate to serve their intended purpose.

Cuban Ledge Daybeacon was located and described by the hydrographer as a white and yellow lighted buoy in Latitude 40°50'28.25"N, Longitude 73°48'14.99"W. This aid is shown on Chart 12366 (24th Edition, Mar. 25/95) as a daybeacon. A telephone conversation with a member of the First Coast Guard District, Aids to Navigation Team, on April 3, 1996, determined that the white and yellow lighted buoy has been replaced by a daybeacon. No change in charting status is recommended.

P. ADEQUACY OF SURVEY

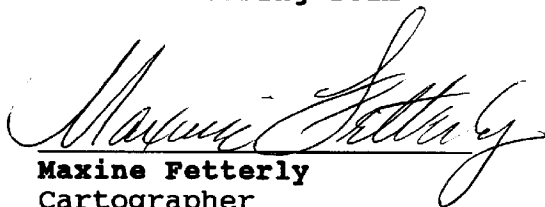
This is an adequate hydrographic survey. Additional work is recommended in sections M. and O. of this report

S. MISCELLANEOUS

Chart compilation was done by Atlantic Hydrographic Branch personnel in Norfolk, Virginia. Compilation data will be forwarded to Marine Chart Division, Silver Spring, Maryland.

H-10541

RUDE Processing Team

A handwritten signature in cursive script, reading "Maxine Fetterly". The signature is written in black ink and is positioned above a horizontal line.

Maxine Fetterly
Cartographer
Verification of Field Data
Evaluation and Analysis

09/04/97


HYDROGRAPHIC SURVEY STATISTICS
REGISTRY NUMBER: H-10541

NUMBER OF CONTROL STATIONS		2
NUMBER OF POSITIONS		3470
NUMBER OF SOUNDINGS		18703
	TIME-HOURS	DATE COMPLETED
PREPROCESSING EXAMINATION	89	03/28/95
VERIFICATION OF FIELD DATA	734	07/30/97
QUALITY CONTROL CHECKS	55	
EVALUATION AND ANALYSIS	149.50	
FINAL INSPECTION	118	05/27/97
COMPILATION	247.50	08/29/97
TOTAL TIME	1393	
ATLANTIC HYDROGRAPHIC BRANCH APPROVAL		07/11/97


APPROVAL SHEET
H-10541

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 disproof 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 digital data for this survey. The survey records and digital data comply with NOS requirements except where noted in the Evaluation Report.


Date: 7/11/97
Norris A. Wike
Cartographer
Atlantic Hydrographic Branch

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.


Date: 7/11/97
Nicholas E. Perugini
Commander, NOAA
Chief, Atlantic Hydrographic Branch

Final Approval:

Approved: 
Date: Oct. 24, 1997
Andrew A. Armstrong, III
Captain, NOAA
Chief, Hydrographic Surveys Division

MARINE CHART BRANCH
RECORD OF APPLICATION TO CHARTS

FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. _____

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
11366	8/25/97	TN	Full Part Before After Marine Center Approval Signed Via <u>FULL APPLICATION</u>
		NORRIS A. WILKIE	Drawing No. OF SOUNDINGS FROM SMOOTH SHEET
			Full Part Before After Marine Center Approval Signed Via
			Drawing No.
			Full Part Before After Marine Center Approval Signed Via
			Drawing No.
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