5052

ORIGINAL

Form 504
Ed. June, 1928

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. Patton, *Director*

State: New York

DESCRIPTIVE REPORT

Topographic
~~*Hydrographic*~~ } *Sheet No.* T5052 5052

LOCALITY

South Shore of Long Island

From Quogue to Eastport

1934

CHIEF OF PARTY

Roswell C. Bolstad, Jr. H. & G. E.

U. S. GOVERNMENT PRINTING OFFICE: 1931

5052

Form 537a
Ed. Nov., 1929

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO. 5052

TOPOGRAPHIC TITLE SHEET

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

Field No. 2

REGISTER NO. T5052 5052

State New York

General locality South Shore of Long Island

Locality From Quogue to Eastport

Scale 1:10,000 Date of ~~Survey~~ Photographs May 15, 1933
Date of Compilation Jan. 8, 1934

~~Vessel~~ Air-photo Compilation Party No. 13
Reviewed and recommended for approval
Chief of party Roswell C. Bolstad, Jr. U. S. C. & G. S. Roswell C Bolstad

Surveyed by (See data sheet enclosed in Descriptive Report for this sheet)

Inked by J. B. Moreland J.B. Moreland

Heights in feet above ------ to ground to tops of trees

Contour, Approximate contour, Form line interval ---- feet

Instructions dated November 15, 1932

Remarks: Actual scale of celluloid sheet is 1:11,274. Compilation of five lens aerial photographs Nos. 230 to 250 (881-14). Final sheet to be enlarged to 1:10,000 scale and printed by photolithographic process.

- NOTES ON COMPILATION -

SHEET NO. 2

PHOTOS, NO. M230 (881-14) TO NO. M250 (881-14)

DATE OF PHOTOGRAPHS May 15, 1933 TIME 11:00 A. M.

	BY	DATE
ROUGH RADIAL PLOT	E.M. Noon	8/21 - 8/22/33
SCALE FACTOR (0.887)	J.C. Harmon	8/23/33
SCALE FACTOR CHECKED	J.P. O'Donnell	8/24/33
PROJECTION	T.M. Price	8/25/33
PROJECTION CHECKED	E.L. Fitch	8/25/33
CONTROL PLOTTED	E.L. Fitch	8/26/33
CONTROL CHECKED	A.A. Spalding	8/26/33
TOPOGRAPHY TRANSFERRED	J.B. Moreland	8/28/33 - 8/30/33
TOPOGRAPHY CHECKED	J.P. O'Donnell	8/30/33
SMOOTH RADIAL LINE PLOT	E.M. Noon	9/31 - 9/5/33
RADIAL LINE PLOT CHECKED	J.B. Moreland	9/6/33
DETAIL INKED	J.B. Moreland	9/6/33 - 1/8/34

AREA OF DETAIL INKED 23.0 sq. Statute Miles (Land Area)

AREA OF DETAIL INKED 1.0 sq. Statute Miles (Shoals in Water Area)

LENGTH OF SHORELINE (more than 200 m. from nearest opposite shore)
9.15 Statute Miles

LENGTH OF SHORELINE (rivers and sloughs less than 200 m. wide)
30.66 Statute Miles

GENERAL LOCATION South Shore of Long Island

LOCATION Quogue to Eastport

DATUM North American 1927

Latitude 40°- 48'- 09.265" (285.8 m.)

STATION Medina 1933 Longitude 72°- 40'- 10.704" (250.9 m.)

COMPILER'S REPORT

for

AIR PHOTO TOPOGRAPHIC SHEET FIELD NO. 2

GENERAL INFORMATION.

The AIR PHOTO FIELD INSPECTION REPORT, 1933 of Lieut. L. C. Wilder for Eastern Long Island, N. Y. furnished the necesaary field data for the compilation of this sheet. Additional information was obtained from the field prints and, in questionable areas, from Lieut. (j.g.) R.C. Bolstad who is familiar with the topography of this area.

The accompanying NOTES ON COMPILATION details all data in connection with the compilation of this sheet.

There is very little tide in Moriches Bay and its affect on interpretation of high water was neglected.

This sheet was compiled from photographs taken by 2nd Lieut. James F. Olive, Jr. of the U. S. Army Air Corps with their five lens camera, model T-3A, No. 31-78, photograph numbers 230 (881-14) to 250 (881-14) inclusive.

CONTROL.

(A) Sources.

The following sources of control were used in the compilation of this sheet:

(a) Triangulation by Lieut. A. P. Ratti in 1933, unadjusted.

(b) 1933 Aluminum Control Sheet (Lieut. A. P. Ratti) Reg. No. 4763

(c) 1933 Aluminum Control Sheet (Lieut. A. P. Ratti) Reg. No. 4764

The field party's geographic positions, unadjusted, were used; these are on the North American 1927 Datum.

Triangulation and topography (1:20,000 and 1:10,000 scale aluminum control sheets, showing high water line and control signals) executed by the party of Lieut. A. P. Ratti, in 1933, forms the basis of control for this area.

In addition to the triangulation and high water line obtained from the aluminum control sheets, the following topographic signals (shown on the aluminum control sheets) were spotted on the photos and were used in controlling this sheet:-

Rio	Oar	Rich
Lov	Top	Gan
Nor	Bus	Lab
Fez	Bon	Ank
Dug	Net	Mud
Sub	Ash	No name (flagpole)

Pea	Pro	Raf
Dun	Mew	Lus
Hed	Tan	Jam
Cup	Sox	Mot
Puc	Mit	Sax
Zoo	Min	Pie
Ire	Bun	Tidestaff
Dor	Ryn	Lad
War	Who	Mul
Won	Air	Dot
Now	Rut	

They have been shown on the celluloid topographic sheet by a double blue circle (◎) together with the name (as shown on the aluminum control sheets) in blue. As the blue will not photograph during the photo-lithographic process no record of these topographic control signals (banners and flags) will appear on the finished sheet.

If it is the desire of the Chart Section to have these shown, they may be indicated in red ink with the usual circle and topographic name; this may best be done by draftsmen in the Washington Office as they will have all the data at hand.

All aluminum control stations used for supplementary control on this sheet have been plotted from the positions obtained by scaling directly from the aluminum control sheets of this area.

Several topo stations which were shown on the aluminum control sheets could not be used as supplementary control since the points were too indefinite on the photographs for the field inspection party to spot.

(B) Errors.

In making the radial plot for this sheet the following relocations of spotted aluminum control sheet signals resulted:

War - new position as determined by the radial plot lies 12 meters distant on azimuth 180°- 00' (from north) from the position as given on the aluminum control sheet. As this signal is an electric light pole, and there are others in the vicinity, it is possible that the wrong pole was spotted on the photographs. The signal is indistinct under the stereoscope and therefore it is difficult to say whether or not it was incorrectly pricked on the photographs.

Sox - new position as determined by the radial plot lies 10 meters distant on azimuth 225°- 00' (from north) from the position as given on the aluminum control sheet. This signal was readily spotted on the photographs since it is the corner of a pier and is, therefore, believed to be in error as shown. No explaination could be given for the error except, possibly,the fact that the signal is on the wing prints of the photographs and consequently may be distorted.

Mit - new position as determined by the radial

See pages 3 and 4 of the review attached at back of this report.

plot lies 8 meters distant on azimuth 215°- 00' (from north) from the position as given on the aluminum control sheet. Since this signal is a windmill lying on the wing prints of the photographs it was difficult to spot it. Under the stereoscope the top and base were indistinct and it is possible that the wrong point was spotted on the photographs.

Rut - new position as determined by the radial plot lies 11 meters distant on azimuth 220°- 00' (from north) from the position as given on the aluminum control sheet. This signal is a water tank and also appears on the wing prints of the photographs. The same statements regarding the spotting of this signal as applied to Mit, above, apply in this case.

Jam - new position as determined by the radial plot lies 7 meters distant on azimuth 270°- 00' (from north) from the position as given on the aluminum control sheet. This signal is a windmill with tank and was easily ~~spotted~~ seen on the photographs but occured on the wing prints. It is possible that the signal was incorrectly spotted but was well enough defined to be used for a control point.

Mul - new position as determined by the radial plot lies 14 meters distant on azimuth 150°- 00' (from north) from the position as given on the aluminum control sheet. Since this signal, the corner of a pier, is a clearly defined point it is believed that it is in error as shown. No explaination could be given for the error.

Bon - new position as determined by the radial plot lies 22 meters distant on azimuth 320°- 00' (from north) from the position as given on the aluminum control sheet. Under the stereoscope there appear to be two steeples on the church used for this signal and it was difficult to determine which steeple had been used on the aluminum control sheet. For this reason there is a possibility that the wrong steeple has been chosen on the radial plot. No other reason for the error stated above in the location of this signal could be given.

The control, on this sheet, is,in general strong and the radial plot gave good intersections. The necessary adjustments are given under COMPILATION (B) Adjustments of Plot. It is felt that all the above named signals are in error as listed. It should be noted that the aluminum control sheets were executed on a scale of 1:10,000 and 1:20,000 whereas this sheet is on a scale of 1:11,274. See also The Review at back of this report.

(C) Discrepancies.

No other control stations established by other organizations were used in this compilation.

COMPILATION.

(A) Method.

The usual radial line method of plotting was used in the compilation of this sheet.

(B) Adjustments of Plot.

Most of the photographs of this strip appear to be free from excessive tilt and scale fluctuation. However, photograph Nos. M233, M247 and M243 showed so much tilt that they were not used in the compilation of this sheet.

When the radial plot was first made for this sheet it was found that the junctions with the adjoining sheets were poor and that the radial line intersections were not good. This was due to the fact that at that time there were no geographic positions of topo stations available and also, that the above numbered pictures (badly tilted) were used. The radial plot was made using only the triangulation stations and the points pricked on the photographs. However, the radial plot for the entire sheet was done over and found to check very well with the plotted positions of the topo stations which were later available.

No other difficulties were encountered in the adjustment of plot.

(C) Interpretation.

Only the usual graphic symbols were used as approved by the Board of Surveys and Maps (1932) and no great difficulty was experienced in interpreting the photographic detail.

The double full line was used to indicate first order roads and the double broken line for private driveways and roads of lesser importance. An exceedingly poor road or trail was shown as a single dashed line. In most cases (unless labeled on the field inspection prints) the classification had to be determined by the appearance under the stereoscope.

Several topo stations, spotted on the field prints, were not named due, probably, to the fact that the names, given to these stations by the party working in that section, were not available when the field inspection was made.

Data obtained from the Long Island Railroad was used as an aid in interpreting the detail in the vicinity of the stations along this railroad. It was found that the wrong building had been spotted by the field inspection party for the Eastport Railroad Station. Also,the Speonk and West Hampton Railroad Stations were not located by the field inspection party but, with the data obtained from the Railroad, sufficient detail around the stations was given to show them on this sheet.

An important highway, Highway 27, is shown on this sheet and has been adequately labeled.

All boundaries of shoal water areas, very little on this sheet, (shown by single broken line) were so indicated because of appearance on the photographs and they may be expected to have departure from actual conditions.

(D) Information from Other Sources.

Descriptions were obtained from the Long Island Railroad for the stations and vicinity along the route of the railroad. These descriptions were used in detailing the topography in the vicinity of the stations since the photographs did not show this data clearly.

The high water line and marsh line was run in by the topography party on the aluminum control sheets.

The positions of the channel markers were scaled directly from the aluminum control sheets of this area since it was impossible to spot them on the photographs.

A bridge across Quantuck Creek, another just east of West Hampton Beach and a third in the southern part of the town of West Hampton Beach are shown on the aluminum control sheet of this area. A stone arch Railway Bridge across Seatuck Creek at Eastport was noted on the field photographs by the field inspection party but no further detail was available. The following data regarding the highway bridge across the Speonk River between Remsenburg and Tanner Neck was obtained from the 1st District, U. S. Army Engineers.

Clear width 23 feet
Clear height above mean low water 3.0 feet
Clear height above high water 3.0 feet
Type of bridge fixed

No data was available for other bridges shown on this sheet.

(E) Conflicting Names.

There are no names on this sheet conflicting with names shown on the U. S. C. & G. S. Charts of this area.

At the extreme north side of the sheet the detail has been extended to include Suffolk Airport. No reference was made by the field inspection party to the Airport but the name was determined directly from the photographs.

All new names shown were taken from the recent editions of U. S. Geological Survey Maps of that locality.

COMPARISON WITH OTHER SURVEYS.

The junctions with all adjoining sheets are satisfactory.

The high water line as shown on the aluminum control sheets agrees well with that obtained from the photographs except in the vicinity of longitude 72°- 43' to 72°- 44'. No sufficient reason could be given for this variation.

At Speonk Point a dock and sand bar have been shown on this sheet. These are shown on the aluminum control sheet but do not show on any U. S. C. & G. S. Charts or on the U. S. Geological Maps of this area.

A bridge has been shown on this sheet north west of Eastport at longitude 72°- 43'- 40" (approximately). No data could be obtained from either the field photographs or the aluminum control sheet stating whether this feature is a bridge or a dam. It appears to be a bridge and has been so indicated. Note: The bridge symbol has been removed and the ~~construction~~ structure indicated on the sheet by double full lines. B.G.J.

LANDMARKS.

The list of chartable landmarks for this sheet includes ten objects, all of which have been marked with a small black circle. All of these landmarks were submitted by Lieut. A. P. Ratti, August 1, 1933, and are as follows.

- Hulse Smokestack, Black Stack
- Remsenburg White Steeple
- Quiogue Steeple
- Quogue School Spire (Rio)
- Speonk Boat Club Flagstaff
- Booty's Flagstaff
- Westhampton Beach School Dome
- Quiogue Water Tank, Black elevated tank
- Delafield's Windmill
- Flagstaff (Mot)

The position of the landmark, Quiogue Steeple, was found to be slightly in error by the radial plot. Its correct position is as follows:

Latitude	40°- 49' -	404 m.
Longitude	72°- 37' -	1023 m.

~~In addition to the above the enclosed list of Class (C) objects~~ ~~a number is submitted. These should not be charted but should~~ ~~been shown on this sheet as they are prominent enough at this~~ ~~scale (about 1:10,000) and may be used to obtain hydrographic~~ ~~"fixes".~~ All of the above named landmarks, with the exception of the four named below, are triangulation stations and are marked on the celluloid sheet by a small black triangle. The landmarks:

Quiogue Steeple
Quogue School Spire (Rio)
Delafield's Windmill
Flagstaff (Mot)

are topo stations and are indicated by a small black circle.

All of the ~~landmarks~~ landmarks were spotted on the photographs by the field inspection party and were also used for supplementary control since they were located on the aluminum control sheets.

Classification (C) ~~Landmarks~~ objects of minor prominence - these are recoverable objects which can be identified at close range (about 1 to 2 miles) and may be used by the Light House Service - these should not be charted except on exceptionally large scale charts or where the hydrography is to be done on the regular air-photo topographic sheet.

See list on Pages 9 and 10

There are also many other objects (such as shacks and houses, etc.) which are located within the accuracy specified in the following chapter, RECOMMENDATIONS FOR FURTHER SURVEYS, and may be used to obtain hydrographic "fixes". Care should be taken in using the houses to use the center as the size shown on this sheet may be expanded somewhat. See also Descriptive Report for Sheet, Reg. No. T5059, REPORT ON REVIEW OF SHEET; ADDITIONAL NOTES, (1) Landmarks.

The landmarks shown on this sheet and included in this report cover all landmarks (those previously submitted; those to be retained and any new landmarks) for the area covered by this sheet.

RECOMMENDATIONS FOR FURTHER SURVEYS.

The compilation of this sheet is believed to have a probable error of 2 meters in well defined detail of importance for charting and of 4 meters for other data.* It is understood that the widths of roads, bridges and similar objects may be slightly expanded in order to keep the detail clear and to keep it from photographing as a solid area in the photolithographic process.

To the best of my knowledge this sheet is complete in all detail of importance for charting purposes, within the accuracy stated above, and no additional surveys are required.

J. B. Moreland

Submitted by J. B. Moreland
Draftsman

A. K. Spalding

Assisted by A. K. Spalding
Accountant

* The value of 2 to 4 meters given above is high. a better estimate is and accuracy of location of 3 to 5 meters for intersected points and 3 to 10 meters for other details

B.G.J.

LIST OF RECOVERABLE TOPOGRAPHIC STATIONS

CLASS (C) ~~LANDMARKS~~ objects.

Description	Position						Datum	Method of determination
	Latitude			Longitude				
	°	′	D.M. Meters	°	′	D.P. Meters		
(Lov) Church Spire	(C) 40	48	(285) 71.25 1566	72	36	(1014) 393 98.25	N.A. 1927	1933 A.C.S.
(Sub) Windmill	(C) 40	49	(1305) 546	72	37	(1284) 122	"	"
(Bus) Flagpole	(C) 40	49	(1290) 561	72	37	(1000) 406	"	"
(Ank) Tank	(C) 40	48	(625) 1226	72	38	(1201) 205	"	"
(Puc) Windmill	(C) 40	48	(1172) 679	72	37	(84) 1322	"	"
(Ire) Church Spire	(C) 40	48	(828) 1023	72	38	(683) 723	"	"
(Tan) Windmill	(C) 40	48	(1199) 652	72	39	(739) 667	"	"
Windmill	(C) 40	48	(422) 1429	72	39	(548) 858	"	A.P.T.
* (Jam) Windmill with tank	(C) 40	48	(1466) 385	72	43	(1369) 37	"	"
Windmill with tank	(C) 40	48	(1462) 389	72	42	(34) 1372	"	"
(Pie) Spire on house	(C) 40	48	(890) 961	72	43	(896) 510	"	A.C.S.
Windmill	(C) 40	48	(891) 960	72	43	(922) 484	"	A.P.T.
* (Mit) Windmill	(C) 40	48	(1183) 668	72	40	(1143) 263	"	"
(Rut) Water tank	(C) 40	48	(702) 1149	72	40	(710) 696	"	"
(Dot) Tank	(C) 40	48	(1442) 409	72	40	(39) 1367	"	A.C.S.

LIST OF RECOVERABLE TOPOGRAPHIC STATIONS

CLASS (C) ~~LANDMARKS~~ objects

Description	Position						Datum	Method of determination
	Latitude			Longitude				
	°	′	D.M. Meters	°	′	D.P. Meters		
Windmill with tank (C)	40	48	(1461) 390	72	40	(26) 1380	N.A. 1927	1933 A.P.T.
(Bun) Water tank (C)	40	48	(969) 882	72	41	(1047) 359	"	1933 A.C.S.
(Who) Windmill with tank (C)	40	48	(1679) 172	72	41	(477) 929	"	"
(Lus) S. Gable boat house (C)	40	48	(1571) 280	72	42	(330) 1076	"	"
Windmill (C)	40	48	(1682) 169	72	42	(207) 1199	"	A.P.T.

Note: A. C. S. stands for aluminum control sheet and A. P. T. for Air Photo Topography.

Name preceeding description in parenthesis indicates topographic name shown on aluminum control sheet.

For classification (shown in parenthesis after description) ~~See paragraph Landmarks in Descriptive Report for Air-photo Topographic Sheet, Reg. No. T5065.~~ See page

* The position as obtained from the aluminum control sheet did not check the radial plot position so the new position is given, as determined by the radial plot.

REVIEW OF PHOTO TOPOGRAPHIC SURVEY NO. T5052

Title (Par. 56) (see enclosed Title Sheet)

Chief of Party Roswell C. Bolstad Compiled by (see enclosed data sheet)

Project New York Air-photo Compilation Instructions dated Nov. 15, 1952
Party No. 12

/1. The survey and preparation for it conform to the requirements of the Topographic Manual. (Par. 8; and 16, a, b, c, d, e, g and i.) Paragraph 8 not applicable to this party. (see paragraph CONTROL in COMPILER'S REPORT)

/2. The character and scope of the compilation satisfy the instructions and the "Notes on the Compilation of Planimetric Line Maps from Five Lens Aerial Photographs".

/3. The control and adjustment of the radial plot were adequate. (Par. 12, 29.) (see COMPILER'S REPORT enclosed, paragraph, Adjustments of Plot under COMPILATION (B)).

/4. There is sufficient control on maps from other sources that were transmitted by the field party for their application to the charts. (Par. 28.) None submitted

/5. High water line on marshy ~~and mangrove~~ coast is clear and adequate for chart compilation. (Par. 16a, 43, 44.)

/6. The representation of low water lines, and shoal areas ~~reefs, coral reefs and rocks~~, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41.) See par. C page 5 of the desc. report.

/7. Important details shown on previous surveys and on the chart have been compared with this sheet and a statement has been entered in the report regarding the removal from the chart or change in position of important detail such as rocks, lights, beacons, prominent objects, bridges, docks, and structures along the water front. Only such changes as noted in the enclosed COMPILER'S REPORT, CONTROL (B); COMPILATION, (D), (E); COMPARISON WITH OTHER SURVEYS AND LANDMARKS have been made on this sheet.

/8. The span, draw and clearance of bridges are shown. (Par. 16c.) (see COMPILER'S REPORT, COMPILATION (D) Information from Other Sources) Page 6 of desc. report. - also page 7 of desc. report.

/9. The data furnished by the Field Inspection is adequate.

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Use reverse side for extending remarks.

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Under paragraph (B) Errors, in the preceeding COMPILER'S REPORT, since the radial plot held to all control in the immediate vicinity of these questionable locations of topo signals (even though well out on the wing prints) all the signals listed therein are plainly in error (unless spotting could not be verified as mentioned) and the correct position is given.

Attention is called to the fact that this sheet is compiled on a 1:11,274 scale whereas the aluminum control sheets (on which these errors occur) are on a 1:20,000 scale.

/10. The descriptive report covers all details listed in the Manual, so far as they apply to this survey. (Par. 64, 65 and 66.)

/11. The descriptive report also contains all additional information required in photo topography as prescribed in the instructions and in the "Notes on the Compilation of Planimetric Line Maps from Five Lens Aerial Photographs".

/12. No descriptions of recoverable stations and references to shore line were accomplished on Form 524, and scaling of positions checked. (Par. 29, 30 and 57.) (see Remarks below)

/13. A list of landmarks for charts was furnished on Form 567 and scaling of positions checked. (Par. 16d, e, 60.) Submitted by A.P. Ratti. See also page 7 of the desc. report.

/14. The geographic datum of the sheet is North American 1927 and the reference station is correctly noted. (Par. 34.) (see paragraph CONTROL in COMPILER'S REPORT)

/15. Junctions with contemporary surveys are adequate.

/16. Geographic names are shown on the sheet and are covered by the Descriptive Report. (Par. 64, 66k.)

/17. The quality of the drafting is good. (Par. 31, 32, 33, 35, 36, 37, 38, 39, 40, 41, 42, 45, 46.)

/18. No additional surveying is recommended.

19. Remarks: Any additional notes and requirements affecting this area are referred to Lieut. A. P. Ratti's Reports covering the topography executed in 1933 under his charge. See opposite page.

20. Examined and approved: Roswell C. Borstad

Roswell C. Borstad
Chief of Party

21. Remarks after review in office: See reviewers report attached to back of this report for discussion of differences in location of signals and H.W. Line.

Reviewed in office by: B.G. Jones

Examined and approved:

L.O. Colbert
Chief, Section of Field Records

L.O. Colbert
Chief, Division of Charts

F.S. Borden
Chief, Section of Field Work

G.T. Rude
Chief, Division of Hydrography and Topography.

M-10

REVIEW OF AIR PHOTO SHEET 5052

(See pages 4 and 5 of the disc. report)

The topographic stations in question were located on planetable control sheets T 4763 and T 4764. The large holes pricked for triangulation and topographic station points and the triangles of error shown by the penciled cuts on those sheets do not indicate careful planetable work and will no doubt account for some of the differences mentioned.

Station "War": Latitude 40°-48.4', Longitude 72°-38.5' (T 4764). Since the spotting of this point on the photographs is questioned, the air photo location may be for another pole, though that seems doubtful. However, the air photo sheet gives a larger scale and more detailed plot of the slough and bridge, and shows the bridge in a slightly different location on this sheet. The 4 ft. sounding shown at station "War" on H 5323, will plot on the shore line as located on this sheet. The shore line and bridge as shown here are considered the better location and should be transferred to the hydrographic sheet and the sounding adjusted accordingly.

Station "Sox": Latitude 40°-48.4', Longitude 72°-39.9' (T 4764). The hole pricked for the station point on the planetable sheet is about .4 M M in diameter. The air photo location is ~~considered correct.~~ accepted The fact that the station is on the wing prints of the photographs is not a determining factor as the photo plot checked on two triangulation stations and on several planetable stations in this immediate vicinity. The air photo location of this station and the wharf should be transferred to the H 5323 where a line of soundings runs very close to the outer edge of the wharf.

Station "Mul": Latitude 40°-48.8', Longitude 72°-43' (T 4764). This station is considered correct as shown on the air photo sheet. The air photo plot was well controlled and there is no question as to the spotting of the point on the photographs. This station is described as the S. W. corner of a pier. The S. W. corner of the pier as shown on planetable sheet T 4764 checks within a few meters of the air photo position but the station point on T 4764 is a large hole pricked about .7 M M off the corner of the pier. The station and the pier and shore line in the immediate vicinity should be replotted on the H 5322. A sounding line across the end of the pier as now plotted will need to be adjusted to the new location of station "Mul".

Station "Mit": approx. Lat. 40° -48.3', approx. Long. 72°-40.2';
Station "Rut": approx. Lat. 40°-48.5', approx. Long. 72°-40.5';
Station "Jam": approx. Lat. 40°-48.5', approx. Long. 72°-43';
Station "Bon": approx. Lat. 40°-49.2', approx. Long. 72°-37.6';
The descriptive report pages 3 and 4 is very indefinite in regard to accoracy of the spotting of these objects on the photographs. The photographs have been examined under the stereoscope in the office and both

the plane table sheets and the photo sheet inspected to determine which of the sheets give the more accurate location for these stations.

Stations "Jam", "Rut", and "Bon" do not appear on the Hydrographic Sheet H 5322 and any error in the plane table locations will not affect the soundings. Station "Mit" is plotted on H 5322.

Stations "Rut", "Bon" and "Mit" are shown on the 1:20,000 plane table sheet T 4764. The review attached to the descriptive report of that sheet lists discrepancies and indications of careless plane table work which accounts for at least part of the differences in location of these stations. Station "Jam" is shown on T 4763 (1:10,000-1933).

Station "Bon" - The photographs are somewhat blurred here but careful examination under the stereoscope shows definitely that only one steeple exists on this church and examination of the radials drawn on the photographs shows that the steeple was correctly spotted and was located on the sheet. The object confused by the compiler as a twin steeple is a tree and was not located on the sheet. The difference in location is not due to faulty spotting and the air photo position is accepted since the plot was on a scale of 1:10,000, was well controlled, and agrees with the plane table sheet for location of other objects in this area. On plane table sheet T 4764 only one cut is visible and the difference is in approximately the same direction as that cut. The plane table location appears to have been made one cut and a rod reading.

Stations "Rut" and "Mit" - The photographs have been examined and while they are somewhat blurred the wind mill and the tank can both be seen and the radials are shown thru the correct positions on the photographs. The differences are not due to faulty spotting and the air photo location of both these stations is accepted for the same reasons stated in the preceding paragraph. On the plane table sheet T 4764 the hole pricked for station "Rut" is about 8 meters in diameter and for station "Mit" the hole is about 8 meters in diameter with a triangle of error in the cuts of 12 meters across.

Station "Jam" - This object does not show on the photographs and the spotting is not exact. The difference in location is about 4 meters instead of 7 meters given in the descriptive report. The photo position has been changed on the compilation to agree with the plane table.

A copy of this compilation and this review were used in the review of H 5322 and adjustments made where necessary.

Names: Names submitted by the compiler have been accepted pending Mr. Bacon's decision on the list submitted to him.

Bridges: See Page 6 of the preceding report. The clearances noted on the plane table sheets T 4763 and T 4764 (1933) for bridges over Quantuck Creek, just west of Quantuck Creek, and over the slough at West Hampton Beach were shown by the compiler but have been removed from the compilation. These clearances were noted on the plane table sheets in pencil with no notice as to the plane of reference and no mention in the descriptive reports.

as taken from the planetable sheet

B. G. Jones.

B. G. Jones

Survey No. T-5052

Date. Feb 6, 1935

GEOGRAPHIC NAMES

(I) N.Y

Chart No. 578 1214

Diagram No. 12I4-2

Names approved Feb. 7. 1935. Helen M. Strong Harlow Bacon

*, Approved by the Division of Geographic Names, Department of Interior.

¢, Not Approved by the Division of Geographic Names, Department of Interior.

R, Referred to the Division of Geographic Names, Department of Interior.

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	Suffolk Airport				40°52, 72°39
	Quogue Depot				40 50, 72 36
	Seatuck Creek	Same			
	East Branch	" "			
	Eastport	" "			
	Eastport Depot				40 49, 72 48
	Duck Ranch				40 48, 72 43
	Long Island Railroad	Same			41
	Speonk	" "			
	Speonk Depot				40 49, 72 42
	Highway No 27				40 49, 72 42
	~~West Hampton~~ * Westhampton. D.G.N	Same			
	~~West Hampton Depot~~ * Westhampton Depot D.G.N				~~40~~ 50, 72 ~~39~~
	Beaver Lake		Beaver Lake		40 49, 72 40
	Beaverdam Creek	Same			
	Quiogue	" "			
	Quantuck Creek	" "			
	[redacted] Bay	" "			
	Quogue	" "			
	Six Roads	" "			
	~~West Hampton Beach~~ * Westhampton Beach D.G.N.	" "			
	Oneck	" "			

(M 100)

Survey No. T-5052

GEOGRAPHIC NAMES

(2)

Date. Feb 6, 1935

Chart No. 578

Diagram No. 1214-2

Names approved Feb. 7. 1935. Helen M. Strong. Harlow Bacon

*, Approved by the Division of Geographic Names, Department of Interior.

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Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	Beaverdam Cove				40° 48, 72° 40
	Tanner Neck	Same			
	Apaucuck Pt	" "			
	Speonk River	" "			
	Speonk Pt	" "			
	Remsenburg — U.S.P.O.	Same on Chart 1214 Remsenberg on Chart 578			
	Seatuck Cove	Same			
	Haven Pt — not in U.S.C.P.	Havens Pt			
	Moriches Bay	Same			
	Quantuck Bay	"			

(M 100)