

# 5054

ORIGINAL

Form 504  
Ed. June, 1923

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

R. S. Patton, Director

State: New York

DESCRIPTIVE REPORT

Photo  
Topographic

~~Hydrographic~~

} Sheet No. T 5054

LOCALITY

South Shore of Long Island

Long Beach to Jones Inlet

1934

CHIEF OF PARTY

R. C. Bolstad, Jr. H. & G. Engr.

U. S. GOVERNMENT PRINTING OFFICE: 1923

# 5054

Applied to chart 579 2.m.a. July 11, 1936

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

REG. NO.

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. 37E

REGISTER NO. T 5054

State New York

General locality ~~South Shore of Long Island~~

Locality Long Beach to Jones Inlet

Scale 1:10,000 photographs Feb. 22 & Sept. 12, 1933

Date of ~~survey~~ Mar. 19, 1934

Date of Compilation Dec. 4, 1934

~~Vessel~~ Air Photo Compilation Party No. 12, New York City

Chief of party Roswell C. Bolstad

Surveyed by See data sheet in Descriptive Report for this sheet.

Inked by E.W. Fickenscher and J.P. O'Donnell

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

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

Instructions dated November 15, 1932

Remarks: Compiled on scale of 1:9,842 and reduced and printed

by Photo Lithography on 1:10,000 scale.

- STATISTICS -

on

SHEET, FIELD NO. 37E, REG. NO. T5054

PHOTOS, NOS. M1044 - M1057 (876-8) TIME 10:55 A.M. DATE 3/19/34  
 PHOTOS, NOS. M985 - M989 (876F-8) TIME 8:55 A.M. DATE 9/22/33  
 PHOTOS, NOS. V163 - V180 (876-8) TIME 12:40 P.M. DATE 2/22/33

	BY	DATE
		From To
ROUGH RADIAL PLOT	<u>M.S. Abramson</u> M.S. Abramson	4/12 - 4/12/34
SCALE FACTOR (1.016)	<u>M.S. Abramson</u> M.S. Abramson	4/13 - 4/13/34
SCALE FACTOR CHECKED	<u>J.J. Lanigan</u> J.J. Lanigan	4/13 - 4/13/34
PROJECTION	<u>M.S. Abramson</u> M.S. Abramson	4/16 - 4/16/34
PROJECTION CHECKED	<u>J.J. Lanigan</u> J.J. Lanigan	4/16 - 4/16/34
CONTROL PLOTTED	<u>M.S. Abramson</u> M.S. Abramson	4/18 - 4/18/34
CONTROL CHECKED	<u>J.J. Lanigan</u> J.J. Lanigan	4/18 - 4/18/34
TOPOGRAPHY TRANSFERRED	<u>M.S. Abramson</u> M.S. Abramson	5/15 - 5/16/34
TOPOGRAPHY CHECKED	<u>J.P. O'Donnell</u> J.P. O'Donnell	5/16 - 5/16/34
SMOOTH RADIAL LINE PLOT	<u>M.S. Abramson</u> M.S. Abramson	6/5 - 6/13/34
RADIAL LINE PLOT CHECKED	<u>J.P. O'Donnell</u> J.P. O'Donnell	6/14 - 6/15/34
DETAIL INKED	<u>E.W. Fickenscher</u> J.P. O'Donnell	9/8 - 9/15/34 11/23 - 12/4/34
PRELIMINARY REVIEW OF SHEET	<u>J.P. O'Donnell</u> J.P. O'Donnell	12/5 - 12/19/34

AREA OF DETAIL INKED 5.0 sq. Statute Miles (Land area)  
 AREA OF DETAIL INKED 0.5 sq. Statute Miles (Shoals in water area)  
 LENGTH OF SHORELINE (More than 200 m. from nearest opposite shore)  
13.0 Statute Miles

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

LENGTH OF STREETS, ROADS, TRAILS, RAILROADS, etc. 40 Statute Miles

GENERAL LOCATION South Shore of Long Island

LOCATION Long Beach

DATUM North American 1927

Latitude 40°- 35'- 21.875" 674.7 m.

STATION Wolf 1934 Longitude 73°- 36'- 18.237" 428.9 m.

COMPILER'S REPORT

for

AIR PHOTO TOPOGRAPHIC SHEET FIELD NO. 37E

GENERAL INFORMATION

The 1934 Air Photo Field Inspection Report, attached to Air Photo Topographic Sheet Descriptive Report, Register No. T5334, furnished the necessary field data for the compilation of this sheet. Additional information was obtained from the notes on the field prints.

The accompanying STATISTICS SHEET details all data in connection with the compilation of this sheet.

This sheet was compiled from photographs taken in three flights by Captain Willis R. Taylor of the U.S. Army Air Corps with a single lens camera. The interpretation of the high water line on these photographs has been influenced by the height of tide as computed by the detailer from the "Predicted Tide Tables" in accordance with the dates as listed on the "Statistics Sheet". In this connection, it is to be noted that the only photographs useful for detailing the high water line of the numerous marsh islands on this sheet, were those taken practically at low water on February 22, 1933 at 12:40 P.M. (flight V163 to V180 (876-8)). The other two flights (M1044 to M1057 (876-8) and M985 to M989 (876F-8)) were flown at practically high tide and, although the most recent photos and used for all other detail, were of no use in locating the vertical edge of the marsh banks, as they were covered by water, on the small islands in Hempstead Bay (such vertical edge is considered the high water line in accordance with instructions of paragraph No. 43, "Topographic Manual".)

CONTROL

(A) Sources

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

- (a) Triangulation by Lieut. C.D. Meaney in 1926, (Field computations unadjusted)
  - (b) Triangulation by Lieut. M.O. Witherbee in 1934, (Field computations unadjusted)
  - (c) Topo Sheet Reg. No. 4225 by Lieut. C.D. Meaney in 1926, (scale 1:10,000).
  - (d) Aluminum Control Sheets, Field Letters "A", "B" and "C" by Lieut. M.O. Witherbee in 1934, scale 1:10,000.
  - (e) Topo Sheet Reg. No. 4273 by Lieut. C.D. Meaney in 1927, scale 1:10,000.
- "A" = T-6198a  
"B" = T-6198b  
"C" = T-6199a

All control was placed on the North American 1927 Datum before beginning the compilation. The adjustment was approximate, however, any final office adjustment should be unplotable at this scale, 1:9,842.

Lieut. M.O. Witherbee's 1934 triangulation is on the N.A. 1927 Datum, as is all his topographic work on the 1934 aluminum control sheets. The topo sheets of Lieut. C.D. Meaney, however, are on the North American Datum. This correction of the latter was made in accordance with the instructions for a constant

correction in latitude and a proportional adjustment in longitude as contained in the Director's letter of December 7, 1933 (Ref. 26-AHH 1990).

In addition to the above triangulation, the following topographic signals, taken from the aluminum control and topo sheets, were spotted on the photos and used as supplementary control:

From Lieut. Witherbee's aluminum control sheets:

✓ Black Stack T6199a	Banner
✓ Cat T6198b	Fox T. 6198b
Banner <i>not on comp</i>	Banner
✓ Char T6198a	Soc. T. 6198a
✓ Ward T 6198a	Sign T. 6198b

From Lieut. Meaney's topo sheets:

But ✓	Ment
Brac ✓	Hos ✓
Ha ✓	Smo ✓

All of the topo stations shown on Lieut. C.D. Meaney's topographic sheets have not been shown on this sheet, since many of the stations have been destroyed and many could not be identified on the photographs because of insufficient description.

The signals in the above list which are suitable have been shown as recoverable topographic stations by the small black circle. The remaining, banners etc., have been shown by a double blue circle (⊙) together with the topographic name as given on the aluminum control sheet or topo sheet, also in blue, on the celluloid topographic sheet. As the blue will not photograph in the photo-lithographic process, no record of these control signals will appear on the finished sheet.

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

#### (B) Errors

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

*See Review*

- ① Ha - Lat.  $40^{\circ}-35.9'$ , Long.  $73^{\circ}-37.5'$  - new position as determined by the radial plot lies 9 meters distant on azimuth  $140^{\circ}$  (from north) from the position as given on Lieut. Meaney's 1927 topo sheet Reg. No. 4273. The station is a chimney on a house and was spotted in the field by the field inspection party.
- ② Smo - Lat.  $40^{\circ}-36'$ , Long.  $73^{\circ}-37.5'$  - new position as determined by the radial plot lies 9 meters distant on azimuth  $140^{\circ}$  (from north) from the position as given on topo sheet Reg. No. 4273. This station is a smoke-stack on a house and was spotted in the field, by the field inspection party.

These two signals were spotted as stated and lie in an area of strong control (triangulation station Sign Lido 1934 and topo signal Cat 1934), where the photos are very close to scale.

o "A" Frame - Lat.  $40^{\circ}-35.8'$ , Long.  $73^{\circ}-39.7'$  - new position as determined by the radial plot lies 41 meters distant on azimuth due east (from north) from the position as given on the 1934 aluminum control sheet. The station falls on the outer edge of the photographs and it is believed that there may be slight distortion on the photograph. This station, however, lies about 100 meters in a southeasterly direction from the aluminum control station "Black Stack", which was checked by the radial plot. Direct scaling on the photographs verified the air photo topographic position so it is believed that the station is in error as stated.

Station "Ha" is a four cut position on the radial plot and station "Smo" a three cut position.

It is believed, therefore, that the three stations, mentioned above, are in error as stated.

(C) Discrepancies

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

COMPILATION

(A) Method

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

(B) Adjustment of Plot

The photographs, with the exception of flight M985 to M989 (876F-8), were of practically constant scale and, as the control was well established, the plot needed no adjustment. It may be noted that an error of about five meters in the position of triangulation station Tank-Franklin Hotel 1926, due to the moving of the tank since it was established in 1926, was picked up by the radial plotter. Lieut. M.O. Witherbee was informed of the discrepancy and the new position for the tank was cut in; this new position now appears on the sheet. A photostat of photo M987 (876F-8), to the scale of the compilation, for the area north of the channel and west of Long.  $73^{\circ}-39'$ , was made for the detailing of this area.

(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, the double broken line for private driveways and roads of lesser importance. An exceedingly poor road or trail was shown by a single dashed line. In most cases, unless labeled on the field prints, the classification of the roads had to be determined under the stereoscope.

At Long Beach, only the buildings in the blocks near the waterfront have been shown, as it was felt the extra time and cost required to show all buildings was not justified.

The Reynolds Channel Bridge and its loop connection with Lido Blvd. was plotted on the sheet from the plans of the Long Island State Park Commission, as the road has been constructed

since the photographs were taken.

Shoal areas have not been shown on this sheet as the exact outline cannot be determined from the latest photographs, which were taken at high water.

(D) Bridges

The information following, regarding the bridges shown on this sheet, was obtained from the U.S. Coast Pilot and verified by information from the New York Office of the U.S. Army Engineers.

An error appears on page 274, paragraph 3 of the Atlantic Coast "Coast Pilot", Section B 1933, in the information concerning the Railroad Bridge at Long Beach. The "Coast Pilot" lists this bridge as a center pier draw whereas it is an end pier swing bridge. The swing pivots about an "A" frame at the north end of the draw and the bridge swings to the west. The opening is 41 feet as listed in the "Coast Pilot". The bridge tender, at the time of the inspection, stated that even for the passage of a row boat the bridge must be opened, which is in agreement with the statement in the "Coast Pilot" that no vertical clearance exists when the bridge is closed. *Referred to Capt. Seino*

Name	Type	Clear Width	Vert. Clearance M. H. W.
Railroad bridge at Long Beach	Swing	41 ft.	0 ft. (when closed)
Highway bridge at Long Beach	Bascule	100 ft.	7½ ft. (when closed) (7.8 " List of Mar. Br. 1927)
Reynolds Channel Bridge	Fixed	3 spans at 30 ft. ea.	20 ft.

(E) Information from Other Sources

The high water line was run in by the topographic party under Lieut. C.D. Meaney in 1926 and 1927 (See paragraph, COMPARISON WITH OTHER SURVEYS following). A short section of high water line at the east end of the sheet was obtained from Lieut. M.O. Witherbee's 1934 aluminum control sheets.

The track data of the Long Island Railroad was used for all sidings and for determining the number of tracks on main lines.

(F) Conflicting Names

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

COMPARISON WITH OTHER SURVEYS

The junctions with all adjoining sheets are satisfactory.

The high water line on all the 1934 aluminum control sheets by Lieut. M.O. Witherbee agrees with this compilation.

The high water line, shown in blue, taken from the topographic T-4213 sheet of Lieut. C.D. Meaney 1926 and 1927 does not agree with that taken from the photographs due to the constant changing of the shore



line. Frequent measurements were made to the high water line by the field inspection party and it was correctly sketched in on the photos. Therefore, on the outer coast where continual change is taking place, the high water line as shown on this sheet is that existing at the date of the field inspection (November 1934). *See Review*

The channel at Long Beach, lying just east of the most westerly of the four channels between longitude  $73^{\circ}-38'$  and  $73^{\circ}-39'$ , has been located too far west on the 1926 topo sheet by an amount varying from about 10 meters at its south end to 15 meters at its north end.

The Reynolds Channel Bridge at longitude  $73^{\circ}-35'$  has been located too far east by from about 4 to 6 meters by the 1934 topographic party.

Both of these errors have been verified by direct proportioning between definitely established control stations, in addition to their determination by the radial plot. As the photographs for this compilation are very closely to scale and as there is an abundance of control, there is every reason to believe that the discrepancies noted represent errors in the topographic field sheets and not in the compilation.

Lieut. M.O. Witherbee's aluminum control sheet, field letter "B", T-6198b shows a dock just west of Reynolds Channel Bridge in Long Beach Thoro. Mr. G.C. McGlosson, who did the topo field work while in the party of Lieut. Witherbee, stated that this dock is only of temporary construction, to be removed after the bridge is built, and therefore recommended its omission. Accordingly it has not been shown on this compilation.

For a similar reason, a dock appearing on photo No. M1055 (876-8) just east of topo station "Char" and not shown on topo sheet "B" has been omitted as Mr. McGlosson states he "ran in" all existing permanent docks. This dock consisted of planking resting on an anchored barge, as is typical of several of the docks in this area, and was therefore considered to be temporary.

A group of piles appearing along the outer coast at longitude  $73^{\circ}-36'$  on Chart No. 579 does not appear on the photographs and was not spotted by the field inspection party. They have, therefore, not been shown on this compilation. The 1934 hydrographic party of Lieut. Witherbee will probably verify their removal. *non-existence*

#### LANDMARKS

The list of landmarks for this area, including those to be expunged, has been submitted by Lieut. C.D. Meaney, January 28, 1927, and will be supplemented by Lieut. M.O. Witherbee. No list of Lieut. Witherbee's landmarks has been submitted to this party.

Twelve signals suitable for minor class landmarks are indicated by a small black circle. These signals are listed with their geographic positions on pages 8 and 9 of this report.

A black stack shown on this compilation with a small black circle (Lat.  $40^{\circ}-35.8'$ , Long.  $73^{\circ}-39.7'$ ) was picked up by the field inspection party as a fairly prominent landmark. It is an *graphic* aluminum control sheet station and will be described on Form 524 by Lieut. M.O. Witherbee and probably submitted by him as a landmark. It is prominent enough to be shown on U.S.C. & G.S. Chart 579.

A chimney at Lat.  $40^{\circ}-35.1'$ , Long.  $73^{\circ}-37.9'$ , appears on Chart 579, U.S.C. & G.S., and should be expunged as no chimney exists at the present time.

There are a few other objects (such as houses, ends of docks, etc.) which are located within the accuracy specified under the following heading 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.

RECOMMENDATIONS FOR FURTHER SURVEYS

The compilation of this sheet is believed to have a probable error of not over 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 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 photo-lithographic process. *See Review*

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.

Submitted by

*E. W. Fickenscher*

E. W. Fickenscher

Draftsman

Assisted by

*J. P. O'Donnell*  
J. P. O'Donnell

Surveyor

*A. K. Spalding*  
A. K. Spalding  
Surveyor

LIST OF RECOVERABLE TOPOGRAPHIC STATIONS

Includes all recoverable topographic stations (located by photo plot) shown by small black circle on this sheet and described on Form 524 by this party.

Description	Latitude		Longitude		Height Approx. of	Method of Determination
	°	D.M. Meters	°	D.P. Meters		
Chy. (House)	40 35	(574) 1277	73 38	(931) 480	25 ft.	A.P.T. 1934
Highest F.P.	40 35	(1835) 16	73 39	(501) 910	75 ft.	A.P.T. 1934
Tank on Roof	40 35	(1755) 96	73 39	(1130) 281	100 ft.	A.P.T. 1934
Arched Chy.	40 35	(1519) 332	73 34	(96) 1316	40 ft.	A.P.T. 1934

Note: A.P.T. denotes Air Photo Topography

LIST OF RECOVERABLE TOPOGRAPHIC STATIONS

Includes all recoverable topographic stations (located by other parties) shown with small black circle on this sheet, and not described on Form 524 by this party. (Descriptions of topo sheet stations believed to have been previously submitted by Lieut. C.D. Meaney in 1926 and 1927; descriptions of aluminum control sheet stations to be submitted by Lieut. M.O. Witherbee.)

Description	Latitude		Longitude		Height Approx.	Method of Determination
	°	D.M. Meters	°	D.P. Meters		
(Brac) Center, N. Eave of Bldg.	40	35.7	73	39.3		Topo sheet, 1926 Reg. No. 4225
(Hos) Chy. (Hospital)	40	35.7	73	39.0		Topo sheet, 1926 Reg. No. 4225
* (Ha) Chy. (House)	40	35 (214) 1637	73	37 (737) 674		1934 A.P.T.
* (Smo) Smokestack (House)	40	35 (31) 1820	73	37 (744) 667		1934 A.P.T.
(Char) F. P.	40	35.6	73	34.8		A.C.S., 1934 Reg. No. _____
(Sign) Electric Sign	40	35.5	73	35.8		A.C.S., 1934 Reg. No. _____
(But) Bridge Pier	40	35.8	73	39.4		Topo sheet, 1926 Reg. No. 4225
(Ment) Bridge Pier	40	35.8	73	39.4		Topo sheet, 1926 Reg. No. 4225

Note: A description of stations "Brac" and "Hos" will be found on the back of field print M1045 (876-8), and of stations "Ha" and "Smo" on the back of field print M1049 (876-8).  
A.C.S. denotes aluminum control sheet.  
A.P.T. denotes air photo topography.  
Name in parenthesis preceding the description is the topographic station name as given on the topo sheet or aluminum control sheet.  
\* denotes station found in error and relocated by the radial plot, (See paragraph (B) Errors, page 4.)

ADDITIONAL NOTE:

After this compilation sheet had been completed the descriptions (on form 524) of recoverable topo. stations were received from Lt. M.O. Witherbee. The sheet has been checked over and an endeavor has been made to show all of these stations (by black circles) on this sheet.

Signals "CAT" and "FOX", which are stations marked by the standard brass disk, have been shown by the small black circle. The radial plot agrees with the A.C.S. positions as shown on Lt. Witherbee's topo. sheet, field letter "B".

Signal "Roof" (chy. on red-roofed house) on Lt. Witherbee's topo. sheet "A", was found to be in error by the radial plot. The new position lies 6 meters distant in azimuth  $85^{\circ}$  (from North) from the A.C.S. position. The correct position is :

(475)m. (132)m.  
Lat.  $40^{\circ} - 35'$  - 1375.7m. Long.  $73^{\circ} - 34'$  - 1278.8m.

Signals "Put" (R.R. Semaphore), "Sig" (R.R. Semaphore), "Bridge A Frame", and "Chink" (flag pole) have not been shown on this sheet as they were not spotted on the photos by the inspection party (except "A" frame, see page 5). They could not be identified by stereoscopic examination.

Signal "Bridge A Frame" has not been shown by the conventional black circle, as to do so would obscure the bridge detail which is considered of major importance.



ADDITIONAL NOTE - NAMES

Point Lookout Station  
Long Beach, N. Y.

28 January, 1935

Roswell C. Bolstad  
Lt. (j.g.) U.S.C. & G.S.  
330 West 42nd St.  
New York, N. Y.

Dear Sir:

In reference to your letter of January 24, inst., You are advised that it is my belief and personal opinion that the Channel known as Long Beach Thoroughfare, is generally known to the public, also commercially, as Reynolds Channel, and it is deemed advisable to compile same in the new charts embracing the inland route from East Rockaway Inlet to Jones Inlet. This channel extends unbroken between those two points.

Trusting the above information will be of service to you, or any further data that might be supplied at any future time, I beg to remain,

Very truly yours,

Horace J. Barnett, BM1c(L)  
Officer in Charge.

*See Review*

The above letter was received from the U. S. Coast Guard Station at Long Beach, L. I., in answer to an inquiry as to the correctness of the name "Long Beach Thoro" now appearing on the U.S.C. & G.S. Charts. This channel is known as Reynolds Channel by the Long Island State Park Authority and in view of the above letter appears to be commonly known as such. It has therefore been shown as Reynolds Channel on this compilation.

Date Feb. 20, 1935

## GEOGRAPHIC NAMES

Survey No. T-5054Chart No. 579

Diagram No. \_\_\_\_\_

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

Ø 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
	<u>Jones Inlet</u>	✓			
	<u>Alder Island</u>	✓			
1.*	<u>Reynolds Channel</u>	<u>Long Beach Thro</u>	See D.R. PAGE 10.		40-35.7 73-34.7
	<u>Nassau by the Sea</u>	✓			
	<u>Long Meadow Island</u>	✓			
	<u>Middle Island</u>	✓			
	<u>Cinder Island</u>	✓			
	<u>Cinder Creek</u>	✓			
	<u>Ingraham Hassock</u>	✓			
	<u>East Channel Island</u>	✓			
	<u>Garrett Lead</u>	✓			
	<u>Garrett Marsh</u>	✓			
2.*	<u>Reynolds Channel</u>	✓	<del>Called Long Beach Channel</del> <del>Pg. 242 (List of Navigable Bridges 1927)</del>		40-35.7 73-38.0
	<u>Lido Beach</u>	✓			
	<u>Long Beach</u>	✓			
	<u>Atlantic Ocean</u>	✓			
	<u>Island Park</u>	✓			
		(Barnum Island) on G.S.			
	<u>East Channel</u>	G.S.			
	<u>Point Lookout</u> (town)	(Topographic Name)			
	<u>Point Lookout</u>	(Development Name)			

Added in office

Names underlined in red approved  
by [Signature] on 2-4-36

## REVIEW OF PHOTO COMPILATION T-5054 (1934)

The compilation has been reviewed and compared with previous surveys in the same locality with the following results.

### Comparison with T-6199a; T-6198ab (1934)

These are graphic control surveys on a scale of 1:10,000, they show topographic signals and some shoreline.

The stations referred to on page 4 are all in agreement with the compilation. Three described stations submitted on Form 524 were plotted on the compilation in the office, viz: "CHINK", "PUT", and "SIG". See discussion opposite page 10 of the descriptive report. "BRIDGE A FRAME" was not added for the reason stated.

Except for temporary plane table stations all information on T-6199a, and 6198ab within the area of the compilation is shown thereon.

### Comparison with T-4225 (1926)

This is a plane table survey on a scale of 1:10,000 and is in substantial agreement with the compilation for the area it covers.

The positions of  $\odot$  stations "HA", "SMO" and "A FRAME" are accepted as shown on the compilation for the reasons stated on pages 4 and 5 of the descriptive report, T-5054. The location of the channel at Long Beach and at the Reynolds Channel Bridge as shown on the compilation and as discussed on page 7 of the descriptive report are in like manner accepted.

The compilation is adequate to supersede the section of T-4225 which it covers.

### Comparison with T-4273(1927)

This is a plane table survey on a scale of 1:10,000 and is entirely superseded by the compilation for the area covered thereby. There have been large changes at Jones Inlet and considerable development in Jamaica Bay.

### Comparison with Hydrographic Surveys.

#### H-5731 (1934):

This is a hydrographic survey on a scale of 1:10,000. Except for minor differences all information of topographic nature is in agreement with the compilation.

#### H-5377ab (1933):

These are hydrographic surveys on a scale of 1:10,000. All topographic information is in agreement with the compilation.



Comparison with Chart 579.

This chart is on a scale of 1:40,000 and the information shown thereon has been taken in part from the surveys discussed above. The shoreline is in substantial agreement with the compilation. The attention of the compiler is called to the following:

The ponds in the vicinity of latitude  $40^{\circ} 35.5'$ ; longitude  $73^{\circ} 37.0'$  have been filled.

The landmark "CHY" at latitude  $40^{\circ} 35.2'$ , longitude  $73^{\circ} 37.9'$  is lost and should be removed. See page 7 of the descriptive report.

The landmark "DOME" at latitude  $40^{\circ} 35.2'$ , longitude  $73^{\circ} 38.3'$  is not shown on the compilation. A stereoscopic examination of the photographs fails to reveal a dome on the building in question. This same building has two twin towers, ie;  $\Delta$  Tower, (East Twin Lido) 1926, and  $\Delta$  Tower, (West Twin Lido) 1926 that apparently supersede "DOME". It is therefore recommended that it be removed from the chart.

There is one name change, "REYNOLDS CHANNEL" has been substituted for "LONG BEACH THOROFARE" pending decision of the Section of Geographic Names. The reason for the change is contained in a letter from the U. S. Coast Guard Station. See page 10 of the descriptive report.

The name "POINT LOOKOUT" for the village at Point Lookout was added in the office from local knowledge of V.R.S., this was verified by the Postal Guide which lists a post office at Point Lookout.

The chart shows a wreck at latitude  $40^{\circ} 35.0'$ , longitude  $73^{\circ} 38.1'$  and a group of piles at latitude  $40^{\circ} 35.5'$ , longitude  $73^{\circ} 36.1'$ . These are not shown on the compilation and could not be identified on the photographs. They are not however disproved.

$\Delta$  Tank Franklin Hotel, 1934 has been rebuilt and the position changed 5 meters. See discussion on page 5.

General:

Due to the constantly shifting shoreline at Point Lookout due to eddies in Jones Inlet with resulting accretion and erosion as attested by the dashed line shown on the chart a note was added to the compilation calling attention to the very considerable differences in the H.W. line of 1927 and that of 1934 which amount to as much as three hundred metres. The H.W. line of 1927 was added in the office from T-4273 and presents an interesting study of the trend of the H.W. line at this point. It may be removed on the negative if it is not desirable to publish.

There are no rocks on the compilation.

Review of Photo Compilation T-5054 (1934) -- page 3.

The discrepancy in the Coast Pilot as discussed on page 6 of the descriptive report has been referred to Captain Siems.

The drafting on this compilation is below standard and considerable extra time was required in revising poorly executed detail.

A better estimate of the accuracy as stated on page 7a is 3 to 5 metres for intersected points and 3 to 8 metres for other detail. The projection is correct.

Respectfully submitted,

  
Joseph Andrews 3rd.

Inspected by

*B. G. Jones*

Approved  
*K. T. Adams*

## REVIEW OF AIR PHOTO COMPILATION NO. T5054

Chief of Party: Roswell C. Bolstad

Compiled by: (See page 2  
Des. Report)Project: New York Air Photo Compilation Instructions dated: Nov. 15, 1932  
Party No. 12

1. The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown on this compilation. (Par. 16a, b,c,d,e,g and i; 26; and 64)
2. Change in position, or non-existence of wharfs, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 66 g,n)  
See paragraph (C) Interpretation, page 5 and (D) Bridges, page 6.
3. Ground surveys by plane table, sextant, or theodolite have been used to supplement the photographic plot where necessary to obtain complete information, and all such surveys are discussed in the descriptive report. (Par. 65; and 66 d,e)  
See paragraph CONTROL,(A), page 3 and paragraph (E) page 6.
4. Blue-prints and maps from other sources which were transmitted by the field party contain sufficient control for their application to the charts. (Par. 28)  
See paragraph CONTROL,(A), page 3 and paragraph (E) page 6.
5. Differences between this compilation and contemporary plane table and hydrographic surveys have been examined and rectified in the field before forwarding the compilations to the office and are discussed in the descriptive report.  
See paragraph (B) Errors, page 4.
6. The control and adjustment of the photo plot are discussed in the descriptive report. Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 12b; 44; and 66 c,h,i)  
See paragraph CONTROL (A), page 3 and paragraph COMPILATION (B), page 5, Adjustment of Plot.
7. High water line on marshy ~~and mangrove~~ coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Refer also to the pamphlet "Notes on the Compilation of Planimetric Line Maps from Five Lens Air Photographs."

8. The representation of low water lines, ~~and the representation of~~ ~~and the representation of~~ and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41)
9. Recoverable objects have been located and described on Form 524 in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 57)  
See pages 8 and 9.
10. A list of landmarks was furnished on Form 567 and instructions in the Director's letter of July 16, 1934, Landmarks for Charts, complied with. (Par. 16d, e; and 60)  
See paragraph LANDMARKS, page 7.
11. All bridges shown on the compilation are accompanied by a note stating whether fixed or draw, clearance, and width of draw if a draw bridge. Additional information of importance to navigation is given in the descriptive report. (Par. 16c)  
See paragraph (D) Bridges, page 6.
12. Geographic names are shown on the overlay tracing. The accepted local usage of new names has been determined and they are listed in the report, together with a general statement as to source of information and a specific statement when advisable. Complete discussion of place names differing from the charts and from the U. S. G. S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k)  
See paragraph (F) page 6.
13. The geographic datum of the compilation is N. A. 1927 and the reference station is correctly noted.  
See page 2.
14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j)
15. The drafting is satisfactory and particular attention has been given the following:
  1. Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report.
  2. The degrees and minutes of Latitude and Longitude are correctly marked.

3. All station points are exactly marked by fine black dots.
  4. Closely spaced lines are drawn sharp and clear for printing.
  5. Topographic symbols for similar features are of uniform weight.
  6. All drawing has been retouched where partially rubbed off.
  7. Buildings are drawn with clear straight lines and square corners where such is the case on the ground.
- (Par. 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48)

16. No additional surveying is recommended at this time.

17. Remarks: Any additional notes and requirements affecting this area should be obtainable from the reports of Lieut. C.D. Meaney, who executed the topography in 1926 and 1927, and from the reports of Lieut. M.O. Witherbee who carried on operations in this vicinity in 1934.

18. Examined and approved;  
Preliminary Review:

*J. P. O'Donnell*  
J. P. O'Donnell

Surveyor

*Roswell C. Bolstad*  
Roswell C. Bolstad  
Chief of Party

19. Remarks after review in office:

Reviewed in office by: *Joseph Hudson* *B.G. Jones*

Examined and approved:

*K.T. Adams*  
Asst Chief, Section of Field Records  
*L.C. Bolbert*  
Chief, Division of Charts

*F.S. Borden*  
Chief, Section of Field Work  
*G. H. Hude*  
Chief, Division of Hydrography  
and Topography.