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DEPARTMENT OF COMMERCE	
U. S. COAST AND GEODETIC SURVEY	
R. S. Patton, Director	
<div style="border: 1px solid black; height: 80px; width: 100%;"></div>	
State: <u>New York</u>	
DESCRIPTIVE REPORT	
Photo Topographic Hydrographic	Sheet No. <u>T5060</u> <u>5060</u>
LOCALITY	
<u>South Shore of Long Island</u>	
<u>Jones Beach</u>	
<u>East Part</u>	
<u>1934</u>	
CHIEF OF PARTY	
<u>Roswell C. Bolstad, Jr. H. & G. E.</u>	

U. S. GOVERNMENT PRINTING OFFICE: 1921

5060

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO. 5060

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. 10

REGISTER NO. T5060

5060

State New York

General locality South Shore of Long Island

Locality Jones Beach East Part

Scale 1:10,000 Date of ~~survey~~ Photographs Mar. 18 (see following data sheet)
Sept. 22, 1933

Date of Compilation Apr. 10, 1934

~~xxxxxx~~ Air-photo Compilation Party No. 12, New York City

Reviewed and recommended for approval

Chief of party Roswell C. Bolstad, Jr. E. & G. E.

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

Inked by W. E. Brown W. E. Brown

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 1:10,941, to be enlarged and printed on scale of 1:10,000 by Photo Lithography.

- NOTES ON COMPILATION -

SHEET NO. 10

PHOTOS, NO. 160 (876-14) TO NO. 186 (876-14) TIME 10:15 A.M.

PHOTOS, NO. 953 (876F-8) TO NO. 966 (876F-8) TIME 8:30 A.M.

DATE OF PHOTOGRAPHS Five Lens (876-14) Mar. 18, 1933

DATE OF PHOTOGRAPHS Single Lens (876F-8) Sept. 22, 1933

	BY	DATE
ROUGH RADIAL PLOT	<u>W.H. Burwell</u> W.H. Burwell	<u>8/24 - 8/26/33</u>
SCALE FACTOR (0.914)	<u>J.P. O'Donnell</u> J.P. O'Donnell	<u>8/28/33</u>
SCALE FACTOR CHECKED	<u>A.K. Spalding</u> A.K. Spalding	<u>8/29/33</u>
PROJECTION	<u>S.E. Sperry, Jr.</u> S.E. Sperry, Jr.	<u>9/1/33</u>
PROJECTION CHECKED	<u>M.H. Reese</u> M.H. Reese	<u>9/1/33</u>
CONTROL PLOTTED	<u>S.E. Sperry, Jr.</u> S.E. Sperry, Jr.	<u>9/5/33</u>
CONTROL CHECKED	<u>J.J. Lanigan</u> J.J. Lanigan	<u>9/6/33</u>
TOPOGRAPHY TRANSFERRED	<u>R.L. Fisher</u> R.L. Fisher	<u>9/7/33</u>
TOPOGRAPHY CHECKED	<u>R.C. Boistad</u> R.C. Boistad	<u>9/7/33</u>
SMOOTH RADIAL LINE PLOT	<u>A.K. Spalding</u> A.K. Spalding	<u>9/8/33-9/12/33</u>
RADIAL LINE PLOT CHECKED	<u>E.L. Fitch</u> E.L. Fitch	<u>9/12/33</u>
DETAIL INKED	<u>W.E. Brown</u> W.E. Brown	<u>2/13 - 4/10/34</u>

AREA OF DETAIL INKED 8.4 sq. Statute Miles (Land Area)

AREA OF DETAIL INKED 5.0 sq. Statute Miles (Shoals in Water Area)

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

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

LENGTH OF STREETS, ROADS, TRAILS, RAILROADS, etc. 7.4 Statute Miles

GENERAL LOCATION South Shore of Long Island

LOCATION Jones Beach East Part

DATUM North American 1927

Latitude 40° - 37' - 12.739" (392.9 m.)

STATION LIFE 1933

Longitude 73° - 23' - 09.102" (214.0 m.)

FIELD REPORT

for

AIR PHOTO TOPOGRAPHIC SHEET NO. T5060

No report has been submitted by the field inspection party for this area. Reference is made to the notes submitted in the Descriptive Reports of Lieut. Comdr. R.P. Eyman for Field ~~Sheets~~ "B" and "G", in 1933.

Surveys

6011

6006

CONTROL.

See Field Report for Air Photo Topographic Sheet T5059, paragraph CONTROL.

LIST OF NAMES.

No new names were submitted or labeled on the field print photographs by the field inspection party.

LIST OF RECOVERABLE OBJECTS.

A list of planetable positions is included in the Descriptive Reports of aluminum control sheets "B" and "G" of Lieut. Comdr. R.P. Eyman, 1933. This list includes many objects of a recoverable nature.


LANDMARKS.

The necessary landmarks were previously submitted by Lieut. Comdr. R.P. Eyman, November 9, 1933, for the area included in this sheet.

MISCELLANEOUS.

Any additional notes and requirements affecting this area are included in the above mentioned reports of Lieut. Comdr. R.P. Eyman.

Submitted by


Roswell C. Boistad
Jr. H. & G. Eng.

COMPILER'S REPORT

for

AIR PHOTO TOPOGRAPHIC SHEET FIELD NO. 10

GENERAL INFORMATION.

The only available aid in the compilation of this sheet has been secured from the notes on the field prints, the preceeding report on field inspection, and additional information furnished, in questionable areas, by Mr. W.D. Ayers, Draftsman on this party, who executed the topography on Lieut. Comdr. R.P. Eyman's Field Sheet "G" while stationed on that party.

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

At the time the five lens photographs were taken (Mar. 18, 1933 at 10:15 A.M.) the tide, at Fire Island Inlet, was only about one-half foot above mean low water and its effect would not be apparent in the interpretation of the photographs. The above data was obtained from the U.S.C. & G.S. predicted tide tables.

At the time the single lens photographs were taken (Sept. 22, 1933 at 8:32 A.M.) the tide, at Fire Island Inlet, Great South Bay, was at nearly high water according to the U.S.C. & G.S. 1933 predicted tide tables.

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 M160 (876-14) to M186 (876-14) inclusive and the single lens photographs were taken by Captain Willis R. Taylor, numbers M953 (876F-8) to M966 (876F-8) inclusive.

CONTROL.

(A) Sources.

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

- (a) Triangulation by Lieut. Comdr. R.P. Eyman in 1933, unadjusted *Field Computations on 1927 N.A.*
- (b) 1933 Aluminum Control Sheet, (Eyman's field sheet "B") Reg. No. 6011
- (c) 1933 Aluminum Control Sheet, (Eyman's field sheet "G") Reg. No. 6008
- (d) Topographic Sheet, Reg. No. 4275
(C.D. Meaney 1926)
- (e) Triangulation station "Zack's Inlet C. G. Flag Tower", 1926 by Lieut. C.D. Meaney.
(adjusted position.)*
(See paragraph CONTROL of preceeding Field Report)

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

In addition to the triangulation and the high water line from the Aluminum Control Sheets, the

* This triangulation was on N.A. datum and was converted to N.A. 1927 Datum for field use. Positions used were not the final office adjusted positions on N.A. 1927 datum. 1565.

The photo. sheet location of station
Green shack is considered the more
accurate because the photo sheet
is on a larger scale, the spotting
of the point has been checked,
and the photo. plot checks other
plane table locations in this vicinity.
Sta was not used on Hydrographic Survey 5376 (1933)

B.G. Jones

following topographic signals (shown on the aluminum control sheets) were spotted on the photos and were used in controlling this sheet:-

Brick - Chimney on shack Middle Island
Peg - Flagpole between shacks, Middle Id.
Bat - High red and black banner
Tar - Middle of shack.
Shack near State Channel.
Green shack (stove pipe).
Old wreck (N. W. corner).
Old wreck (S. E. corner).
Gal - Center of shack.
Shack, center.
Bug - Center of shack.
Shack.
Sound -
Ding
See

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.

All aluminum control stations and channel markers * shown on this sheet have been plotted from the positions obtained from Lieut. Comdr. R.P. Eymann's Descriptive Reports, Field Letters "B" and "G".

6011 6008

(B) Errors.

In making the radial plot for this sheet an error in the position of station "Green Shack" (stove pipe) - lat. $40^{\circ} - 37.0'$, long. $73^{\circ} - 25.9'$, was discovered. The new position as determined by the radial plot lies 9 meters distant on azimuth $255^{\circ} - 00'$ (from north) from the position as given on the aluminum control sheet. Since the station shows up well under the stereoscope, the spotted position was verified.

see opposite page

Since only a few of the aluminum control sheet signals were spotted on the photographs by the field inspection party, no check on the position of other aluminum control sheet signals could be obtained unless the object could be picked up by the aid of the stereoscope.

It is to be noted that the aluminum control sheets were executed on scales of 1:10,000 and 1:20,000 whereas this sheet is on a scale of 1:10,941.

(C) Discrepancies.

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

* In addition to scaled positions from the Desc Reports The compilation party had bromide copies of the planetable sheets photographed to the scale of the compilation

B.G.S.

COMPILATION.

(A) Method.

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

(B) Adjustments of Plot.

The five lens photographs of this strip appear to have a large degree of tilt and scale fluctuation and required frequent proportioning between radial points by the detailer in order to correctly transfer all detail.

The single lens photographs covering the north side of this sheet were used in securing a better radial plot and for detail tracing as this area is not clear on the five lens photographs. Slight adjustments were required between these two flights in order to obtain an accurate radial plot.

(C) Interpretation.

The usual graphic symbols were used as listed in the Coast Survey Topographic Manual and those approved by the Board of Surveys and Maps (1932). No great difficulty was experienced in interpreting the photographic detail.

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

The ridge of sand dunes running along the outer coast was clearly evident under the stereoscope although the exact boundaries, as shown, may be somewhat in error.

The double full line was used to indicate first order roads and the double broken line used 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.

(D) Information from Other Sources.

The high water line along the outer coast was taken directly from the aluminum control sheets since this shore line shows up as a wide white (sand) band on the photographs and no actual measurements were made to the high water line by the field inspection party. It appears to fall within the probable limits according to the photographs.

The channel markers and buoys were taken from the aluminum control sheets and their geographic positions from the Descriptive Reports of Lieut. Comdr. R.P. Eyman, Field Sheets "B" and "G", since it was impossible to spot either the channel markers or the buoys from the photographs. *

On the small marsh island, lat. 40°- 36.5', long. 73°- 29.0', there has been shown a sanded portion near the center. It appears to be a filled-in portion on the

** The compilation party also had bromide copies, made to the scale of the compilation, of these plane table sheets*
B.gg.

photos and therefore, has been shown as such on this sheet, in the absence of any notes pertaining to this, by the field inspection party. In similar cases to the above, where adequate field notes were not available, the appearance on the photographs governed the cultural detail.

The tidal flats shown on this sheet were traced directly from the aluminum control sheets for that area since the photographs do not differentiate between shoal areas, tidal flats, and low ground.

Lat. 40°-36.8', Long. 73°-27.2'.

(E) Conflicting Names.

There are no names on the sheet conflicting with names shown on the U. S. C. & G. S. Charts of this area. 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 and marsh line as shown on the former topographic sheets (see paragraph CONTROL, (A) Sources, page 4) agrees well in general with the exception of slight variations in the marsh line in a few localities. See review report attached.

Little Squaw Island has not been shown on this sheet as no indication of its existence could be found on the photographs.

The position of the west end of a wreck has been shown on this sheet by a small black circle. This position was obtained by the radial plot for a conspicuous dark object in the water. To the eastward, extending about 15 meters, are breakers on the photographs. Mr. W.D. Ayers, draftsman on this party, who did the topography of this area for Lieut. Comdr. R.P. Eyman, says the wreck is an old ship's boiler about 15 meters long. The aluminum control sheet position is believed to be in error. ? right

LANDMARKS.

The list of landmarks for this area, including those to be expunged, has previously been submitted (November 9, 1933) by Lieut. Comdr. R.P. Eyman. In this list of landmarks to be expunged Lieut. Comdr. R.P. Eyman lists a chimney in lat. 40°-26.0', long. 73°-27.2'; this is evidently an error since this locality would fall well out in the water. It is assumed that the chimney referred to is in lat. 40°-36.6', long 73°-27.2'.

There is a chimney shown on the present U. S. C. & G. S. Chart 578 which is not included in the list submitted by Lieut. Comdr. R.P. Eyman. The approximate location is lat. 40°-36.8', long. 73°-26.0'. No mention of a prominent chimney in this locality has been made on the field prints by the inspection party; however, there is a small shack which is shown on this compilation sheet (see list of Recoverable Objects).

No mention has been made in Lieut. Comdr. R.P. Eyman's list of a shack shown on the present U.S.C. & G.S. Chart 578, lat. 40°-38.2', long. 73°-22.2'. This is evidently one of his 1933 triangulation stations and must therefore exhibit some degree of prominence. It is therefore believed it should be retained.

A high flag pole at State Trooper's Barracks was mentioned in Lieut. Comdr. R.P. Eyman's Descriptive Report for Topographic

Survey 6008 (1933)

Sheet "A" but was not included in his list of landmarks. It has been shown on this sheet by a small black circle. Lat. 40° 35.9' Long. 73° 25.9'

There are many shacks on this sheet which have been located on the previous aluminum control sheets and are believed to exhibit some degree of prominence. They have been shown on this sheet by a small black circle and are listed in the following List of Recoverable Objects as Class (C) ^{objects} Landmarks (see Descriptive Report for Air-Photo Topographic ^{Survey} Sheet Reg. No. T5059 (1933)).

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 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.

Submitted by

W. E. Brown

W. E. Brown
Draftsman

Assisted by

A. K. Spalding

A. K. Spalding
Accountant

LIST OF RECOVERABLE TOPOGRAPHIC STATIONS

CLASS (C) ^{objects} LANDMARKS

(Includes all recoverable objects, sufficiently prominent for use as hydrographic fixes, shown as topographic stations with small black circle on this sheet and not described on Form 524 by this party.)

<u>Description</u>	<u>Approx. Latitude</u>		<u>Approx. Longitude</u>		<u>Height</u>	<u>Method of Determination</u>
	<u>°</u>	<u>D.M. Meters</u>	<u>°</u>	<u>D.M. Meters</u>		
(Brick) Chim. on shack Middle Line Id.	40	37.5	73	29.6		A.C.S., Reg. No. <u>6008</u>
(Peg) F.P. be- tween shacks, Middle Line Id.	40	37.5	73	28.9		A.C.S., Reg. No. <u>6008</u>
(Tar) Shack, middle	40	38.2	73	26.5		A.C.S., Reg. No. <u>6008</u>
Shack near State Channel	40	36.8	73	26.1		A.C.S., Reg. No. <u>6008</u>
Green shack, stove pipe	40	36 (82) 1769	73	25 (133) 1277		A.P.T., 1933
* West end of wreck	40	36 (1202) 649	73	25 (448) 962		A.P.T., 1933
(Gal) Shack, center	40	37.5	73	24.6		A.C.S., Reg. No. <u>6011</u>
Shack, center	40	37.5	73	24.5		A.C.S., Reg. No. <u>6011</u>
(Bug) Shack, center	40	38.5	73	23.6		A.C.S., Reg. No. <u>6011</u>
Shack in water	40	38.2	73	22.4		A.C.S., Reg. No. <u>6011</u>
Shack on land south of above shack	40	38.1	73	22.5		A.C.S., Reg. No. <u>6011</u>

Note: A.C.S. denotes aluminum control sheet.
A.P.T. denotes new position of signal shown on
aluminum control sheet found to be in error
by air photo topography.
Name in parenthesis preceding the description is
the topographic station name as given on the
aluminum control sheet.

* See COMPILER'S REPORT, COMPARISON WITH OTHER
SURVEYS, page 7.

(over)

<u>Description</u>	<u>Approximate</u>		<u>Method of Determination</u>	
	<u>Latitude</u>	<u>Longitude</u>		
	° ' "	° ' "		
Chimney on shack	40 36.3	73 28.7	A.C.S., Reg. No.	<u>6088</u>

(see opposite side for legend)

REVIEW OF PHOTO TOPOGRAPHIC SURVEY NO. T5060

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, 1932

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*
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, ^{shoals and tidal flats} ~~reefs, coral reefs and rocks~~, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41.)
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); COMPARISON WITH OTHER SURVEYS and LANDMARKS have been made on this sheet.
8. ~~The span, clear and clearance of bridges are shown.~~ (Par. 16c.)
There are no bridges on this sheet.
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.

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} The 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) (See also report of Control Party, Lieut. Comdr. R.P. Eyman, 1933.)
13. A list of landmarks for charts was furnished on Form 567 and scaling of positions checked. (Par. 16d, e, 60.) (Previously submitted by 1933 Field Party under Lieut. Comdr. R.P. Eyman)
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 ^{very} 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. Comdr. R.P. Eyman's Reports covering the topography executed in 1933 under his charge.
20. Examined and approved: Roswell C. Bolstad
Chief of Party
21. Remarks after review in office: See following pages.

Reviewed in office by: B.G. Jones

Examined and approved:
K.T. Adams
Chief, Section of Field Records
L.O. Lobat
Chief, Division of Charts

B.B. Borden
Chief, Section of Field Work
G. Hulse
Chief, Division of
Hydrography and Topography.

Review of Air Photo Compilation 5060 (1933)

Shoal Areas: See page 6, paragraph c, of the descriptive report. Boundaries of shoal areas were traced largely from the photographs taken with the tide about one foot above M.L.W. and represent roughly the edges of the shoal areas and not the low water line. The tidal flats ~~plotted~~ mentioned on page 7, paragraph 2, are evidently slightly higher than the surrounding shoal area but ~~are~~^{are} covered at high water.

Little Squaw Island, mentioned on page 7, paragraph 6, of the report is not shown on plane table survey 6008 (1933).

The plane table position, of T 6011 (1933), of the wreck mentioned on page 7, paragraph 7, of this report is only about 15 meters east of the photo position. The difference is negligible. The wreck symbol shown on the compilation covers both positions.

The highway shown along the ocean beach on this compilation had only been constructed as far east as Long. $73^{\circ} 23'$ when the photos were taken and was shown only to that position by the compiler. Since receiving this compilation in the office a new plane table survey, No. 5059 (1933-34) by Lieutenant Witherbee made in May, 1934, shows that the highway has been constructed eastward to Captree Island. T-5059 shows the new section of highway from Lat. $73^{\circ} 22'$ eastward. No survey is on hand showing the section of highway between Long. $73^{\circ} 22'$ and $73^{\circ} 23'$. This section has been plotted on this compilation in the office by joining the two ends. A slight curve is necessary in making this junction and the position of this curve shown on the sheet is only approximate.

At Lat. $40^{\circ} 37.5'$, Long. $73^{\circ} 28.7'$ the photo plot shows the eastern point of Middle Line Island some 75 meters east of the location on ~~6008~~⁽¹⁹³³⁾. This is an irregular grass line ~~and~~^{where} any two surveyors will probably pick different H.W. lines. However, in this case the difference is large and the photograph is indistinct. The compilation has therefore been corrected to agree with the plane table survey.

A number of places where the shoreline on this compilation conflicts with the soundings on H-5376 have been investigated and are discussed in the following paragraphs:

1. Lat. $40^{\circ} 37.5'$, Long. $73^{\circ} 26.1'$. The line 16 to 17 S day is plotted across the point whereas the note opposite the 9.7-foot sounding indicates that this line curved around the point. The line between pos. 18 and 19 S is plotted with too sharp a ~~turn~~^{turn} at 18 S. This line no doubt curved with the channel, though no note is given in the record. Line 19 to 20 S is plotted across a small island.

This island is well defined on the photographs and no doubt exists. The sounding line undoubtedly runs around the island, but the notes in the record are too indefinite to fix its position accurately.

2. Lat. $40^{\circ} 38.1'$, Long. $73^{\circ} 23.8'$, position 12 to 13 M. The sounding line should be curved slightly around the small island.

3. Lat. $40^{\circ} 37.8'$, Long. $73^{\circ} 22.4'$, position 74 h, is plotted on a small island. The island shows clearly on the photographs. The correct position of ~~pos.~~ 74 h is just off the north edge of the island. The line breaks here and pos. 75 h begins a line of soundings off the south side of the island.

4. Lat. $40^{\circ} 38'$, Long. $73^{\circ} 24'$. The lines of soundings 49 to 54 z and 58 to 59 z are plotted across a small island and across the west bank of the channel. The H.W. line is well defined on the photos and the plot well controlled. The photos were a little off scale and the H.W. line has probably been traced slightly too far eastward. This has been corrected but does not account for the entire difference. Line 49 to 51 z instead of turning at a sharp angle at 50 z no doubt runs around the east edge of the island. Positions 53 and 54 z are swingers and should be replotted. The line 58 to 59 is too long between fixes for accurate plotting, but this line no doubt curved slightly eastward at the channel entrance and the depths show about where it crossed the shoal delineated on the compilation.

~~5.~~ Position 58 c should be replotted on the right angle and in the channel. The left angle is not questioned, but the left object \odot 5a1 is subject to an error in location on T-6011 (1933) of .3 or .4 mm., sufficient to cause the discrepancy.

B.g. Jones

Note: The line of Boat Limit Markers shown at Lat. $40^{\circ}-36'$, Long. $73^{\circ}-29.8'$ are shown also on plane table survey 6008(1933) and are evidently placed to restrict the entrance of boats into the Jones Beach Park Bathing Basin just to the Westward.