

# 5061

(Original)

U. S. COAST & GEODETIC SURVEY  
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DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

R. S. Patton, Director

State: New York

## DESCRIPTIVE REPORT

*Topographic* } Sheet No. T 5061  
*Hydrographic* }

### LOCALITY

South Shore of Long Island.

Jones Beach.

(West Part.)

193 4

### CHIEF OF PARTY

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

U. S. GOVERNMENT PRINTING OFFICE: 1923

5061

Applied to Chart 579 I.M.G. Aug. 1, 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. 11

REGISTER NO. T5061

5061

State New York

General locality South Shore of Long Island

Locality Jones Beach (West Port)

Scale 1:10,000 Date of photographs survey (See following sheet.)

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

Chief of party Roswell C. Belstad

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

Inked by " " " " " " " "

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 a scale of 1:10,870 and enlarged and  
printed by Photo Lithography.

- STATISTICS -

on

SHEET, FIELD NO. 11, REG. NO. T5061

PHOTO, NOS. ✓ M187-M199 (876-14) incl.	DATE	Mar. 18, 1933	TIME	10:25 A.M.
PHOTO, NOS. ✓ M200-M211 (876-14) incl.	DATE	Mar. 18, 1933	TIME	10:30 A.M.
PHOTO, NOS. ✓ M966-M978 (876F-8) incl.	DATE	Sept. 22, 1933	TIME	no record
PHOTO, NOS. ✓ M1003-M1018 (876-8) incl.	DATE	Mar. 16, 1934	TIME	9.55 A.M.
PHOTO, NOS. ✓ M1019-M1025 (876-8) incl.	DATE	Mar. 16, 1934	TIME	10.10 A.M.
<del>PHOTO, NOS. M992-M1002 (876-8) incl.</del>	<del>DATE</del>	<del>Mar. 16, 1934</del>	<del>TIME</del>	<del>9.40 A.M.</del>

2 *not on this sheet*

	BY	DATE	
		From	To
ROUGH RADIAL PLOT	<i>R.L. Fisher</i> R.L. Fisher	2/15	- 2/15/34
SCALE FACTOR (0.920)	<i>R.L. Fisher</i> R.L. Fisher	2/15	- 2/15/34
SCALE FACTOR CHECKED	<i>J.P. O'Donnell</i> J.P. O'Donnell	2/15	- 2/15/34
PROJECTION	<i>R.A. Philico</i> R.A. Philico	3/15	- 3/15/34
PROJECTION CHECKED	<i>J.P. O'Donnell</i> J.P. O'Donnell	3/15	- 3/15/34
CONTROL PLOTTED	<i>D.B. Bennett</i> D.B. Bennett	3/22	- 3/26/34
CONTROL CHECKED	<i>W.E. Brown</i> W.E. Brown	3/27	- 3/27/34
TOPOGRAPHY TRANSFERRED	<i>D.B. Bennett</i> D.B. Bennett	3/28	- 4/4/34
TOPOGRAPHY CHECKED	<i>M. Abramson</i> M. Abramson	4/5	- 4/5/34
SMOOTH RADIAL LINE PLOT	<i>J.P. O'Donnell</i> J.P. O'Donnell	4/15	- 4/30/34
RADIAL LINE PLOT CHECKED	<i>R.C. Bolstad</i> R.C. Bolstad	5/1	- 5/2/34
DETAIL INKED (Shoreline)	<i>D.B. Bennett</i> D.B. Bennett	6/1	- 6/4/34
DETAIL INKED	<i>J.P. O'Donnell</i> J.P. O'Donnell	6/5	- 6/7/34
DETAIL INKED	<i>D.B. Bogart</i> D.B. Bogart	7/16	- 11/15/34
PRELIMINARY REVIEW	<i>R.C. Bolstad</i> R.C. Bolstad	11/16	- 11/17/34

Total time  
1 mo. 2 days

AREA OF DETAIL INKED 11.1 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)  
34.0 Statute Miles

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

LENGTH OF ROADS, STREETS, TRAILS, RAILROADS 61.0 Statute Miles

GENERAL LOCATION Shore South ~~Coast~~ of Long Island

LOCATION Jones Beach West Part

DATUM North American 1927

Latitude 40°- 35'- 46.80" (1443.6 m.)

STATION Tower, Jones Beach Longitude 73°- 30'- 30.75" (723.1 m.)

1933

*unadjusted*

COMPILER'S REPORT

for

AIR PHOTO TOPOGRAPHIC SHEET FIELD NO. 11

GENERAL INFORMATION

The AIR PHOTO FIELD INSPECTION REPORT for the South Shore of Long Island, Coney Island to Jones Beach, attached to the Descriptive Report for air photo topographic sheet Reg. No. T 5334, furnished the necessary field data for the compilation of this sheet. The report also shows a graphic diagram of the flight lines, including both five-lens and single-lens photos, which were taken by the U.S. Army Air corps.

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

The interpretation of the high water line on these photos 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. At the time the five-lens photographs were taken, Mar. 18, 1933, 10:30 A.M., the tide at Jones Inlet has been computed to be about one foot below high water.

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, field computations.
- (b) Triangulation by Lieut. C.D. Meaney in 1926.
- (c) 1933 Aluminum Control Sheet, (Eyman's field sheet "G") Reg. No. 6008
- (d) 1933 Aluminum Control Sheet, (Eyman's field sheet "H") Reg. No. 6009
- (e) 1926 Topographic Sheet by Lt. C.D. Meaney Scale: 1:10,000 Reg. No. 4273.
- (f) 1926 Topographic Sheet by Lt. C.D. Meaney Scale:- 10,000 Reg. No. 4274.

Lieut. Comdr. R.P. Eyman's 1933 triangulation is on a N.A. 1927 datum. However, the photostat copies of the geographic positions of Lt. C.D. Meaney's 1926 triangulation is on a N.A. datum and in accordance with the Director's letter of Dec. 7th, 1933 (reference 26-AHH 1990) a proportional adjustment was made in order to take up the error in a East-West direction. The corrections used are as follows:- Lat. -12.7 meters.

Longitude Corrections:-

73°-28' to 73°-33'	= (add) 6.0 meters.
73°-33' to 73°-35'	= " 5.5 "
73°-35' to 73°-37'	= " 5.0 "

73°-37' to 73°-39' = (add) 4.5 meters.  
73°-39' to 73°-41' = " 4.0 "  
73°-41' to 73°-46' = " 3.5 "

These corrections applied to Lt. Meaney's field positions will place them on a N.A. 1927 datum.

Lieut. M.O. Witherbee's 1934 Aluminum Control Sheet (Field Letter "A") Reg. No. T-6198a was also used in controlling the radial plot for this sheet. The positions of all signals taken from the control sheets were plotted from the scaled positions; it was, of course, necessary that the D.Ms. and D.Ps. be multiplied by the scale factor of 0.92 before they were plotted on the celluloid sheet.

All topographic signals used for controlling the radial plot of this sheet have been shown on the celluloid sheet by a double blue circle (©). 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.

(B) Errors.

In making the radial plot for this sheet no relocations of any of the plotted aluminum control signals resulted.

(C) Discrepancies.

No 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.

Because of the complicated number of flight lines on this sheet it was necessary to make slight adjustments in various localities in order to obtain the best intersections of the radials. However, excessive adjustment to the extent of causing any appreciable error was unnecessary.

(C) Jones Beach State Parkway Authority.

In the Director's letter of Feb. 9th, 1934 (ref. 26-AHH 1990 (12)) it was requested that a number of stations of the State Parkway in this area be shown on the compilation sheet. Four of these stations have been shown on the sheet; they are shown by a broken circle together with the proper station names (~~labeled on the over lay sheet~~) as follows:- P.I. #1,

*shown on  
sheet*

The roadway at Jones Beach at the S.W. corner of this sheet leading to the new Coast Guard Station was found to be existent as shown on the blue-print by the field inspection party, and has therefore been shown on this sheet. The east end of the road was definitely hooked in with the main roadways and at the west end a series of sextant angles were taken to locate the center of the circle terminating the roadway at the western end. The results of three sets of angles (adjusted to horizon closure) are as follows:-

**ADDITIONAL NOTE - INTERPRETATION.**

The roadway at Jones Beach at the S.W. corner of this sheet leading to the new Coast Guard Station was found to be existent as shown on the blue-print by the field inspection party, and has therefore been shown on this sheet. The east end of the road was definitely hooked in with the main roadways and at the west end a series of sextant angles were taken to locate the center of the circle terminating the roadway at the western end. The results of three sets of angles (adjusted to horizon closure) are as follows:-

Tower, Jones Beach, 1933

52°-10' ✓

Pol (topo. signal, Lt.  
 Witherbee, 1934, "A" sheet)

105°-46' ✓

Guard, 1934

P.I. #2, P.I. #3, and P.I. #5. The coordinate values, according to the blue prints transmitted with the Director's letter, are:-

P.I. #1 - - -	N22802.000	E1992.000
P.I. #2 - - -	N20702.000	E2052.000
P.I. #3 - - -	N17603.710	E3514.630
P.I. #5 - - -	N 7675.000	E7545.000

The field inspection party made a special trip to the Engineer's office at Jones Beach and spotted the above stations on our field prints. The State Parkway Authority had marked these stations by cloth on the ground prior to the taking of a set of aerial photographs for them. These points were transposed onto our prints by the similarity of ground detail. The points were then priced on the office prints and these stations radial plotted in. The traverse was plotted on the aluminum sheet and placed beneath the celluloid sheet. It was noted that the coordinate positions did not all agree with the radial plotted positions; however they are very close and it is believed that the errors are not the fault of the compilation party.

The geographic positions of these stations could not be easily computed because of an apparent error by the Park Authority in using the reverse azimuth in their computations of the coordinate value of Jones.

The blue-print plans forwarded with the Director's letter had to be disregarded in the compilation of new detail (roads, etc.) at Jones Beach. The center-line of some of the new roadways were run in on the aluminum control sheets of Lt. Witherbees and a new set of blue-prints provided additional information for all changes not shown on the photos. As frequent changes in the blue prints have been made from time to time the blue prints recently obtained are supposed to represent the present conditions. This data checks with the center-lines as shown on the aluminum control sheets.

(D) 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.

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.

At the north end of this sheet all houses have not been shown. Only the street system and the houses adjacent to the water front have been shown.



Since the date these photographs were taken there have been numerous changes made because of dredging and filling in certain areas. A special field trip has just been made to this locality in order to clear up any uncertainty in regard to these changes and to sketch in new changes on the photos. This sheet will therefore be complete in detail existing at the date of this report. Since the Jones Beach project has been declared complete in regard to causeways, etc. it is believed that all changes have been correctly incorporated into this compilation. The limits of fill which support the new Meadowbrook causeway were interpreted from the photos as well as possible; since the sand fill gradually tapers off into the marsh it is difficult to determine the precise limits of fill.

The shoal areas (water) shown on this sheet by a single broken line have been determined from the photographs on hand. Because of recent dredging operations there may be some changes; these should appear on Lt. M.O. Witherbee's 1934 hydrographic sheets. *In Review*

(E) Information from Other Sources.

Recent blue-prints at Jones Beach (See page 4, Item C, Jones Beach State Parkway Authority) and high water line from aluminum control sheets, furnished the only other information for the compilation of this sheet.

(F) Conflicting Names.

There are no names on this sheet conflicting with names shown on the U.S.C. & G.S. Charts of this area. New names were taken from recent editions of U.S. Geological Survey Maps with the exception of Meadowbrook causeway which has now become the official name for the new causeway at Jones Beach.

COMPARISON WITH OTHER SURVEYS.

The junctions with all adjoining sheets are satisfactory.

Lieut. Comdr. R.P. Eyman's aluminum control sheet, Field letter "H", (Revised by Lieut. M.O. Witherbee in 1934) and Lieut. M.O. Witherbee's aluminum control sheet, Field letter "A", provided the H.W. Line detail for this sheet because of the numerous changes being made in this area. Because of dredging operations and recent fills in this vicinity the topography has been changed considerably and does not agree with the 1926 surveys of Lieut. C.D. Meaney.

Jones Inlet shows considerable change since 1926; the inlet appears to be shifting to the westward and the east side of the inlet is now about 500 meters further west than it was in 1926.

BRIDGES

Field measurements were made of all bridges on Meadowbrook and

Loop Causeways and have been shown on the overlay sheet for this compilation.

The bascule bridge at Sloop channel on Meadowbrook Causeway is constructed so that the main girders are deeper at the ends than at the middle of the bridge. This gives a maximum clearance at the center of 24 feet and a minimum clearance at the sides of  $20\frac{1}{2}$  feet at M.H.W. The clearance at the center of 24 feet has been shown on this sheet.

The clearance data of the bascule bridge between Green Id. and Great Id. on Wantagh Causeway has been obtained from the U.S. Army Engineers.

The U.S. Army Engineers list the Sloop Channel bridge on Wantagh Causeway as a bascule bridge. This is in error; the photographs clearly show this bridge to be the fixed type and the L.I. State Parkway Authority list this bridge as a fixed type with a 16 foot clearance. The clearance may be verified by the records of Lieut. M.O. Witherbee or Lieut. Comdr. Eyman both of whom conducted hydrographic surveys in this locality in 1934 and 1933, respectively.

*\*Parkway authority shows 16 ft clearance above Mean Sea Level changed on supplemental to T 5061 to 14 ft above M.H.W. 11/11/35 R.G.L.*

#### LANDMARKS

Landmarks for this area have been previously submitted by the parties of Lieut. Comdr. R.P. Eyman, 1933, and Lieut. M.O. Witherbee in 1934. This party has no copy of the landmarks submitted for this area by Lieut. Witherbee.

Lieut. Comdr. Eyman's list, dated Nov. 9, 1933, lists as a landmark Flag Tower, Short Beach, C.G. This island has been dredged out and the landmark no longer remains; it should therefore be expunged. The other landmarks to be charted and expunged are correct.

#### 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 purposes 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.

The numerous changes which have been made in this area since the date of the photographs have been investigated in the field and the information has been incorporated into this compilation so that this sheet represents the true and actual topography to-date, Nov. 20th., 1934, as it stands. It is believed that additional changes, if made, will consist of only minor changes in the topography.

To the best of my knowledge this sheet is complete in all detail of importance for charting purposes, within the accuracy specified above, and no additional surveys (topographic) are required. Dredges now operating in this area, will require new hydrographic surveys.

Submitted by

*D. B. Bogart*

D. B. Bogart

Draftsman.

Nov. 26, 1934.

# LIST OF RECOVERABLE TOPOGRAPHIC STATIONS

## CLASS (C) 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>Latitude</u>		<u>Longitude</u>		<u>Method</u> <u>of Determination</u>
	<u>O</u>	<u>'</u>	<u>O</u>	<u>'</u>	<u>A.C.S.</u>
✓ (Hit) Pipe - S. end gray shack	40	37.7	73	32.3	Reg. No. <u>T-6009</u>
✓ (Go) Chimney - S. end green shack	40	37.5	73	32.2	Reg. No. <u>T-6009</u>
✓ (Hot) Chimney - E. end of red house	40	37.4	73	32.1	Reg. No. <u>T-6009</u>
Brick Chimney (center of dark house)	40	37.6	73	33.1	Reg. No. <u>T-6009</u>
Pipe - dark house with cols.	40	37.4	73	33.5	Reg. No. <u>T-6009</u>
(Nip) Pipe - E. end white house	40	37.2	73	33.2	Reg. No. <u>T-6009</u>
(Bar) W. gable of house	40	37.2	73	31.6	Reg. No. <u>T-6009</u>
✓ (Hum) Chimney on shack	40	37.0	73	31.3	Reg. No. <u>T-6009</u>
Bridge column (NW)	40	37.4	73	30.1	Reg. No. <u>T-6008</u>
Bridge column (NE)	40	37.4	73	30.1	Reg. No. <u>T-6008</u>
Bridge column (SE)	40	37.4	73	30.1	Reg. No. <u>T-6008</u>
Bridge column (SW)	40	37.4	73	30.1	Reg. No. <u>T-6008</u>
✓ (Gun) Chimney - gun club	40	36.0	73	34.0	Reg. No. <u>T-6009</u>
✓ Flagpole	40	36.0	73	33.8	Reg. No. <u>T-6009</u>
✓ (Gray) Chimney - small gray house	40	36.0	73	33.6	Reg. No. <u>T-6009</u>
✓ (Bul) E. gable green house	40	36.0	73	33.2	Reg. No. <u>T-6009</u>

# LIST OF RECOVERABLE TOPOGRAPHIC STATIONS

## CLASS (C) LANDMARKS

(cont'd.)

<u>Description</u>	<u>Latitude</u>		<u>Longitude</u>		<u>Method of Determination</u>
	<u>o</u>	<u>'</u>	<u>o</u>	<u>'</u>	
✓ (Yel) E. gable yellow house	40	36.1	73	33.2	Reg. No. <u>T-6009</u>
✓ (Cork) Chimney - S.W. end of small house	40	36.7	73	32.2	Reg. No. <u>T-6009</u>
✓ (Dis) Chimney - white house	40	36.5	73	30.2	Reg. No. <u>T-6009</u>
✓ East tower (large building)	40	35.7	73	30.9	Reg. No. <u>T-6009</u>
✓ Tall flagpole	40	35.7	73	30.5	Reg. No. <u>T-6009</u>
✓ (Can) W. end small shack	40	37.0	73	32.2	Reg. No. <u>T-6009</u>

Note: A.C.S. denotes aluminum control sheet.  
 Name in parenthesis preceding the description  
 is the topographic station name as given on the  
 aluminum control sheet.  
 For classification of Class (C) landmarks see  
 Descriptive Report for Topographic Sheet Reg.  
 No. T5059, paragraphs LANDMARKS and REPORT ON  
 REVIEW OF SHEET.

NOTE:

Station "Pol" discussed on the opposite page is the cupola on the old C.G. building.

This compilation shows 4 buildings, the north two of which are the old buildings now replaced by the larger two buildings to the south.

The southwest building of the group also has a cupola on it and this is the cupola now in use.

The north two buildings on one of which "Pol" is located, are to be torn down.

Information by telephone from Mr. Robinson of the Civil Engineering Division, U. S. C. G., August 3, 1936.

The cupola on the southwest or new building cannot be located from the photographs. The two south buildings were not constructed at the time the photos were taken and were put on the compilation by the field party with no statement as to method of location.

Station "Pol" will be removed from the published copies of compilation at the next printing as it is not permanent and tends to become confused with the new cupola to the south.

Aug. 3, 1936.

*B. G. Jones* 8/3/36  
B. G. JONES

Comparison with T 6198a (1934), scale 1:10,000, graphic control sheet

T 6198a covers detail on T 5061 west of Meadowbrook Causeway.

There is a good agreement between detail on T 6198a and the compilation.

One described station (topographic station SHOR) was transferred to the compilation. The measurements given for the shoreline data are obviously not to the H.W.L. Distances were scaled on T 6198a (checked by T 5061) and these distances are shown in red on the card.

Station "Pol" was transferred to T 5061. This station is not described. No definite statement can be found as to the nature of this station but it is believed to be either a flag pole or flag tower at the Shore Beach Coast Guard Station. *See note on opposite page*

All detail on T 6198a is shown on T 5061 except temporary signals.

Comparison with T 6010 (1933), scale 1:20,000

T 5061 falls in the middle of T 6010.

Triangulation stations are the only detail within the limits of T 5061.

All of these triangulation stations are shown on T 5061 except Three Houses, Chimney 1926 and Cupola (Dance Hall) 1926. These two stations have been destroyed.

Comparison with H 5377b (1934 Addl. work), scale 1:10,000.

This hydrographic survey covers practically the same area as T 5061.

Low water lines and shoal areas on T 5061 were revised by H 5377b.

Only one conflict between hydrography and topography was noted. This was at the southwestern corner of Green Island. A replot of the photographs checked the hydrography, (see discussion under comparison with T 6009). The compilation was corrected.

Aids to Navigation

Due to the fact that dredging and construction work is still being carried on in this area the positions of lights and channel markers are constantly changing. These lights and channel markers are omitted from the compilation. Information for their location is contained in chart letters Nos. 831 (1934), 861 (1934), and 438 (1935).

### Landmarks

Two landmarks are shown within the limits of the compilation on the present edition of chart No. 579 (5/13/35).

(1) According to Eyman's field computations (1933) "Lighted Tower" (triangulation station Tower, Jones Beach, 1933) is plotted  $\pm$  35 meters too far east on the chart. This is the best position obtainable for this station at this time.

(2) Landmark "Chy" is topographic station Gun (Chy. Gun Club) from T 6009. The charted position is correct.

Lists of landmarks covering this area are contained in chart letters Nos. 707 (1933), 831 (1934), 861 (1934) and 438 (1935). All landmarks are shown on this compilation except lights and channel markers.

### Comparison with Chart No. 579, scale 1:40,000

A wreck is shown on the chart at  $40^{\circ} 35.5'$ ,  $73^{\circ} 23.25'$ . There is no evidence of this wreck in the photographs. Neither T 6198a (1934) nor H 5377b (1934) shows it. This wreck should be deleted from the chart.

The comparison of T 5061 with chart No. 579 has been covered in the comparisons with the various surveys and the discussion of landmarks.

### Buildings

The two large bath houses at Jones Beach require an explanation as to their layout. Both have covered buildings on the north side and south side. A brick wall (shown by a single line) joins these two buildings. In the enclosure are numerous individual bath houses. These are not shown. The western bath house has an uncovered balcony (shown by a double line) overlooking a swimming pool.

June 13, 1935.

*Frank G. Hopkins Jr.*

RECOVERABLE STATIONS TRANSFERRED FROM PLANE TABLE SURVEYS IN THE  
COURSE OF REVIEW OF T 5061

(Positions of these stations are in the descriptive reports of their  
respective plane table surveys)

<u>Station</u>	<u>Survey</u>	<u>Remarks</u>
West Flagpole (Jones Beach)	T 6008	Also on T 6009
East Flagpole (Jones Beach)	T 6008	Also on T 6009
Flagpole (Zachs Bay)	T 6008	
West Flagpole (South of Zachs Bay)	T 6008	
South Flagpole (South of Zachs Bay)	T 6008	
East Flagpole (South of Zachs Bay)	T 6008	
Platform (East of Wantagh Causeway Bridge)	T 6008	
Platform (West of Wantagh Causeway Bridge)	T 5061	Air photo location: Lat. 40° 37' 618 meters Long. 73 30 336
Pipe (Small Brown Shack)	T 6009	
Tom (Flagpole)	T 6009	
Pipe (White House Green Roof)	T 6009	
Pole (Red House Green Roof)	T 6009	
Chimney (Brown Shack)	T 6009	
Chimney (Green Shack)	T 6009	
Yellow Sign "Cable Crossing"	T 6009	
Stop (Pipe Red House)	T 6009	
Sign "Cable Crossing"	T 6009	
Boat (Chimney Bait House)	T 6009	
Pol	T 6198a	



Survey No. T-5061

Date. May 31, 1935

## GEOGRAPHIC NAMES

Chart No. 579

NEW YORK

Diagram No. 1215

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

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

Under investigation. Q

[illegible]

Date. May 31, 1935

## GEOGRAPHIC NAMES

Survey No. T-5061Chart No. 579

NEW YORK

Diagram No. 1215

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

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

Under investigation. Q

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	<u>Jones Beach State Park</u>		Yes		
	<u>Jones Inlet</u> ✓	Same			
	<u>Meadow Island</u>	"			
	<u>Long Beach Loop Causeway</u>		Yes		
	<u>Bay of Fundy</u> ✓	"			
	<u>Jones Island</u>	"			
	<u>Middle Crow Island</u>	"			
	<u>Deep Creek Meadow</u> ✓	"			
	<u>Snipe Island</u>	"			
	<u>Green Island</u>	"			
	<u>Egg Island</u>	"			
	<u>East Island</u>	"			
	<u>Great Island</u>	"			
	<u>Middle Island</u>	"			
	<u>Cuba Island</u>	"			
	<u>Big Crow Island</u>	"			
	<u>Ned Creek</u>	"			
	<u>False Channel Meadow</u>	"			
	<u>Ned Meadow Island</u>	"			
	<u>Meadowbrook Causeway</u>	"			
'P' →	<u>Bettit Marsh</u>	"			
		APPROVED NAMES UNDER INVESTIGATION			

Compiled by: (See preceding  
Statistics)

sheet)  
Nov. 15, 1932.

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)
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)
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) All blueprints used in compilation of this sheet have been correctly incorporated into the compilation sheet and no control points on prints are necessary. (See page 4)
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.
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)
7. High water line on marshy ~~and coast~~ <sup>coast</sup> 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 shoal areas~~ and shoal areas ~~and shoal areas~~, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41) 1934 hydrography by Lt. Witherbee in this locality should be given preference to shoals as shown on this sheet since photos were taken previously.
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)
- Taken care of by Lt. M.O. Witherbee, who conducted 1934 field operations in locality. (Also Lt. Comdr. Eymann, 1933)
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)
- (Same remark as for above paragraph.)
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)
- Also see reports of Lt. M.O. Witherbee, 1934.
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)
- No new names used.
13. The geographic datum of the compilation is N.A. 1927 and the reference station is correctly noted. *imaginita*
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: *See Review*
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.

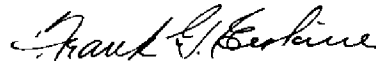
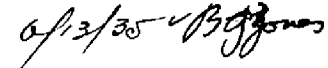
3. All station points are exactly marked by fine black dots.
4. Closely spaced lines are drawn sharp and clear for printing.
5. Topographic symbols for similar features are of uniform weight.
6. All drawing has been retouched where partially rubbed off.
7. Buildings are drawn with clear straight lines 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)


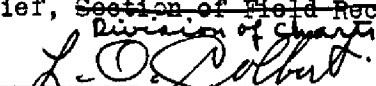
16. No additional surveying is recommended at this time. Additional topographic surveys unnecessary except in event of changes at Jones Beach, now unforeseen. Dredges now operating will revise 1934 hydrography of Lt. Witherbee. (Dredge in Freeport Creek)
17. Remarks: Additional requirements affecting this area are referred to the reports of Lieut. Comdr. R.P. Lyman, 1933 and Lieut. M.O. Witherbee, 1934, both of who conducted field operations in this locality.
18. Examined and approved; Nov. 27, 1934


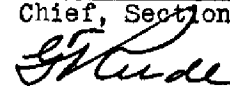
  
Roswell C. Boistead  
Chief of Party

19. Remarks after review in office:

Reviewed in office by:  6/13/35 

Examined and approved:

  
Asst Chief, Section of Field Records  
Division of Charts  
  
Chief, Division of Charts

  
Chief, Section of Field Work  
  
Chief, Division of Hydrography  
and Topography.

Review of Air Photo Compilation T 5061

Scale 1:10,000

A description of this area is given in descriptive reports T 6008 and T 6009.

The street names as shown on this compilation are from the Sanborn Maps. The geographic names shown on the compilation have been approved by the Geographic Names Unit, (see attached name list).

The drafting on the compilation is very poor. Retouching was done both to the celluloid before photographing and to the negatives after photographing. *Add. note: This compilation was completely redrawn in this office on a blue-line. J.E. 8/2/55*  
Comparison with T 4273 (1926) and T 4274 (1927), scale 1:10,000

T 4273 covers the west three -fourths and T 4274 covers the east one-fourth of T 5061.

West of long. 73° 31' the outer coast has shifted seaward with a maximum of about 100 meters near Jones Inlet, since the 1926 survey. East of long. 73° 31', the outer coast has shifted inshore slightly (+ 20 meters) since the 1927 survey. Jones Inlet has shifted west about 500 meters since the 1926 survey.

The marsh areas in general have remained the same since these 1926 and 1927 surveys. Dredging and construction work has caused many detailed changes, however. The four largest changes are as follows:

(1) About 150 meters of the south end of Deep Creek Meadow has been cut off.

(2) The small island just southwest of Deep Creek Meadow has been removed. The Short Beach Coast Guard Station which was formerly on this island is now located at Jones Inlet.

(3) The fill for Meadowbrook Causeway has formed one island out of the two islands, West Crow Island and Jones Island. Only the name Jones Island is carried on the compilation.

(4) The fill for Wantagh Causeway extended Great Island south almost to Green Island, thereby destroying the channel known as Great Island Channel. The name Great Island Channel is not carried on the compilation.

T 5061 is adequate to supersede T 4273 and T 4274 for the area covered by T 5061.

Comparison with T 6008 (1933), scale 1:10,000.

T 6008 covers detail on T 6051 east of the Wantagh Causeway.

No described stations fall within the limits of T 5061.

Nine recoverable stations were transferred to the compilation from T 6008 by J. Goshen (Foc) and checked by H. R. Reddick, Where possible these stations were checked by the photographs.

Topographic station Platform (west of Wantagh Causeway bridge) failed to check with the photographs by 5 meters. The photograph position was accepted and is shown on the compilation.

Positions for the three flagpoles at  $43^{\circ} 35.5'$ ,  $73^{\circ} 30.5'$  are given on both T 6008 and T 6009. They differ by a maximum of 4 meters. The T 6008 positions were accepted and are shown on the compilation.

The shoreline of Zachs Bay has changed slightly due to construction work. The compilation was verified by the photographs.

The outer coast line on T 6008 agrees with T 5061.

T 5061 is adequate to supersede T 6008 for the area covered by T 5061.

Comparison with T 6009 (1933, revised 1934), scale 1:10,000

T 6009 is practically entirely covered by T 5061 except for the detail north of lat.  $40^{\circ} 38'$  and east of long.  $73^{\circ} 32'$ . Detail west of Meadowbrook Causeway on T 6009 is superseded by T 6198a (1934).

The 1934 revised shoreline on T 6009 agrees perfectly with T 5061.

The 1933 shoreline agrees fairly well. In a few places dredging and filling has been done and the shoreline was not revised in 1934. In these cases it is obvious from the photographs that the compilation is correct.

At the southwestern part of Green Island and the northeastern part of Snipe Island there was a disagreement amounting to  $\pm 10$  meters. Soundings from H 5377b plotted on the compilation's shore of Green Island. A replot of the photographs confirmed T 6009 and H 5377b. The compilation (T 5061) was corrected.

T 5061 is adequate to supersede T 6009 (1933 and 1934) for the area covered by T 5061 except for the magnetic declination, buoys and channel markers.

- Note: Regarding Station "Pol" discussed on the opposite page.

This station is described in the front of the first sounding volume for H 5731 as the cupola of the Coast Guard Bldg. T. The compilation shows ~~four~~ three buildings at the sight of the C. G. Station in ~~addi~~ addition to the building on which Sta. "Pol, C. G. Cupola" is located. Photo M1004 for this compilation shows the two north buildings and shows the cupola. The two south buildings were not yet constructed at the time the photos were taken. The two south buildings were put on the compilation by the field compilation from a source not stated but evidently from either a blueprint or from field measurements.

Mr. Robinson of the Civil Engineering Division, U. S. Coast Guard stated over telephone on 8/3/36 that the two North Buildings are the old C. G. Buildings and are to be removed. He verified the fact that the west one of these buildings has the cupola on it