

5062

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

Photo
Topographic
~~Hydrographic~~

Sheet No. T 5062

LOCALITY

South Shore of Long Island

Freeport to Hewlett

MIDDLE BAY

1935

CHIEF OF PARTY

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

U. S. GOVERNMENT PRINTING OFFICE: 1933

4 Recovery Cards attached

Applied to chart 579 I.M.G. July 31, 1936

-1-
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.12.....

Dia 1215-3

REGISTER NO. T5062

State.....New York.....

General locality.....South Shore of Long Island.....

Locality.....~~Fresport to Hewlett~~ *Middle Bay*.....

Scale.....1:10,000..... Date of ~~survey~~ *Photographs* Mar., Sept. 1933; Mar. 1934, 19.....
Date of Compilation See Statistics Sheet.

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

Chief of party.....*Roswell C. Boisted*.....

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

Inked by.....J. E. Moreland.....

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 on scale of 1:10,000 by Photo Lithography.....

*STATISTICS-

on

SHEET, FIELD NO. 12, REG. NO. T5062

PHOTOGRAPHS AS FOLLOWS:-

M205 to M228(876-14)	incl. taken	3/18/38	@	10:40 A.M.
M243 to M252(876-14)	"	3/16/33	@	10:55 A.M.
M978 to M990(876F-8)	"	9/22/33	@	8:55 A.M.
M996 to M1001(876-8)	"	3/16/34	@	9:45 A.M.
M1006 to M1018(876-8)	"	3/16/34	@	10:00 A.M.

	BY	DATE	
		From	To
ROUGH RADIAL PLOT	<i>R.L. Fisher</i> R.L. Fisher	12/18/33	
SCALE FACTOR (0.920)	<i>R.L. Fisher</i> R.L. Fisher	12/18/33	
SCALE FACTOR CHECKED	<i>J.P.O'Donnell</i> J.P.O'Donnell	12/19/33	
PROJECTION	<i>W.D. Ayers</i> W.D. Ayers	5/7/34	
PROJECTION CHECKED	<i>J.J. Lanigan</i> J.J. Lanigan	5/7/34	
CONTROL PLOTTER	J.B. Moreland <i>J.B. Moreland</i> J.G. Albert <i>J.G. Albert</i>	1/16/35	5/14/34
CONTROL CHECKED	J.P.O'Donnell <i>J.P.O'Donnell</i> R.H. Peckworth <i>R.H. Peckworth</i>	1/22/35	5/24/34
TOPOGRAPHY TRANSFERRED	J.B. Moreland <i>J.B. Moreland</i> J.G. Albert <i>J.G. Albert</i>	1/28/35	5/28/34
TOPOGRAPHY CHECKED	G. Crowther <i>G. Crowther</i> J.B. Moreland <i>J.B. Moreland</i>	2/4/35	6/12/34
SMOOTH RADIAL LINE PLOT	<i>J.G. Albert</i> J.G. Albert	7/15/34	
RADIAL LINE PLOT CHECKED	W.E. Hackett <i>W.E. Hackett</i> G. Crowther <i>G. Crowther</i>	5/20/35	9/17/34
DETAIL INKED	J.B. Moreland <i>J.B. Moreland</i>	9/28/34	3/21/25 ³ (100 days)
PRELIMINARY REVIEW	J.P.O'Donnell <i>J.P.O'Donnell</i>	6/8/35	6/17/35

AREA OF DETAIL INKED 24.0 sq. Statute Miles (Land Area)
 AREA OF DETAIL INKED 2.0 sq. Statute Miles (Shoals in Water Area)
 LENGTH OF SHORELINE (more than 200 m. from nearest opposite shore)
25.7 Statute Miles
 LENGTH OF SHORELINE (rivers, and sloughs less than 200 m. wide)
127.4 Statute Miles

LENGTH OF ROADS, STREETS, TRAILS AND RAILROADS: 270.0 Statute Miles

GENERAL LOCATION South Shore of Long Island

LOCATION Freeport to Hewlett

DATUM North American 1927

STATION Lights Club 1926, r'33,d Latitude 40° 37' 59.930" (1848.6 m.)
Field Comp. (Unadjusted) Longitude 73° 35' 26.345" (619.1 m.)

Correction for Datum Change

N.A. Hollis	40-43-21.273 (656.2)	73-45-56.801 (1333.0)
N.A. 1927 Hollis	40-43-20.865 (643.6)	73-45-56.940 (1336.3)
	Lat. - 12.6	Long. + 3.3

E. Chy. =	40-39-	Meters (772.0)	73-36-	Meters (1169.3)	} N.A. 1927 See Revised
W. Chy. =	40-39-	(772.4)	73-36-	(237.9)	
Freeport Meth. Sp. =	40-39-	(639.6)	73-35-	(97.5)	
Freeport Pres. Sp. =	40-39	(558.0)	73-34-	(1378.8)	

ADDITIONAL NOTE: CONTROL

Three triangulation stations, all of the survey of E.B. Latham, 1909, in the vicinity of Lat. 40° 39', Long. 73° 36' have not been plotted on this sheet since no positions have been received for them from the Washington Office. Lieut. Comdr. Eymann submitted recovery cards for them but they did not appear on his list of geographic positions nor on his progress sketch and consequently it was not until the sheet was reviewed that they were noted and then only when reference was made to the recovery cards for a description for Freeport Standpipe. The stations are located in an area of strong control, therefore, their omission should not affect the plot. The stations referred to are:

40-39-25.436 (784.6)	73-36-07.064 (166.0) N.A. 1909	} Not shown on chart 579
40-39-25.448 (785.0)	73-36-09.985 (234.6) N.A. 1909	
40-39-21.143 (652.2)	73-35-04.010 (94.2) N.A. 1909	
40-39-18.498 (570.6)	73-34-58.550 (87.5) N.A. 1909	

Brooklyn Waterworks, Millburn E. Chy
W. Chy

These stations should be plotted in the Washington Office and shown on this sheet.

Plotted in office by Joseph Andrews II
checked by Kenneth A. McGinnis
11/2/35

COMPILER'S REPORT

for

AIR PHOTO TOPOGRAPHIC SHEET FIELD NO. 12 T-5062

GENERAL INFORMATION

The AIR PHOTO FIELD INSPECTION REPORT, dated Nov. 7, 1934 and attached to the descriptive report for Air Photo Topographic Sheet Reg. No. T5334 furnished the necessary information for the compilation of this sheet. This report was supplemented by a field inspection made by the detailer, Mr. J. B. Moreland.

The preceding STATISTICS SHEET lists all necessary data in connection with the compilation of this sheet.

This sheet was compiled from two flight strips of five lens photographs taken by 2nd Lieut. James F. Olive, Jr. of the U.S. Army Air Corps with a type T-3A camera No. 31-78, and from single lens photographs taken by Capt. Wellis R. Taylor of the U.S. Army Air Corps.

The time of the several flights had been shown on the preceding STATISTICS 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. The tide in this area has been computed to be about one foot above low-water when the five lens photos were taken (both flights). For all single lens photos the tide was computed to have been just about high-water when the photos were taken.

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 unadjusted.
- (b) Triangulation by Lieut. C.D. Meaney in 1926, (Positions furnished by Washington Office - no knowledge of whether final adjusted or field computations - On N.A. 1927 datum).

- Does not cover this area*
- (c) ~~Aluminum Control Sheet, 1933, Lt. Comdr. R.P. Eyman, Sheet "H"~~
 - (d) " " " 1934, Lt. M.O. Witherbee T-6198a " "A"
 - (e) " " " " " " T-6198b " "B"
 - (f) " " " " " " T-6199a " "C"
 - (g) Topographic Sheet, 1926, Lt. C.D. Meaney, Reg. No. T4273
 - (h) " " " " " " T4225
 - (i) Triangulation by B.A. Colonna, 1875.

All above control sheets are on a scale of 1:10,000.

Lt. Comdr. R.P. Eyman's 1933 triangulation is on N.A. 1927 datum as are all the topographic signals on Lt. Witherbee's control sheets. However, the topographic sheets of Lt. C.D. Meaney and his 1926 triangulation are on N.A. datum. They have been corrected to N.A. 1927 datum by making a constant correction in latitude and a varying correction in longitude in accordance

with the Director's letter of Dec. 7, 1933 (ref. 26-AHH 1990). *Handy*

The triangulation referred to above, landmarks and recoverable topographic stations by Lieuts. Meaney and Witherbee, shoeline from the topographic sheets and monumented stations by Lieut. Witherbee formed the basis of control for this sheet.

In addition the following topographic signals, established by Lieut. Witherbee and shown on the Aluminum Control Sheets were spotted in the field on the photos and used for control:-

Boy	Ax	Ma	Pen
Ben	Til	Ma	And
Bat	Ida	Late	Dog
End	Key	Nut	Rye
Old	Ish	Few	Ban
Jo	Hans		

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

Most of the Aluminum Control positions used for supplementary control have been plotted from lists of landmarks and recoverable topographic stations by Lieuts. Meaney and Witherbee, the balance being scaled from Lieut. Witherbee's Aluminum Control Sheets while they were in this office.

The last paragraph under GENERAL INFORMATION in the COMPILER'S REPORT for AIR PHOTO TOPOGRAPHIC SHEET, FIELD NO. 13 also applies to this sheet.

In the short time available for the preliminary review of this sheet it is impossible to verify the spotting of some of the 1926 Recoverable Topographic stations which differed with the radial plot. Stations where the spotting might be questionable have therefore been omitted. In all such cases many other Recoverable Topographic Stations are in the vicinity.

The Long Island Railroad Track Traverse data was used for supplementary control on this sheet. The Montauk Branch Line, along the northern limit of the sheet is in an area of strong control and was tied in at frequent intervals by means of the radial plot. The Long Beach Branch, extending from the Montauk Branch at Lynbrook southerly to Long Beach was also used for control. Both traverses agreed well with the radial plot, especially in azimuth and had only a few minor compensating errors in linear distances.

(b) Errors

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

✓ Spir (Church Spire) - Lat. $40^{\circ} 36.5'$, Long. $73^{\circ} 39.1'$; new position as determined by radial line plot lies 11 meters distant on azimuth 326° (from North), from the position as shown on 1934 A.C.S., Lieut. Witherbee's Field Sheet "B". T-61984
The spotting was verified under the stereoscope and was field pricked on photo M987 (876F-8). Both this station and signal "Tric" occur in an area covered by a set of clearly defined single lens photos (876F-8 flight). Stations "Cross", "Cupola", "School" and "Sid" all from the 1934 A.C.S. check with the radial plot and are in the immediate vicinity of this station.

✓ Can (Chy. 8. end American Legion House) - Lat. $40^{\circ} 38.3'$, Long. $73^{\circ} 39.3'$. This station was cut in by Lieut. Witherbee in 1934 as a recoverable topographic station; station "Leg". T-61994
The 1934 position differs by about five meters from the 1926 position as given on topographic sheet Reg. [No. T-4225]. The 1934 position was used and agreed with the radial line plot.

✓ Tric (Red Front of Power Station facing East) - Lat. $40^{\circ} 36.0'$, Long. $73^{\circ} 39.3'$. The new position as determined by radial line plot lies 6 meters on azimuth 83° (from North) from the position as shown on Topographic Sheet Reg. [No. T-4273]. This station was pricked in the field from the indefinite description noted within the parenthesis above. See discussion under signal Spir above.

✓ White (White Tank and Windmill) - Lat. $40^{\circ} 38.0'$, Long. $73^{\circ} 37.1'$
The new position as determined by the radial line plot lies 11 meters distant on azimuth 66° (from North) from the position as shown on Topographic Sheet Reg. [No. T-4273]. The spotting of this station was not verified by a reinspection but is probably correct, as there is sufficient clear detail to aid the field men. (See photo M214 (876-14) "B" print). The station is only about 100 meters N.W. of 1934 A.C.S. signal "Mud", which agrees with the radial plot. There is a possibility that a new windmill has been built. This was not verified. T-61986

✓ Steel (Windmill, Steel Frame) - Lat. $40^{\circ} 37.9'$, Long. $73^{\circ} 36.9'$.
The new position as determined by the radial plot lies 15 meters distant on azimuth 80° (from North) from the position as shown on Topographic Sheet Reg. [No. T-4273]. This error and that noted for signal "White" on the same topographic sheet is consistent with the shore line discrepancy which exists in this area between the compilation and the topography. There may be some error in the pricking (see "B" print, photo M213 (876-14)) as no reinspection was made. However, assuming the field pricking correct, the error may be checked with photo M213 (876-14), which is well controlled by triangulation and topographic stations, and on which this signal is located on the "B" print.

✓ Chim (Chy. on White House) - Lat. $40^{\circ} 37.7'$, Long. $73^{\circ} 35.7'$.
This station, occurring on Lieut. Witherbee's 1934 A.C.S. Field Sheet "A", was not pricked in the field because it was established after the field inspection. When later pricked in the office it differed from the A.C.S. position by about 6 meters. However, as the pricking may be incorrect the A.C.S. position was held. T-61982

(c) Discrepancies

The only information furnished by other organizations was

the track traverse data of the Long Island Railroad which agreed well with the radial plot.

COMPILATION

(a) Method

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

(b) Adjustment of Plot

This sheet was plotted on an average scale of the two five lens flight strips (see Statistics Sheet, page 2). The three single lens flight strips are considerably different from this average scale, especially flights (876-8). There seems to be considerable variation in the plane's altitude throughout the five lens flights, as well as considerable tilt in several photographs. Together with the difficulties mentioned in the last paragraph under GENERAL INFORMATION, in the COMPILER'S REPORT for AIR PHOTO TOPOGRAPHIC SHEET FIELD NO. 13, considerable difficulty was experienced in making a satisfactory smooth plot. Some of the causes of these difficulties are listed below:-

M205 to M228 (876-14) Flight. The definition on practically all prints in this flight was poor, especially on the wing prints. This made spotting of control stations difficult. There was considerable tilt evident, especially on photos 210, 212, 215, 216, 218, 221, and 225. The strip was flown at a lower altitude from 206 to 211 than for the rest of the flight.

M243 to M252 (876-14) Flight. Definition on all prints, especially the outer half of wing prints, was very poor, making it difficult to prick control stations. The altitude was kept fairly constant. Photos 244 and 251 showed tilt, although the rest of the flight is relatively free.

All single lens flights are rather well defined, but as previously mentioned, considerably off scale. Furthermore, the 876-8 flights were taken with snow on the ground, and as a consequence much of the shore line and important detail was covered.

It will be noted that many of the recoverable stations are indicated on the celluloid by rather large pricked points and further that the celluloid sheet is in poor condition as regards general appearance. This sheet was compiled from information furnished at intervals by the field party, which necessitated numerous changes as the work progressed. In many cases, control signals already established and pricked, were changed by subsequent field information and resulted in enlarged prick points. The sheet became very brittle due to the long period on which it was worked. This, combined with the unusual amount of handling necessary, detracted from the neatness of the sheet. Considering the difficulties under which the draftsman worked, with the great amount of smooth plotting and adjusting necessary to tie in with the field information as it was received, the preliminary reviewer on this sheet feels that the draftsman did a very good job. Of a total of 100 topographic signals tied to on this sheet, the draftsman was able to make satisfactory

ties with 96 of these signals, a low percentage of discrepancies for such work. At. Lat. $40^{\circ} 36'$ Long. $73^{\circ} 39'$, a scratched line, possibly made at the time of the projection, resulted in a tear. The nature of this tear was such that the best method of patching it seemed to be to add an insert, which may be attached when the sheet is printed. This insert is forwarded with the compilation.

(C) Interpretation

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, with a few exceptions. The area along the shore is low, flat and marshy, mostly with a vertical edge and since there is a tide of over 5 feet in the vicinity, there is a great difference between the high water line and the low water line. The five lens photos were taken at about low water and show the vertical edge of the marsh, which is needed in detailing such shore line. However, the wing prints on which most of this marsh occurred are not very clear. The single lens photos, which are clear, but taken at high water, do not show many of the marsh islands. In Lat. $40^{\circ} 39'$, Long. $73^{\circ} 34'$, a channel shown on both the single lens and five lens photos was discovered, on field inspection, to have been much enlarged and was accordingly shown. There are several wrecks shown on U.S. C. & G.S. chart 579 which could not be located on the photos. The hydrographic party of Lieut. Witherbee has probably located them. The railroad in the vicinity of Valley Stream station has been designated as elevated on the overlay sheet. Only the unfinished steel supporting structures show on the five lens photos. *See Review*

In the southern part of Bay Park there are a great many very small cabins. Because of their size and proximity to one another, it was impossible to show each one separately. They are, therefore, shown connected. *Clear*

Signal "Boom" Lat. $40^{\circ} 37.5'$, Long. $73^{\circ} 39.7'$ occurs on Lieut. Witherbee's 1934 A.C.S. Field Sheet "B" and is a derrick boom of a barge (boached). During the winter of 1934-35, the barge has been practically demolished and the signal has therefore been omitted from the compilation. *7-6-48*

Some of the marsh islands show on the photos so indefinitely that it is impossible to determine whether they are shoals, grass in water, or islands with a definite shore line.

The field inspection party found many of these impossible to visit as boats were not always available for their use. The compiler established a shore line mainly guided by the 1926 topographic sheets. Request was made to the hydrographic party to run in these areas which were definitely pointed out to them and they probably appear on the completed sheets.

The houses shown on the photos occur between the shore line and Merrick Road. A recent field inspection shows that in various areas real estate developments have been built since the photos were taken, so that many new houses are not shown on the compilation. The shoal areas appearing on this sheet are taken from the photos supplemented by the 1926 topography, except where known changes have been made.

The only bridge of importance to navigation is the bascule highway bridge at Lat. $40^{\circ} 36'$, Long. $73^{\circ} 34'$ over Long Creek. This bridge has a clear width of 75' and a minimum clearance above high water of 25'. In Lat. $40^{\circ} 39'$ Long. $73^{\circ} 36'$, a bridge

This is probably meant for M.H.W. and has been shown as M.H.W. on the compilation which checks with data furnished by Jones Beach Parkway Commission. Bgg 11/11/35

appears to be divided so that water shows between the two traffic lanes at the center of the span. The bridge was not considered important enough to warrant reinspection.

Removed from personal knowledge V.R.S.

(D) Information from Other Sources

The track layout of the Long Island Railroad was used to locate streets, bridges and other data needed for detailing.

The shoreline in Lat. $40^{\circ} 36'$, Long. $73^{\circ} 34'$ was obtained from a plane table survey by Lieut. Witherbee as there have been recent changes in that vicinity. In Lat. $40^{\circ} 38'$, Long $73^{\circ} 34'$ there have been changes in one channel since the photos were taken, and this information was obtained by field inspection.

The shoreline in some places was indefinite and the detailer, although obtaining the shoreline from the photos, was guided by the 1926 topo sheets.

The U.S.G.S. sheet, Hempstead Quadrangle was used for locality names but since there have been several new channels and reclamation developments since this sheet was made the information obtained from this source was not important.

Various parks, yacht clubs, public and private beaches, country and polo clubs were identified from a road map printed by the Shell Oil Co. and information from the railroad.

The Long Island State Park Commission furnished this office with prints showing the layout of the Loop Parkways and the Meadowbrook Parkway. These have been constructed since the photos were taken but enough of the fill and construction showed on the dingle lens photos to enable the detailer to show portions of the parkways that belong on this sheet. The data concerning the bridge over Long Creek on the Loop Parkway was obtained from the Commissioner. The cloverleaf intersections of the Meadowbrook Parkway with the Sunrise Highway and Merrick Road were drawn on reduced scale and traced on the celluloid from construction drawings of the Commission. Since the Long Island State Park Commission did not establish the geographical location of any of the points on their traverse in the area occurring on this sheet, none are shown. However, they have been shown on the adjoining compilation Reg. No. T5061, as requested in the Director's letter and have been discussed in greater detail in the report of that sheet.

(E) Conflicting Names

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

The name Barnum Island and Sand Creek Meadow shown on U.S. Geological Survey Maps have been omitted. Sand Creek Meadow is now divided into two islands, both having names, Island Park is now situated on Barnum Island which was shown as a marsh island on the the U.S.G.S. Map. The name Barnum Island is omitted to avoid confusion. The names Christian Hook and Milburn are shown on the U.S.G.S. Map. The town of Baldwin shown on the U.S.C. & G.S. Chart has replaced the old name of Milburn. Christian Hook has been shown in pencil on the overlay sheet and may be added if desired.

It has been noted that in the description of various triangulation stations, locality names are used which do not in all cases appear on existing charts. It might be advisable to investigate these and show the names. In the short time available for the preliminary review of this sheet such investigation was not possible.

*"Christian Hook"
and "Milburn"
obsolete.
per V.R.S. personal
knowledge.*

The windmill referred to is shown on chart 579 at Lat. 38.2', Long. 41.6' and is not shown on the 1926 or 1934 planitable surveys and is not visible on the photographs.

The paragraph on the opposite page is confused as no cuspoid shows on the photographs and none has been located at this position.

The cupola referred to as listed on page 11 is about one mile southeast of this position on T-5062 and is on the present chart 10.579.

COMPARISON WITH OTHER SURVEYS

The junctions with adjoining sheets are satisfactory.

The shoreline shown on the 1926 Topographic Sheets agree in general with the compilation except as noted under the error for signal Steel (page 5, this report.). There are many minor differences which indicate slight changes in the shoreline since the original survey or failure to show all irregularities. In the eastern end of this sheet where the Long Island State Park Commission has made changes the shoreline appearing on the compilation is believed to be correct having been brought up to date by the plane table party.

LANDMARKS

The landmarks for this area have been submitted by Lieut. C.D. Meaney in 1926, supplemented by Lieut. M. Witherbee in 1934; the latter list has not been received in this office.

All the recoverable Topographic control stations established by Lieut. Witherbee in 1934 which have been shown on this compilation have been designated on the overlay sheet by a (d), indicating that the station has been submitted on form 524. The Washington Office should verify these to see that all those shown thusly have been submitted on form 524 as no information concerning the complete list submitted has been received in this office. *See Review*

A comparison of the compilation with U.S.C. & G.S. Chart 579, shows the following differences;

Standpipe	Lat. 40° 39.5'	Long. 73° 35.5'	no longer exists.
Cupola	" 40° 36.4'	" 73° 39.4'	appears to be non-existent. The field inspection party reported only a low parapet on a building exists in this location. The compilation does show, however, a cupola about 200 meters southwest of this building which has been established as a recoverable station by Lieut. Witherbee in 1934. <i>11.6</i> ?
Windmill	Lat. 40° 38.2'	Long. 73° 40.9'	was apparently not cut in by either the 1926 or 1934 plane table parties. The field inspection party spotted a cupola which is probably that shown on the chart. This cupola has been located by Air Photo Topography and is listed on page 11, of this report. <i>See sep. pg.</i>

A comparison with U.S.C. & G.S. Chart 1215 shows the omission on this compilation of W. Chy. Lat. 40° 39.4' Long. 73° 36.2'. This omission has been discussed in this report under "Additional Note - Control". The station should be plotted on the compilation. *Plotted in the office. B.G.D.*

A comparison with "List of Landmarks, form 567" by Lieut. C.D. Meaney dated March 11, 1927 shows the following differences:

Center of Clubhouse	Lat. 40° 36.7'	Long. 73° 34.8'	should be expunged. The clubhouse is apparently gone as the point plots in a vacant marsh area (see photo M997 (876-8)).
Cupola Hempstead Bay Yacht Club	Lat. 40° 35.7'	Long. 73° 34.7'	should be expunged as it no longer exists.

No comparison with Lieut. Witherbee's 1934 list of landmarks is possible as the list has not been received in this office at this time.

There are also many 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 which may be used to obtain hydrographic fixes. Care should be taken in using 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 two meters in well defined detail of importance for charting and of four meters for other data. It is understood that the width 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

J. B. Moreland
J. B. Moreland
Draftsman

Assisted by

J. P. O'Donnell
J. P. O'Donnell
Surveyor

J. K. Batcher
J. K. Batcher
Draftsman

LIST OF RECOVERABLE TOPOGRAPHIC STATIONS

Includes all recoverable topographic stations sufficiently prominent for use as hydrographic "fixes" and shown by small black circle on this compilation sheet, not described on form 524 by this party.

Description	Latitude		Longitude		Method of determination
	°	D.M. meter	°	D.P. meters	
Cupola	40	37 (676) 1175	73	40 (199) 1211	A.P.T. 1935 T-5062
Gun (chimney on gun club)	40	36.0	73	34.0	A.C.S. 1934 T-6198a
Bloom F.P.	40	36.0	73	34.0	Topo 1926 T-4273
Bree F.P.	40	36.7	73	34.2	A.C.S. 1934 T-6198a
*Med (U.S.C. & G.S. monument)	40	36.5	73	34.8	A.C.S. 1934 T-6198a
Ti (center of house)	40	37.5	73	34.7	Topo 1926 T-4273
Fop F.P.	40	37.5	73	34.6	A.C.S. 1934 T-6198a
Sum (F.P. on summer house)	40	38.1	73	35.0 34.9	A.C.S. 1934 T-6198a
Brown (chimney on brown house)	40	38.6	73	34.6	A.C.S. 1934 T-6198a
South (south radio tower)	40	38.7	73	34.7	A.C.S. 1934 T-6198a
Bit F.P.	40	38.7	73	34.5	A.C.S. 1934 T-6198a
Lake (tile pipe)	40	36.4	73	35.3	Topo 1926 T-4273
Flag F.P.	40	37.5	73	35.7	A.C.S. 1934 T-6198a
Chim. (chimney on white house)	40	37.8	73	35.7	A.C.S. 1934 T-6198a
Corn (center of house)	40	37.5	73	35.2	Topo 1926 T-4273
Fin F.P.	40	37.9	73	35.9	Topo 1926 T-4273
Max F.P.	40	37.9	73	35.2	A.C.S. 1934 T-6198a
Yot (F.P. Freeport Yacht Club)	40	38.2	73	35.4	A.C.S. 1934 T-6198a
Stone (chimney on red brick house)	40	38.3	73	35.4	A.C.S. 1934 T-6198a

LIST OF RECOVERABLE TOPOGRAPHIC STATIONS (cont'd.)

Description	Latitude			Longitude			Method
	°	'	D.M. meters	°	'	D.P. of determination meters	
66							
Mix F.P.	40	36.1		73	36.6		A.C.S. 1934 T-6198b
**Steel (windmill steel frame)	40	37	(98) 1753	73	36	(215) 1195	A.P.T. 1935 T-4273 T-5062
Wind (Window west side of house)	40	38.0	<i>not plotted on compilation</i>			73 36.4	Topo 1926 T-4273
Abe (stack)	40	36.4		73	37.5		Topo 1926 T-4273
Izy (stack)	40	36.3		73	37.2		Topo 1926 T-4273
Tack (white tank)	40	37.8		73	37.3		Topo 1926 T-4273
Art (center of house)	40	37.5		73	37.0		Topo 1926 T-4273
Mud (F.P.)	40	38.0		73	37.1		A.C.S. 1934 T-6198b
**White (white tank on windmill)	40	38	(1809) 42	73	37	(1195) 215	A.P.T. 1935 T-5062
*Pig (U.S.C. & G.S. monument)	40	36.3		73	38.0		A.C.S. 1934 T-6198b
Green (center green roof)	40	37.0		73	38.6		Topo 1926 T-4273
Tex (sign)	40	37.5		73	38.4		Topo 1926 T-4225
Skin (F.P.)	40	37.0 36.9		73	39.1 39.9		A.C.S. 1934 T-6199a
Cross (west hip red cross house)	40	36.5		73	39.6		A.C.S. 1934 T-6199a
Lon (chimney)	40	36.9		73	39.9		Topo 1926 T-4225
**Spir (church spire)	40	36	(979) 872	73	39	(1176) 235	A.P.T. 1935 T-5062
Cot (chimney on red shack)	40	36.5		73	39.8		A.C.S. 1934 T-6199a
Chi (chimney east side of house)	40	36.3		73	39.9		A.C.S. 1934 T-6199a
Cupola	40	36.4		73	39.5		A.C.S. 1934 T-6199a
Sid (flagpole)	40	36.3		73	39.7		A.C.S. 1934 T-6199a
School (chimney Island Park School)	40	36.8		73	39.5		A.C.S. 1934 T-6199a
**Tric (power station highest point east side)	40	36	(1767) 84	73	39	(442) 969	A.P.T. 1935 T-5062

LIST OF RECOVERABLE TOPOGRAPHIC STATIONS (cont'd.)

Description	Latitude		Longitude		Method of determination
	°	' D.M. meters	°	' D.P. meters	
North (northerly of four houses)	40	37.9	73	39.4	Topo 1926 T-4225
Ope (tower)	40	37.5	73	39.3	A.C.S. 1934 T-6199a
Tow ^{S.E. Tower Brick Bldg.} (penthouse) Gulf Ref. Co.	40	37.0	73	39.0	A.C.S. 1934 T-6198b
Out (F.P.)	40	37.6	73	39.7	A.C.S. 1934 T-6199a
Point (center house)	40	38.1	73	39.5	Topo 1926 T-4225
School (chimney East Rockaway School)	40	38.3	73	39.9	Topo 1926 T-4225
***Leg (chimney south end American Legion house)	40	38.3	73	39.3	A.C.S. 1934 T-6199a
Arm (F.P. and x-arm, East Rockaway Yacht Club)	40	38.3	73	39.4	A.C.S. 1934 T-6199a
Val (chimney Valvoline Oil Co.)	40	38.1	73	39.3	A.C.S. 1934 T-6199a
Col (concrete column southeast corner of porch)	40	38.2	73	39.4	A.C.S. 1934 T-6199a
Check (red chimney)	40	38.1	73	39.5	A.C.S. 1934 T-6199a
*Mac (U.S.C. & G.S. monument)	40	38.0	73	39.6	A.C.S. 1934 T-6199a
Dark (hip roof on house)	40	36.5	73	40.6	A.C.S. 1934 T-6199a
Cat (center house)	40	36.2	73	40.3	Topo 1926 T-4225
Com (chimney)	40	36.2	73	40.7	Topo 1926 T-4225
Cent (center of house)	40	36.6	73	40.3	Topo 1926 T-4225
Line (flagpole)	40	37.3	73	40.1	A.C.S. 1934 T-6199a
Ray (radio mast)	40	37.7	73	40.3	A.C.S. 1934 T-6199a
F.P.	40	37.7	73	40.2	A.C.S. 1934 T-6199a
Up (smokestack)	40	37.2	73	40.6	Topo 1926 T-4225
Center ^{re} (center of house)	40	36.4	73	41.5	Topo 1926 T-4225
Up (center of house)	40	36.6	73	41.2	Topo 1926 T-4225
So (center of house)	40	36.7	73	41.9	Topo 1926 T-4225

LIST OF RECOVERABLE TOPOGRAPHIC STATIONS (cont'd.)

Description	Latitude		Longitude		Method of determination
	°	' D.M. meters	°	' D.P. meters	
Wet (F.P. Cedarhurst Yacht Club)	40	37. ³ 7	73	41. ⁹ 1	A.C.S. 1934 T-6199a
Bath (east end small bath house)	40	37. ⁸ 7	73	41. ⁶ 1	A.C.S. 1934 T-6199a
Rose (shack)	40	37.9	73	41.5	A.C.S. 1934 T-6199a
Staff (F.P. Hewlett Harbor Yacht Club)	40	38.0	73	41.3	A.C.S. 1934 T-6199a
*Fritz (U.S.C. & G.S. monument)	40	37.7	73	41.4	A.C.S. 1934 T-6199a
Mess (southeast corner bulkhead)	40	38.3	73	41.5	A.C.S. 1934 T-6199a
Boat (F.P. on boathouse)	40	38.1	73	41.5	A.C.S. 1934 T-6199a
Spot (south gable boathouse)	40	38.1	73	41.5	A.C.S. 1934 T-6199a
Dutch (windmill)	40	38.0	73	41.5	A.C.S. 1934 T-6199a
U.S.C. & G.S. BM-F37 (monument)	40	(1710) 37. 141	73	(1328) 39. 82	A.P.T. 1935 T-5062

Topo 1926 -denotes 1926 Topographic Sheets Reg. Nos. 4225 & 4273

A.C.S. 1934 -denotes Aluminum Control Sheets by Lieut. M. Witherbee

A.P.T. 1935 -denotes Air Photo Topography

* - denotes monumented station, recoverable but of no use as hydrographic "fix"

** - denotes error in location by A.C.S. or Topo and new position by A.P.T. 1935 given

*** - denotes this station is the same as "Can" on Topo Sheet, Reg. No 4225. A.C.S. 1934 position accepted (see discussion under Errors page 5, this report).

GEOGRAPHIC NAMES

Survey No. T-5062Date. Oct. 29, 1935Chart 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>Valley Stream</u>	<i>Same as on chart</i>		✓	
	<u>Hewlett</u>	"		✓	
	<u>Macy Channel</u>	"		✓	
	<u>Hewlett Point</u>	"		✓	
	<u>North Green Sedge</u>	"		✓	
	<u>Brosewera Bay</u>	"		✓	
	<u>Three Cornered Hassock</u>	X <i>Do not chart</i>			
	<u>Ike's Hassock</u>	X "			
	<u>Neds Hole Channel</u>	X <i>Put on chart</i>		✓	
	<u>Cedar Island Marsh</u>	X <i>Do not chart</i>			
	<u>Woodsburg Channel</u>	X <i>Put on chart</i>		✓	
	<u>South Green Sedge</u>	<i>Same do</i>		✓	
	<u>Post Lead</u>	<i>Same do.</i>		✓	
	<u>Green Sedge Point</u>	X <i>Put on chart</i>		✓	
	<u>Broad Channel</u>	<i>Same</i>		✓	
	<u>South Black Banks</u>	<i>Do not chart</i> Same			
	<u>Black Bank Creek</u>	X <i>do</i>			
	<u>North Black Banks</u>	X <i>do</i>			
	<u>Swift Creek</u>	X <i>Do not chart</i>			
	<u>Cedar Island Creek</u>	X "			
	<u>Cedar Island</u>	<i>Same as on chart</i>		✓	
	<u>Pearsalls Hassock</u>	X <i>Do not chart</i>			
	<u>Ramscoat Channel</u>	<i>Same as on chart</i>		✓	
	<u>Nums Creek</u>	<i>Same "</i>		✓	

Sheet 2 of 4
GEOGRAPHIC NAMES

Survey No. T-5062

Date. Oct. 29, 1935

Chart No. 579

Diagram No. _____

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

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Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	<u>Nums Marsh</u>	X <i>Do not chart</i>			
	<u>Oceanside Beach</u>	X <i>do.</i>			
	<u>Reed Channel</u>	X <i>do.</i>			
	<u>Sled Creek</u>	X <i>do.</i>			
	<u>Hewlett Hassock</u>	X <i>do.</i>			
	<u>Hewlett Bay</u>	<i>O.K. as on chart.</i>		✓	
	<u>Hewlett Beach</u>	X <i>Do not chart.</i>			
	<u>Lynbrook</u>	<i>O.K. Same as on chart</i>		✓	
	<u>East Rockaway</u>	<i>O.K. "</i>		✓	
	<u>Bay Park</u>	<i>O.K. "</i>		✓	
	<u>Forty Creek</u>	X <i>Do not chart.</i>			
	<u>East Rockaway Channel</u>	<i>O.K. Same as on chart</i>		✓	
	<u>North Meadow</u>	<i>Do. not chart</i>			
	<u>Meadow Creek</u>	<i>do.</i>			
	<u>East Meadow</u>	<i>O.K. Same as on chart</i>		✓	
	<u>West Meadow</u>	<i>O.K. "</i>		✓	
	<u>Island Park</u>	<i>O.K. "</i>		✓	
	<u>Garrett Lead</u>	<i>O.K. "</i>		✓	
	<u>Garrett Marsh</u>	<i>O.K. "</i>		✓	
	<u>Hog Island Channel (2)</u>	<i>O.K. "</i>		✓	
	<u>Oceanside</u>	<i>O.K. "</i>		✓	
	<u>Rockville Center</u>	<i>O.K. "</i>		✓	
	<u>Parsonage Creek</u>	X <i>Put on chart.</i>		✓	
	<u>Bedell Creek</u>	X <i>do.</i>		✓	
	<u>Parsonage Island</u>	<i>Same as on chart</i>		✓	

GEOGRAPHIC NAMES

Survey No. T-5062Date. Oct. 29, 1935Chart No. 579

Diagram No. _____

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Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	<u>East Channel Island</u>	<i>Same as on chart</i>		✓	
	<u>East Channel</u>	X <i>Do not chart</i>			
	<u>West Dead Hole Hassock</u>	X <i>do.</i>			
	<u>Ingrahams Hassock</u>	<i>Same as on chart</i>		✓	
	<u>Long Meadow Island</u>	<i>do.</i>		✓	
	<u>West Long Meadow Island</u>	X <i>do not chart</i>			
	<u>Stone Hassock</u>	X <i>do.</i>			
	<u>Cinder Creek (2)</u>	<i>Same as on chart</i>		✓	
	<u>Middle Island</u>	<i>do.</i>		✓	
	<u>North Channel</u>	X <i>Do not chart</i>			
	<u>Cinder Island</u>	<i>Same as on chart</i>		✓	
	<u>North Cinder Island</u>	<i>do.</i>		✓	
	<u>Middle Bay</u>	<i>do.</i>		✓	
	<u>Cove Hassock</u>	X <i>do not chart</i>			
	<u>Parsonage Cove</u>	<i>Same as on chart</i>		✓	
	<u>Baldwin</u> <i>Millburn</i> for name of village	<i>do.</i> U.S.G.B. decision		X	
	<i>Mill burn creek</i> U.S.G.B. decision	<i>do.</i>		X	
	<u>Millburn Creek</u>				
	<u>Freeport</u>	<i>do.</i>		✓	
	<u>Randall Bay</u>	X <i>Put on chart</i>		✓	
	<u>Beau Riverage Bathing Beach</u>	X <i>do not chart</i>			
	<u>Baldwin Bay</u>	<i>Same as on chart</i>		✓	
	<u>Little Swift Creek Hassock</u>	X <i>do not chart</i>			
	<u>Dennis Hassock</u>	X <i>do</i>			

GEOGRAPHIC NAMES

Survey No. T-5062Date. Oct. 29, 1935Chart No. 579

Diagram No. _____

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

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Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	<u>Dennis Meadow</u>	X <i>do not chart</i>			
	<u>Smith Marsh</u>	X <i>do</i>			
	<u>Sea Dog Island</u>	<i>Same as on chart</i>		✓	
	<u>Sea Dog Creek</u>	<i>Same as on chart</i>		✓	
	<u>Alder Island</u>	"		✓	
	<u>High Meadow Island</u>	"		✓	
	<u>Soow Creek</u>	"		✓	
	<u>Meadow Island</u>	"		✓	
	<u>North Meadow Island</u>	X <i>do not chart</i>			
	<u>Bay of Fundy</u>	<i>Same as on chart</i>		✓	
	<u>Pine Creek</u>	X <i>do not chart</i>			
	<u>Long Creek Marsh</u>	X "			
	<u>Long Creek</u>	<i>Same as on chart</i>		✓	
	<u>Pine Marsh</u>	X <i>chart Put on</i>		✓	
	<u>Southards Marsh</u>	X <i>do not chart</i>			
	<u>Swift Creek Marsh</u>	X "			
	<u>Petit Marsh (2)</u>	<i>same as on chart</i>		✓	
	<u>The Narrows</u>	"		✓	
	<u>Woodcleft Bay</u>	" <i>Put on chart</i>		✓	
	<u>Hudson Channel</u>	" <i>Put on chart</i>		✓	
	<u>Gordon Canal</u>	<i>do not chart</i>			
	<u>Emory Creek</u>	X "			
	<u>Emaries Canal</u>	X <i>do not chart</i>			
	<u>Woodcleft Basin</u>	X "			
	<u>Sportsmans Canal</u>	X <i>do not chart</i>			
	<u>Freeport Creek</u>	X "			
	<u>North Cow Meadow</u>	X "			

Names approved Dec. 3, 1935
 E. H. Taylor

REVIEW OF AIR PHOTO COMPILATION T 5062 (1935)

Comparison with Graphic Control Surveys

(1) T 6199a (1934), 1:10,000

Shows only topographic stations and one small section of shoreline.

All recoverable planetable stations were transferred by the field compilation party except for stations OS (d), FAT (d) and DUB (d), which were added in the office. They had been plotted in the field and then removed but no reason could be found in the descriptive report for leaving them off the compilation. Plotted by B.G.J.; checked by J.A.³. Two topographic stations for which there was no Form 524 card were also transferred in the field: SPOT, (S. Gab. Boathouse) and ROSE, (Stack). All of the above stations are now on the compilation and have been compared and checked.

All detail on T 6199a within the common area is now on the compilation and is in agreement so far as can be determined by examining the descriptions and T 6199a.

(2) T 6198a (1934), 1:10,000

Shows topographic stations and considerable shoreline. All recoverable planetable stations were transferred by the field compilation party and descriptions agree with the compilation. Three topographic stations for which there were no Form 524 cards were also transferred in the field, viz: FOP (F.P.), SUM (F.P.), and MAX (F.P.). All of the above stations are now on the compilation and have been compared and checked.

Reference is made to the discussion on page 1 of the descriptive report of T 6198a and page 8 of the descriptive report of T 5062 concerning changes that have taken place subsequent to the date of the photographs and 1934 planetable surveys in the vicinity of Freeport Creek and Meadowbrook and Long Beach Causeways so that present conditions may be somewhat different from those shown on the compilation.

The channel markers reported on the list of "Landmarks for Charts" attached to report T 6198a, only one of which is covered by the compilation have not been transferred to the compilation.

The new position of topographic station CHIM is accepted for the reason stated on page 5 of the descriptive report of T 5062.

All detail on T 6198a within the area of the compilation is now shown thereon except for temporary planetable stations and those specifically mentioned above.

(3) T 6198b (1934), 1:10,000

Only positions determined by planetable and a small amount of shoreline are shown within the area of the compilation.

All recoverable stations described on Form 524 were transferred to the compilation by the field party and the descriptions check. Two topographic stations for which there was no Form 524 card were also transferred in the field: MUD (F.P. in front of Yellow Ho.) and MIX (F.P.). All of the above stations are now on the compilation and have been compared and checked.

The following landmark submitted in a list on page 1 of the descriptive report of T 6198b is within the area of this compilation and is shown thereon: "LIGHTS CLUB".

The new position of topographic station SPIR is accepted for the reason stated on page 5 of the descriptive report of T 5062.

All detail on T 6198b in the area common to the compilation is now shown thereon except for temporary stations.

Comparison with Previous Topographic Surveys

(1) T 4273 (1926), scale 1:10,000

Grass islands shown on T 4273 in the vicinity of the following positions do not appear on the compilation or the chart and evidently do not exist as apparent from examination of the photographs in this office. All are minor in character.

Lat. 40° 37.5', Long. 73° 34.6'	Grass Island
37.7	35.2 4 Islets and a wreck
37.3	35.6 2 Islets
36.8	35.8 4 Islets
36.9	36.2 1 Islet
36.9	37.4 1 Islet
37.3	36.9 11 Islets
36.3	37.6 1 Islet

The new positions of topographic stations TRIC, WHITE and STEEL are accepted for the reasons stated on page 5 of the descriptive report of T 5062.

Except for the wreck noted above and temporary planetable stations the compilation is adequate to supersede the section of T 4273 which it covers.

(2) T 4225 (1926), scale 1:10,000

The same statement regarding grass islands applies as for T 4273.

Lat. 40° 37.3', Long. 73° 41.2'	8 Islets
37.4	41.6 1 Islet, 3 piles, 1 pier

The piling cannot be disproved by the photographs.

The new position of topographic station CAN is accepted for the reason stated on page 5 of the descriptive report of T 5062.

Except as noted, magnetic declination and temporary planetable stations, the compilation is adequate to supersede T 4225 for the area in common.

Comparison with Hydrographic Surveys

(1) H 5731 (1934), scale 1:10,000

All topographic detail shown on H 5731 is in agreement with the compilation.

(2) H 5377a (1933), scale 1:10,000

The area in common with the compilation has no topographic detail, the soundings being plotted without any shoreline.

(3) H 5377b (1934), scale 1:10,000

All topographic detail within the area of the compilation is in agreement.

Comparison with Chart 579

(1) Landmarks

Refer to discussion on page 9 of the descriptive report.

All landmarks in this area on the present chart 579 are shown on this compilation or are discussed in the descriptive report, page 9, except for a TANK at Lat. 40° 39.8', Long. 73° 34.3', and TWIN TANKS at Lat. 40° 39.8', Long. 73° 36.3'. These are too far out on the wing prints to be distinguishable and are not shown on the compilation.

The following landmarks referred to opposite page 3 of the descriptive report have been added to the compilation. 1927 Datum corrections were applied.

Note Examination of photographs

7/31/36. ~~where~~ ~~does~~ Wreck on chart
579 on North side of Middle I. does
not show on photos. ~~These~~ all
wrecks mentioned on this and
on the opposite page are shown
on chart 579 as marked wrecks
and cannot be disproved by the
photos. They are not shown
on the compilation.

7/31/36 B.G. J.

Brooklyn Waterworks, Milburn, East Chimney, 1909
Brooklyn Waterworks, Milburn, West Chimney, 1909
Freeport Methodist Church, 1909
Freeport Presbyterian Church, 1875

Plotted by J.A.³; checked by L. A. M.

Chart 579 shows the location of several wrecks (6) within the area of the compilation, all lying eastward of Middle Bay. These are not visible on the photographs and were not shown on the latest hydrographic surveys H 5731 or H 5377a, b. *See also note on opposite page.*

At Lat. 40° 37.4', Long. 73° 41.5' there is a row of 3 piles across the upper end of Brosewere Bay and to the eastward just north of N. Green Sedge are 7 islets that have no recent authority and are not visible on the photographs. They are not however disproved.

General

Instructions for the project have been complied with in general. The drafting has reproduced very heavy on the printed copy, closing up much detail and it has been necessary to spend a great deal of time in the office clearing and checking detail of doubtful interpretation.

Revisions have been made on a Whatmans copy which will be registered temporarily and will be used as a proof copy for revisions to the negatives when time permits.

Care should be exercised in plotting from meridian projection lines as the Whatmans copy has shrunk fairly uniformly in longitude so each minute is 0.8 to 1.0 mm. short. The latitude checked correctly at this writing.

The accuracy as stated on page 10 of the descriptive report is high. A better description is 2 to 5 metres for intersected points and 2 to 8 metres for other detail.

Respectfully submitted,

Inspected by:

B.G. Jones

Joseph Andrews III
JOSEPH ANDREWS III

Reviewer
11-1-35

REVIEW OF PHOTO TOPOGRAPHIC SURVEY NO.

Title (Par. 56)

Chief of Party Roswell C. Bolstad Compiled by (See page 12 of
Compiler's Report)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.
- ✓ 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".
See paragraph (b) COMPILATION page 6.
- ✓ 3. The control and adjustment of the radial plot were adequate. (Par. 12, 29.)
See paragraph (b) COMPILATION page 6.
- ✓ 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.)
- ✓ 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, ^{shoal areas and sand bars} ~~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.
- ✓ 8. The span, draw and clearance of bridges are shown. (Par. 16c.)
- ✓ 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. 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 second paragraph under LANDMARKS page 9.
13. A list of landmarks for charts was furnished on Form 567 and scaling of positions checked. (Par. 16d, e, 60.)
14. The geographic datum of the sheet is North American 1927 and the reference station is correctly noted. (Par. 34.)
15. Junctions with contemporary surveys are adequate.
16. Geographic names are shown on the sheet and are covered by the Descriptive Report. (Par. 64, 66k.)
17. The quality of the drafting is good. (Par. 31, 32, 33, 35, 36, 37, 38, 39, 40, 41, 42, 45, 46.)
18. No additional surveying is recommended.
19. Remarks: Any additional notes and reports affecting this area may be found in the reports made by Lieut. M.O. Witherbee for his 1934 Field work.

20. Examined and approved:

Roswell T. Holstad
Roswell T. Holstad
Chief of Party

21. Remarks after review in office:

Reviewed in office by: *Joseph Andrews III*
Joseph Andrews III
"1-35"

Examined and approved:

E. K. Green
Chief, Section of Field Records

L. O. Lobbut
Chief, Division of Charts

B. G. Jones
Chief, Section of Field Work

E. H. Hude
Chief, Division of
Hydrography and Topography.