

5063

U. S. COAST & GEODETIC SURVEY  
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Form 504  
Ed. June, 1928

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

R. S. Patton Director

State: New York

DESCRIPTIVE REPORT

Photo  
Topographic  
~~Hydrographic~~

} Sheet No. T 5063

LOCALITY

South Shore  
~~Southwestern Coast of Long Island~~  
Jamaica Bay  
~~Dressy Bay to Woodmere.~~  
(Eastern Part)

1935

CHIEF OF PARTY

Roswell C. Bolstad. Jr. H. & G. B.

5063

Applied to chart 542 S.M.A. May 1936  
" " " 579 S.M.A. July 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. 13

REGISTER NO. T 5063

State New York

General locality South Shore  
~~Southwestern Coast of Long Island~~

Locality Jamaica Bay (Eastern Part)  
~~Grassy Bay to Woodmere~~  
Date of photographs Mar., Oct. 1933; Apr. 1934.  
Scale 1:10,000 Date of ~~survey~~<sup>19</sup> compilation (See Statistics sheet.)

~~Wassuck~~ Air Photo Compilation Party No. 12

Reviewed and recommended for approval-  
Chief of party Roswell C. Bolstad, Jr. H. & G. E.

Surveyed by (See Statistics sheet.)

Inked by Wm. Barasch

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 to

1:10,000 scale and reproduced by photo-lithographic process.

STATISTICS  
on

SHEET, FIELD NO. 13, Reg. No. T 5063.

PHOTOGRAPHS AS FOLLOWS:-

Hw -	2f	M228 to 242(876-14) inclusive, taken 3/18/33 @ 10:45 A.M.
" -	2f	M252 to 270(876-14) " " 3/18/33 @ 11:00 A.M.
" -	3f	M547 to 556(876-14) " " 10/18/33 @ 10:45 A.M.
Hw -	14w	M592 to 603(876B-14) " " 4/3/34 @ 9:54 A.M.

BY

DATE

From To

ROUGH RADIAL PLOT	R.L.Fisher	<i>R.L.Fisher</i>	12/18/33	
SCALE FACTOR ( 0.920)	R.L.Fisher	<i>R.L.Fisher</i>	12/18/33	
SCALE FACTOR VERIFIED	J.P.O'Donnell	<i>J.P.O'Donnell</i>	12/19/33	
PROJECTION	G.C.McGlasson	<i>G.C.McGlasson</i>	5/12/34	
PROJECTION CHECKED	J.P.O'Donnell	<i>J.P.O'Donnell</i>	5/12/34	
CONTROL PLOTTED	H.T.Steffensen & Wm. Barasch	<i>H.T.Steffensen &amp; Wm. Barasch</i>	5/10/34	1/16/35
CONTROL CHECKED	<i>J.P.O'Donnell</i> & W.E.Hackett	<i>J.P.O'Donnell &amp; W.E.Hackett</i>	5/12/34	1/17/35
TOPOGRAPHY TRANSFERRED	D.B.Bennett	<i>D.B.Bennett</i>	6/12/34	6/16/34
TOPOGRAPHY CHECKED	J.P.O'Donnell	<i>J.P.O'Donnell</i>	6/17/34	6/18/34
SMOOTH RADIAL LINE PLOT	G.Crowther & Wm. Barasch	<i>G.Crowther &amp; Wm. Barasch</i>	9/28/34	1/17/35
RADIAL LINE PLOT CHECKED	Wm. Barasch	<i>Wm. Barasch</i>	10/22/34	1/17/35
DETAIL INKED	Wm. Barasch	<i>Wm. Barasch</i>	11/10/34	4/9/35
PRELIMINARY REVIEW	W.E.Hackett	<i>W.E.Hackett</i>	4/10/35	6/19/35

AREA OF DETAIL INKED 24.5 sq. Statute Miles (Land Area)  
 AREA OF DETAIL INKED 0.1 sq. Statute Miles (Shoals in Water Area)  
 LENGTH OF SHORELINE (more than 200m. from nearest opposite shore) 35.0 Statute Miles.  
 LENGTH OF SHORELINE (rivers and sloughs less than 200m. wide) 167.5 Statute Miles.  
 LENGTH OF ROADS, STREETS, TRAILS AND RAILROADS 267.5 Statute Miles.

DATUM North American 1927

STATION Idlewild 1903 - 08

LATITUDE 40° 38' 17.849" (550.6m.)

LONGITUDE 73° 47' 40.533" (952.5m.)

COMPILER'S REPORT  
for  
AIR PHOTO TOPOGRAPHIC SHEET, FIELD NO. 13

GENERAL INFORMATION

The AIR PHOTO FIELD INSPECTION REPORT attached to the descriptive report for Photo Topographic Sheet, register no. T 5334 furnished the necessary information for the compilation of this sheet. Additional information was obtained from Messrs. J. Rippstein and H. T. Steffensen, draftsmen on this party, who are familiar with the topography of this area. Also additional trips were made into the field by Messrs Wm. Hackett and W. Barasch to clear up some detail which was questionable.

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

The sheet was compiled from four 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, number 31-78.

According to the Predicted Tide Tables the tide at Grassy Bay (bridge), Jamaica Bay was about 2 feet below high water for the first two flights as shown on the STATISTICS sheet. For the flight 547 to 556(876-14) the tide in this same locality was about 3 feet below high water; for flight 592 to 603(876B-14) the tide was about at high water.

On the preceeding STATISTICS sheet it will be noticed that the dates of conducting the compilation are irregular; the dates "from" and "to" are not continuous but intermittent. The reason for this is because at the time of this compilation all control was not made available. The combined operations party operating in this locality in the summer of 1934 submitted their control to this party and the radial plot was completed and the sheet partially detailed immediately in order to provide them with shoreline for their hydrographic sheets. The control was not entirely satisfactory for a smooth radial plot, however, at their urgent request the shoreline was furnished them. Later on in the season when we received the aluminum sheets from this party it was discovered that some of the positions previously furnished had been scaled in error and also a great number of new positions or stations were shown on their sheets which should appear on the compilation sheet. As a result considerable time has been lost in revising the compilation. It is unfortunate that combined-operations parties do not arrange to submit all of their control data to the compilation party in a finished state well in advance of their requests for shoreline.

CONTROL

(A) Sources

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

- (a) Triangulation by Lt. Woodworth 1930-33 (Field positions on N.A. Datum requiring correction to convert to N.A. 1927 datum; a few final office adjusted positions on N.A. 1927 datum).

- (b) Triangulation by Lt. Witherbee in 1934 (Field positions on N.A. 1927 datum, unadjusted)
- (c) Triangulation by Lt. Meaney in 1926 (Positions furnished by Wash. Office - no knowledge of whether final adjusted or field computations - On N.A. datum and required correction to convert to N.A. 1927 datum.)
- (d) Aluminum Control Sheet, Lt. Witherbee's sheet "C". T-6199a
- (e) " " " " " " " " "D". T-6199b
- (f) " " " " " " " " "E". T-6200a
- (g) " " " " " " " " "F". T-6200b

The topographic sheets of Lt. Meaney, register numbers T-4225 and T-4408 were used for comparison purposes only, as were also Lt. Lathams sheet T-3476 and T-3478. No stations were used from these sheets for the control of the compilation as this area was re-covered by the aluminum control sheets of Lt. Witherbee.

(B) Errors

The following signals appearing on Lt. Witherbee's aluminum control sheets, and used for this compilation, have been found to be in error in conducting the radial line plot:-

① Highway Bridge, lat.  $40^{\circ} 38.9'$ , long.  $73^{\circ} 49.9'$ , lies 7.5 meters on azimuth  $120^{\circ}$  (from north) from the position as given on Lt. Witherbee's sheet "F". It is very unlikely that the spotting of this signal on the photos is in error as the object is definite. The radial plot is strong in this area and agrees with nearby triangulation stations and two other A.C.S. stations (Tom and Switch tower); the plot also agrees with the A.C.S. station "Mast" which lies about 50 meters to the S.W. of ① Highway Bridge. See list in back of this report for correct position.

② Roof, lat.  $40^{\circ} 38.1'$ , long.  $73^{\circ} 46.5'$ , by the radial plot falls 10 meters distant in azimuth  $300^{\circ}$  (from north) from the position as shown on Lt. Witherbee's sheet "D". The station is the south gable of a yellow house which is readily identified on the photos and therefore the spotting is unquestionable. This station falls near the center of the flight line and the position of each photo determining the photo plot position is well controlled. The position as given on the A.C.S. will fall in the middle of the channel. See Review

③ Flagpole(b), lat.  $40^{\circ} 38.2'$ , long.  $73^{\circ} 44.5'$ , by the radial falls 14 meters distant in azimuth  $175^{\circ}$  (from north) from the position as shown on Lt. Witherbee's sheet "D". The spotting of this signal on the photos cannot be very much in error, if any, because the detail surrounding is such as to facilitate the spotting. The A.C.S. location would place this signal at the bulkhead. The radial plot agrees with two other A.C.S. signals (Peak-red dome and House-red top) in this locality.

④ House, lat.  $40^{\circ} 38.1'$ , long.  $73^{\circ} 44.5'$ , by the radial plot falls 15.7 meters distant in azimuth  $185^{\circ}$  (from north) from the position as shown on Lt. Witherbee's sheet "D". The description of this station by Lt. Witherbee is in adequate as it does not specify which gable; however the logical assumption has been

made by the radial plotter that the north gable is the station as this faces the water. This station falls in the same locality as O Flagpole(b) mentioned in the preceeding paragraph and there is no logical reason why two A.C.S. stations should agree with the photo plot and the other two fall (but) in error. Mr. G.C. McGlasson, who was formerly on the party of Lt. Witherbee and later transferred to this compilation party, states that the compilation positions were used in plotting a satisfactory smooth hydrographic sheet of that area.

(C) DISCREPANCIES.

No other control established by other organizations was used in the compilation of this sheet. However, the Long Island R.R. data was used for sidings and yard detail to aid the compiler in correctly detailing such information.

COMPILATION

(A) Method

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

(B) Adjustments of Plot.

This sheet was plotted on an average scale of the first three flight strips (see STATISTICS sheet, page 2.); however, later on the 876B flight was flown on April 3, 1934. There seems to be considerable inconsistency of the planes altitude throughout this section and there are many photographs evidencing tilt. Together with the difficulty mentioned in the last paragraph of GENERAL INFORMATION on page 3, and the tilt and scale variation, considerable difficulty was experienced in making a satisfactory smooth plot. Some of the causes of this difficulty are listed below:-

M592 to 603(876-14) Flight. The photographer apparently started this flight at a lower altitude than at the west end; having gained in altitude as the plane progressed to the westward. Also at the origin of this flight(photo 592) it appears difficulty was encountered in holding the camera in a vertical position; as a result practically all the photos evidence tilt at the start which improves as the flight progresses westward. The necessity of "crabbing" the camera at short intervals of time may have been the cause of the tilt.

M252 to 270(876-14) Flight. The scale of this flight seem to be fairly constant, except near the end (photo 270) the plane lost altitude. Over two-thirds of these photos show tilt, with the best photos appearing near the center of the flight (photo 260). The definition is not very clear and the outer wing prints are so bad that great difficulty is experienced in spotting any control stations in this area.

M228 to 242(876-14) Flight. The altitude of the plane increases in going from the east to the west. Throughout this flight there is much tilt and the definition is the same as for the above flight.

M547 to 556(876-14) Flight. This flight appears to be flown on a scale larger than the average scale to which this compilation was made. Some of the photos are tilted slightly.

(C) Interpretation.

The usual graphic symbols as approved by the Board of Surveys and Maps (1932) were used in the compilation of this sheet. Any difficulties in interpretation were cleared up by a special field inspection by the compiler.

Good motor roads are shown by a double full line, poor motor roads by a double broken line, and very poor roads and trails by a single broken line.

Due to the varying stage of tide for the different flight lines the marsh limits were not always distinct on some of photographs and appear differently for the different flight photos; therefore it was necessary to use the photos where the tide was at a low stage even though the detail fell out on the wing prints and was somewhat diffused.

The Far Rockaway branch of the Long Island Railroad from lat.  $40^{\circ} 36.0'$ , long.  $73^{\circ} 45.8'$  to lat.  $40^{\circ} 36.2'$ , long.  $73^{\circ} 45.5'$  is a three track line; however, only two tracks have been shown on this sheet as the center track is no longer in use and rails have been removed at intervals along the line.

The houses along the shore at lat.  $40^{\circ} 39.4'$ , long.  $73^{\circ} 49.9'$  have not been shown on this sheet; this area consists of numerous small shacks bordering Hawtree Creek which are so close together and so small that to show this information on the compilation correctly would obscure the highwater line and result in a mass "blotch". Also the time necessary to do this would greatly increase the cost of the compilation. The note "numerous shacks" has been labeled on the overlay sheet at this site.

The trolley line on Rockaway Blvd. from lat.  $40^{\circ} 39'$ , long.  $73^{\circ} 46'$  has not been shown on this sheet as the line has been abandoned and is no longer in use. The rails remain, however they are in such poor condition that operation could not be resumed without rebuilding the entire line. A bus line now replaces the trolley line.

At lat.  $40^{\circ} 36'$ , long.  $73^{\circ} 49'$  in the area on both sides of Cross Bay Blvd. the endeavor was made to show the houses (shacks) in as accurate position as possible, but because of their large numbers and their closeness to each other it was not possible to show all of the houses in their true position. Therefore where the shacks are close the houses shown on this sheet are shown as close as possible (without closing up when photo-lithographed) and will indicate the congested district.

Most of the walkways from the numerous shacks bordering these inland waters and which project into the water, are of a temporary nature and may be subject to change from year to year. During the winter time the ice may destroy some of these and necessitate their replacement in the spring. Many of these walkways have floats which are removed during the winter months.



The small shacks shown in this area adjacent to the inland water front are supported on posts (minature piling).

At lat.  $40^{\circ} 37.2'$ , long.  $73^{\circ} 49.2'$ , the Raunt, the high water line has been shown as the vertical edge of the marsh, in accordance with the regulations; the marsh is covered at times during high tide and the houses on this island are all supported on piling.

At lat.  $40^{\circ} 39.5'$ , long.  $73^{\circ} 48.9'$ , along Bergen Creek, the houses have been omitted from this compilation because they really consist of small shacks and their closeness to each other makes it impossible to show each in the correct position, size, and shape. On the overlay sheet "numerous shacks" has been labeled in order to take care of this omission.

In the locality from Woodmere to Far Rockaway only the important buildings have been shown on this sheet and the other numerous buildings omitted in accordance with the recent circular letter from the Director.

(D) Information from Other Sources.

The Long Island R.R. track data provided the only other information from sources other than those previously mentioned. This data was used in detailing the railroad yards and sidings. Bridge data shown on overlay sheet was obtained from Coast Pilot.

(E) Conflicting Names.

There are no names shown on this compilation which conflict with any of the names as shown on the present editions of the U.S.C. & G.S. charts.

COMPARISON WITH OTHER SURVEYS.

The junctions with all adjoining sheets are satisfactory.

In a comparison with Lt. Latham's topographic sheets, register numbers T 3476 and T 3478 it was noted that a great many changes exist. At the west end of the compilation sheet there now exists a new roadway, Cross Bay Blvd., which has been constructed since the date of Latham's survey. Changes in the marsh line, fill and a new cut-off railway line at the east side of the compilation exist. The comparison had best be made in the Washington Office by placing a bromide copy of Latham's sheets under the celluloid compilation sheet. *See Review*

The comparison between this sheet and Lt. Meaney's topo. sheets, register numbers T 4225 and T 4408 show many changes which may best be seen by placing bromides of these sheets under this celluloid compilation. To mention all the changes here would unnecessarily complicate the report.

LANDMARKS.

The landmarks for this area have been previously (Dec. 12, 1932) submitted by Lieut. R.W. Woodworth and are adequate except for the following exceptions:- The two radio towers on Rulers Bar Haddock, lat.  $40^{\circ} 37.5'$ , long.  $73^{\circ} 49.7'$ , have been removed. Only the footings remain. These towers should therefore be expunged from Chart 542. The flagpole at Motts Point was recommended by Lt. Woodworth to be charted on charts 542 and 579; however it is noticed that it is not shown on the *See Review*

present editions of either of these charts. This flagpole still remains in place and can be clearly seen on the photographs; it is therefore believed it should appear on these charts, especially 542.

*Flagpole  
v. 1.5  
satisfactory  
London  
N.A.*

It is not known whether the field party of Lieut. Witherbees have submitted any list of landmarks for this area to the Washington Office as no information in this regard was furnished to this party.

#### RECOVERABLE TOPOGRAPHIC STATIONS.

All of the recoverable topographic stations shown on this compilation sheet (by small black circle) appear on the topographic (A.C.S.) sheets of Lieut. M.O. Witherbees. For those stations which cards (form 524) have been written and submitted to this party, they have been shown followed by the letter "d" in parenthesis (as (d) ). Any other descriptions submitted directly to the Washington Office this party has no record of and the (d) has been omitted. Where errors in positions have been discovered (see paragraph ERRORS) the correct position is listed on the following pages and the correction should be applied to the forms 524 where involved.

*See Review*

#### RECOMMENDATIONS FOR FURTHER SURVEYS.

The compilation of this sheet is believed to have a probable error of not over two (2) meters in well defined detail of importance for charting purposes and of not over five (5) meters in other data. The widths of roads and similar objects (also houses, see par. Interpretation) may be somewhat in error in order to keep the detail clear and to keep it from photographing as a solid mass during the photo lithographic process.

*See Review*

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

Submitted by,

  
Wm. Barasch, Draftsman.

LIST OF RECOVERABLE TOPOGRAPHIC STATIONS

This list includes all recoverable objects, shown as topographic stations with a small black circle on this sheet. Those described by Lieut. M. O. Witherbee are indicated as such by the letter (d).

<u>Description</u>	<u>Latitude</u> °	<u>Longitude</u> °	<u>Method of Determination</u>
<u>Object (Sta. Name)</u>			
Cupola Monte Carlo ✓ (Gas)(d.)	40 38.3	73 49.9	A.C.S. Sheet "F" T-6200 4
West Semaphore (d) ✓	40 38.2	73 49.4	" "
Tom (d) ✓	40 38.9	73 49.7	" "
Mast-Flagpole (d) ✓	40 38.9	73 49.9	" "
Ring-Signal house R.R. (d) ✓	40 38.1	73 49.4	" "
R.R. Sem.(Round) (d) ✓	40 37.3	73 49.2	" "
Chimney-End house(d) ✓	40 37.3	73 48.9	" "
✓ Church Spire (d) ✓	40 36.4	73 49.1	" " "E" T-6200 2
✓ Center of RR. Bridge (d) ✓	40 36.3	73 48.9	" "
✓ Mid (d) ✓	40 36.8	73 48.1	" "
✓ Jo (d) ✓	40 36.7	73 47.3	" "
✓ Flagpole- <del>(d)</del> ✓	40 36.5	73 48.9	" "
Flagpole (d)	40 37.3	73 45.4	" " "D" T-6199 6
Smut (d)	40 36.5	73 45.3	" "
Church Spire-Spin (d)	40 38.3	73 45.8	" "
Flagpole (d)	40 38.2	73 45.3	" "
Cupola (d)	40 36.3	73 46.3	" "
Red Dome-peak (d)	40 38.4	73 44.7	" "
Red top-house (d)	40 38.1	73 44.7	" "
Top (d) ✓	40 37.3	73 42.7	" " "C" T-6199 2
Green (d) ✓	40 37.1	73 42.3	" "

Description Object (Sta. Name)	Latitude		D.M. Meters	Longitude		D.P. Meters	Method of Determination
	°	'		°	'		
Tan (Water tank) (d) ✓	40	36.9		73	42.5		A.C.S. Sheet C. T-61922
White (d) ✓	40	36.9		73	42.1		" "
Sad (d) ✓	40	36.6		73	42.9		" "
Out (d) ✓	40	36.2		73	42.3		" "
Flagpole (d) ✓	40	36.8		73	42.9		" "
Windmill (d) ✓	40	36.1		73	43.1		" "
Switch Tower (d) ✓	40	38.9		73	49.7		" " F. T-62006
*Windmill (Mill) ✓	40	36	(40.0) 1810.7	73	42	(563.0) 1047.4	" " C. T-61922
*Back ✓ Mon	40	36	(23.5) 1826.5	73	42	(821.3) 589.1	" "
*Pop ✓	40	36	(325.2) 1525.5	73	42	(902.5) 508.0	" "
*Club ✓	40	36	(466.5) 1384.2	73	42	(551.5) 858.9	" "
*Cupola W.H. (Lam)	40	36	(1242.0) 609.0	73	44	(932.0) 478.0	" "
*Dig-White Tank ✓	40	36	(1707.2) 143.5	73	43	(1041.2) 369.2	" "
*Windmill	40	36	(848.6) 1002.1	73	43	(3.0) 1407.7	" "
*Water Tank	40	36	(1658.4) 192.3	73	45	(1167.3) 243.4	" " D. T-61926
*Water Tank	40	36	(1574.2) 276.5	73	45	(1183.1) 227.6	" "
**Highway Bridge ✓ <i>Position shown on celluloid only. Removed from printed copy because no description is available.</i>	40	38	(40.5) 1810.2	73	49	(158.0) 1251.8	A.P.T. T-5063
**Roof ✓	40	38	(1803.6) 47.1	73	46	(701.8) 708.2	A.P.T. T-5063
**Flagpole(b) ✓ <i>New position applied to Card Form 524.</i>	40	38	(1439.8) 410.9	73	44	(731.1) 678.8	A.P.T. T-5063

Description	Latitude		Longitude		Method of Determination
Object (Sta. Name)	D.M.	D.R.	D.M.	D.R.	
	Meters	Meters	Meters	Meters	

Gable	(1719.3)	(657.2)			
**House	40 38 131.5	73 44 752.7			A.P.T. 7-5063

*New position applied to Card Form 524. /*

NOTE: A.C.S. denotes aluminum control sheet.  
 A.P.T. denotes air photo topography.  
 \* Scaled from aluminum control sheet.  
 \*\* New positions by air photo topography.  
 Station in error (see paragraph (B)  
 Errors, page 4 of this report.

Date July 6, 1935

## GEOGRAPHIC NAMES

Survey No. T-5063Chart No. 542 & 1215

NEW YORK

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

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>Hawtree Creek</u>	542			✓
	<u>Hamilton on the Bay</u>	542			✓
?	<u>Bergen Creek</u>	542			✓
	<u>Bergens Landing</u>	542			✓
	<u>Doughty Creek</u>	542			✓
	<u>Mud Creek</u>	542			✓
	<u>Cornells Landing</u>	542			✓
	<u>Cornell Creek</u>	542			✓
	<u>Curtis Field</u>	This field has been abandoned, it was formerly "VALLEY STREAM AIRPORT"		See Sohier's Lake on map	✓
	<u>Grassy Bay</u>	542			✓
	<u>Nigger Point</u>	542			✓
	<u>Long Neck Creek</u>	542			✓
?	<u>Hassock Creek</u>	542	One at 40°-37.5'; 73°-47.7' One at 40°-38.5'; 73°-46.5'		✓
	<u>Droyers Creek</u>	542			✓
	<u>Jamaica Sea Airport</u>				✓
	<u>Drover Creek</u>	542			✓
	<u>Nortons Point</u>	542			✓
	<u>Hook Creek</u>	542			✓
	<u>Black Bank Marsh</u>	542			✓
	<u>Rulers Bar Hassock</u>	542			✓
	<u>Goose Creek</u>	542			✓
Names underlined in red are approved. <i>W. J. Woods</i>					

Date July 6, 1935

## GEOGRAPHIC NAMES

Survey No. T-5063Chart No. 542 & 1215

NEW YORK

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

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>The Raunt (Ry Station)</u>	<i>(Ry Guide)</i>			✓
?	<u>The Raunt (A channel)</u>	<u>1215</u> <i>One at 40°-37.6; 73°-49.4 One at 40°-36.2; 73°-49.8</i>			✓✓
	<u>Jacks Hole</u>	<u>542</u>			✓
	<u>Jacks Hole Creek</u>	"			✓
	<u>Broad Creek Marsh</u>	"			✓
	<u>Green Point</u>	" <i>One at 40°-37.8; 73°-46.3 One at 40°-37.0; 73°-48.6</i>			✓
✓	<u>Broad Channel</u>	" <i>One at 40°-36.4; 73°-48.8 One at 40°-37.6; 73°-48.5</i>			✓
	<u>Black Point</u>	" <i>One at 40°-36.8; 73°-46.9 One at 40°-37.9; 73°-48.4</i>			✓
	<u>Hell Gate Marsh</u>	"			✓
	<u>Hell Gate</u>	"			✓
	<u>Pagan Creek</u>	"			✓
	<u>East High Meadow</u>	"			✓
	<u>Straight Creek</u>	"			✓
	<u>Hassock Creek</u>	" <i>See preceding page Hassock Creek</i>			✓
	<u>Duck Creek Marsh</u>	"			✓
	<u>Duck Creek</u>	"			✓
	<u>Green Point</u>	" <i>See above Green Point</i>			✓
	<u>Flat Hassock</u>	"			✓
	<u>Head of Bay</u>	"			✓
	<u>Grass Hassock</u>	"			✓
	<u>Northwest Point</u>	✓			✓
Names underlined in red are approved. <i>[Signature]</i>					

Date July 6, 1935

## GEOGRAPHIC NAMES

Survey No. T-5063Chart No. 542 & 1215

NEW YORK

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

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>Uncle Daniels Point</u>	542			✓
	<u>Finger Island</u>	"			✓
	<u>Motts Creek</u>	"			✓
?	<u>Inwood</u>	"			✓
?	<u>Cedarhurst</u>	— 579		Make one word on comp. list	
	<u>Woodmere</u>	1215			✓
	<u>Woodmere Channel</u>	"			✓
	<u>Black Wall Marsh</u>	542			✓
	<u>Rulers Bar</u>	"			✓
	<u>Goose Pond Marsh</u>	"			✓
	<u>Broad Channel Beach</u>	"			✓
	<u>Goose Pond</u>	"			✓
	<u>Broad Channel</u>	"	See preceding page Broad Channel		✓
	<u>Winhole Point</u>	"			✓
	<u>Winhole Hassock</u>	"			✓
	<u>Jo Co Marsh</u>	"			✓
	<u>Jo Co Creek</u>	"			✓
	<u>Big Mucks Creek</u>	"			✓
	<u>Silver Hole Marsh</u>	"			✓
	<u>Grass Hassock Channel</u>	"			✓
	<u>Black Point</u>	"	See preceding page Black Point		✓
Names underlined in red are approved. <i>W. J. Woods</i>					



Survey No. 7-5063

Date: July 6, 1935

## GEOGRAPHIC NAMES

Chart No. 542 & 1215

NEW YORK

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

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

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

Under investigation. 0

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	Nigger Bar Channel	542			✓
	Motts Point	.			✓
	Aunt Sallies Drain	" N.E. Au Dr.	T-5093 10/9/35 T.H.G.		✓
	Nigger Bar	"			✓
?	Far Rockaway	"			✓
	Bannister Creek	"			✓
	Bannister Bay	-			✓
?	Dawards	" Spelled "LAWRENCE" on 542			✓
	Brosewre Bay	- " "BROSEWRE" "	579		✓
	Post Lead	- 579			✓
	Broad Channel		(P.O.)		
	Names underlined in red are approved. W.J. Woods				
?	Hewlett				✓
	HOWARD REACH	542			✓
	SOMMERVILLE BASIN	N.Y.C. Map			✓
	BASS CHANNEL	542			✓
	BASS CHANNEL ISLAND	542			✓
	LITTLE BAY MARSH	542			✓
	LITTLE BAY	542			✓
	CONCHS HOLE POINT	542			✓
	HASSOCK POINT	542			/
	STRAIGHT CREEK MARSH	542			/
	CONCHS HOLE CREEK	542	(Filled in, not carried forward)		✓
	DEAD END CREEK	542	(" " " " " " )		✓

## REVIEW OF AIR PHOTO COMPILATION T 5063 (1935)

### Comparison with Graphic Control Surveys

#### 1. T 6200a (1934), Scale 1:10,000

Only locations of planetable stations are shown within the area of the compilation.

Recoverable planetable stations were transferred by the field compilation party.

Descriptions on Form 524 agree with detail shown on the compilation. All information in the common area is on the compilation.

#### 2. T 6200b (1934), Scale 1:10,000

Location of planetable stations and some shoreline shown within the area of the compilation.

Recoverable planetable stations were transferred by the field party.

The position of "Highway Bridge" was found in error as discussed on page 4 of the Descriptive Report and a note to that effect was made in green ink on the graphic control survey. The accepted position is shown on the celluloid but as no description could be found it has been removed on the printed compilation. All information in the common area is on the compilation.

#### 3. T 6199a (1934), Scale 1:10,000

Only location of planetable stations are shown within the area of the compilation. "LIT (d)", a recoverable planetable station not plotted by the field compilation party was transferred in the office by J. A.<sup>3</sup>, checked by B. G. J.

All information in the common area is on the compilation.

#### 4. T 6199b (1934), Scale 1:10,000

Only location of planetable stations and a small amount of shoreline are shown within the area of the compilation. Recoverable planetable stations were transferred to the compilation by the field party and descriptions are in agreement except as follows:

Roof, Lat. 40° 38.1', Long. 73° 46.5', Air photo position given on page 10 of the Descriptive Report of T 5063 is accepted for the reasons stated and Form 524 has been revised to agree therewith.

F. P. (b); GABLE, Lat. 40° 38.2', Long. 73° 44.6'. Photo plot positions given on page 10 of the Descriptive Report, T 5063 are accepted for the reasons stated on page 4 thereof and the card descriptions have been revised accordingly. The shoreline shown by the planetable in this area differs 10 to 15 metres from the photo location which is adequately controlled and is accepted after checking in the office.

In this same immediate area the planetable positions of the following stations which cannot be identified on the photographs for relocation are rejected and the card descriptions have been made void, viz: POLE; F.P. (a); F.P. (c); BELL. A note has been placed on the planetable survey and the stations called to the attention of the verifier of H 5733.

All detail on T 6199b within the area of this compilation is now shown thereon except for temporary planetable stations and the stations specifically mentioned above.

The following stations were transferred in the office by J. A.<sup>3</sup>, checked by B. G. J.: "DRO(d)"; "DUNE (d)".

#### Comparison with Topographic Surveys

1. T 4408 (1928), Scale 1:10,000

Except for piles, cribbing, pipes and stakes shown outside of the high water line (see comparison with charts, below) and temporary planetable stations the compilation is adequate to supersede T 4408 for the common area.

2. T 4225 (1926), Scale 1:10,000

Except for magnetic declination and temporary planetable stations the compilation is adequate to supersede T 4425 for the area in common.

3. T 3478, T 3476 (1914), Scale 1:10,000

Except for navigation aids, temporary planetable stations and many islets discussed below under comparison with charts the compilation is adequate to supersede T 3478 and T 3476.

#### Comparison with Hydrographic Surveys

1. H 5733, H 5732, H 5731 (1935), Scale 1:10,000

Isolated areas only are in common with H 5731 and H 5732 and these are in agreement with the hydrographic surveys.

The main area of the compilation is covered by H 5733. The shoreline shown thereon was transferred bodily from the compilation before its completion and the differences now apparent are too numerous to mention. This condition has been called to the attention of the hydrographic section for revision on H 5733.

Comparison with Charts 579 and 542Photographs:

The high water line around the marsh islands on the compilation is delineated very generally. No exact interpretation is practicable as the marshes do not show a high berm. The four flights of photographs used to compile this area show the marsh islands at varying stages of tide, one at 2 ft. below H. W.; one at 3 ft. below H. W.; one at H. W. (See descriptive report, pages 1 and 2.) The delineation of marsh outline is of marked difference with only one foot change in tide. The field draftsman in compiling this sheet has in general drawn the H. W. line around the distinct edge of the marshes on the photographs taken at the tide stage of 3 feet below M.H.W. This apparently was the logical procedure as these photographs show a low berm which is the only edge visible. This low berm outlines the higher sections of the marsh and back of this berm the top of the grass is probably visible at H. W. The berm itself is apparently covered over at about half tide. The tracing of the marsh line has not been made as carefully as could be but this has little practical effect for regardless of the outline selected it will change materially with only a few inches variance in elevation of the tide.

Charts:

Chart 542 shows numerous small islets, piles, cribbing and wrecks which are not shown on the compilation. A comparison with the photographs reveals none of this detail to be in existence except as mentioned specifically below.

- |     |  |   |
|-----|--|---|
| 1.  | Lat. 40°38.8', Long. 73°48.9',         | Pipe not visible on photos - not disproved.   |
| 2.  | 40 38.7                      73 49.8 , | Piles, submerged pipe and 2 wrecks not on photos but not disproved.   |
| 3.  | 40 38.6                      73 48.9 , | Pipe not visible on photos but not disproved.   |
| 4.  | 40 38.5                      73 48.9 , | Stake. Shows on H 5733; not visible on photos and not shown on compilation.   |
| 5.  | 40 38.1                      73 47.0 , | 3 islets. Photos not clear; not disproved.  |
| 6.  | 40 38.0                      73 46.8 , | 1 islet. Photos not clear; not disproved.   |
| 7.  | 40 38.0                      73 46.6 , | 16 small islands. Compilation shows all detail visible on photos. Photos not very clear and some of the islets may exist. |
| 8.  | 40 36.5                      73 47.2 , | 3 stakes)   |
| 9.  | 40 36.9                      73 48.7 , | Cribbing) Not visible on photographs but  |
| 10. | 40 36.7                      73 45.4 , | 2 wrecks) not disproved.  |

Landmarks

All landmarks on present charts in this area are shown on the compilation. The landmark name "LONE TOWER", Lat.  $40^{\circ} 38.3'$ , Long.  $73^{\circ} 47.7'$  (IDLEWILD, 1908) is described on latest recovery card as "Top, conical green roof on 4 story white octagonal building."

General

Instructions for the project have been complied with. The drafting has reproduced very poorly on the printed copy and considerable office time has been necessary to clear up 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.

The accuracy as stated on page 8 of the Descriptive Report is high for this scale. A better description is 2 to 5 meters for intersected points and 2 to 8 meters for other detail. The projection should be checked carefully before using as there has been much distortion on the Whatmans copy due to unequal shrinkage. All bridge data was taken from the descriptive reports of T 6200 a, b, and T 6199 a, b.

Respectfully submitted,

  
JOSEPH ANDREWS III  
Reviewer

Inspected by :



REVIEW OF AIR PHOTO COMPILATION NO. T 5063

Chief of Party: Roswell C. Bolstad

Compiled by: (See page 2,  
STATISTICS  
Sheet)  
Nov. 15, 1932

Project: New York Air Photo Compilation . Instructions dated:  
Party No. 12

1. The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown on this compilation. (Par. 16a, b,c,d,e,g and i; 26; and 64)
2. Change in position, or non-existence of wharfs, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 66 g,n)
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) R.R. blueprints returned to R.R.
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 mangrove~~ coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)

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

8. The representation of low water lines, ~~reefs, coral reefs and rocks~~, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41) Low water lines will have to be obtained from the hydrographic surveys of Lieut. Witherbees.
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)  
Described previously by Lt. M.O. Witherbee, 1934.
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)  
Previously submitted, see paragraph on LANDMARKS.
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)  
Additional information can be secured from the hydrographic surveys of Lt. 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)
13. The geographic datum of the compilation is N.A. 1927 and the reference station is correctly noted.
14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j)
15. The drafting is satisfactory and particular attention has been given the following:
  1. Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report.
  2. The degrees and minutes of Latitude and Longitude are correctly marked.

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

(Par. 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48)

16. ✓ No additional surveying is recommended at this time.

17. ✓ Remarks: Any additional notes and requirements affecting this area are referred to the reports and surveys of Lieut. M.O. Withersbee executed in 1934.

18. ✓ Examined and approved;  
Preliminary review:

W. E. Hackett.  
Surveyor.

Roswell C. Bolstad.  
Chief of Party

19. ✓ Remarks after review in office:

Reviewed in office by: Joseph Andrew III 10/28/35. B. G. Jones

Examined and approved:

C. K. Green.  
Chief, Section of Field Records  
L. O. Solout.  
Chief, Division of Charts

B. B. Borden  
Chief, Section of Field Work  
W. H. H. H.  
Chief, Division of Hydrography  
and Topography.