

5066

ORIGINAL

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. T5066

LOCALITY

Eastern Long Island

Cow Neck - Great Peconic Bay

~~South Shore of Peconic Bay~~

~~between Gold Spring Pond and~~

~~Rose Grove~~

1934

CHIEF OF PARTY

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

Applied to correction	1214	Jan. 7, 1936 -	H. MacSwain
" " "	1212	Apr. 6, " -	J. M. Albert
Applied " " "	363	Dec 8, 1948	E. C. Hunter

-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. 16

REGISTER NO. T5066

State New York

General locality Eastern Long Island

COW NECK - GREAT PECONIC BAY

Locality South Shore of Peconic Bays between Cold Spring Pond and Rose Grove.

Photographs

Scale 1:10,000

Date of ~~survey~~

May 5

1933

(See following data sheet)

Date of Compilation

March 26, 1934

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

Chief of party Roswell C. Bolstad

Roswell C. Bolstad

Surveyed by See data sheet in the Descriptive Report

R. L. Fisher

Inked by R. L. Fisher

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

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

Instructions dated November 15, 1932

Remarks: Compiled on scale of 1:11,561 and enlarged and printed
on scale of 1:10,000 by Photo Lithography.

- NOTES ON COMPILATION -

SHEET NO. 16

PHOTOS, NO. M82 (881-14) TO NO. M104 (881-14) TIME 10:40 A.M.

PHOTOS, NO. M205 (881-14) TO NO. M209 (881-14) TIME 11:45 A.M.

PHOTOS, NO. M15 (8811-8) TO NO. M19 (8811-8) TIME 10:20 A.M.

DATE OF PHOTOGRAPHS M82-M104 Five lens May 5, 1933

DATE OF PHOTOGRAPHS M205-M209 Five lens May 5, 1933

DATE OF PHOTOGRAPHS M15-M19 Single lens September 19, 1933

	BY	DATE
ROUGH RADIAL PLOT	<i>J.G. Albert</i> J.G. Albert	9/23/33 - 9/30/33
SCALE FACTOR (0.865)	<i>J.G. Albert</i> J.G. Albert	10/2 & 3/33
SCALE FACTOR CHECKED	<i>E.M. Noon</i> E.M. Noon	10/ 3/33
PROJECTION	<i>W.H. Burwell</i> W.H. Burwell	11/9/33
PROJECTION CHECKED	<i>J.P. O'Donnell</i> J.P. O'Donnell	11/9/33
CONTROL PLOTTED	<i>W.H. Burwell</i> W.H. Burwell	11/15/33
CONTROL CHECKED	<i>J.P. Jones</i> J.P. Jones	11/11/33
TOPOGRAPHY TRANSFERRED	<i>J.P. Jones</i> J.P. Jones	11/17/33
TOPOGRAPHY CHECKED	<i>R.L. Fisher</i> R.L. Fisher	12/4/33
SMOOTH RADIAL LINE PLOT	<i>J.P. Jones</i> J.P. Jones	12/8 & 22/33
RADIAL LINE PLOT CHECKED	<i>R.C. Bolstad</i> R.C. Bolstad	12/23/33
DETAIL INKED	<i>R.L. Fisher</i> R.L. Fisher	3/14 - 26/34

AREA OF DETAIL INKED 19.3 sq. Statute Miles (Land Area)

AREA OF DETAIL INKED 0.0 sq. Statute Miles (Shoals in Water Area)

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

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

GENERAL LOCATION Eastern Long Island

LOCATION South Shore of Peconic Bays between Cold Spring Pond and Rose Grove

DATUM North American 1927

Latitude 40°- 56'- 43.77" (1350.2 m.)

STATION Cow Neck Wm. Longitude 72°- 26'- 32.07" (750.1 m.)

(Tank 1933)

COMPILER'S REPORT

for

AIR PHOTO TOPOGRAPHIC SHEET FIELD NO. 16

GENERAL INFORMATION.

The AIR PHOTO FIELD INSPECTION REPORT, 1933, of Lieut. L. C. Wilder for Eastern Long Island, N. Y. furnished the necessary field data for the compilation of this sheet. Additional information was obtained from the field prints and, in questionable areas, from Lieut. (j.g.) R.C. Bolstad and H.L. Hawkins, Draftsman on this party, both of whom are familiar with the topography of this area.

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

At the time these photographs were taken (May 5, 1933 at 10:40 and 11:45 A.M.) the tide, at South Jamesport, was about one foot below mean high water as obtained from the predicted tide tables.

This sheet was compiled from photographs taken by 2nd Lieut. James F. Olive, Jr. of the U. S. Army Air Corps with their five lens camera, model T-3A, No. 31-78, photograph numbers M82 (881-14) to M104 (881-14) and M205 (881-14) to M209 (881-14) inclusive. The five single lens prints M15-M19 (881-8) in the vicinity of Cow Neck were used in this compilation only as an aid in clarifying the detail of this area which is not distinct on the five lens photos.

CONTROL.

(A) Sources.

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

- (a) Triangulation by Lieut. L.C. Wilder in 1933, field positions unadjusted.
- (b) Triangulation by Lieut. C.D. Meaney in 1932,
- (c) 1933 Aluminum Control Sheet (Lieut. L.C. Wilder's field sheet "B")

Reg. No. T-6020

All control is on the North American 1927 Datum.

The aluminum control sheet (Lieut. L.C. Wilder's field sheet "B") was executed on a scale of 1:20,000; no shore line was run in on this sheet, however, the following topographic signals (shown on the celluloid compilation sheet by a double blue circle (⊙) together with the name) were spotted on the field prints by the field inspection party and were used for the control of this sheet. They are as follows:

Gab ✓	Boat ✓	Sig ✓
Wind ✓	Hil ✓	Club ✓
Der ✓	Rid ✓	Tile ✓
Pile ✓	Shack ✓	Rin ✓
Let ✓	Sta ✓	Oat ✓

As the blue will not photograph during the Photo Lithographic process no record of these topographic control stations 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 on the completed sheet; this may best be done by draftsmen in the Washington Office as they will have all the data on hand.

All aluminum control stations used for supplementary control on this sheet have been plotted from the positions obtained by scaling directly from the aluminum control sheet of this area.

(B) Errors.

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

Ø Oat - Lat. $40^{\circ}-57.5'$, Long. $72^{\circ}-24.0'$ - new position as determined by the radial plot lies 9 meters distant on azimuth $196^{\circ}-00'$ (from north) from the position as given on the aluminum control sheet. As this signal is a small banner on a short pole stuck in the ground and was found to be insecure, when visited by the field inspection party, it had, in all probability, been moved from its original position since being located by the aluminum control sheet topographer. This fact has been noted on the field print, M107 (881-14), by the field inspection party.

The control, on this sheet, is, in general, strong and the radial plot gave good intersections. The necessary adjustments are given under COMPILATION (B) Adjustments of Plot.

The aluminum control sheet was executed on a scale of 1:20,000 whereas this sheet was compiled on a scale of 1:11,561.

(C) Discrepancies.

For the western end of this sheet the Long Island Railroad track traverse data was used which was found to be in error. For further information regarding the track traverse refer to the Descriptive Report for sheet Reg. No. T5065 which applies to this sheet.

No other scaleable discrepancies in the control positions were discovered.

COMPILATION.

(A) Method.

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

(B) Adjustments of Plot.

The photographs of this strip appear to have a large amount of tilt and scale fluctuation due to variation in the plane's altitude; the plane apparently lost altitude in flying to the eastward. Photographs No. 91, 96 and 98 are badly tilted and over half of the remaining photos also show tilt. Due to this

Note - This difference ignored in office review as banner is likely to have been moved B. J. G.

condition some difficulty was experienced in making the radial plot but, by using all available control including the railroad traverse, a good radial plot was finally obtained.

The Long Island Railroad track traverse azimuth was adjusted as explained under CONTROL, paragraph (C) Discrepancies, Descriptive Report for sheet Reg. No. T5065. The railroad traverse from triangulation station Canoe 1933 and again tied in at triangulation station Southampton Water Tank, 1933 on sheet T5075. Since this compilation sheet overlaps each of the two above mentioned sheets, the adjusted position of the railroad traverse was used as control in the area of the in-shore wing prints.

Since the single lens photographs in the vicinity of Cow Neck are at a much larger scale than the five lens photos they could not suitably be used for tracing the detail without necessitating excessive and frequent proportioning between radial points. As there were only five of these prints a radial plot check was obtained and the photos were used only as explained in the paragraph GENERAL INFORMATION in this Report, page 3.

(C) Interpretation.

Only the usual graphic symbols were used as approved by the Board of Surveys and Maps (1932) and no great difficulty was experienced in interpreting the photographic detail.

The double full line was used to indicate first order roads and the double broken line for private driveways and roads of lesser importance. An exceedingly poor road or trail was shown as a single dash line.

In the locality of latitude $40^{\circ}-55.3'$, longitude $72^{\circ}-26.8'$, in Little Sebonac Creek, there is shown on this compilation sheet a single tuft of grass in the water. According to Lieut. (j.g.) R.C. Bolstad, who did the hydrography of this creek while on the 1933 party of Lieut. L.C. Wilder, there is a small marsh island here which is covered at high water leaving only a few tufts of grass exposed above the water line. The exact location of the island could not be identified on the photos, however, the tuft of grass as shown on this compilation sheet is believed to be very close to the correct location.

The bridge connecting Ram Island with the main land is a low timber bridge (about 5 foot clearance at high water). However, as the channel is not navigable except for row boats the clearance is unimportant and the label has been omitted from the compilation sheet. The bridge at the mouth of Davis Creek is an arch timber bridge with slightly more clearance than the one at Ram Island while the bridge leading into Fish Cove has a clearance of about 10 feet. The depth of water and the clearances of all these bridges is only sufficient for small boats. Additional information may be gained from the sounding records of Lieut. L.C. Wilder's 1933 hydrography for these areas.

Insert

(E) Conflicting Names.

✓ . Heady Creek is shown on Chart 578 as Header Creek.
According to local dwellers the correct name is Heady Creek
and it has been so shown on this sheet.

This note is erroneous.

578 spells "HEADY"

On the north side of the sheet where the channel enters Little Sebonac Creek it shoals out to shallow water. This has been shown on this sheet by a broken dash line indicating the deeper water to be near the south shore toward topo station Tie. Information regarding this shoal was obtained from the photographs and also from Lieut. (j.g.) R.C. Bolstad who is familiar with this locality.

In the vicinity of Shinnecock Hills at the west end of the sheet the road immediately north of the railroad between Long. 72°- 26.6' and 72°- 27.3' is under construction. No label has been shown for this road as it is apparent from the photographs that the new concrete road which is being put through is following the old road which was already there except at Long. 72°- 27.0' where a cut-off has been shown. This new stretch of concrete will complete the rest of the concrete road which is already finished. This information was obtained from the notes of the field inspection party and from Lieut. (j.g.) R.C. Bolstad who made the field inspection of this area in the party of Lieut. L.C. Wilder.

(D) Information from Other Sources.

The aluminum control sheet did not furnish any information regarding the shore line for this sheet.

The Long Island Railroad track traverse data was used for control for the western part of the sheet as stated under CONTROL (C) Discrepancies, page 4 and COMPILATION (B) Adjustments of Plot, page 5.

The rock shown about 150 meters ENE of triangulation station Cow (1913-1933) is shown on the aluminum control sheet as Pen. This rock is not clearly evident on the photographs but there is an indication of its being there and further verification was obtained from Lieut. (j.g.) R.C. Bolstad who saw it while on field inspection work and states that it is about one foot above high water. Its position was therefore taken as that given on the aluminum control sheet. ✓

(E) Conflicting Names.

The U.S.C. & G. S. Charts of this area call the Shinnecock Hills Railroad Station Shinnecock Station. It has been labeled as Shinnecock Hills Station on this sheet as that is the correct name as listed in the L. I. R. R. time tables. Additional verification of the name of Shinnecock Hills Station was furnished by Mr. H.L. Hawkins, Draftsman on this party, who is a native of the locality in question.

The three ponds shown at the south end of this sheet as West Pond, Middle Pond and East Pond were labeled as such on this sheet, in accordance with the names as shown on the present U.S.C. & G.S. Charts. Although they have been known as Far Pond, Middle Pond and Old Fort Pond (in accordance with U. S. Geological Charts), respectively, by a couple of the elderly inhabitants of this locality, sufficient evidence was ✓

not obtained to warrant changing the names to such.

Two small residence sections appearing on this sheet are known as Tuckahoe and Hampton Park; they are small out-lying districts of Southampton and are commonly known by these names.

In the locality of Cow Neck the names of the water ways are shown on this sheet different than on the present U.S.C. & G.S. Charts. All these changes have been verified by local dwellers and a private surveyor operating in this area; they are all commonly known by the names as labeled on this sheet.

Big Fresh Pond and Little Fresh Pond have not previously been charted on the U.S.C. & G.S. Charts; these names have been verified and are correct as shown.

The name Golf Grounds Station has been shown on this sheet; it is so listed in the L. I. R. R. time tables and is commonly known as such, in accordance with information obtained from a local dweller.

COMPARISON WITH OTHER SURVEYS.

The junctions with all adjoining sheets are satisfactory.

Since the shore line was not shown on the aluminum control sheet for this area and no additional topographic sheets are available to this party for this area, no comparison could be made with other surveys. However, of the fifteen aluminum control sheet signals used on this sheet for supplementary control no discrepancies with their previous positions were noted except in the case of one signal (Oat), the location of which may have been shifted as explained in CONTROL (B) Errors, page 4 of this report. *See Appendix page.*

LANDMARKS.

The list of chartable landmarks for this sheet has previously been submitted by Lieut. L.C. Wilder, November 4, 1933, and includes eight objects all of which have been shown on this sheet.

In addition to these landmarks the following list submitted as recoverable topographic stations show a degree of prominence and may be classed as Class (C) landmarks. (See Descriptive Report of topographic sheet Reg. No. T5065, paragraph LANDMARKS.)

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 may be used to obtain hydrographic "fixes". Care should be taken in using the houses to use the center as the size shown on this sheet may be expanded somewhat.

The large flag pole (signal Nit) near triangulation station Cow 1933 was located by the hydrographic party operating in that area and the data in regard to its location will be found in one of the sounding records of Lieut. L.C. Wilder's 1933 work.

The light shown on the present U. S. C. & G. S. Charts at Cow Neck no longer exists.

The objects shown on the following LIST OF RECOVERABLE STATIONS have all been located on the 1933 aluminum control sheet, field sheet "B", Lieut. L.C. Wilder 1933 and, as the radial plot checks these positions, the approximate positions only have been listed. The exact position can be obtained by scaling

directly from the aluminum control sheet.

RECOMMENDATIONS FOR FURTHER SURVEYS.

The compilation of this sheet is believed to have a probable error of not over 2 meters in well defined detail of importance for charting and of 4 meters for other data. It is understood that the widths of roads, bridges 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.

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

R. L. Fisher

R. L. Fisher

Draftsman

Assisted by

A. K. Spalding

A. K. Spalding

Accountant

LIST OF RECOVERABLE TOPOGRAPHIC STATIONS

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

<u>Description</u>	<u>Approx. Latitude</u>	<u>Approx. Longitude</u>	<u>Approx. Height</u>	<u>Method of Determination</u>
	O I	O I		
(Boat) N. gable of boat house	40 53.8	72 27.7		A.C.S., Reg. No. <u>T-6020</u>
(Club) Yacht Club flag pole	40 54.9	72 26.9	40 ft.	A.C.S., Reg. No. <u>T-6020</u>
✓ (Gab) West gable of small house	40 54.3	72 27.9		A.C.S., Reg. No. <u>T-6020</u>
(Tile) Tile Chim. on house	40 55.4	72 26.7		A.C.S., Reg. No. <u>T-6020</u>
(Vane) Weather vane on west gable of boat house	40 56.5	72 25.8		A.C.S., Reg. No. <u>T-6020</u>
(Let) Chimney on shack	40 56.8	72 24.9		A.C.S., Reg. No. <u>T-6020</u>
(Hil) Cupola	40 56.2	72 25.0		A.C.S., Reg. No. <u>T-6020</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.

*This list does not
include all recoverable topographic
stations shown on the
computation.*

B.g.g.

REVIEW OF PHOTO TOPOGRAPHIC SURVEY NO. T5066

Title (Par. 56) (See enclosed Title Sheet)

Chief of Party Roswell C. Bolstad Compiled by See page 2, Deso. Report

Project New York Air Photo Compilation Instructions dated November 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".
3. The control and adjustment of the radial plot were adequate. (Par. 12, 29.) See Descriptive Report, COMPILATION (B) page 4.
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.)
See Review for changes made
6. The representation of low water lines, ^{rocks} ~~reefs, coral reefs and rocks~~, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41.)
7. Important details shown on previous surveys and on the chart have been compared with this sheet and a statement has been entered in the report regarding the removal from the chart or change in position of important detail such as rocks, lights, beacons, prominent objects, bridges, docks, and structures along the water front. Only such changes as noted in the enclosed COMPILER'S REPORT, CONTROL (B); COMPILATION (C), (D) and (E); COMPARISON WITH OTHER SURVEYS and LANDMARKS have been made on this sheet.
8. The span, draw and clearance of bridges are shown. (Par. 16c.) There are no bridges of any importance on this sheet. See par. (C) Interpretation, page 5 of this report.
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 also report of Control Party, Lieut. L. C. Wilder, 1933.
13. A list of landmarks for charts was furnished on Form 567 and scaling of positions checked. (Par. 16d, e, 60.) (Previously submitted by 1933 Field Party under Lieut. L. C. Wilder.)
14. The geographic datum of the sheet is North American 1927 and the reference station is correctly noted. (Par. 34.) (See Descriptive Report for this sheet, page 2.)
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 requirements affecting this area are referred to Lieut. L. C. Wilder's Reports covering the topography executed in 1933 under his charge.

20. Examined and approved:

Roswell C. Bolstad
Roswell C. Bolstad
 Chief of Party

21. Remarks after review in office:

Reviewed in office by:

J.A.³
B.G. Jones

Examined and approved:

E.K. Green
 Chief, Section of Field Records

L.O. Lobel
 Chief, Division of Charts

B. Borden
 Chief, Section of Field Work

G. H. Hilde
 Chief, Division of
 Hydrography and Topography.

GEOGRAPHIC NAMES

Date. Feb. 10, 1935Names approved Feb. 10, 1935. *Helen M. Strong* Diagram No. 1214

*, 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>Little Peconic Bay</u> ✓	Same			
	<u>Fresh Pond</u> ✓				40 53 72 23 30
	<u>Rose Grove</u> ✓	Same			
	<u>Wooley Pond</u> ✓	"			
	<u>Turtle Cove</u> ✓	"			
	<u>Davis Creek</u> ✓	"			
	<u>North Sea Harbor</u> ✓	"			
	<u>Scallop Pond</u> ✓	Standard GN 299			
	<u>Cow Neck</u> ✓	Same			
	<u>Fish Cove</u> ✓	"			
	<u>Hampton Park</u> ✓		Hampton Park		
	<u>North Sea</u> ✓	"			
	<u>Big Fresh Pond</u> ✓		Big Fresh Pond		40 55 20 72 25
	<u>Island Creek</u> ✓	GN Standard 299			
	<u>Little Sebonac Creek</u> ✓			Little Sebonac Creek	
	<u>Great Peconic Bay</u> ✓				
	<u>Sebonac Creek</u> ✓	Same			
	<u>Sebonac Neck</u> ✓	"			
	<u>Ram Island</u> ✓	"			
	<u>West Neck Harbor</u> ✓		West Neck Harbor		
	<u>Bullhead Bay</u> ✓		Bullhead Bay		
	<u>Cold Spring Pond</u> ✓	Same			

Review of Photo Compilation T-5066 (1934)

Comparison with Other Surveys:

Chart 299 shows considerable difference of shoreline in vicinity of Lat. 40°55.4', Long. 72°26.6', the inlet into Scallop Pond is closed and many other changes in configuration have taken place evidently due to dredging and filling.

The names of several of these inland waterways conflict with the chart as discussed on page 7. Scallop Pond is called Little Sebonac Creek and Sebonac Creek is called Bullhead Bay. These have been referred with list of names to Mr. Bacon for decision.

T-6020 (1933) 1:20,000 aluminum control survey shows only signals within the area of the compilation, of these only one, (END) was submitted on Form 524 and this station was transferred to the compilation.

One topographic station at Lat. 40°56.7', Long. 70°26.6' was without name on the overlay or reference in the report, comparison with T-6020 showed that its position exactly checked that of station "Wind Mill". The compiler apparently intended to record this station and overlooked it. The name Wind Mill was applied to this station in the office.

T-1774 (1887) and T-1772 (1887), both 1:10,000 show a narrow strip of shoreline which is in substantial agreement with the compilation.

Comparison with the latest hydrographic surveys H-5379 (1933) and H-5380, both 1:10,000 brought out several minor differences. In Sebonac Creek, in the channel between Sebonac Creek and Little Sebonac Creek, in Island Creek and at the south end of Scallop Pond the shoreline from this sheet plotted across 0 ft. to 2 ft. soundings at the ends of lines along short stretches of the shore. These soundings were taken with a skiff and the lines began and ended at the edge of the marsh or at the edge of the water on sand beaches. The mean range of the tide is $2\frac{1}{2}$ feet. The High Water line will lie inshore of these minus soundings and within the limits of definition on the photographs.

Examination of the photographs showed that the H. W. line in these sections cannot be accurately defined and it was not sketched in by the field inspector; the differences do not warrant any additional field work.

The H. W. line has been redrawn on a lithographic print dated May 26, 1934 in the areas affected by placing it just inside the minus soundings and within the limits from which it could be selected on the photographs which gives a close approximation of actual conditions.

The celluloid has not been altered.

The projection was checked, it is satisfactory and with the changes mentioned the compilation is adequate to supersede the old surveys T-1774 and T-1772.

A better estimate of the accuracy as stated on page 8 would be 3 to 4 meters for intersected points and 4 to 8 meters for other detail.

B. J. Jones