

5071

ORIGINAL

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 } Sheet No. T5071 5071
~~Hydrographic~~

LOCALITY:
Eastern Long Island
Greenport, Long Island

1934

CHIEF OF PARTY
R. C. Holstad, Jr. H. & G. Eng.

U. S. GOVERNMENT PRINTING OFFICE: 1923

1212-2

5071

Applied to chart 299 J.M.A. Feb 1936
" " " 298 J.M.A. Mar. 1936
" " " 1212 J.M.A. Apr. 1936
Applied to Chart 363 Ed. IT Jan 1917

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. 21

REGISTER NO. T5071 5071

State New York

General locality Eastern Long Island

Locality Greenport, Long Island and Vicinity

Scale 1:10,000 Date of Photographs Apr. 21, 1933

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

Chief of party Roswell C. Bolstad

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

Inked by W. F. von Buehren

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 1:11,111 and enlarged and
printed on scale of 1:10,000 by Photo Lithography.

- STATISTICS -

on

SHEET, FIELD NO. 21, REG. NO. T5071

PHOTOS, NO. M41 (880-14) TO NO. M66 (880-14)

DATE OF PHOTOGRAPHS April 21, 1933 TIME 9:58 A. M.

	BY	DATE	
		From	To
ROUGH RADIAL PLOT	<u>S.E. Sperry, Jr.</u>	<u>9/28</u>	<u>9/28/33</u>
SCALE FACTOR (0.900)	<u>A.K. Spalding</u>	<u>9/29</u>	<u>9/29/33</u>
SCALE FACTOR CHECKED	<u>S.E. Sperry, Jr.</u>	<u>10/2</u>	<u>10/2/33</u>
PROJECTION	<u>J.P. O'Donnell</u>	<u>12/19</u>	<u>12/19/33</u>
PROJECTION CHECKED	<u>R.A. Philleo</u>	<u>12/19</u>	<u>12/19/33</u>
CONTROL PLOTTED	<u>R. Stephenson</u>	<u>4/3</u>	<u>4/4/34</u>
CONTROL CHECKED	<u>G.C. McGlosson</u>	<u>4/10</u>	<u>4/10/34</u>
TOPOGRAPHY TRANSFERRED	<u>D.B. Bennett</u>	<u>4/12</u>	<u>4/13/34</u>
TOPOGRAPHY CHECKED	<u>W.F. von Buehren</u>	<u>4/14</u>	<u>4/16/34</u>
SMOOTH RADIAL LINE PLOT	<u>D.B. Bennett</u>	<u>4/16</u>	<u>5/18/34</u>
RADIAL LINE PLOT CHECKED	<u>W.F. von Buehren</u>	<u>5/19</u>	<u>5/21/34</u>
DETAIL INKED	<u>D.B. Bennett</u> <u>W.F. von Buehren</u>	<u>5/22</u> <u>8/21</u>	<u>5/24/34</u> <u>9/14/34</u>
PRELIMINARY REVIEW	<u>E.W. Fickenscher</u>	<u>9/15</u>	<u>9/28/34</u>

Shoreline

AREA OF DETAIL INKED 8.0 sq. Statute Miles (Land Area)

AREA OF DETAIL INKED 0.3 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)
31.3 Statute Miles

LENGTH OF ROADS, STREETS, TRAILS, RAILROADS 82.3 Statute Miles

GENERAL LOCATION Eastern Long Island

LOCATION Greenport, Long Island and Vicinity

DATUM North American 1927

Latitude 41°-06'-11.31" (313.92 m.)

STATION Greenport Schoolhouse Longitude 72°-21'-52.98" (1112.67 m.)
Cupola 1882-1933

COMPILER'S REPORT

for

AIR PHOTO TOPOGRAPHIC SHEET FIELD NO. 21

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 who is familiar with the topography of this area.

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

At the time the photographs for this sheet were taken, April 21, 1933 at 9:58 A.M., the tide at Truman Beach on Long Island Sound was about one half foot below high water and at Greenport on Gardiners Bay the tide was about one half foot below high water, as computed from the Predicted Tide Tables of the U.S.C. & G. Survey.

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 Nos. M41 - M66 (880-14) inclusive.

CONTROL

(A) Sources

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

- (a) Triangulation in 1882 and 1894.
- (b) Triangulation by Lieut. L.C. Wilder, in 1933, field positions unadjusted.
- (c) 1933 Aluminum Control Sheets (Lieut. L.C. Wilder's Field Sheets "C", "E" and "H")
Reg. Nos. 6013 6015 6016 (1933)

The triangulation listed under (a) above was originally given on North American Datum but adjusted to North American 1927 for use in this compilation work. The control given under (b) and (c) above was all referred to North American 1927 Datum.

The above triangulation and the topography (showing control signals and a small amount of high water line) form the basis for the control in this area.

In addition to the above triangulation and short stretch of high water line obtained from the aluminum control sheets the following topographic signals (shown on the aluminum control sheets) were spotted on the photographs and were used in controlling this sheet:

Wim -
Black Stack -
Him -
Top -

Gus -
Grey -
Bum -
Tom -

Puc -
Chi -
Windmill -
War -

ADDITIONAL NOTE (B) ERRORS

On Lieut. L.C. Wilder's 1933 aluminum control sheet, Reg. No. 6016, Field Letter "H", in the approximate locality Lat. $41^{\circ} 06.1'$, Long. $72^{\circ} 21.5'$, is shown a signal "Dot" which appears to be at the east end of the pier upon which it is located. This signal was not located on the field prints by the field party and therefore cannot be positively identified on the photos, however, the radial plot places the pier in error and therefore this signal is believed to be in error. The adjacent waterfront detail agrees with the plot and clearly shows that the dock is in error. No measurements have been made because of the uncertainty of associating this signal with the east end of the dock. The difference in location of the end of the pier amounts to about 8 meters. The compilation is accepted as correct since the plot has been checked carefully and agrees with all other detail. B.G. Jones

Chy. E. side of House -	S. Gable W. of two
Windmill with Tank -	Bungalows -
W. Chy. on House -	W. Chy. on large House -
Turret on House -	Flagpole on Hotel -
Chy. center of House -	West -

In addition to the topographic signals shown above the following topographic signals on the north shore of Shelter Island, used on sheet Reg. No. T5073, were used in the compilation of this sheet.

Rock ✓	Box ✓
Lat ✓	Tel ✓
Hut ✓	Bit ✓
Ale ✓	Whi ✓

These signals have been shown on the celluloid topographic sheet by a double blue circle (⊙) together with the name as shown on the aluminum control sheets. As the blue ink will not photograph during the lithographic process, no record of these topographic control signals 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 draftsmen in the Washington Office as they will have all the data at hand.

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

The Long Island Railroad track traverse data was also used as control.

In the compilation of this sheet not all of the control stations shown on the aluminum control sheets were used as control since the field inspection took place before the aluminum control sheets had been finished by the field party which had not established all of the control in this area. However, many natural objects used as control on the aluminum control sheets could be definitely spotted in the office with the aid of the stereoscope and these were used as supplementary control.

(B) Errors

In making the radial plot for this sheet, no errors were noted in the spotting of the aluminum control sheet signals. (see opposite page for additional note.)

(C) Discrepancies

The Long Island Railroad track traverse checked out correctly with the radial plot at various intersections such as road crossings and no adjustment of the track traverse was necessary as was the case on some of the other compilation sheets which showed the Long Island Railroad.

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

*out
not within
limits of sheet*

ADDITIONAL NOTE (C) INTERPRETATION.

The 1933 Aluminum control sheet "H" by Lieut. L.C. Wilder indicates a number of sunken wrecks and a bulkhead (questionable) at Lat. $41^{\circ} 06.3'$, Long. $72^{\circ} 21.3'$. However the air photos shows these boats to be above high water; the field interpretation has been used on this sheet and they have been shown as sunken wrecks. Lieut. Wilder also shows in this area what appears to be a bulkhead or line of piles; this has not been shown on the sheet as it is not evident on the photos and it is not my desire to guess at what is meant by this symbol. It is believed that the correct information can be obtained from the reports or the original control sheet in the office.

*The above note is not very clear.
This detail has been transferred
and is shown on the compilation
as given on the plane table survey
since the photographs are
not clear*

B. G. Jones

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 have but a slight amount of tilt and the scale is good at the eastern end of the sheet. It appears that there was a scale fluctuation from the east to the west side of the sheet due to a variation in the altitude of the airplane, the radial points at the east end of the sheet being to scale. The south west section of the sheet required the greatest amount of proportioning in the detailing.

However, by holding to all the available control for this sheet, excessive adjustment to the extent of causing any appreciable error, was unnecessary.

(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.

The double full line was used to indicate first order roads, the double broken line for private drive-ways and roads of lesser importance. An exceedingly poor road or trail was shown by a single dashed line. In most cases, unless labeled on the field prints, the classification of the roads had to be determined under the stereoscope.

The swamp area at Lat. $41^{\circ}-05.7'$, Long. $72^{\circ}-22.5'$, has lines drawn through the area in addition to the swamp symbols; these denote drainage ditches.

At Lat. $41^{\circ}-06.3'$ and $41^{\circ}-06.7'$, Long. $72^{\circ}-22.2'$, there are two areas that apparently are lakes during the wet season but, at the time the photographs were taken and the field inspection made, most of the area was covered by brush and bush thickets on low wet ground; this was indicated as swamp interspersed with brush.

All buildings are shown with the exception of those in the heart of Greenport, which are indicated by labels. The limits of Greenport's densely populated section are indicated by a fringe of buildings as they appear on the outskirts of the town.

There are no bridges of importance to navigation shown on this sheet.

The shoal areas, as shown on this sheet, are given only where they are distinctly visible on the photographs.

(D) Information from Other Sources

The high water line in the area, Lat. $41^{\circ}-05'$ to $41^{\circ}-06'$, Long. $72^{\circ}-21'$ to $72^{\circ}-22'$, was run in by the topographic party on the aluminum control sheet. T6016(1933)

The Long Island Railroad track traverse data was used for control as stated under CONTROL (A) page 4 and (C), page 4.

ADDITIONAL NOTE (E) CONFLICTING NAMES

A complete explanation of the name "Arshamomoque Pond" is given on the back of the field print, photo M42 (880-14) by the field inspection party. The statement made on the back of the photo is the same as given on the opposite page. The ~~conflict~~ chart spelling of this name is accepted pending Mr. Bacon's decision. There three new names submitted have been accepted pending Mr. Bacon's decision on the list submitted to him. These names Mill Creek, Marion Lake, Minn Lake, are not discussed in the report but are retained as Politt has generally been very careful in to check the local use of names in his area.

B. G. Jones

(E) Conflicting Names

At Lat. $41^{\circ}-05'$, Long. $72^{\circ}-24'$ to $25'$, the pond shown has been given the name Arshamomeque Pond. U.S. C. & G.S. Charts Nos. 1212 and 299 give the name as Hashomuck Pond as do the U.S. Geological Maps. After an examination of old maps of this area by the Field Party operating in the area it was found that the correct spelling should be as given on this compilation sheet. The name is an old Indian name and is the same for the beach adjoining this area.

There are no other conflicting names on this sheet.

See opposite page

COMPARISON WITH OTHER SURVEYS

The junctions with all adjoining sheets are satisfactory.

The high water line in the vicinity of Lat. $41^{\circ}-05'$ to $07'$, Long. $72^{\circ}-21'$ to $22'$, obtained from Lieut. L.C. Wilder's Field Sheet "H", 1933, agreed well with the photographs of this area with the exception of two or three docks the positions of which vary by 4 or 5 meters. The high water line, as determined by the Field Party, is shown in blue and was followed in the compilation of this sheet except as noted above. It is believed that the variation from the photographs may be due to sketching by the Field Party. The jetty at Lat. $41^{\circ}-05.7'$, Long. $72^{\circ}-21.7'$ does not show on the photographs but is shown on this sheet since it is located on the aluminum control sheet.

LANDMARKS

The list of landmarks for this area, including those to be expunged, has been previously submitted, November 4, 1933, by Lieut. L.C. Wilder.

The following signals were recommended by Lieut. L.C. Wilder for landmarks but no positions were given on Lieut. Wilder's list of landmarks so they have been located by air photo topography and the positions given under Class (C) landmarks following.

Brick Stack Power House.

Gas Tanks (7) -

Tower, Rocky Point (*see page 8*)

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.

RECOMMENDATIONS FOR FURTHER SURVEYS

The compilation of this sheet is believed to have a probable error of not over 2 meters in well defined detail of importance for charting and of 4 meters for other data. It is understood that the widths of roads and similar objects may be slightly expanded in order to keep the detail clear and to keep it from photographing as a solid area in the photo-lithographic process. *The value of 2 to 4 meters given above is high for work on this coast. A better estimate is an accuracy of location of 2 to 4 meters for interested points and 2 to 8 meters for other detail. The plot is well controlled and has been carefully made. B.G. Jones*

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

Submitted by

W. F. von Bushren
W. F. von Bushren
Draftsman

Assisted by

E. W. Fickenscher
E. W. Fickenscher
Draftsman

A. K. Spalding
A. K. Spalding
Surveyor

LIST OF RECOVERABLE TOPOGRAPHIC STATIONS

CLASS (C) LANDMARKS

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

<u>Description</u>	<u>Latitude</u>		<u>Longitude</u>		<u>Height</u>	<u>Method of Determination</u>
	°	D.M. Meters	°	D.P. Meters		
Brick Stack Power House	41 06	(1752.5) 98.4	72 22	(892.2) 508.0		A.P.T. 1934
(S.E. tank) Gas Tanks (7)	41 05	(575.9) 1275.0	72 21	(250.2) 1150.3		A.P.T. 1934
Tower Rocky Point (C.G. lookout)	41 08	(1250.9) 600.0	72 21	(1139.8) 259.7		A.P.T. 1934

charted on 299
charted in 368

also is landmark in L-345 (1934)

Note: A.P.T. denotes air photo topography.
For classification of Class (C)
landmarks see Descriptive Report for
Topographic Sheet Reg. No. T5059, par-
agraphs LANDMARKS and REPORT ON REVIEW
OF SHEET.

REVIEW OF AIR PHOTO COMPILATION NO. T 5071

Chief of Party: Roswell C. Bolstad

Compiled by: (See page 2,
Des. Report)Project: New York Air Photo Compilation Instructions dated: Nov. 15, 1932
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)
See paragraph (C) page 5, also COMPARISON WITH OTHER SURVEYS, page 6.
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)
See paragraph CONTROL (A), page 3.
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)
See paragraph CONTROL (A), page 3.
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.
There are no differences on this sheet.
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)
See paragraph CONTROL (A), page 3 and paragraph (B), page 4, also COMPILATION (B), page 5.
7. High water line on marshy ~~and mangrove~~ coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)
See paragraph (D), page 5.

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 ~~reefs~~, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41)
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)
See report of Control Party, Lieut. L.C. Wilder in 1933.
No descriptions on form 524
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 by 1933 Field Party under Lieut. L.C. Wilder
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)
There are no bridges of importance to navigation shown on this sheet.
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)
See paragraph (E), page 6.
13. The geographic datum of the compilation is North American and the reference station is correctly noted. 1927
See page 2. *used unadjusted positions.*
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. *See below next page*
4. Closely spaced lines are drawn sharp and clear for printing. *See next page*
5. Topographic symbols for similar features are of uniform weight. *See next page*
6. All drawing has been retouched where partially rubbed off. *Not done*
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 Lieut. L.C. Wilder's Reports covering the topography executed in 1933 under his charge.

18. Examined and approved;

Preliminary Review:

E. W. Fickenscher

E. W. Fickenscher

Draftsman

Roswell C. Belstad

Roswell C. Belstad

Chief of Party

19. Remarks after review in office: *See following pages*

Reviewed in office by: *B. G. Jones*

Examined and approved:

K. T. Adams

Chief, Section of Field Records

L. O. Robert

Chief, Division of Charts

F. S. Borden

Chief, Section of Field Work

G. W. Hude

Chief, Division of Hydrography and Topography.

REVIEW OF PHOTO COMPILATION T-5071 (1934)

Comparison with other Surveys.

1. T-6015 (1:20,000), T-6016 (1:10,000), T-6019 (1:20,000), planetable control surveys (1933). These planetable surveys show only location of signals for hydrography and a small amount of detail on T-6016. The detail on T-6016 agrees with the compilation except for one difference in location of the end of a wharf as noted opposite page 4 of thereport. Twenty one planetable stations were transferred to the compilation and used as supplemental control and no discrepancies in positions were found. This is a good illustration of the practicability of making accurate surveys by either method when properly executed and of fitting the surveys together without appreciable differences.

None of the recoverable topographic stations on this compilation or on the planetable surveys were described on Form 524.

One additional topographic station, U.S.E. Station, Lat. $41^{\circ}-06.5$ Long. $72^{\circ}-21.1$ has been transferred to the compilation in this office from T-6016.

2. T-1577a, T-1577b (1883-84): Comparison with the compilation shows small changes in shoreline and additional structural detail. The compilation is adequate to supersede T-1577a and T-1577b, except for the rocks along the North shore. This is a boulder strewn shoreline and the compilation does not show all of the detached boulders lying just off shore. The rocks shown on T-1577a and T-1577b are covered close inshore by the compilation, but there are several shown from 40 to 80 meters off the beach, on the old survey which the compilation did not locate.

REVIEW OF PHOTO COMPILATION T*5071 (1934)

3. Chart 298 shows two fixed Red Lights at $41^{\circ}-05.7'$ / $72^{\circ}-21.7'$. These do not show on the compilation, but are very close to the two dolphins at the end of an oil dock and may actually be on those dolphins though the descriptive report does not mention these lights.

Comparison with H-5382 shows a rock base 2 feet at M.H.W. at lat. $41^{\circ}-06.9'$ long. $72^{\circ}-20.3'$ to have been left off the compilation. The rock has been plotted from the photographs and checks the Hydrographic location.

The plot is well controlled and has been carefully made on this compilation, but the drafting is poor. Weak lines have not been properly retouched by the compiler and other lines are entirely too heavy. About 1 day has been spent retouching the drawing during the review and, in addition, considerable negative work will be necessary.

(Andrews)

B. G. Jones

GEOGRAPHIC NAMES

Date. April 4, 1935Survey No. T-5071Chart No. 1212Diagram No. 1212-✓

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>LONG ISLAND SOUND</u>				
	<u>ROCKY POINT</u>				
	<u>TERRY POINT</u> *				
	<u>ORIENT</u>				
	<u>ORIENT HARBOR</u>				
	<u>STATE HIGHWAY NO. 25</u>	(A. A. A.)			
	<u>EAST MARION</u>				
	<u>MARION LAKE</u>				
	<u>INLET POINT</u>				
	<u>STIRLING</u>				
	<u>STIRLING BASIN</u>				
	<u>GREENPORT</u>				
	<u>GREENPORT HARBOR</u>				
	<u>YOUNGS POINT</u>				
	<u>CLEAVES POINT</u>				
	<u>LONG BEACH POINT</u>				
	<u>HASHAMOMICK BEACH</u>				
	<u>HASHAMOMUCK POND</u>				
	<u>PIPES COVE</u>				
	<u>FANNING POINT</u>				
	<u>SHALLOW WATER</u>				
	<u>CONKLING POINT</u>				

APPROVED NAMES
UNDERLINED
H. L. F. L. M. E. R.

Survey No. T-5071

Date. April 4, 1935

Chart No. _____

Diagram No. _____

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

Under investigation. Q

[illegible]