

# 5076

U. S. COAST & GEODETIC SURVEY  
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ORIGINAL

Form 504 Ed. June, 1928	
DEPARTMENT OF COMMERCE	
U. S. COAST AND GEODETIC SURVEY	
R. S. Patton, Director	
<div></div>	
State: <u>New York</u>	
DESCRIPTIVE REPORT	
Photo Topographic <del>Hydrographic</del>	Sheet No. T5076
LOCALITY	
<u>South Shore of Long Island</u>	
<u>Bridgehampton to East Hampton</u>	
<div></div>	
<div></div>	
19 <u>34</u>	
CHIEF OF PARTY	
<u>R. C. Bolstad, Jr. H. &amp; G. Eng.</u>	

U. S. GOVERNMENT PRINTING OFFICE: 1931

5076

Applied to chart 1212 S.M.A. Apr. 1936  
" " " 1211 S.M.A. Feb. 1937

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. 26

REGISTER NO. T5076

State New York

General locality South Shore of Long Island

Locality Bridgehampton to East Hampton

Scale 1:10,000      Photographs  
Date of ~~survey~~ May 5, 1933  
Date of Compilation April 18, 1934

~~Wassett~~ 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

Inked by H. L. Hawkins

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 1:12,092 and enlarged and  
printed on scale of 1:10,000 by Photo Lithography.

...

- NOTES ON COMPILATION -

SHEET NO. 26

PHOTOS, NO. M186 (881-14) TO NO. M167 (881-14)

DATE OF PHOTOGRAPHS May 5, 1933 TIME 11:30 A.M.

	BY	DATE
ROUGH RADIAL PLOT	<u>W.E. Hackett</u>	<u>11/22/33</u>
SCALE FACTOR (0.827)	<u>W.E. Hackett</u>	<u>11/22/33</u>
SCALE FACTOR CHECKED	<u>J.P. O'Donnell</u>	<u>11/22/33</u>
PROJECTION	<u>W.H. Burwell</u>	<u>11/24/33</u>
PROJECTION CHECKED	<u>J.P. O'Donnell</u>	<u>11/24/33</u>
CONTROL PLOTTED	<u>W.H. Burwell</u>	<u>11/26/33</u>
CONTROL CHECKED	<u>J.P. O'Donnell</u>	<u>11/26/33</u>
TOPOGRAPHY TRANSFERRED	<u>J.P. Jones</u>	<u>1/12/34</u>
TOPOGRAPHY CHECKED	<u>G. Crowther</u>	<u>1/12/34</u>
SMOOTH RADIAL LINE PLOT	<u>G. Crowther</u>	<u>1/24/34</u>
RADIAL LINE PLOT CHECKED	<u>R.C. Bolstad</u>	<u>1/25/34</u>
DETAIL INKED	<u>H.L. Hawkins</u>	<u>4/18/34</u>

AREA OF DETAIL INKED 25.4 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)  
11.6 Statute Miles

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

LENGTH OF ROADS, STREETS, TRAILS, RAILROADS 135.1 Statute Miles

GENERAL LOCATION South Shore of Long Island

LOCATION Bridgehampton to East Hampton

DATUM North American 1927

Latitude 40°- 57'- 18.801" (580.0 m.)

STATION East Hampton W. T. Longitude 72°- 12'- 29.025" (678.8 m.)  
1932

COMPILER'S REPORT

for

AIR PHOTO TOPOGRAPHIC SHEET FIELD NO. 26

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

At the time the photographs for this sheet were taken, May 5, 1933 at 11:30 A.M., the tide at Amagansett, according to the predicted tide tables of the U. S. Coast and Geodetic Survey, was at practically low water.

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 M186 (881-14) to M167 (881-14) inclusive.

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. A.P. Ratti, in 1933, unadjusted.
- (c) 1933 Aluminum Control Sheet (Lieut. A.P. Ratti) Reg. No. 4766

All control is on the North American 1927 Datum. The difference between the unadjusted and the final adjusted positions would be unplotable at the scale of this compilation (1:12,092).

Triangulation and topography (1:20,000 scale aluminum control sheet, showing high water line and control signals) executed by the parties of Lieut. L.C. Wilder and Lieut. A.P. Ratti in 1933, forms the basis of control for this area.

In addition to the triangulation and high water line obtained from the aluminum control sheet, the following topographic signals (shown on the aluminum control sheet) were spotted on the photos and were used in controlling this sheet:-

(No name) Flagstaff at East Hampton  
Mad  
See (N.E. corner dark shack)  
Got

They have been shown on the celluloid topographic sheet by a double blue circle (⊙) together with the name (as shown on the aluminum control sheets) in blue. As the blue will not photograph during the photo-lithographic process no record of these topographic control signals (banners and flags) will appear on the finished sheet.

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

All aluminum control stations used for supplementary control on this sheet have been plotted from the positions obtained from Lieut. A.P. Ratti's Aluminum Control Sheet, Reg. No. 4766, directly by scaling.

In the compilation of this sheet all of the topographic stations shown on the aluminum control sheet were not used since they had not been picked up or spotted by the field inspection party. However, most of these stations were spotted by the field inspection party and a few that were not were identified under the stereoscope so that they could be used for supplementary control. Only a very few could not be used at all.

The Long Island Railroad track traverse data was used for supplementary control on this sheet. The traverse was tied in at intervals by means of the radial plot in various localities where the control was strong and was found to agree except for slight adjustments in distance near the Sag Harbor Branch.

#### (B) Errors.

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

0 See - Lat.  $40^{\circ}-54.8'$ , Long.  $72^{\circ}-16.4'$  - new position as determined by the radial plot lies 77 meters distant on azimuth  $16^{\circ}$  (from north) from the position as given on the aluminum control sheet. This signal is the northeast corner of a dark shack which could be clearly seen on the photographs and also verified under the stereoscope so that it is believed to be correctly spotted.

Triangulation station - E. Hampton Stack, 1932 - Lat.  $40^{\circ}-57.8'$ , Long.  $72^{\circ}11.8'$  - new position as determined by the radial plot lies 386 meters distant on azimuth  $269^{\circ}-40'$  (from north) from the position as given by Lieut. C.D. Meaney's triangulation. According to Lieut. C.D. Meaney's sketch of triangulation this station was out in from triangulation station Hildreth, 1888-1932, and one other station and is a no-check position, Director's letter (Ref. 60/AE Jan. 11, 1934). The new position of the triangulation station, by the radial plot, falls directly on a line (azimuth) from triangulation station Hildreth through the position as given by Lieut. C.D. Meaney

*See new report at back.*

which shows that the other sight to this station, E. Hampton Stack, was evidently taken to a different (wrong) object.

The control, on this sheet, is, in general, strong and the radial plot gave good intersections so it is believed that the stations are in error as stated. It is to be noted that the aluminum control sheet was executed on a scale of 1:20,000 whereas this sheet is on a scale of 1:12,092.

(C) Discrepancies.

It was found that slight adjustment was necessary in using the Long Island Railroad track traverse data since it did not agree exactly with the radial plot near the Sag Harbor Branch as stated under CONTROL, (A) Sources, page 4. In this area, in order to make the road crossings agree with the corresponding crossings on the radial plot, it was necessary to adjust the distances, as obtained from the track traverse data, not more than 5 meters. Otherwise the plotted track traverse agreed well with the radial plot.

No other control established by other organizations was used in this compilation.

COMPILATION.

(A) Method.

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

(B) Adjustments of Plot.

The photographs of this strip appear to have only a small amount of tilt and scale fluctuation due to a variation in the altitude of the airplane, making it necessary for the detailer to do a small amount of proportioning between radial points. Most of the photos showing tilt are the alternate "crabbed" photos in the western half of the sheet, numbers 173, 178, 180, 182, 184 and 186.

However, by holding to all the available control for this sheet excessive adjustment, to the extent of causing any appreciable error, was not necessary.

(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 dashed line. In most cases (unless labeled on the field inspection prints) the classification had to be determined by the appearance under the stereoscope.

The detail in the vicinity of the railroad stations, on this sheet, regarding the tracks, was obtained from the Long Island Railroad track traverse data.

There are no bridges of any importance to nav-

Chart 1212 shows name as STAGG POND. Comparison with U.S.G.S. map (Sag Harbor Quadrangle) shows the name to be SAGAPONACK LAKE, from which it would appear that the local name referred to as SAGG was a contraction thereof. Easthampton shown as two words East Hampton on chart (1212)

J.G.



igation on this sheet.

There are no shoal areas shown on this sheet.

In the northern part of the towns of East Hampton and Bridgehampton all of the houses have not been shown as they occur well out on the wing prints of the photographs and are too indistinct to be shown accurately on the compilation sheet.

A development has been shown on this sheet but has not been labeled since the name, Midhampton Subdivision, is only known locally and is not well established, lat.  $40^{\circ}-57'$ , long.  $72^{\circ}-15'$ .

Georgica Settlement is another development shown on this sheet but not labeled since the name is not well established. It is located on the west shore of Georgica Pond.

(D) Information from Other Sources.

The high water line was run in by the topographic party on the aluminum control sheet.

The Long Island Railroad track traverse data was used for control as stated under CONTROL, (A) Sources, page 4 and (C) Discrepancies, page 5.

Descriptions were obtained from the Long Island Railroad track traverse data for the stations and vicinity along the route of the railroad. These descriptions were used in detailing the topography in the vicinity of the stations since the photographs did not show this data clearly.

(E) Conflicting Names.

With the exception of Sagg Pond, there are no names on this sheet conflicting with names shown on the U. S. C. & G. S. Charts of this area. This Pond is shown as Stag Pond on U. S. C. & G. S. Chart 1212 but the name Sagg has been verified by the field inspection party and Sagg Pond is the accepted name by the inhabitants of that vicinity.

The new names, Lily Pond, Wainscott Pond, Fairfield Pond and Poxaboque Pond shown on this sheet were obtained from the U. S. Geological Maps of the locality.

COMPARISON WITH OTHER SURVEYS.

The junctions with all adjoining sheets are satisfactory.

Since the photographs show only a white sandy beach along the Atlantic Ocean and no definite measurements were noted on the field prints by the field inspection party the high water line as given on the aluminum control sheet was taken for this compilation sheet. The high water line taken from aluminum control sheet Reg. No. 4766 falls within the white band of shore line as obtained from the radial plot and was therefore, assumed to be correct.

It was found, in connection with the Long Island Railroad track traverse, that the azimuth obtained from their data was in error as explained in Descriptive Report for Air Photo Topographic Sheet Reg. No. T5051 under CONTROL (C) Discrepancies.

## LANDMARKS

The list of landmarks for this area, including those to be expunged, has been previously submitted, November 3, 1933, by Lieut. A.P. Ratti. There is one exception as follows:

The "Church Spire" at East Hampton, lat. 40°- 57.6', long. 72°- 11.3', shown on U.S.C. & G.S. Charts 1211 and 1212, is not mentioned in Lieut. A.P. Ratti's list of landmarks and is not shown on this sheet. It is noted on the field print, photo No. M169 (881-14) "C" print, by Lieut. (j.g.) R.C. Bolstad who made the field inspection of this area while on the party of Lieut. L.C. Wilder that the spire of this church is gone. It has either been taken down or has blown down so that the remainder of the steeple extends only a small amount above the trees and when the foliage is on the trees it is not a prominent object. Therefore, it is not believed that it should be retained as a landmark.

In the following list of RECOVERABLE TOPOGRAPHIC STATIONS, Class (C) Landmarks, "East Hampton Stack", which was referred to under CONTROL (B) Errors, page 4 and is shown on Lieut. A.P. Ratti's Progress Sketch dated August 9, 1933, must show some degree of prominence since it is a triangulation station and has therefore, been given as a Class (C) landmark. The "Standpipe" located next to "East Hampton Water Tank" (listed by Lieut. A.P. Ratti as a landmark) shows an equal degree of prominence with the Water Tank since both the Standpipe and the Water Tank are of about the same height and therefore, it has been listed as a Class (C) landmark.

In addition "Bridgehampton High School Belfry" was recommended by Lieut. L.C. Wilder in 1933 as a Class (AB) landmark under the name "Bridge Hampton School Cupola". Since this station shows some degree of prominence and was used by Lieut. A.P. Ratti as a triangulation station it is believed that it should be listed as a Class (C) landmark although it has not been submitted by Lieut. A.P. Ratti. For Classification of Class (C) landmarks see paragraph LANDMARKS in the Descriptive Report for Air Photo Topographic sheet Reg. No. T5059.

"Radio Mast, East Hampton", listed in Lieut. A.P. Ratti's list of landmarks, refers to Radio Tower No. 2. Radio Tower No. 1 no longer exists.

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.

*See review at back*

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

*H. L. Hawkins*  
H. L. Hawkins  
Draftsman

Assisted by

*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	°			'
East Hampton Standpipe	40	57	(1292) 559	72	12	(719) 684	A.P.T. 1934
Bridgehampton Flagpole	40	56	(1413) 438	72	18	(1271) 133	A.P.T. 1934
* East Hampton Stack	40	57	(297) 1564	72	11	(312) 1091	A.P.T. 1934
East Hampton Flagpole	40	57.4		72	11.5		A.C.S., Reg. No. 4766

Note: A.C.S. denotes aluminum control sheet.  
A.P.T. denotes air photo topography.  
\* See Descriptive Report CONTROL (B) Errors, page 4.  
For classification of Class (C) landmarks see  
Descriptive Report for Topographic Sheet Reg.  
No. T5059, paragraphs LANDMARKS and REPORT ON  
REVIEW OF SHEET.

## Remarks

## Decisions

1		
2		Sagaponack Lake
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# GEOGRAPHIC NAMES

Survey No.

Name on Survey	On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List	
A	B	C	D	E	F	G	H	K	
									1
Sagg Pond	Stagg Pond	*	✓			*			2
									3
East Hampton	one word	one word			✓	✓			4
									5
Bridgehampton	✓	*			✓	✓			6
									7
Lily Pond		*							8
Fairfield Pond		*							9
Poyabogue Pond		*					Chung Hall?		10
Wainscott Pond		*							11
Wainscott		*			✓				12
Georgica Cove		*							13
Hook Pond		*				✓			14
Saga ponack	Ch 1212 *	✓			✓	✓			15
Georgica Pond	Ch 1211 *	✓				✓			16
Wainscott Station		*							17
Add									18
Black Pond		*							19
Apauogue		*				✓			20
Georgica		*							21
Georgica Neck		*							22
									23
									24
Names underlined in red approved									25
by K.T.A on 7/17/36									26
									27

REVIEW OF AIR PHOTO COMPILATION T-5076 (1933)

Comparison with Chart and Other Surveys:

T-4766, 1933, plane table control survey, shows only H. W. line and signals for Hydrography. The H. W. line was transferred to the compilation from T-4766 by the field compilation party. The difference of 7 meters in location of  $\odot$  See, as mentioned on Page 4 of this report is not important. T-4766 was done on scale of 1:20,000 and some of the holes pricked for station points are 4 to 6 ~~milli~~imeters in ~~drain~~ diameter.

The location E. Hampton stack as mentioned on Page 4 is accepted as shown by the compiler. The error in the triangulation position, a no check station, is no doubt due to error in one direction and has been reported to <sup>e</sup>Gödesy.

Comparison with T-2052, 1891, shows change in shore-line and other detail. The compilation is complete and adequate to supersede the older survey.

Comparison with chart 1212 shows changes in landmarks as follows:

- (1) Church spire, East Hampton, see Page 7 of the descriptive report.
- (2) New position for Stack at East Hampton, see pages 4 and 7.

The radio tower shown on chart 1212 at Lat.  $40^{\circ} 55'$ , Long.  $72^{\circ} 17'$  is not shown on this compilation or mentioned in the descriptive report nor is it shown on ~~the~~ T-4766 (1933).

Control:

Control is adequate. The accuracy of location given on Page 5 is high. A better estimate is an accuracy of location of 3 to 5 meters for intersected points and 5 to 10 meters for other detail.

Names:

Only one conflicting name is shown, Sagg Pond. See Page 6. New names and the name Sagg Pond have been accepted pending Mr. Bacon's decision.

*B. J. Jones*

## REVIEW OF PHOTO TOPOGRAPHIC SURVEY NO. T5076

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

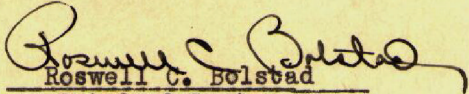
Chief of Party Roswell C. Bolstad      Compiled by (See page 2, Des. Report)

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. See paragraph CONTROL, Descriptive Report, page 3.
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) Adjustments of Plot, page 5)
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.) *None*
5. High water line on marshy ~~and mangrove~~ coast is clear and adequate for chart compilation. (Par. 16a, 43, 44.)
6. The representation of low water lines, ~~reefs, rocks, reefs and~~ ~~reefs~~, 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) and (E): and LANDMARKS have been made on this sheet. *See also review of book.*
8. ~~The span, draw and clearance of bridges are shown.~~ (Par. 16c.) There are no bridges of importance to navigation shown on this sheet.
9. The data furnished by the Field Inspection is adequate.

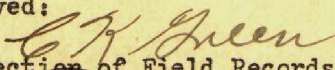
NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Use reverse side for extending remarks.

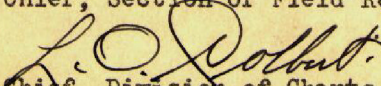


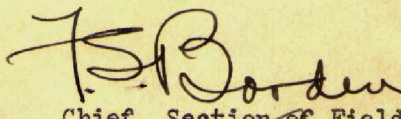
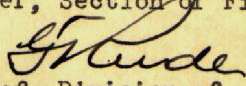
10. The descriptive report covers all details listed in the Manual, so far as they apply to this survey. (Par. 64, 65 and 66.)
11. The descriptive report also contains all additional information required in photo topography as prescribed in the instructions and in the "Notes on the Compilation of Planimetric 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 report of Control Parties, Lieut. L.C. Wilder, 1933 and Lieut. A.P. Ratti, 1933. *None on 524 in this area.*
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. A.P. Ratti. *See page 7 and review of lock.*)
14. The geographic datum of the sheet is North American 1927 and the reference station is correctly noted. (Par. 34.) (See paragraph CONTROL, Descriptive Report page 3)
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.) *See page 6*
17. The quality of the drafting is *fair* 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 and Lieut. A.P. Ratti's Reports covering the topography executed in 1933 under their charge.
20. Examined and approved:   
Roswell C. Bolstad  
Chief of Party
21. Remarks after review in office: *See next page*

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

Examined and approved:

  
Chief, Section of Field Records

  
Chief, Division of Charts

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