

5093

ORIGINAL

U. S. COAST & GEODETIC SURVEY
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Form 504
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DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Photo
Topographic

~~Hydrographic~~

Sheet No. T 5093

State New York

LOCALITY

South Shore of Long Island

Rockaway Beach

1934

CHIEF OF PARTY

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

U. S. GOVERNMENT PRINTING OFFICE: 1934

5093

Applied to chf 542 2 M.A. June 11, 1936
" " " 579 2 M.A. July 24, 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. 43E

REGISTER NO. T 5093

5093

State New York

General locality South Shore of Long Island
~~Western Long Island~~

Locality Rockaway Beach
~~Rockaway, Long Island~~

Scale 1:10,000 photographs
Date of ~~survey~~ Jan. 11, 1934
Date of Compilation Oct. 11, 1934

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

Chief of party Roswell C. Bolstad

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

Inked by R. H. Peckworth

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 1:10,000 and printed by Photo
Lithography.

- STATISTICS -

on

SHEET, FIELD NO. 43E , REG. NO. T5093

PHOTOS, NO. V255 (876B-8) TO NO. V270 (876B-8) TIME 11:25 A.M.

PHOTOS, NO. 553 (876-14) TO NO. 558 (876-14) TIME 10:50 A.M.

DATE OF PHOTOGRAPHS V255-V270 January 11, 1934

DATE OF PHOTOGRAPHS 553-558 October 14, 1933

	BY	DATE	
		From	To
The Scale Factor of this sheet is 1.000			
PROJECTION	<u>R.H. Peckworth</u>	<u>8/6</u>	<u>- 8/6/34</u>
PROJECTION CHECKED	<u>W.D. Ayers</u>	<u>8/6</u>	<u>- 8/6/34</u>
CONTROL PLOTTED	<u>R.H. Peckworth</u>	<u>8/9</u>	<u>- 8/9/34</u>
CONTROL CHECKED	<u>W.F. von Buehren</u>	<u>8/9</u>	<u>- 8/9/34</u>
SMOOTH RADIAL LINE PLOT	<u>R.H. Peckworth</u>	<u>8/10</u>	<u>- 8/18/34</u>
RADIAL LINE PLOT CHECKED	<u>W.D. Ayers</u>	<u>8/20</u>	<u>- 8/21/34</u>
TOPOGRAPHY TRANSFERRED	<u>None (see report)</u>		
DETAIL INKED	<u>R.H. Peckworth</u>	<u>8/22</u>	<u>- 10/11/34</u> Actual time 20 days
PRELIMINARY REVIEW	<u>W.D. Ayers</u>	<u>11/23</u>	<u>- 11/26/34</u>
AREA OF DETAIL INKED	<u>3.1 sq. Statute Miles</u>		(Land area)
AREA OF DETAIL INKED	<u>0.0 sq. Statute Miles</u>		(Shoals in water area)
LENGTH OF SHORELINE (more than 200 m. from nearest opposite shore)	<u>12.1 Statute Miles</u>		
LENGTH OF SHORELINE (rivers and sloughs less than 200 m. wide)	<u>4.3 Statute Miles</u>		
LENGTH OF ROADS, STREETS, TRAILS, RAILROADS	<u>90.4 Statute Miles</u>		
GENERAL LOCATION	<u>South Shore of Long Island</u>		
LOCATION	<u>Rockaway Beach</u>		
DATUM	<u>North American 1927</u>		
	Latitude	<u>40°- 35'- 10.17"</u>	<u>(313.6 m.)</u>
STATION	<u>N. Twin Steeple</u>	Longitude	<u>73°- 48'- 35.84"</u> <u>(842.8 m.)</u>
	<u>1931</u>		

COMPILER'S REPORT

for

AIR PHOTO TOPOGRAPHIC SHEET FIELD NO. 43E

GENERAL INFORMATION

The Field Report for the section of Long Island covered by this sheet and used in furnishing the necessary information in this area is attached to the Descriptive Report for Air Photo Topographic Sheet Reg. No. T5334. Additional information, for the compilation of this sheet, was obtained from the notes marked on the photographs by Messers R.H. Peckworth and H.T. Steffensen, while on the field inspection work 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, Jan. 11, 1934, at 11:25 A.M., the tide at Barren Island, Rockaway Inlet, was about one foot above the low water for the day, as determined from the U.S. Coast and Geodetic Survey "Predicted Tide Tables".

This sheet was compiled principally from single lens photographs Nos. V255-V270 (876B-8) inclusive, taken by Captain Willie R. Taylor of the United States Army Air Corps. Five lens photographs, Nos. 553-558 (876-14), taken by 2nd Lieut. James F. Olive, Jr. of the U.S. Army Air Corps with their five lens camera, Model T-34, No. 31-78, were used only for detailing the Islands between The Raunt and Broad Channel.

This sheet was originally started with Sheet Field No. 43W as a single sheet and later cut to make the two sheets Field Nos. 43E and 43W.

CONTROL

(A) Sources

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

- (a) Triangulation by Lieut. R.W. Woodworth, in 1930-1933.
- (b) Triangulation by Lieut. M.O. Witherbee, in 1934.
- (c) 1934 Aluminum Control Sheet (Lieut. M.O. Witherbee's Field Sheet "E").

Reg. No. T-6200a

All control was placed on the North American 1927 Datum before beginning the compilation. The adjustment was approximate, however, any final office adjustments would be unplotable at this scale (1:10,000).

In addition to the above triangulation the following topographic signals, scaled from the aluminum control sheet, were spotted and used in the control of this plot.

F. P. White
F. P. Belle Harbor Y. C.
Small Lighthouse

Black Tank atop Bldg. (Park Theater)
North Brick Tower
F.P on White Bldg. (Magistrate's Court)
Center of R.R. Bridge
Brick Chimney

These signals have been shown on the celluloid topographic sheet by a single black circle since they are suitable signals for minor class landmarks (See paragraph LANDMARKS in this report).

In the compilation of this sheet, all of the control stations shown on the aluminum control sheet were not used as control because the field inspection was made before the aluminum control sheet had been finished by the field party which, at that time, had not established all the control in the area.

(B) Errors

Both the triangulation and topographic signals mentioned above and used as control for this sheet could be held to satisfactorily and no errors were found.

(C) Discrepancies

No control stations established by other organizations were 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 covering the area of this compilation show only a slight amount of tilt and scale fluctuation, both of which are negligible.

The triangulation stations in the area covered by this sheet were sufficient in number and spacing to adequately control the radial plot and the topographic signals were used as supplementary control.

Excessive adjustment, to the extent of causing any appreciable error, was unnecessary.

(C) Interpretation

The usual graphic symbols, as approved by the Board of Surveys and Maps, 1932, were used and additional symbols are described below. No great difficulty was experienced in interpreting the photographic detail.

Sand areas along the shore were shown in the prescribed manner. At all other places the shoreline was accentuated by a single row of dots paralleling it except for those portions that are confined by bulkheads or bordered by tidal marshes.

The double full line was used to indicate first order roads and the double broken line for roads of lesser importance. The double full line was also used to represent the main full-width boardwalk which is adequately labeled.

Additional Note under INTERPRETATION.

The Far Rockaway branch of the Long Island Railroad from latitude $40^{\circ} 35.4'$, longitude $73^{\circ} 48.2'$ to latitude $40^{\circ} 35.5'$, longitude $73^{\circ} 46.2'$ is a three track railroad. Only two tracks have been shown on the compilation as the center track is not in use and the rails of this track have been removed in various places along the line.

Stairways or ramps leading from the street ends to the boardwalk were not generally shown. However, in cases where the streets terminate a considerable distance from the boardwalk so as to leave doubt as to the accessibility of the boardwalk the existing ramps were indicated by a single broken line.

Narrow concrete walks or boardwalks and trails were all represented by a single broken line.

In vacant blocks in the vicinity of Lat. 40° - $34.5'$, Long. 73° - $51.0'$ and marked "Numerous Houses" are built up to the same density as the blocks shown in detail to the north and south of this area. The omission of the houses served merely to expedite the work. Throughout the balance of the sheet (that portion east of the area mentioned) it was found impossible in all cases to show each individual house. The relative density of buildings in each block is, however, well represented. In many cases blocks are built up with no space between buildings, particularly along the main thoroughfares. It was necessary to represent such dense portions as a unit, showing a group of buildings as one. Long rows of small cottages and bath-houses were unplottable as units and were represented by extremely long narrow rectangles.

In cases where rip rap was used as additional protection at the foot of bulkheads no attempt was made to symbolize this but mention was made of the same on the cover sheet.

A series of lines at right angles to the south shore line denotes jetties which form a protection against beach erosion.

At Lat. 40° - $34.4'$, Long. 73° - $52'$ the dotted line represents a series of piles, the remains of a demolished pier.

The single heavy lines at the street ends along the beach between Long. 73° - $52'$ and 73° - $51'$ represent sand fences used to prevent drifting over the streets. The single broken line in this area represents boundary fences, sand fences or private bulkheads of light construction.

A small submerged wreck lies close in shore near Lat. 40° - $35'$, Long. 73° - $51'$. The single solid line extending into the water at this point designates a pipe line. The structure adjacent to the Belle Harbor Y.C. Pier is a boat railway. There is also a large wreck shown at Lat. 40° - $35.9'$, Long. 73° - $48.9'$. This wreck is shown on Chart 542 as not dangerous to surface navigation.

The Long Island Railroad shown on this sheet, is a two track road in this area. There are ten tracks in the terminal yard at Rockaway Park.

Data regarding the highway bridge across Beach Channel and the railroad bridge across the same channel is given in the Coast Pilot Notes, Atlantic Coast, Section B, 1933 and is shown on the cover sheet for this Topographic Sheet. (Coast Pilot Notes page 281).

(D) Information from Other Sources

There was no high water line available from the aluminum control sheet at the time of this compilation since it had not been run in by the combined operations party under Lieut. M.O. Witherbee who was working in this area.

COMPARISON WITH OTHER SURVEYS (Additional Note)

An accurate plot of the shore line for this sheet could be made due to the fact that the field inspection party took measurements at intervals to prominent objects showing on the photographs thus establishing the position of the high water line. on outer coast.

(E) Conflicting Names

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

The name "Conchs Hole Creek" which appears on Chart #542 (U.S.C. & G.S.) has been left off this compilation sheet as the area designated by this name has been filled in. Chart #542 also shows the area to have been filled in. ✓

COMPARISON WITH OTHER SURVEYS

The junction with the adjoining sheets is satisfactory.

A comparison between this compilation and Lieut. M.O. Witherbee's aluminum control sheet "E" was made and the control stations found to check. No shore line was shown on the aluminum control sheet and therefore no comparison could be made in this regard. (See opposite page)

LANDMARKS

The list of landmarks for this area has been previously submitted by Lieut. R.W. Woodworth and any new landmarks will be submitted in 1934 by Lieut. M.O. Witherbee whose party was operating in this area.

Seventeen signals suitable for minor class landmarks are indicated by a small black circle. These signals are listed as Class C landmarks and the geographic positions given on page 7 of this report. For classification of Class C landmarks see Descriptive Report for air photo topographic sheet Reg. No. T5059, paragraphs LANDMARKS and REPORT ON REVIEW OF SHEET.

There are a few 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.

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. H. Peckworth

Draftsman

R. H. Peckworth

Assisted by W. D. Ayers
W. D. Ayers
Surveyor

A. K. Spalding
A. K. Spalding
Surveyor

ADDITIONAL NOTE * RECOVERABLE TOPOGRAPHIC STATIONS

After this compilation sheet had been completed the descriptions (On form 524) of recoverable topographic stations were received from Lt. M. O. Witherbee. The sheet has been checked over and an endeavor has been made to show these stations (by black circles) on this sheet. The radial plot agrees with the A.C.S. positions as shown by Lt. Witherbee's topographic sheet, field letter "E". T-6200a

In addition to the stations shown on the opposite page the following stations have been shown by the small black circle.

Description	Latitude	Longitude	Method of Determination.
Tank (tank on roof)	40 35.3	73 48.5	A.C.S. 1934 Reg. No. _____
Spire (pointed green cupola)	40 35.9	73 49.3	A.C.S. 1934 Reg. No. _____

Tank (tank on roof) was located by stereoscopic examination. Its A.P.T. position checks with the A.C.S. position shown on this compilation within the required limits.

Spire (pointed green cupola) was located by stereoscopic examination. The A.P.T. position falls about four meters to the south of the A.C.S. position which is shown on this compilation. The station, falling beyond the limits of the flight used, had to be located from other pictures. The resulting lack of control and distortion prohibit the establishment of an error.

Stations "Trip" (flagpole) and "Yatch Club" (flagpole) have not been shown on this compilation. They were not spotted on the photos by the air photo field party and could not be identified by stereoscopic examination hence the A.C.S. position could not be verified by the radial plot.

COMPARISON WITH OTHER SURVEYS.

Three small islands are shown (Lat. $40^{\circ} 35.6'$ Long. $73^{\circ} 50.8'$) on a bromide by Lt. E.B. Latham (Reg. No. 3476--survey of 1914). These islands are not shown on bromide by Lt. C. D. Meaney (Reg. No. 4408--survey of 1928), and do not appear on the photos. They have therefore been omitted in this compilation.

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.)

Description	Latitude ° ' "	D.M. Meters	Longitude ° ' "	D.P. Meters	Height Approx.	Method of Determination
F.P. White	40 34.8		73 51.4			A.C.S., 1934 Reg. No. _____
F.P. Belle Harbor Y. C.	40 34.9		73 51.0			A.C.S., 1934 Reg. No. _____
Small Lt. Ho.	40 34.9		73 50.3		40'	A.C.S., 1934 Reg. No. _____
Bk. Tank atop Bldg.	40 34.7		73 50.2			A.C.S., 1934 Reg. No. _____
North Brick Tower	40 35.4		73 49.2			A.C.S., 1934 Reg. No. _____
Center of R.R. Bridge	40 35.6		73 48.6			A.C.S., 1934 Reg. No. _____
F. P.	40 36.0		73 48.0			A.C.S., 1934 Reg. No. _____
Brick Chimney	40 35.7		73 47.7		110'	A.C.S., 1934 Reg. No. _____
F.P. on White Bldg. (Magistrate's Court)	40 35.3		73 49.0			A.C.S., 1934 Reg. No. _____
Ball on Steel Tower	40 35.0		73 49.2		90'	A.C.S., 1934 Reg. No. _____
Black Stack	40 34 (46.0) 1804.8		73 49 (1086) 325		90'	A.P.T., 1934 Reg. No. T5093
Red Cupola (Moulin Rouge)	40 35.3		73 49.1			A.C.S., 1934 Reg. No. _____
Steel Tower on Bridge	40 35.4		73 49.2			A.C.S., 1934 Reg. No. _____
F.P. N.Y. Hotel	40 35.0		73 49.4		65'	A.C.S., 1934 Reg. No. _____
Sq. Chy. on School	40 34.7		73 51.3			A.C.S., 1934 Reg. No. _____
Bk. & yl. Striped Cupola	40 35.8		73 49.3			A.C.S., 1934 Reg. No. _____
Top - Signal House	40 35.6		73 48.6			A.C.S., 1934 Reg. No. _____

Note: A.C.S. denotes aluminum control sheet
A.P.T. denotes air photo topographic sheet.
For classification of Class (C) Landmarks see Descriptive
Report for Air Photo Topographic Sheet Reg. No. T5059,
paragraphs LANDMARKS and REPORT ON REVIEW OF SHEET.

Review of Photo Compilation T 5093 (1934)

The compilation has been reviewed and compared with previous surveys in the same area with the following results:

Comparison with T 6200a (1934)

This is a graphic control survey on a scale of 1:10,000. The descriptions of 23 recoverable stations were filed on Form 524. Thirteen agree with the compilation. One not on the compilation was transferred (F. P. Yacht Club). Nine are in the area of adjoining compilations.

Except for temporary plane table stations all information on T 6200a within the area of the compilation is now shown thereon.

Comparison with T 4408 (1928)

This is a plane table survey on a scale of 1:10,000. All information shown on T 4408 is entirely superseded by the compilation for the area it covers.

Comparison with T 4325 (1927)

This is a plane table survey on a scale of 1:10,000.

There has been a general seaward movement of the high water line in varying amounts up to 100 metres. No descriptions are filed on Form 524.

With the exception of magnetic declination and temporary plane table stations the compilation now shows all information on T 4325, and is adequate to supersede T 4325.

Comparison with T 3476 (1914)

This is a plane table survey on a scale of 1:10,000.

The high water line on the ocean side is not shown on T 3476. Other detail has been so radically changed by the works of man that no comparison is possible.

The compilation is adequate to supersede T 3476.

Comparison with T 2871 (1908)

This is a plane table survey on a scale of 1:10,000.

All information on this survey is entirely superseded by the compilation for the area it covers.

Comparison with H 5733 (1934)

This is a hydrographic survey on a scale of 1:10,000. Except for minor differences and the omission on the compilation of a small island in Bass Channel, all information of a topographic nature agrees with the compilation for the area it covers. The photographs are not available to check the existence of the island in Bass Channel. The high water line on H 5733 is not shown on the ocean side.

Comparison with H 4797 (1927)

This is a hydrographic survey on a scale of 1:10,000.

This survey supplements H 5733 to show the soundings applicable on the ocean side and the same notation is applicable as stated for T 4325 above.

Comparison with chart 542.

This chart is on a scale of 1:20,000 and the information shown thereon has been taken in part from the surveys discussed above.

All landmarks on the chart are shown on the compilation. There are no differences in names. Attention is called to the compiler that Conchs Hole Creek has been filled in and the name should be removed from the chart. The railroad yard at lat. $40^{\circ} 34.8'$, long. $73^{\circ} 50.1'$ should be added to the chart.

The authority for names not shown on the chart is a map compiled by the Board of Estimate and Apportionment of New York City, and will be filed in the Cartographic Section. The shore line on the ocean side at Belle Harbor is now studded with protective jetties.

There are no rocks of any description to be shown.

General

The buildings as now shown on the compilation, with exception of those at Big Egg Marsh, were added in the office from a stereoscopic examination of the photographs.

No attempt was made to show other than ~~a representative number~~ *the most prominent buildings* but particular care was taken to show every building possible that formed a part or was adjacent to a control station. Others may be added as time permits.

The buildings originally shown on this compilation as received from the field were so carelessly drawn that they were rejected in toto.

This entire compilation has been redrawn and
the statement on the opposite page does not apply.

(S)

An experiment in the use of miniature names for streets was tried out on this compilation. The result is not satisfactory and the additional time to prepare them is not justified.

Control stations were numbered and a list of their descriptions tabulated separately. This is desirable in congested areas where much detail would be obliterated by long name labels.

} See opposite page.

A better description of the accuracy as stated on page 6 of the descriptive report is 2 to 5 metres for intersected points and 3 to 8 metres for other detail.

June 10, 1935

Reviewed by *Joseph Andrews* ³²
Joseph Andrews Ed

Inspected by

B.G. Jones

~~Chief, Air Photo Section~~

Approved by

K.T. Adams
Assistant Chief, Division of Charts.

Survey No. T-5093Date. 6-7-35

GEOGRAPHIC NAMES

Chart No. 542

Diagram No. _____

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

¢, Not Approved by the Division of Geographic Names, Department of Interior.

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

Status	<u>The Raunt.</u> Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	<u>Bass Channel Island.</u>				
	<u>Edgemere.</u>				
	<u>Little Bay.</u>				
	<u>Aunt Sallies Drain</u>	delete this name from all records. K.T.A.			
	<u>Bass Channel.</u>				
	<u>Little Bay Marsh.</u>				
	<u>Conchs Hole Point.</u>				
	<u>Conch Hole Creek</u>	(Fillet's In.)			
	<u>Sommerville Basin.</u>				
	<u>Arverne.</u>				
	<u>Gross Hassock Channel</u>				
	<u>Brant Point.</u>				
	<u>Vernam Basin.</u>				
	<u>Barbadoes Basin.</u>				
	<u>Broad Channel.</u>				
	<u>Big Egg Marsh.</u>				
	<u>Little Egg Marsh.</u>				
	<u>Great Bar Marsh.</u>				
	<u>Beach Channel.</u>				
	<u>Holland</u>				
	<u>Hammels.</u>	<u>Hammel:</u> (omit final 's')			
	<u>Seaside.</u>				
	<u>Rockaway</u>				
	<u>Rockaway Park.</u>				
	<u>Rockaway Beach.</u>				
	<u>Rockaway</u>				
	<u>Jamaica Bay</u>	names approved 10/10/35			
	<u>Atlantic Ocean.</u>	K.T.A.			

REVIEW OF AIR PHOTO COMPILATION NO. T 5093

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) Interpretation, page 4.
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 COMPILATION (B), page 4, Adjustments of Plot.
7. High water line on marshy ~~unexamined~~ 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, ~~shoals, coral reefs and rocks~~, 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. M.O. Witherbee in 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)
List of landmarks previously submitted by Lieut. R.W. Woodworth in 1930-1933; also new landmarks to be submitted by Lieut. M.O. Witherbee in 1934.
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)
See last sub-paragraph of COMPILATION (C) Interpretation, page 5.
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.
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 Lieut. M.O. Witherbee's Reports covering the topography executed in 1934 under his charge.

✓ 18. Examined and approved;
Preliminary Review:

W. D. Ayers
W. D. Ayers

Surveyor

Roswell C. Bolstad
Roswell C. Bolstad
Chief of Party

✓ 19. Remarks after review in office:

Reviewed in office by: *Joseph Andrews* ³²

✓ *B. G. Jones*

Examained and approved:

K. T. Adams
Asst Chief, Section of Field Records
L. O. Solbert
Chief, Division of Charts

F. S. Borden
Chief, Section of Field Work
G. H. Hilde
Chief, Division of Hydrography
and Topography.