

5094

5335

Diag. Cht. Nos. 369-4 &amp; 1215-3

Form 504

## U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

## DESCRIPTIVE REPORT

Type of Survey TOPOGRAPHIC(AIR PHOTO.)Field No. 44-E & 44-W Office No. T-5094 &  
T-5335

## LOCALITY

State NEW YORKGeneral locality SHORE OF LONG ISLANDLocality JAMAICA BAY(WESTERN PART) &ROCKAWAY INLET, PLUMB ISLAND194 34

## CHIEF OF PARTY

R. C. Bolstad, Jr.

## LIBRARY &amp; ARCHIVES

DATE June, 1936 & Feb., 1938

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. 44 E

REGISTER NO. T 5094

State New York

General locality Southwestern Shore of Long Island

JAMAICA BAY (WESTERN PART)  
Locality ~~Floyd Bennett Field to Howard Beach~~

Scale 1:10,000 Date of ~~Survey~~ photographs - Oct., 1933: Jan., April 1934, 19

Date of Compilation -- See Statistics Sheets  
~~Vessel~~ Air Photo Compilation Party No. 12, New York City

Chief of party *Roswell C. Bolstad*  
Roswell C. Bolstad

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

Inked by C. R. Weaver

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

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

Instructions dated November 15, 1932

Remarks: Compiled on a scale of 1:10,310 and enlarged and printed  
on a scale of 1:10,000 by Photo Lithography.

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. 44 W

REGISTER NO: T 5335

State New York

General locality ~~ROCKAWAY HARBOR~~ Brooklyn

~~Southwestern Shore of Long Island~~

Locality ~~PLUMB ISLAND~~ Genieten

~~Goney Island to Floyd Bennett Field~~

Scale 1:10,000 Date of photographs -- Oct. 1933; Jan., April 1934

Date of 1934

Date of Compilation -- See Statistics Sheets

Vessel 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 C.R. Weaver

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

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

Instructions dated November 15, 1932.

Remarks: Compiled on a scale of 1:10,310 and enlarged and printed  
on a scale of 1:10,000 by Photo Lithography.

...

-STATISTICS-

on

SHEET, FIELD NO. 44 E, REG. NO. T 5094

PHOTOGRAPHS AS FOLLOWS:-

M556 to M571 (876-14) incl. taken 10/14/33 @ 10:50 A.M.  
M603 to M614 (876-14) incl. taken 4/3/34 @ 9:50 A.M.  
V233 to V239 (876B-8) incl. taken 1/11/34 @ 11:18 A.M.

	BY	DATE	From	To
ROUGH RADIAL PLOT	<u>H.L. Hawkins</u>	<u>8/31/34</u>		
SCALE FACTOR (0.97)	<u>H.L. Hawkins</u>	<u>9/1/34</u>		
SCALE FACTOR CHECKED	<u>G. Crowther</u>	<u>9/4/34</u>		
PROJECTION	<u>H.L. Hawkins</u>	<u>9/5/34</u>		
PROJECTION CHECKED	<u>W.D. AYERS</u>	<u>9/5/34</u>		
CONTROL PLOTTED	<u>J.G. Albert</u>	<u>9/7/34</u>		
CONTROL CHECKED	<u>J.D. Lanigan</u>	<u>9/10/34</u>		
TOPOGRAPHY TRANSFERRED	<u>W.D. AYERS</u>	<u>11/7/34</u>		
TOPOGRAPHY CHECKED	<u>D.M. Overby</u>	<u>2/8/35</u>	<u>2/12/35</u>	
SMOOTH RADIAL LINE PLOT	<u>W.D. AYERS</u>	<u>10/9/34</u>	<u>10/30/34</u>	
RADIAL LINE PLOT CHECKED	<u>S.E. Sperry Jr.</u>	<u>5/20/35</u>	<u>5/23/35</u>	
(Shore Line)	<u>F.M. Overby</u>	<u>5/3/35</u>	<u>5/3/35</u>	
DETAIL INKED	<u>H.L. Hawkins</u>	<u>11/1/34</u>	<u>11/3/34</u>	
	<u>C.R. Weaver</u>	<u>2/1/35</u>	<u>6/15/35</u>	(intermittently)
PRELIMINARY REVIEW	<u>J.R. Reynolds</u>	<u>6/15/35</u>	<u>6/20/35</u>	
AREA OF DETAIL INKED	<u>9.5</u>	sq. Statute Miles	(Land Area)	
AREA OF DETAIL INKED	<u>0.0</u>	sq. Statute Miles	(Shoals in Water Area)	
LENGTH OF SHORELINE	(more than 200 m. from nearest opposite shore)			
	<u>36.0</u>	Statute Miles		
LENGTH OF SHORELINE	(rivers and sloughs less than 200 m. wide)			
	<u>78.0</u>	Statute Miles		
LENGTH OF ROADS, STREETS, TRAILS AND RAILROADS	<u>50</u>	Statute Miles		
GENERAL LOCATION	<u>Southwestern Shore of Long Island</u>			
LOCATION	<u>FLOYD Bennett Field to Howard Beach Jamaica Bay (Western Part)</u>			
DATUM	<u>North American 1927</u>			
STATION	<u>Barren Island Concrete Stack 1932</u>	Lat.	<u>40° 35' 01.520"</u>	<u>(46.9)</u>
	(Office Adjusted Position)	Long.	<u>73° 52' 39.980"</u>	<u>(940.2)</u>



-STATISTICS-

on

SHEET, FIELD NO. 44W, REG. NO. T 5335

PHOTOGRAPHS AS FOLLOWS:

M571 to M585 (876-14) incl. taken 10/14/33 @ 10350 A.M.  
M614 to M616 (876-14) incl. taken 4/3/34 @ 9:50 A.M.  
V233 to V239 (876B-8) incl. taken 1/11/34 @ 11:18 A.M.

	BY	DATE	
		From	To
ROUGH RADIAL PLOT	<i>H.L. Hawkins</i> H.L. Hawkins	8/31/34	
SCALE FACTOR (0.97)	<i>H.L. Hawkins</i> H.L. Hawkins	9/1/34	
SCALE FACTOR CHECKED	<i>G. Crowther</i> G. Crowther	9/4/34	
PROJECTION	<i>H.L. Hawkins</i> H.L. Hawkins	9/5/34	
PROJECTION CHECKED	<i>W.D. AYERS</i> W.D. Avers	9/5/34	
CONTROL PLOTTED	<i>J.G. Albert</i> J.G. Albert	9/7/34	
CONTROL CHECKED	<i>J.J. Lanigan</i> J.J. Lanigan	9/10/34	
TOPOGRAPHY TRANSFERRED	<i>W.D. AYERS</i> W.D. Avers	11/7/34	
TOPOGRAPHY CHECKED	<i>F.M. Overby</i> F.M. Overby	2/8/35	2/12/35
SMOOTH RADIAL LINE PLOT	<i>W.D. AYERS</i> W.D. Avers	10/9/34	10/30/34
RADIAL LINE PLOT CHECKED	<i>S.E. SPERRY Jr.</i> S.E. Sperry Jr.	5/20/35	5/23/35
(Shore Line)	<i>F.M. Overby</i> F.M. Overby	5/1/35	5/3/35
DETAIL INKED	<i>H.L. Hawkins</i> H.L. Hawkins	11/1/34	11/3/34
	<i>C.R. Weaver</i> C.R. Weaver	1/2/35	6/1/35
PRELIMINARY REVIEW	<i>S.E. Sperry Jr.</i> S.E. Sperry Jr.	6/3/35	6/20/35

AREA OF DETAIL INKED 14.0 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)  
6.0 Statute Miles

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

LENGTH OF ROADS, STREETS, -TRAILS, RAILROADS 240 Statute Miles

GENERAL LOCATION ~~ROCKAWAY INLET~~ *Brooklyn*  
~~Southwestern Shore of Long Island~~

LOCATION ~~PLUMB ISLAND~~ *Fortification*  
~~Coney Island to Floyd Bennett Field~~

DATUM North American 1927

STATION St. Thomas (N.Y.) 1932 Latitude 40° 37' 11.211" (345.8)

(Office Adjusted Position) Longitude 73° 56' 09.259" (217.6)



COMPILER'S REPORT

for

AIR PHOTO TOPOGRAPHIC SHEETS ~~FIELD~~ NOS. <sup>T-5094 T-5335</sup> 44E & 44W

GENERAL INFORMATION

The AIR PHOTO FIELD INSPECTION REPORT attached to the descriptive report for Air Photo Topographic Sheet Reg. No. T5334 furnished the necessary field data for the compilation of these sheets. Additional information was obtained from the field prints, from Lieut. (j.g.) R.C. Bolstad, Chief of Party #12, who is familiar with the area, and also from a final field inspection made by Mr. C.R. Weaver, Draftsman Party #12, the Compiler of these sheets.

The accompanying STATISTICS SHEETS detail all data in connection with the compilation of these sheets.

These sheets were compiled from five lens 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, and from single lens photos taken by Capt. Willis R. Taylor of the U.S. Army Air Corps.

The set of five lens photographs Nos. M556 to M585 (876-14), used in the compilation of both <sup>T-5094</sup> 44E and <sup>T-5335</sup> 44W, was taken October 14, 1933 at 10:50 A.M., at which time the tide at Canarsie was one-tenth of a foot above low water. The set of single lens photographs V224 to V239 (876B-8), used in the compilation of both <sup>T-5094</sup> 44E and <sup>T-5335</sup> 44W, were taken January 11, 1934 at 11:18 A.M., at which time the tide at Canarsie was 0.1 foot above low water. The set of five lens photographs M603 to M616 (876-14) was taken April 3rd., 1934, 9:50 A.M. was used in the compilation of both <sup>T-5094</sup> 44E and <sup>T-5335</sup> 44W, and at the time the photographs were taken the tide at Canarsie was one-tenth of a foot below high water. Tides were determined from the Predicted Tide Tables of the U.S. Coast and Geodetic Survey.

<sup>T-5094</sup> Sheets 44E and <sup>T-5335</sup> 44W were compiled together and then separated.

CONTROL

(A) Sources

The following sources of control were used in the compilation of these sheets.

- (a) Triangulation by Lieut. R.W. Woodworth, in 1930-33.
- (b) Triangulation by Lieut. M.O. Witherbee, in 1934.
- (c) Triangulation by Lieut. C.D. Meaney, in 1932.
- (d) Aluminum Control Sheet, 1934, Lieut. M.O. Witherbee Field Sheet "E". <sup>Reg. T-6200a</sup>
- (e) Aluminum Control Sheet, 1934, Lieut. M.O. Witherbee Field Sheet "F". <sup>T-6200b</sup>
- (f) Aluminum Control Sheet, 1934, Lieut. M.O. Witherbee Field Sheet "G". <sup>T-6201a</sup>

Topographic sheet Register No. 4407, by Lieut. C.D. Meaney and Lieut. R.C. Bolstad, was used for comparison purposes only, i.e. as an aid in detailing, for the sheet was marked "Control Deficient" and was thus unfit for any more accurate use.

All control was adjusted to the North American 1927 Datum before beginning the compilation. The adjustment was approximate; however, any final office adjustment should be unplotable at the scale of these sheets, 1:10,309.

The triangulation referred to above, landmarks and recoverable topographic stations by Lieut. R.W. Woodworth, Lieut. C.D. Meaney, Lieut. M.O. Witherbee, shoreline from the topographic sheets and monumented stations by Lieut. Witherbee formed the basis of control for these sheets.

In addition, the following topographic signals, established by Lieut. Witherbee and shown on the Aluminum Control Sheets, were spotted in the field on the photos and used for supplementary control:

<u>Description of Signal</u>	<u>Approx. Lat.</u>	<u>Long.</u>
Red & White Banner	40° 38.1'	73° 52.7'
Red & White Banner	40° 38.3'	73° 52.9'
Banner	40° 36.3'	73° 53.3'
Pole Wrapped with Cloth	40° 36.1'	73° 54.9'

All topographic signals used for controlling the radial plot of these sheets have been shown on the celluloid sheet by a double blue circle (©). 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 sheets. 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 the draftsmen in the Washington Office, as they will have all the data on hand. *These signals will not be shown.*

#### (B) Errors

In making the radial plot for these sheets the following relocation of spotted aluminum control signals resulted:

#### Sheet 447 T-5094

Lightpole - Lat. 40° 39.6', Long. 73° 50.4'; new position as determined by the radial plot lies 17 meters distant on azimuth 190° (from North), from the position as shown on Lieut. Witherbee's 1934 A.C.S., Field Sheet T-62006 "F". This signal was spotted in the field, but could not be verified under the stereoscope, in the office. There was not sufficient time to allow a verification of the spotting by a reinspection in the field, but the spotting is probable correct as there is sufficient clear



detail to aid the field men. (see photo M605 (876-14) "C" print). The station was run in by stadia and there is likelihood that an incorrect rod reading resulted in the error.

*Yep(d)*

F.P. Yacht Club - Lat.  $40^{\circ} 39.1'$ , Long.  $73^{\circ} 51.5'$ ; new position as determined by the radial plot lies 8 meters distant on azimuth  $260^{\circ}$  (from North) from the position shown on Lieut. Witherbee's 1934 A.C.S., Field Sheet "F". *T-62006*  
This signal was very easily spotted on the photographs by the A.P.T. field inspection party, and although no reinspection was made to verify the original spotting it is believed to be correct, as there is sufficient clear detail to aid the field men. In addition, there is sufficient control in the vicinity of this signal to assure a strong plot.

N. Tripod (U.S.E.) - Lat.  $40^{\circ} 36.4'$ , Long.  $73^{\circ} 53.3'$ ; This station, occurring on Lieut. Witherbee's 1934 A.C.S. Field Sheet "H", *T-62016* was cut in on the field prints from measurements taken to surrounding objects, by the A.P.T. field inspection party. The radial position of this spotted position was found to differ from the A.C.S. position of the station by about 5 meters. However, as the pricking may be incorrect the A.C.S. position was held.

Sheet 44W *T-5335*

N. Radio Tower - Lat.  $40^{\circ} 36.9'$ , Long.  $73^{\circ} 54.2'$ . The new position as determined by the radial plot lies 7 meters distant on azimuth  $160^{\circ}$  (from North) from the position as shown on Lieut. Witherbee's 1934 A.C.S., Field Sheet "H". *T-62016* This station was field pricked on photo M571 (876-14), "B" print, and the spotting was easily verified under the stereoscope. The triangulation control surrounding this station is of sufficient strength and quantity to allow a strong plot, and it is believed that the new radial position of this station is the correct position.

S. Rad. Tower. - Lat.  $40^{\circ} 36.9'$ , Long.  $73^{\circ} 54.2'$ ; new position as determined by the radial plot lies 7 meters distant on azimuth  $150^{\circ}$  (from North) from the position shown on Lieut. Witherbee's 1934 A.C.S., Field Sheet "H". *T-62016* This station was field pricked on photo M571 (876-14), "B" print, and the spotting was easily verified under the stereoscope. The triangulation control surrounding this station is of sufficient strength and quantity to allow a strong plot, and because of this it is believed that the new radial position of this station is the correct position.

Chy- Lat.  $40^{\circ} 37.1'$ , Long.  $73^{\circ} 55.8'$ . The new position as determined by the radial plot lies 6 meters distant due north from the position as given on Lieut. Witherbee's 1934 A.C.S., Field Sheet "H". *T-62016* This station was not spotted in the field, at the time the original A.P.T. field inspec-

tion was made, but it was easily picked up with the aid of the stereoscope. The triangulation control surrounding this station is strong, and it is believed that the radial position of this station is the correct position.

(C) Discrepancies

No control stations established by other organizations were used in the compilation of these sheets.

COMPILATION

(A) Method

The usual radial line method of plotting was used in the compilation of these sheets.

(B) Adjustment of Plot

The scale factor of these sheets (0.97) was determined from the longest strip of photographs, namely M556 to M585 (876-14). The other five lens flight strip, M603 to M616 (876-14), and the single lens flight strip both have scale factors very close to 1.00.

This scale difference did not cause any unusual difficulty while the smooth plot was being made, but the detailing was made difficult because of the large amount of proportioning that was necessary.

The control for these sheets is strong, and by holding to all available control, 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, with a few exceptions, no great difficulty was experienced in interpreting the photographic detail. The only exceptions, where some difficulty was experienced, occurred in areas similar to that at Lat.  $40^{\circ} 36.8'$ , Long.  $73^{\circ} 50.6'$ , where the nature of the detail, outside the high water line, was difficult to determine. There was not sufficient time available to clear up this difficulty by a reinspection in the field so these areas were interpreted as well as possible with the aid of the stereoscope. As a result of this investigation, the Compiler of these sheets believes these areas to be made up of grass and mud flats, and so they have been shown by this combination symbol.

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 by a single dashed line. In most cases, unless labeled on the field prints, the classification of the roads had to be made under the stereoscope.



Small shacks along the two creeks at Lat.  $40^{\circ} 39.5'$ , Long.  $73^{\circ} 51.8'$ , have not been shown because of their temporary nature and proximity to each other. These may be shown in the Washington Office, if it is deemed advisable. They are all located on drained marsh area and connected to the mainland by footwalks. Similarly, small shacks along the water's edge, at Lat.  $40^{\circ} 35'$ , Long.  $73^{\circ} 55'$  and at Lat.  $40^{\circ} 36'$ , Long.  $73^{\circ} 55'$ , have been omitted for the same reasons. They also may be shown in the Washington Office if it is so desired.

All buildings are shown, save for the exceptions noted above and also save in thickly populated areas, such as occur in the Borough of Brooklyn, in which cases the omissions are indicated by appropriate labels.

The only bridges of importance to navigation are the Highway Bridge at Nolans Ave., Howard Beach, over Shell Bank Basin and the Highway Bridge on Cross Bay Blvd. over Grassy Bay. Information for both of these bridges was obtained from the United States Coast Pilot and was verified by subsequent information obtained from the U.S. Army Engineers Office in New York City.

#### (D) Information from Other Sources

The track layout of the Long Island Railroad was used to locate streets, bridges and other data needed for detailing.

Topographic Sheet Register No. 4407, by Lieut. C. D. Meaney and Lieut. R.C. Bolstad, was used only as an aid in detailing, as mentioned under CONTROL (A) Sources, page 4. This topographic sheet was the only one available at the time the shore line was put on these sheets, but since it was not sufficiently accurate it was not used as a guide in locating the shore line. The photographs alone were used in putting in the high water line.

After the compilation had been well under way, a bromide was received of the shore line around Shell Bank Basin, which was run in, during the summer of 1934, by Lt. M.O. Witherbee. A comparison was then made between the shore line on the bromide and that traced from the photographs. The comparison was favorable, except in the neighborhood of topographical station "Lightpole". In this area, the bromide shore line differed from that of the photographs by an amount and direction equal to that of the error in station "Lightpole", mentioned under CONTROL (B) Errors, page 4. This is a further verification of the accuracy of the radial plot in this area.

#### (E) Conflicting Names

There are no names on these sheets that conflict with the names on the present charts.

#### COMPARISON WITH OTHER SURVEYS

The junctions with all other adjoining sheets are satisfactory.

The only aid that was available in putting in the shore line was the 1934 bromide of Lieut. Witherbee's shoreline at Shell Bank Basin. The high water line of the photographs agreed well with that on the bromide except in the vicinity of topographical station "Lightpole". In this area the shore line differed from that of the photographs by an amount and direction equal to the error found in station "Lightpole" and mentioned under CONTROL (B) Errors, page 4.

#### LANDMARKS

The list of landmarks, including those to be expunged, for the area covered by this compilation, has been previously submitted by Lieut. R.W. Woodworth on December 12, 1932. This list may have been supplemented by Lieut. M.O. Witherbee, who worked in this area in 1934 but whose list of landmarks was never received in this office.

All the recoverable topographic stations established by Lieut. Witherbee in 1934, which have been shown on this compilation, have been designated on the overlay sheet by a ( d ), indicating that this station has been submitted on form 524. The Washington Office should verify these to see that all those shown thus have been submitted on form 524, as no information concerning the complete list submitted has been received in this office.

There are also many other objects (such as houses, ends of docks etc.) which are within the accuracy specified under the following heading, RECOMMENDATIONS FOR FURTHER SURVEYS? and may be used to obtain hydrographic "fixes". Care should be taken to use the center of the houses, as the size shown on these sheets may be expanded somewhat.

#### RECOMMENDATIONS FOR FURTHER SURVEYS

The compilation of these sheets is believed to have a probable error of not over two meters in well defined detail of importance for charting and of not more than four meters for other data. It is understood that the widths of roads and similar objects may be expanded somewhat in order to keep the detail clear and to keep it from photographing as a solid area in the photo-lithographic process. *See Review*

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

Submitted by

C. R. Weaver

C. R. Weaver

Draftsman

*H. L. Hawkins*

H. L. Hawkins

Draftsman

Assisted by

*S. E. Sperry Jr.*

S. E. Sperry Jr.

Surveyor

*J. R. Reynolds*

J. R. Reynolds

Draftsman

LIST OF RECOVERABLE TOPOGRAPHIC STATIONS

CLASS (C) LANDMARKS

SHEET 44B T-5094

5094  
5335

(Includes all recoverable objects sufficiently prominent for use as hydrographic fixes, shown as topographic stations with small black circle on this sheet, and described on form 524 unless otherwise noted.)

Station	Latitude			Longitude			Method of Determination
	°	'	D.M. Meters	°	'	D.P. Meters	
F.P. on House(d)	40	35	(363) 1487	73	51	(1016) 396	1934 A.C.S.
Lightpole	40	39	(656) 1195	73	50	(823) 587	1935 A.P.T.
F.P. Yacht Club(d)	40	39	(1554) 297	73	51	(779) 631	1935 A.P.T.
Small(d) Highway Bridge	40	38	(40) 1811	73	49	(151) 1259	1934 A.C.S.
E. Gable - Yellow House(d)	40	38	(198) 1653	73	50	(275) 1135	1934 A.C.S.
Canarsie U.S.E.(d)	40	37	(1243) 608	73	53	(1306) 104	1934 A.C.S.
Bergen U.S.E.(d)	40	37	(1728) 123	73	53	(168) 1232	1934 A.C.S.
N. Tripod <sup>(U.S.E.)</sup> (d)	40	36	(1170) 681	73	53	(932) 479	1934 A.C.S.
Sq. Brick Tower(d)	40	35	(578) 1273	73	53	(555) 855	1934 A.C.S.
Rockier Arm of Wreck(d)	40	34	(170) 1681	73	52	(997) 415	1934 A.C.S.
City Dock (U.S.E.)	40	35	(1317) 534	73	52	(478) 933	1935 A.P.T.

Note: A.C.S. denotes Aluminum Control Sheet.  
A.P.T. denotes Air Photo Topography.  
For Classification of Class (C) landmarks see Descriptive Report for Topographic Sheet, Reg. No. T5059, LANDMARKS AND REPORT ON REVIEW OF SHEET.

LIST OF RECOVERABLE TOPOGRAPHIC STATIONS

CLASS (C) LANDMARKS

SHEET 44-W T-5335

(Includes all recoverable objects sufficiently prominent for use as hydrographic fixes, shown as topographic stations with small black circle on this sheet, and described on form 524 unless otherwise noted.)

Station	Latitude			Longitude			Method of Determination
	D.M. ° ' Meters			D.P. ° ' Meters			
F.P. Corner of Dock	40	35	(575) 1276	73	55	(1079) 332	1934 A.C.S.
F.P. - last House East <i>In(d)</i>	40	35	(1520) 330	73	55	<sup>1395</sup> (1394) 18 17	1934 A.C.S.
F.P. - Broad Canal Y.C. <i>Bat(d)</i>	40	35	(1662) 188	73	55	<sup>1169</sup> (1171) 240 242	1934 A.C.S.
F.P. - Pluto Boat Club <i>Club(d)</i>	40	35	<sup>1442</sup> (1441) 410 409	73	55	<sup>58</sup> (56) 1356 1354	1934 A.C.S.
Peak of roof Marine shop <i>Sat(d)</i>	40	35	<sup>897</sup> (898) 953 954	73	55	<sup>137</sup> (135) 1276 1272	1934 A.C.S.
Red Dome on Power House <i>Dome(d)</i>	40	35	(1164) 687	73	55	(27) 1384	1934 A.C.S.
F.P. - Cor. of Dock	40	35	(688) 1163	73	55	(228) 1183	1935 A.P.T.
N. Radio Tower <i>(d)</i>	40	36	(248) 1603	73	54	(1182) 229	1935 A.P.T.
S. Radio Tower <i>(d)</i>	40	36	(271) 1580	73	54	(1204) 207	1935 A.P.T.
Chy.	40	37	(1724) 127	73	55	(415) 995	1935 A.P.T.

*Corrections in red from descriptive cards filed under T-6201a*

*12-11-35 D.R.S.*

Note: A.C.S. denotes Aluminum Control Sheet  
A.P.T. denotes Air Photo Topography  
For Classification of Class (C) landmarks, see Descriptive Report for Topographic Sheet, Reg. No. T5059, LANDMARKS AND REPORT ON REVIEW OF SHEET.

GEOGRAPHIC NAMES  
Date. July 8, 1935.  
NEW YORK

Survey No. T-5094

Chart No. 542 & 1215

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

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

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

Under investigation. Q

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
✓	<u>Fresh Creek</u>	Same			
✓	<u>Betts Creek</u>	"			
✓	<u>Spring Creek</u>	"			
✓	<u>Ralph Creek</u>	"			
✓	<u>Old Mill Creek</u>	"			
✓	<u>Ramblersville</u>	"			
✓	<u>Howard Beach</u>	"			
✓	<u>Shellbank Basin</u>	"			
✓	<u>Grassy Bay</u>	"			
✓	<u>Canarsie</u>	"			
✓	<u>Canarsie Beach Park</u>	"			
✓	<u>Bergen Beach</u>	"			
✓	<u>Canarsie Pol</u>	"			
✓	<u>Christianpol Marsh</u>	"			
✓	<u>Duck Point</u>	"			
✓	<u>Duck Point Marsh</u>	"			
✓	<u>Elders Point Marsh</u>	"			
✓	<u>Pumpkin Patch Marsh</u>	"			
✓	<u>Black Bank Marsh</u>	"			
✓	<u>Mill Basin</u>	"			
✓	<u>Irish Channel</u>	"			



Date July 8, 1935

# GEOGRAPHIC NAMES

Survey No. T-5094

Chart No. 542 & 1215

NEW YORK

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

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

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

Under investigation. Q

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
✓	<u>Long Pol Bar</u>	Same			
✓	<u>Big Channel</u>	"			
✓	<u>Jamaica Bay</u>	"			
✓	<u>Nestepol Marsh ?</u>	"			
✓	<u>Old Swalee Marsh</u>	"			
✓	<u>Sails Point Hassock</u>	"			
✓	<u>Fishkill Hassocks</u>	"			
✓	<u>Big Fishkill Channel</u>	"			
✓	<u>Stony Creek Marsh</u>	"			
✓	<u>Stony Point</u>	"			
✓	<u>Stony Creek</u>	"			
✓	<u>Horse Channel</u>	"			
✓	<u>Yellow Bar Hassock</u>	"			
✓	<u>Black Wall Channel</u>	"			
✓	<u>Black Wall Marsh</u>	"			
✓	<u>Floyd Bennett Field</u>	"			
✓	<u>Barren Island</u>	"			
✓	<u>Johns Point Marsh</u>	"			
✓	<u>Island Channel</u>	"			
✓	<u>Big Fishkill Hassocks</u>	"			
✓	<u>Ruffle Bar</u>	"			

Geographic Names  
SFC  
*H. Wood*

## Date. \_\_\_\_\_

Chart No. CNTD

Under investigation. Q

[illegible]

T-5335

Survey No. \_\_\_\_\_

## GEOGRAPHIC NAMES

Date July 9, 1935Chart No. 542 & 1215

NEW YORK

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

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

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

Under investigation. Q

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	<u>Brooklyn</u> ✓	Same			
	<u>Paerdegat</u> ✓				
	<u>Bergen Beach</u> ✓				
	<u>East Mill Basin</u> ✓				
	<u>Mill Basin</u> ✓				
	<u>Mill Creek</u> ✓				
	<u>Gerritsen Creek</u> ✓	<i>House</i>			
	<u>Plumb Island</u> ✓				
	<u>Riches Meadows</u> ✓				
	<u>Deep Creek</u> ✓				
	<u>Gerritsen Inlet</u> ✓				
	<u>Point Breeze</u> ✓				
	Names underlined in red are approved.				
	<u>Gravesend</u>	<i>W. Woods</i>			
	<u>Sheepshead Bay</u>				
	<u>Gerritsen</u> ✓				
	<u>Plumb Beach Canal</u> ✓	<u>Plumb Beach Channel</u> ✓			
	<u>Rockaway Inlet</u> ✓				
	<u>Paerdegat Basin</u> ✓				
	<u>Canarsie</u> ✓				
	<u>Floyd Bennett Field</u> ✓				

Names approved by

*Kelly*  
 Aug. 31 1935

# REVIEW OF AIR PHOTO COMPILATION T 5094 (1934)

November 1935

## 1. Comparison with Contemporary Graphic Control Surveys

### a. T 6200a (1:10,000), June-July 1934

The only details on the graphic control survey in the compilation area are one triangulation station and two described recoverable topographic stations. These stations are shown on the compilation.

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

Comparison with T 6200b has been made in the field. For discussion see pages 4, 7 and 8 of the accompanying descriptive report. A comparison made in the office checks the air photo field work.

Topographic station. GAR (d) (lat.  $40^{\circ} 39.3'$ , long.  $73^{\circ} 50.2'$ ) has not been transferred to the compilation from T 6200b. The graphic control position of the garage does not check with the air photo location. This station was probably located on the same graphic control traverse as station LIGHTPOLE. A note has been placed on the graphic control survey referring to the compilation and this review.

All details on T 6200b west of meridian  $73^{\circ} 50'$  are on the compilation.

### c. T 6201b (1:10,000), July-Aug. 1934

There is no shore line on T 6201b. Described recoverable stations have been transferred to the compilation in the field. All details on T 6201b except temporary topographic stations are on the compilation.

## 2. Comparison with Previous Topographic Surveys

### a. T 4407 (1:10,000), 1928

Details appearing on T 4407 which are not shown on the compilation are as follows:

- (1) Cribbing west of Island Channel, and west of Canarsie Pol. The photographs show no indications of any of this cribbing.
- (2) The dike north of Canarsie Pol can not be seen on the photographs. It is undoubtedly no longer in existence.
- (3) The bulkheads north and east of Floyd Bennett Field can not be seen on the photographs. They are probably covered by sand.
- (4) The dolphins in lat.  $40^{\circ} 34.7'$ , long.  $73^{\circ} 53.0'$  have been removed. They are no longer charted.

In general shore line details on the compilation agree with T 4407. The compilation is complete and adequate to supersede the area on T 4407 which it covers.

- b. T 4 (1:20,000), 1835; T 535 (1:20,000), 1855-56; T 1448 and T 1449 (1:5,000), 1877; T 1482a (1:10,000), 1878; T 1594 (1:4,000), 1885; T 2871 (1:10,000), 1908; T 3477 and T 3478 (1:10,000), 1914.

Comparison with these older surveys shows many changes due in large part to man-made improvements. These include filled areas such as Floyd Bennett Field, Canarsie Beach Park, and Canarsie Pol.

Several large buildings and the wharves and piers connected with them, which were located on Barren Island, have been demolished. Of the two remaining, both have been abandoned and one is being torn down. Changes have also occurred in the marsh islands in Jamaica Bay.

The compilation is complete and adequate to supersede all detail on previous surveys where covered, except for the contours on T 535.

### 3. Comparison with Contemporary Hydrography

H 5733 and H 5734 (1:10,000), June-Nov. 1934

There are no conflicts between the compilation shore line and the hydrography.

### 4. Comparison with Charts

The compilation area is covered on charts 542 and 1215. A detailed comparison has been made with these charts. Numerous details such as small islands, piers, and jettys which are shown on the charts are no longer in existence. More important among these are the following:

- a. The pier and bulkhead on Ruffle Bar <sup>(North Side)</sup> are in ruins and the reclaimed land has reverted to marsh.
- b. The long pier at the east end of Ruffle Bar and piers on Nestepol Marsh and Big Fishkill Hassock are no longer there.
- c. The island west of Stony Point has disappeared.
- d. A proposed street system in Canarsie, east of Rockaway Parkway and north of Sea View Avenue is shown on the charts. Only a few short streets have actually been built. This has been verified in the field by the reviewer on November 31, 1935.
- e. The cribbing, bulkheads, and dike mentioned in paragraph 2a, Comparison with T 4407.

The wreck in lat. 40° 37.2', long. 73° 50.3' can not be identified on the photographs. It is not shown on the compilation, nor on the hydrographic survey. Its existence is doubtful, but can not be disproved by the photographs.



## 5. Additions and Corrections

a. The entire shore line of the marsh islands between Black Bank Marsh and Island Channel has been redrawn in the office. The shore line as originally shown on the compilation was in general agreement with the photographs, but varied in places up to fifty meters from the correct location. All buildings on these marshes have been relocated and shown more nearly to scale. In several instances the field draftsman had enlarged the scale of the buildings to more than four times actual scale.

b. Shore lines adjacent to channels around the marsh islands east of Canarsie Pol have been redrawn in the office. The interior detail of the marshes does not follow the photographs exactly. This detail has not been revised in the office as it is subject to various interpretations with small changes in the tide. Most of the marsh is covered, with only grass tops showing at high tide. The low berm, visible on the photographs, covers below high water, but has been traced as the only definite line available. This practice has been followed on the earlier surveys in this area.

c. Some revisions have been made in the high water line, and low water areas have been added, between Mill Basin and Bergen Beach, and in Irish Channel. This applies, also, to the eastern shore line of Barren Island from Mill Basin to the city pier at the airport.

d. All detail south and west of Floyd Bennett Field has been redrawn in the office. The reviewer has spent much time studying the photographs in addition to making a personal field inspection on November 31, 1935. This area consists mainly of sand dunes and marsh except for the eastern portion which appears to be an area of natural ground. The buildings are mainly small frame shacks, and are not all shown. The large building south of the incinerator stack is abandoned and falling to ruins. The building east of the ferry slips is being razed. The portion shown by a broken line has already been removed.

e. The old stack in lat.  $40^{\circ} 34.9'$ , long.  $73^{\circ} 53.8'$  has been transferred to the compilation in the office from T 4407.

f. The piles in lat.  $40^{\circ} 35.3'$ , long.  $73^{\circ} 52.5'$  have been added to the compilation from the photographs.

## 6. Projection

The projection has been checked in the office. The scale factor of the celluloid is 0.97. The scale factor for meridian distances is 0.5 mm/1000 greater than that for the parallel distances.

## 7. Recoverable Stations

All recoverable topographic stations have been transferred to the compilation in the field with the exception of the following which have been transferred by H. R. Sobieski and checked by R. M. Berry :

<u>Station Name</u>	<u>Transferred from</u>
Old Stack	T 4407
Yel (d)	Form 524

All described stations on the compilation are marked (d) and are described on Form 524. Descriptions are filed under T 6200a, b, and T 6201b.

#### 7. Landmarks, Lights, and Beacons

All landmarks, lights and beacons shown on the charts and listed in the Light List are shown on the compilation.

#### 8. Remarks

In general, the field drafting on this compilation is not up to standard. Too much ink has been used, resulting in heavy and uneven lines.

A statement of the probable error of the compilation better than the one found in the descriptive report, page 8, Recommendations for Further Surveys, would be not over 4 meters in well defined areas and not over 10 meters for other data.

Lack of adequate field inspection would probably account for much of the omission of details and poor interpretation of the field draftsmen.

Reviewed by: *V. Ralph Sobieralski*  
12-23-35

Checked by: *B. G. Jones*

Title (Par. 56)

Chief of Party Roswell C. Bolstad

Compiled by (See page 2 of Compiler's Report)

Project New York Air Photo Compilation Instructions dated Nov. 15, 1932

- ✓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.)
- ✓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.)
- ✓6. The representation of low water lines, ~~reefs, coral reefs and~~ shoal areas and sand bars, 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.
- ✓8. The span, draw and clearance of bridges are shown. (Par. 16c.)
- ✓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 second paragraph under LANDMARKS page 8.
13. A list of landmarks for charts was furnished on Form 567 and scaling of positions checked. (Par. 16d, e, 60.)
14. The geographic datum of the sheet is North American 1927 and the reference station is correctly noted. (Par. 34.)
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 reports affecting this area may be found in the reports made by Lieut. M.O. Witherbee for his 1934 Field work.

20. Examined and approved:

*Roswell C. Rolstad*  
Chief of Party

21. Remarks after review in office: *This report applies to T5094 and T5335. The report is being filed with 5094 this date. The writer's report and review form for T5335 will be added at a later date when that sheet is completed.*  
Reviewed in office by: *V.R. Sobierulake* *B.G. Jones*

Examined and approved:

*E. H. Green*  
Chief, Section of Field Records

*L. O. Solbert*  
Chief, Division of Charts

*Frederic L. Peacock*  
Chief, Section of Field Work

*Arthur H. Hulse*  
Acting Chief, Division of  
Hydrography and Topography.

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-5335  
(Scale 1:10,000)

Data Record

Triangulation to 1934  
Photographs to April 1934  
Planetable surveys to August 1934  
Hydrography to November 1934  
Field inspection to January 1935

Comparison with Graphic Control Surveys

T-6201a (1934), 1:10,000

T-6201a at lat.  $40^{\circ} 34.5'$ , long.  $73^{\circ} 56.8'$  shows a diving platform which has not been shown on the compilation as it is more or less temporary.

All details, except temporary topographic stations, on T-6201a within the area common to the two surveys are shown on the compilation.

T-6201b (1934), 1:10,000

Station "School Chimney" on T-6201b is about 10 meters westward of the position as determined by the radial plot of T-5335. Stereoscopic examination of the photographs shows the compilation to be correct and reveals the existence of a penthouse or ventilator on the roof of the same building and in a position very close to that shown for the chimney on the planetable sheet. It is possible that this object was mistaken for the chimney by the topographer and so shown on T-6201b. The position determined by the radial plot is accepted and shown and a note has been made on T-6201b.

Station "Radio Mast" on T-6201b is about 8 meters westward of the position as determined by the radial plot of T-5335. As there is no difficulty in identifying this object on the photographs as the intersection at the radials is good, and as each photograph is well fixed by triangulation, the radial plot position is accepted. The position submitted on Form 524 has been changed and a note has been made on T-6201b.

All detail on T-6201b except temporary topographic stations within the area common to the two surveys is now shown on T-5335.

Topographic stations transferred by R. M. Berry and checked by L. C. Lande.



Comparison with Previous Topographic Surveys

T-3477 (1914)

T-3477 covers all the shoreline detail on the compilation.

Extensive draining, filling, and building operations, particularly in the Mill Basin area, have changed the topography so completely that comparisons are difficult. The compilation is adequate to supersede T-3477 in all points of detail within the area common to the two surveys.

Comparison with Contemporary Hydrographic Surveys

H-5733 (1934), 1:10,000

H-5734 (1934), 1:10,000

The shoreline for hydrographic surveys H-5733 and H-5734 was evidently taken from T-5335 in the field and the differences are largely errors in transferring. Practically no shoreline was located by the graphic control surveys T-6201a and b covering the area. T-5335 was on an odd scale and considerable adjustment was necessary in transferring from the celluloid air photographic survey to the 1:10,000 hydrographic sheets. The larger of the shoreline differences have been checked against the photographs and T-5335 is accepted as correct.

The shoreline differences mentioned above have been reported to Captain Ellis and a tracing paper print of T-5335 has been furnished for comparison.

Comparison with Chart 542

New buildings and docks are shown throughout the extent of the compilation.

The small islands shown just off the southwest shore at East Mill Basin are noted by the field inspection to be grass hummocks below high water and have been so shown on the compilation.

The wreck shown against the bulkhead at the upper end of Mill Basin (73° 55.1, 40° 36.6) is shown in position where a pier has been built. It has undoubtedly been removed.

The following wrecks are not shown on the compilation, cannot be identified on the photographs, but are not proved to be non-existent:

Lat. 40° 36.5', Long. 73° 55.0'
40 36.4                      73 54.7
40 36.4                      73 55.1
40 35.0                      73 55.9

A strip of single lens photographs with flight center passing very near the last mentioned wreck may clear up the ambiguity concerning it. This flight has not yet been received in this office.

The railroad tracks shown at lat. 40° 36.6', long. 73° 54.9' cannot be identified on the photographs, are not noted by the field inspection, and are probably non-existent at the date of this survey.

#### Landmarks

All landmarks, lights, and beacons shown on the chart of this area, listed in the Light List, or recommended by the recent topographic surveys are shown on the compilation.

#### Projection

The projection was checked across diagonals and checked 0.0 mm. The scale factor for meridian distances is 2 m/1000 m greater than that for parallel distances.

#### Remarks

In general the drafting on this sheet is too heavy, the use of too much thinner in the ink causing heavy brown stains which cannot be scraped off and which will photograph and necessitate negative work for its removal.

The detailing was incomplete and inaccurately done and considerable revision has been done in this office, particularly in the parts covering Mill Basin and Mill Creek.

A statement of the probable error of the compilation better than that given in the descriptive report, page 8, under the heading "Recommendations for Further Surveys", would be not over 5 meters in well defined areas and not over 10 meters for other data.

#### General

The compilation has been redrawn in this office due to numerous corrections that had to be made; also the line work was much too heavy.

The detail of Coney Island and vicinity shown on this air photographic survey has been transferred in this office from air photographic survey T-5463 which was compiled on a scale of 1:5,000.

*This review was started by Mr. Berry and could not be completed at that time. Completed by L. C. Landry*

REVIEW OF AIR PHOTO COMPILATION NO. T-5335

Chief of Party: *Roswell C. Bolstad*

Compiled by: *(see page 2 of Compiler's Report)*

Project:

Instructions dated: *Nov. 15, 1932*

1. The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown on this compilation. (Par. 16a, b,c,d,e,g and i; 26; and 64)
2. Change in position, or non-existence of wharfs, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 66 g,n)
3. Ground surveys by plane table, sextant, or theodolite have been used to supplement the photographic plot where necessary to obtain complete information, and all such surveys are discussed in the descriptive report. (Par. 65; and 66 d,e)
4. Blue-prints and maps from other sources which were transmitted by the field party contain sufficient control for their application to the charts. (Par. 28)
5. Differences between this compilation and contemporary plane table and hydrographic surveys have been examined and rectified in the field before forwarding the compilations to the office and are discussed in the descriptive report.
6. The control and adjustment of the photo plot are discussed in the descriptive report. Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 12b; 44; and 66 c,h,i)
7. High water line on marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)

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

8. The representation of low water lines, reefs, coral reefs and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41)
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)
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)
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)
12. Geographic names are shown on the overlay tracing. The accepted local usage of new names has been determined and they are listed in the report, together with a general statement as to source of information and a specific statement when advisable. Complete discussion of place names differing from the charts and from the U. S. G. S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k)
13. The geographic datum of the compilation is *NA 1927* and the reference station is correctly noted.
14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j)
15. The drafting is satisfactory and particular attention has been given the following:
  1. Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report.
  2. The degrees and minutes of Latitude and Longitude are correctly marked.

*Sheet entirely redrawn  
See preceding revision*

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:

18. Examined and approved;

(see Review of T-5094)  
Chief of Party

19. Remarks after review in office: *Sheet very poorly drawn. Entirely useless in office.*

Reviewed in office by: *Lande and Berry - B. G. Jones*

Examined and approved: *JBR*

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

*Fred. L. Pearson*  
Chief, Section of Field Work  
*G. H. Hulse*  
Chief, Division of Hydrography  
and Topography.



Descriptive Report T 5335 Supplemental  
3/1/38

T 5335 Supplemental shows in red certain additional details compiled from the original photos on 2/25/38. These details were left off in making the original compilation and were not noted in the review.

3/1/38

B.G. Jones

T 5335 Supplemental applied to drawing of Chart 542 - 11/28/38 - J.T.W.

T. 5094 applied to chart 542 2 m. a. June 1936

Applied to Chart 369 - Dec 1938 Rm 3

5335

see

5094

For

Form 504 Ed. June, 1923	
DEPARTMENT OF COMMERCE U. S. COAST AND GEODETIC SURVEY R. S. Patton, Director	
<div></div>	
State: <u>New York</u>	
DESCRIPTIVE REPORT	
Topographic <del>Hydrographic</del>	} Sheet No. T-5336
LOCALITY	
<u>South Shore of Long Island</u> ✓	
<del>For Rockaway to Long Beach</del>	
<u>(East Rockaway Inlet)</u> ✓	
<div></div>	
1934	
CHIEF OF PARTY	
<u>R. C. Bolstad, Jr. H. &amp; G. Engr.</u>	