

5336

Form 504

U. S. DEPARTMENT OF COMMERCE  
COAST AND GEODETIC SURVEY

## DESCRIPTIVE REPORT

Type of Survey .....

Field No. .... Office No. ....

### LOCALITY

State New York

General locality South Shore of L.I.

Locality East Tnlet

1934

CHIEF OF PARTY

R.C. Bolstead

LIBRARY & ARCHIVES

DATE

8-13-35

COMM-DC 61300

CO  
M  
M  
M

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. 37W

REGISTER NO. T-5336

5336

State New York

General locality South Shore of Long Island

Locality East Inlet  
Per Rockaway to Long Beach

Locality \_\_\_\_\_ photographs { Feb. 22, 1933  
 Scale 1:10,000 Date of ~~Survey~~ { March 19, 1934  
 Date of Compilation September 25, 1934

~~XXXXXXXX~~ Air Photo Compilation Party No. 12, N. Y. City

Chief of party R. C. Bolstad

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

Inked by W. Barasch

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

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

Instructions dated November 15, 1932, ~~19~~

Remarks: \_\_\_\_\_ Compiled on scale of 1:9842 and reduced and printed

by Photo Lithography.

QED

-STATISTICS-  
on

SHEET, FIELD NO. 37W, Reg. No. T- 5336

PHOTOS, NO. V-163(876-8) TO NO. V-180 DATE TAKEN Feb. 22, 1933

PHOTOS, NO. M-1032(876-8) TO NO. M-1044 DATE TAKEN March 19, 1934

BY

The Scale Factor of this sheet is 1.616

ROUGH RADIAL PLOT	<u>M.S. Abramson</u> <u>M.S. Abramson</u>	<u>4/12/34</u>
SCALE FACTOR	<u>M.S. Abramson</u> <u>M.S. Abramson</u>	<u>4/13/ 34</u>
SCALE FACTOR CHECKED	<u>J.J. Lanigan</u> <u>J. J. Lanigan</u>	<u>4/13/34</u>
PROJECTION	<u>M.S. Abramson</u> <u>M. S. Abramson</u>	<u>4/16/34</u>
PROJECTION CHECKED	<u>J.J. Lanigan</u> <u>J. J. Lanigan</u>	<u>4/16/34</u>
CONTROL PLOTTED	<u>M. S. Abramson</u> <u>M. S. Abramson</u>	<u>4/18/34</u>
CONTROL CHECKED	<u>J.J. Lanigan</u> <u>J. J. Lanigan</u>	<u>4/18/34</u>
TOPOGRAPHY TRANSFERRED	<u>M.S. Abramson</u> <u>M. S. Abramson</u>	<u>5/14/34</u>
TOPOGRAPHY CHECKED	<u>J. G. Albert</u> <u>J. G. Albert</u>	<u>5/ 14/ 34</u>
SMOOTH RADIAL LINE PLOT	<u>M.S. Abramson</u> <u>M. S. Abramson</u>	<u>6/14-21/34</u>
RADIAL LINE PLOT CHECKED	<u>J. G. Albert</u> <u>J. G. Albert</u>	<u>6/21/ 34</u>
DETAIL INKED	<u>W. Barasch</u> <u>W. Barasch</u>	<u>8/20/34 -9/25/34</u>

AREA OF DETAIL INKED 5.6 sq. Statute Miles (Land "Area")  
 AREA OF DETAIL INKED 0.03 sq. Statute Miles (Shoals in water area)  
 LENGTH OF SHORELINE(more than 200m. from nearest opposite shore)  
15.5 Statute Miles  
 LENGTH OF SHORELINE(rivers and sloughs less than 200 m. wide)  
14 Statute Miles  
 LENGTH OF ROADS, STREETS, TRAILS, RAILROADS 55 Statute Miles

GENERAL LOCATION South Shore of Long Island  
 LOCATION Far Rockaway to Long Beach  
 DATUM North American 1927

STATION Club 1934 Latitude 40-35-10.036(309.6)  
 Longitude 73-43- 22.436(527.7)

COMPILER'S REPORT

for

AIR PHOTO TOPOGRAPHIC SHEET FIELD NO. 37W

GENERAL INFORMATION

The 1934 Air Photo Field Inspection Report, attached to Air Photo Topographic Sheet Descriptive Report, Register No. T5334, furnished the necessary field data for the compilation of this sheet. Additional information was obtained from the notes on the field prints.

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

This sheet was compiled from photographs taken by Captain Willis R. Taylor of the U.S. Army Air Corps with a single lens camera. Two flights were used in the compilation of this sheet and are as follows: V163 (876-8) to V180 (876-8), taken on February 22, 1933, from 12:30 P.M. to 12:45 P.M., the tide being at low water and M1032 (876-8) to M1044 (876-8), taken on March 19, 1934 from 10:45 A.M. to 10:55 A.M., the tide being at almost high water.

Due to the lack of single lens photos for a small area at the extreme westerly portion at Far Rockaway, a photostat of the five lens photograph, No. M240 (876-14), enlarged to the scale of this compilation, was used in detailing this area. Photostats of five lens photograph, No. M232 (876-14) and No. M233 (876-14), enlarged to the scale of this compilation, were used for detailing the northerly area of the sheet between longitude  $73^{\circ} - 40'$  and  $73^{\circ} - 41'$ , as the single lens photographs did not cover this area.

CONTROL

(A) Sources

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

- (a) Triangulation by Lieut. C.D. Meaney, in 1926.
- (b) Triangulation by Lieut. Comdr. R.P. Eyman, in 1933.
- (c) Triangulation by Lieut. M.O. Witherbee, in 1934.
- (d) Topographic Sheet by Lieut. C.D. Meaney, in 1926, scale 1:10,000. Reg. No. T4225.✓
- (e) 1927 Topo Sheet by Lieut. C.D. Meaney, scale 1:10,000. Reg. No. T4326.✓

All control was placed on the North American 1927 Datum before beginning the compilation. The adjustment was approximate, however, any final office adjustment should be unplotable at this scale, 1:9,842.

In addition to the high water line obtained from topographic sheets Reg. Nos. T4225 and T4326, the following stations, taken from these sheets, were used as supplementary control:-

Let ✓  
Steel ✓  
White ✓

Mill ✓  
Sky ✓  
Smo ✓

Cup ✓  
Rit ✓  
Ga ✓ } All T-4225

On Lieut. M.O. Witherbee's aluminum control sheet "C", T-6199a all topo stations shown thereon (with the exception of Hill, T-6199b Yo, Sue and Flagpole) were used as supplementary control. On his aluminum control sheet "D", all recoverable topo stations ("Ed" and "Gate" not used - probably banners) were used in the plot. Since Lieut. Witherbee's aluminum control sheets were received after the radial line plot had been made, a special field inspection was made and the new stations spotted on the field prints. No revision in the radial plot was necessary in order to hold to the new control. *See Review*

All aluminum control sheet stations, used for supplementary control on this sheet, have been scaled directly from these sheets and plotted on the celluloid sheet.

All of the topo stations shown on Lieut. C.D. Meaney's topographic sheets have not been shown on this sheet, since many of the stations have been destroyed and many could not be identified on the photographs because of insufficient description.

#### (B) Errors

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

- ① Rit - Lat.  $40^{\circ}-35.6'$ , Long.  $73^{\circ}-41.5'$  - new position as determined by the radial plot lies 10 meters distant on azimuth  $267^{\circ}$  (from north) from the position as given on the topographic sheet, Reg. No. T-4225. This signal is a gable on a house with two gables facing south. It is possible that the description for this position was given incorrectly and that it should have read "East gable facing south" instead of "West gable facing south" which would then have checked with the radial plotted position. Plotted position falls on East gable. *Review*
- ② B - 14, U.S.E.D. - Lat.  $40^{\circ}-35.6'$ , Long.  $73^{\circ}-44.9'$  - on Lieut. M.O. Witherbee's aluminum control sheet "D" T-6199b was found to be slightly in error by the radial plot. The new position lies 4 meters due east of the aluminum control sheet position. Measured distances verify its spotting on the photos and all other aluminum control sheet positions agree with the radial plot in the surrounding locality.

The control of this sheet is strong and the radial plot gave good intersections. Therefore, it is believed that the stations mentioned above are in error as stated.

#### (C) Discrepancies

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

### COMPILATION

#### (A) Method

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

Additional Note under INTERPRETATION.

3-11 The Far Rockaway branch of the Long Island Railroad from latitude  $40^{\circ}35.6'$ , longitude  $73^{\circ}46.2'$  to latitude  $40^{\circ}36.0'$ , longitude  $73^{\circ}45.8'$  is a three track railroad. Only the two outside 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.

(B) Adjustment of Plot

The photographs of this area appear to have little scale fluctuation or tilt. No unusual adjustments were 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, 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 determined under the stereoscope.

The cross-sectioned areas on this sheet indicate rows of private houses or bath houses so close together that no space between them is discernable on the photographs.

Shoal areas have not been shown on this sheet as the exact outline cannot be determined from the latest photographs, which were taken at high water.

On Lieut. M.O. Witherbee's aluminum control sheet "D", 7-6199b station "Chy." (near Red Top Tower) is not shown on this sheet. It was not spotted on the photos by the inspecting party and could not be identified under the stereoscope. Similarly @ ST. SIG. has been omitted.

Bridges:

All the necessary information pertaining to bridges has been shown on the overlay sheet. Any additional information should be obtained from Lieut. Witherbee's 1934 Reports which are not available to this party.

(D) Information from Other Sources

The high water line was run in by the topographic party under Lieut. C.D. Meaney in 1926 and 1927 (See paragraph, COMPARISON WITH OTHER SURVEYS following).

(E) Conflicting Names

There are no names conflicting with names shown on the present U.S.C. & G.S. Charts of this area.

COMPARISON WITH OTHER SURVEYS

This sheet joins with sheets Nos. T5062 and T5063 on the north, No. T5093 on the west and No. T5054 on the east. Junctions with these sheets have been compared and found satisfactory.

The high water line, shown in blue, taken from the topographic sheet of Lieut. C.D. Meaney 1926 and 1927 does not agree with that taken from the photographs due to the constant changing of the shore line. Frequent measurements were made to the high water line by the field inspection party and it was correctly sketched in on the photos. Therefore, on the outer coast where continual changes is taking place, the high water line as shown on this sheet is that existing at the date of the field inspection (November 1934).

LANDMARKS

The list of landmarks for this area, including those to be ex-

punged, has been submitted by Lieut. C.D. Meaney, Jan. 28, 1927, and will be supplemented by Lieut. M.O. Witherbee. No list of Lieut. Witherbee's landmarks has been submitted to this party.

#### RECOVERABLE TOPOGRAPHIC STATIONS

Many recoverable objects were spotted on the photos by the inspection party prior to the execution of topography on the aluminum control sheets in this area by Lieut. M.O. Witherbee. Eleven of these stations are shown on this sheet and descriptions on Form 524 are submitted with this report.

Upon receipt of Lieut. Witherbee's aluminum control sheets a special field inspection was made and the new stations were spotted and described (on back of photos) on the photographs M1032 to M1043 (876-8) inclusive. Descriptions are not submitted on Form 524 for these stations as Lieut. Witherbee will do this. However, a description can be found on the back of the above mentioned photos, in case it is needed.

#### 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 <sup>the</sup> 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 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

*W. Barasch*  
W. Barasch  
Draftsman

Assisted by

*J. G. Albert*  
J. G. Albert  
Draftsman

*R. C. Bolstad*  
R. C. Bolstad  
Jr. H. & G.E.

*A. K. Spalding*  
A. K. Spalding  
Surveyor



LIST OF RECOVERABLE TOPOGRAPHIC STATIONS

(Includes all recoverable topographic stations (located by photo plot) shown by small black circle on this sheet and described on Form 524 by this party.)

Description	Latitude		Longitude		Height Approx.	Method of Determination
	°	D.M. Meters	°	D.P. Meters		
Chy. (W. end of house)	40 35	(846.6) 1004.1	73 40	(642.1) 769.0	45 ft.	A.P.T., 1934
Peak of Pyramid Roof	40 35	(1135.0) 715.7	73 41	(1248.3) 162.8	45 ft.	A.P.T. 1934
Belfry (S. end of "The Peoples Ch.")	40 35	(1292.9) 558.1	73 41	(762.7) 648.4	55 ft.	A.P.T. 1934
Gable (south end)	40 35	(1748.1) 102.6	73 42	(1217.3) 193.8	55 ft.	A.P.T. 1934
W. Gable of House (north end)	40 35	(1289.1) 591.6	73 42	(885.8) 525.3	40 ft.	A.P.T. 1934
Chy. on House	40 35	(1678.4) 172.3	73 42	(638.5) 772.6	25 ft.	A.P.T. 1934
Chy. on House	40 35	(1161.7) 689.0	73 43	(729.8) 681.3	35 ft.	A.P.T. 1934
Turret (S.W. corner of House)	40 35	(1009.6) 841.1	73 44	(1388.5) 22.6	45 ft.	A.P.T. 1934
Br. So. USE	40 35	(818.4) 1032.3	73 44	(1098.3) 312.6	15 ft.	A.P.T. 1934
Br. No. USE	40 35	(587.5) 1263.2	73 44	(1145.2) 265.8	15 ft.	A.P.T. 1934
U.S.E. "C"	40 35	(1368.2) 482.5	73 44	(673.8) 737.2	3 ft.	A.P.T. 1934

LIST OF RECOVERABLE TOPOGRAPHIC STATIONS

Includes all recoverable topographic stations (located by other parties) shown with small black circle on this sheet, and not described on Form 524 by this party. (Descriptions of aluminum control sheet stations to be submitted by Lieut. MCO. Witherbee)

Description	Latitude		Longitude		Height	Method of Determination
	° ' "	D.M. Meters	° ' "	D.P. Meters		
Green Garage	40 35.9		73 46.2			A.C.S. "D"
Red Top Tower	40 35.9		73 45.2			"
F.P.	40 35.6		73 45.2			"
Jetty End U.S.E.D.	40 35.0		73 45.3			"
* B - 14 U.S.E.D.	40 35	(666.8)	73 44	(105.2)		A.P.T. 1934
Tower	40 35.7	1183.9	73 44.6	1305.7		A.C.S. "D"
F.P.	40 35.7		73 44.5			"
"E" - U.S.E.D.	40 35.4		73 44.9			"
No U.S.E.D.	40 35.6		73 44.6			"
U.S.E.D. Bar	40 35.4		73 44.5			"
Lookout Tower	40 35.5		73 44.5			"
F.P.	40 35.7		73 44.3			"
Windmill	40 35.9		73 43.8			"
Green Dome	40 35.1		73 40.0			A.C.S. "C"
Yellow Tank	40 35.1		73 40.3			"
Penthouse	40 35.1		73 40.4			"
Church Tower	40 35.1		73 41.1			"
F.P.	40 35.3		73 41.8			"
Flagpole	40 35.1		73 42.1			"
(Let) cupola	40 35.7		73 45.3			Topo Reg.No.4326
* (Rit) W. Gable (fac-	40 35	(807.7)	73 41	(745.5)		A.P.T. 1934. 1216
ing S.) of Ho.	40 35	1043.0	73 41	665.5		
(Ga) So. Gable of						
House	40 35.6		73 41.3			Topo Reg.No.4225
(Sky) Skylight on						
Bldg.	40 35.7		73 44.9			Topo Reg.No.4326

Note:- \* New position of station (See page 4 paragraph (B) Errors.)  
A.P.T. denotes Air Photo Topography.  
A.C.S. denotes Aluminum control Sheet.

ADDITIONAL NOTE.

After this compilation sheet had been completed the descriptions on form 524 were received from the field party of Lt. M.O. Witherbee. The sheet was then gone over for the third time to see that all recoverable topo. stations have been correctly shown.

© Gate has not been shown on this sheet because of its proximity to U.S.E.D. station So. Br. *Applied in office*

~~© Tower has been shown as cupola as its construction does not justify the name of tower. Name retained as on 524 with note ("Green Top Brick Cone")~~

© Hill- a standard brass disk has been shown on this sheet in the position according to the radial plot. From the position as shown on Lt. M.O. Witherbee's aluminum control sheet "C" the new position lies 7 meters distant in azimuth  $44^{\circ}$  (from north). The correct position is Lat.  $40^{\circ}-35'$ - 636m., Long.  $73^{\circ}-42'$ - 609m. *T-619*  
There may be a slight error in spotting the point on the photos, however the point is known to be on the top of the dune and by stereoscopic observation appears to be correct. The position according to the A.C.S. would fall on the south edge of the dune and fail to check the measurements as submitted on the descriptive card (form 524). *See Review*

9

REVIEW OF PHOTO COMPILATION T-5536 (1934)

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

Comparison with T-6199ab, (1934).

This is a graphic control survey on a scale of 1:10,000. All the control stations on T-6199ab appear on the compilation except YO, SUE, ED, CHY and ST. SIG. *which are temporary plane-table stations.*

The new positions of O"RIT" and O"B-14, (U. S. E.)" as discussed under ERRORS on page 4 of the descriptive report are accepted for the reasons stated.

Referring to discussion opposite page 9, O"GATE" was added in the office. The name "TOWER" <sup>instead of cupola</sup> was retained to agree with its description on Form 524 but a descriptive note (GREEN TOWER BRICK CONE) was added for clarity.

O"HILL" is plotted on T-6199a with a rather large hole and there is evidence of a discarded position. The compilation is accepted for the reasons stated. Except as noted above all information shown on T-6199ab in the area of the compilation now appears thereon.

Comparison with T-4326 (1927).

This is a plane table survey on a scale of 1:10,000. This is in general agreement except for decided changes at East Rockaway Inlet due to the construction of a breakwater on the east side of the entrance. The compilation is adequate to supersede T-4326 for the area it covers.

Comparison with T-4225 (1926).

This is a plane table survey on a scale of 1:10,000. So many changes have taken place both natural and works of man since this survey no detail comparison is feasible. See discussion at bottom of page 5 of the descriptive report. The compilation is adequate to supersede T-4225 for the area it covers.

Comparison with T-2945 (1909).

This is plane table survey on a scale of 1:10,000. The compilation is adequate to supersede T-2045.

Comparison with H-5732 (1934).

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

Except for very minor differences all information of a topographic nature agrees with the compilation for the area it covers.

-2-

Comparison with H-5731 (1934).

This is a hydrographic survey on a scale of 1:10,000. The same note applies as above for H-5732.

Comparison with Chart 579.

This chart is on a scale of 1:40,000 and the information thereon has been taken in part from the surveys discussed above.

The landmarks agree except "WINDMILL" at lat. 40°35.2', long. 73°42.9' is not shown on the compilation. It could not be identified on the photographs but is not disproved.

Attention is called to the compiler of the addition of many jetties on the ocean side and considerable changes about the entrance to East Rockaway Inlet.

Comparison with Chart 542.

This chart is on a scale of 1:20,000 and covers the area at the western portion of the compilation also covered by Chart 579 and the same notes apply for both.

The Rockaway Point Breakwater Light is not shown on the compilation and could not be identified on the photographs. There is some difference in the size and shape of the buildings *on the chart that must be changed to agree with the compilation.*  
General.

The compilation as received from the field showed different symbols for the same objects. Rows of houses were shown as they exist in one location and in another location were shown by cross hatching in a general area and is so related on page 5 of the descriptive report. Because of this confusion all houses shown en bloc have been removed and a notation added that they are omitted. All houses shown singly have been retained and an examination of the photographs shows them to be well located. Several were added in the office and the jetties at west entrance of East Rockaway Inlet were revised.

The name "WEST END" was added in the office from local knowledge of V. R. S.

The projection is satisfactory and the compilation in general well rendered but there will be considerable negative work to make it acceptable.

A better estimate of the accuracy as stated on page 6 is 2 to 5 meters for intersected points and 4 to 8 meters for other detail.

Respectfully submitted,

Approved  
K.T. Adams

*Joseph Andrews III*  
Joseph Andrews III  
6/19/35

498

Survey No. 1-5336

## GEOGRAPHIC NAMES

Date. 3-6-35

Chart No. 579-542

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

- \*, Approved by the Division of Geographic Names, Department of Interior.  
 ✗, Not Approved by the Division of Geographic Names, Department of Interior.  
 R, Referred to the Division of Geographic Names, Department of Interior.

[illegible]

## REVIEW OF AIR PHOTO COMPILATION NO.

Chief of Party: Roswell C. Bolstad

Compiled by: (See page 2,  
Des. Report)Project: New York Air Photo Compilation Instructions dated: Nov. 15, 1934  
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.  
See paragraph (B) Errors, page 4.
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.
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.) *Only generalized*
  
- ✓ 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 paragraph on RECOVERABLE TOPOGRAPHIC STATIONS page 6.
  
- ✓ 10. A list of landmarks was furnished on Form 567 and instructions in the Director's letter of July 16, 1934, Landmarks for Charts, complied with. (Par. 16d, e; and 60)  
Previously submitted by 1927 Field Party under Lieut. C. D. Meaney.
  
- ✓ 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 paragraph 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 5.
  
- ✓ 13. The geographic datum of the compilation is North American and the reference station is correctly noted. 1927
  
- ✓ 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. C. D. Meaney's Reports covering the topography executed in 1926 and 1927 under his charge and to Lieut. M. O. Witherbee who carried on operations in this vicinity.

18. Examined and approved;

Preliminary Review:

*J. G. Albert*  
J. G. Albert  
Draftsman

*Roswell C. Bolstad*  
Roswell C. Bolstad  
Chief of Party

19. Remarks after review in office:

Reviewed in office by: *Joseph Andrews*  
796

Examined and approved:

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

*J. S. Borden*  
Chief, Section of Field Work  
*G. H. Hude*  
Chief, Division of Hydrography and Topography.

Applied to chart 543 June 5, 1936 3 M. A.  
" " " 5.79 July 1936 2 M. A.

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U. S. COAST & GEODETIC SURVEY  
LIBRARY AND ARCHIVES

AUG 13 1935

Acc. No. \_\_\_\_\_

5336