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Ed. June, 1928

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R.S.Patton., *Director*

State: New York

DESCRIPTIVE REPORT

Topographic
~~*Hydrographic*~~ } *Sheet No.* B 6020

LOCALITY

Great Peconic Bay, L.I.

New Suffolk to Squiretown and Noyack.

193 3

CHIEF OF PARTY

L.C.Wilder.

U. S. GOVERNMENT PRINTING OFFICE: 1933

6020

Descriptive Report to Accompany Topographic Sheet "B".
Great and Little Peconic Bays, Long Island.

AUTHORITY:

Work done under instructions to Lt. L. C. Wilder, dated March 17, 1933.

This area was photographed on a scale, approximately of 1:10,000, except that Robins Island was not included. For this reason, with the exception of Robins Island, the work consists of locating points for hydrographic use and for control of photographs.

LIMITS:

This sheet covers the south shore of Great and Little Peconic Bays from the point at Jessup Neck to Squire Pond and the north shore from New Suffolk about 3½ miles westward there of. The topography of Robins Island was done. Shinnecock Canal was surveyed on an insert, scale 1/5,000.

GENERAL DESCRIPTION:

The shore lines appear as prominent sand bluffs, such as at Cow Neck, from about thirty to fifty feet in height, or as low-lying sand dunes intersected by numerous inlets from the main bay. Coming in from the northeast, Robins Island, which divides Little Peconic from Great Peconic Bay, shows up as a heavily wooded area, apparently uninhabited, with a line of sand bluffs twenty to thirty feet in height which drop off to low-lying sand dunes at the north and south ends. The shores of the mainland are dotted with numerous summer cottages with the exception of Cow Neck which is owned by Col. H. H. Rogers of the Standard Oil Co. and used as a game preserve.

The shore of the mainland north of Robins Island is of very slight elevation and the town of New Suffolk appears a short distance abreast due north of the island. Many of the inlets have been dredged out to allow the entrance of small boats and some have their channels marked with buoys and range lights such as at Sebonac Inlet and Shinnecock Canal.

CONTROL:

A scheme of third-order triangulation was executed with triangulation stations spaced about 3 miles apart.

METHODS:

The bay is too large for plane table triangulation though prominent objects and large size signals were out in across it in some localities.

Tape traverses, using a 100 meter wire tape, were run on the north shore and also on the south shore from triang. sta. Squire Pond to triang. sta. Rose Grove.

Between triang. sta. Rose Grove and triang. sta. Jess signals along shore were cut in from triang. sta. Rose Grove, triang. sta. Standard, and triang. sta. Holland. On Robins Island banners were erected and cut in from triang. stations and between these banners traverses were run to establish the shore line and intermediate signals for hydrographic work.

CLOSURES:

Traverse from triang. sta. Squire Pond to triang. sta. Still closed with no error. On this traverse o Jet was cut in from the triangulation stations as it is an important signal marking the entrance to the Shinnecock Canal.

Signal Roc, to the northwest of triang. sta. Squire Pond, was approximately located by three cuts from the plane table. The third cut, taken when the object was indistinct, I have disregarded as the signal was located by the hydrographic party by a sextant location on the rock which checks the first two cuts. (See position No. 1 50 P (skiff)

Traverse from triang. sta. Still to triang. sta. National closed with an error of 2 meters; adjusted on sheet.

Traverse from o Pat to triang. sta. Cow Neck W. M. (Tank) closed 15 meters too long. This was adjusted and later another traverse over the same ground but starting from triang. sta. National closed without error and the locations of the signals were corrected. Signals in Sebonac Inlet had been cut in from points on the traverse at the mouth of the inlet, from a set-up point near triang. sta. National, and from a set-up point inside the inlet to and from o Mud. These locations were corrected by new cuts taken from points on the traverse which closed without error.

Traverse from triang. sta. Cow to triang. sta. Cow Neck W. M. (Tank) closed without error.

Signals in Scallop Pond and Southward to Sebonac Inlet were located by cutting in and by traverse from a point of set-up near o Shack. From this point of set-up triang. sta. National, Cow Neck W. M. (Tank), and triang. sta. Holland were visible and the plane table was oriented on a line passing through the point of set-up, triang. sta. Holland and a flag set at a taped distance on a line between triang. sta. Cow and triang. sta. Cow Neck W. M. (Tank). This traverse closed 6 meters too long on o Did and was adjusted on the sheet.

Traverse from triang. sta. Cow to triang. sta. Rose Grove closed 6 meters too long and was adjusted on the sheet.

Signals in North Sea Harbor were cut in from points on a traverse line run in from o Pic to o Jac.

Traverses between signals on Robins Island, previously cut in from points on the mainland, closed without error.

Traverse on north shore of Peconic Bay from triang. sta. Matt to o See was later tied in by a traverse on Sheet "A" from triang. sta. Laurel to o See which latter traverse closed without error.

Traverse from triang. sta. Matt eastward to o Put closed with an error of 4 meters too long and was adjusted on the sheet.

Signals in inlet north of o Kis were located by a traverse run from that point.

o Set, west of triang. sta. Squire Pond is a signal cut in from triang. stations.

LANDMARKS:

Triang. sta. Cow Neck W. M. (Tank) - a rotary windmill about 40 feet in height consisting of a steel frame-work supporting rotary vanes which from a distance resemble a cylindrical tank.

Close to Cow Neck W. M. (Tank) is another windmill of the customary steel construction.

Cow Neck is a headland of steep sand bluffs running off into low ground to the east and south.

⊙ Vane in Scallop Pond is on Col. Rogers boat house and has the form of a ship.

⊙ Nal - a tall white flag pole (about 100 ft. high) standing southwest of Sebonac Inlet near the edge of the sand bluff on the National Golf Links.

N. E. Chimney on the N. Golf Links Club House just southeastward of the flag pole.

⊙ Wind - an old Dutch type of windmill, with shingled roof and sides and four large vanes, standing on the National Golf Links.

⊙ Lone - tile chimney on a house standing by itself on the narrow strip of beach between Cold Spring Inlet and the main bay.

⊙ Jet - a light on the end of the breakwater at the entrance to Shinnecock Canal.

CONTOUR:

To all appearances the contours of the region are the same as they were at the time the area was originally mapped with the possible exception of small changes in the topography made by some real estate developments in some localities.

GEOGRAPHIC NAMES:

These are entered in the report of the officer spotting the photographic control.

INSERT:

The insert is a survey of the Shinnecock Canal by Lt. Bolstad, described in separate report.

Approved,
L. C. Wilder
L. C. Wilder,
Chief of Party.

Respectfully Submitted,
John C. Beam
John C. Beam

Descriptive Report to Accompany Sheet "B"
Insert of Shinnecock Canal

AUTHORITY:

In accordance with instructions dated March 17, 1933 (project HT 135) topography was executed in Shinnecock Canal on a scale of 1 to 5,000. It was considered essential to use this scale in order to bring out clearly the detail and to assist in a close hydrographic development in such an important area.

CONTROL:

This insert is controlled by two triangulation stations, triang. sta. Still 1933, triang. sta. Canoe 1933, and a topographic location of a banner and light on a post (original Jet) on the east side of the jetty at the north end on the canal. Signal Jet was previously located on the 1:20,000 projection of this same sheet by cuts from triang. sta. Squire Pond 1933 and triang. sta. Still 1933. A third cut and distance (which checked the previous two cuts) was obtained in running the taped traverse (no error of closure) from triang. sta. Squire Pond 1933 to triang. sta. Still 1933 which provided an excellent location of this signal.

The plane table was set up at o Jet (which had been transposed from the 1:20,000 projection to the 1:5,000 projection) and oriented on triang. sta. Still. It was found that the traverse to triang. sta. Canoe (all taped distances) failed to close by 3 meters. (The traversed position of triang. sta. Canoe falling to eastward of true position.) Upon close scrutiny of the cuts on signal Jet (an 1:20,000 projection) it was found that the prick point had been pricked slightly to the eastward (about 14 meters) of the true intersection of cuts. Signal Jet was then replotted and the traverse re-run resulting in a zero closure error.

The entire traverse was taped and all distances to signals also measured with the exceptions of signals Per and Liz, the locations of which were determined by cuts.

MISCELLANEOUS:

Signals T, P, X', Y', and Z' are flags strung on wire running across the canal. These signals were so located to facilitate the use of ranges in carrying on the hydrography. Signal Jet is an automatic light mounted on a pole on the east jetty and is maintained by the town of Southampton as is also the automatic light on the pile (signal Red) at the entrance (south) to the canal.

The bulkhead along signals H, G, F, consists of steel sheet piling backed by tie rods extending back to piles located near the bank. Steel sheet piling also extends to the north of signal K' up to signal Gup.

The long dashed lines marked "pale cribbing" consists of wooden piles driven down and connected by means of longitudinal wooden stringers.

This sheet does not show the highway nor the railroad bridges crossing the canal as the primary purpose of the sheet was for the hydrographic survey, however, the topography was run with painstaking care and can be used as a basic map for further surveys.

PROMINENT OBJECTS: ✓ Concrete place Flagpole

Signal Big which is a conspicious flag pole about 90 feet high is really the only prominent object which stands up well and can be seen from either Great Peconic Bay or Shinnecock Bay.

The two lights signals Jet and Red mentioned in the paragraph under Miscellaneous are only maintained during the summer season.

Approved,
L. C. Wilder.
L. C. Wilder,
Chief of Party.

Respectfully Submitted,

Roswell C. Bolstad,
Jr. H. & G. E.,C. & G. S.

Topographic Sheet "B"

List of Prominent objects and objects that may be used for future work.

Name	Description
RK	Rock 3 ft. above high water.
Ret	Roof apex, dock house.
Ant	Westerly chimney on white house.
Sun	Flagpole.
Flo	Windmill.
Wal	Chimney on log house.
Roc	Rock, one ft. above high water.
Pole	Flagpole.
Jet	Light end of east jetty.
Fin	Flagpole.
Big	Flagpole at Canoe Place Inn.
Red	Light on pile.
Tab	Flagpole.
Gob	Flagpole.
Liz	Flagpole.
Lone	Chimney on lone house.
Two	Southeast gable, white house.
Nal	Flagpole, National Golf Links.
---	Northeast chimney, National Golf Links club house.
Wind	National Golf Links, windmill.
Blink	Rear range light.
Range	Front range light.
Ram	Water tank.
Tile	Red tile chimney on house.
---	Windmill near tri. sta. Cow Neck Windmill (Tank)
Vane	Weathervane on boat house.
Mill	Windmill.
Pen	Rock
Hil	Cupola on house.
Sot	West gable, boat house.
Sta	Flagpole
Rye	Chimney on square house, red roof.
Mus	Flagpole.

A list of the prominent landmarks (for navigators and aviators) has been submitted with the separate report on landmarks.

Form 537a
Ed. Nov., 1929

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

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. B

REGISTER NO. 6020

State New York

General locality Great Peconic Bay L. I.

Locality New Suffolk to Squiretown and Loyack

Scale 1:20,000 Date of survey May, 1933

Vessel

Chief of party L.C.Wilder.

Surveyed by John C. Beam.

Inked by John C. Beam.

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

Contour, Approximate contour, Form line interval feet

Instructions dated March 17, 1933., 19

Remarks: