

6220a
6220b

U. S. COAST & GEODETIC SURVEY
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Form 504
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. H & H H

LOCALITY

South Shore of

STATEN ISLAND

~~Princess Bay to The Narrows~~

H H - a. Narrows to Great Kills

H - b. Great Kills to Princess Bay

1934

CHIEF OF PARTY

E. R. McCarthy

U. S. GOVERNMENT PRINTING OFFICE: 1929

6220a
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DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

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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. H. & H.H.

REGISTER NO.

6220a
6220b

State New York

General locality South Shore of Staten Island

HH-a. Narrows to Great Kills

Locality H-b. Great Kills to Princess Bay

Scale 1:10,000 Date of survey October, 1934

Vessel Field Party No. 14

Chief of party E. R. McCarthy

Surveyed by J. R. Brosnan

Inked by J. R. Brosnan

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

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

Instructions dated May 10, 1934

Remarks:.....

DESCRIPTIVE REPORT
to accompany
TOPOGRAPHIC SHEETS H & H H

AUTHORITY:

Instructions of the Director dated May 10, 1934.

LIMITS:

The south shore line of State Island from Princess Bay to The Narrows.

CONTROL:

Ample control stations well distributed over the sheets from 1930 - 32 triangulation of Greater New York.

METHODS:

Usual plane table methods were used. The traverse was checked by frequent resections. All errors were given a proportional adjustment. Shore line was located only where needed to supplement the aerial photo-topography.

CLOSURES:

From	To	Miles	Error (meters)
Princess Bay Lighthouse	Arbutus	2.7	2
Arbutus	Flagpole (Hospital)	1.3	2
Flagpole (Hospital)	Marina	1.0	1
Marina	Yacht Club (FP)	0.75	0
Steps	Chimney (Seaside Hospital)	1.1	4
Chimney (Seaside Hospital)	Elm Tree Beacon	0.3	0
Elm Tree Beacon	Tank	0.8	2
Tank	Lattice Mast	1.7	4
Lattice Mast	Small chimney	1.2	3

DESCRIPTION OF SHORELINE:

The shoreline is regular with a narrow sand beach the entire length of both sheets, with the exception of approximately one mile of marshy ground just north of Great Kills at the Incinerator plant. There are public amusements and concessions at Terra-Marina Beach, South Beach, Midland Beach, New Dorp Beach, Huguenot Beach and Great Kills Beach. The buildings and houses are of light construction and poorly built. Back of the beach properties are wooded hills and all year buildings and houses that were built for permanancy.

Crooks Island is now being developed into an amusement park by the New York City Park Department. The progress of this work has been slow, However at present dredging is in progress and the spoil is being thrown on Crooks Island which is bulkheaded. Due to lack of funds the original plans are not being carried out, and at present no future plans are available. (A blueprint of the engineers showing original plans is filed with this sheet).

TOWNS AND BOROS:

There are no commercially important towns within the area of the sheets, and this section is chiefly residential.

U. S. ENGINEERS SURVEYS:

A system of traverse was executed by the Borough of Richmond (which uses the same co-ordinate system as the Engineers) along the south shore of Staten Island. The main traverse started at Tottenville and was run thru the streets and down the Southfield Beach Railroad tracks to Fort Wadsworth. The U. S. Engineers stations located along the beach of Raritan Bay were located by offsets from this main traverse. The traverse tied into several U. S. C. & G. S. stations.

The co-ordinate system was plotted on sheets (H&HH) assuming that the engineers co-ordinates of Princess Bay Lighthouse (which was also relocated by U. S. C. & G. Survey in 1930) were correct. A projection was then made drawing the five thousand foot intervals perpendicular and parallel to the latitudes using the same origin for both sheets (H&HH).

The engineers stations were plotted on the co-ordinate grid using the values given by the engineers and checking them against the positions as determined by triangulation or topography. The differences are shown on the following table:

Discrepancies between U. S. Engineers and Topographic Locations.

Home (USE)	0 meters E. & W. from true station 0 meters N. & S. from true station
Princess Bay LH (USE)	0 meters E. & W. from true station 0 meters N. & S. from true station
Loretta (USE)	3 meters N. from true station 3 meters E. from true station
Sharrot (USE)	3 meters N. from true station 2 meters E. from from true station
YMCA (USE)	2 meters N. from true station. 0 meters E. & W. from true station
Saguine Saguine (USE)	1 meter S. from true station 1 meter E. from true station
Columbia Dock (USE)	0 meter N. & S. from true station 2.3 meters E. from true station
Yvette (USE)	0. meters N. & S. from true station 2.4 meters E. from true station
Barclay (USE)	0 meters N. & S. from true station 1 meter W. from true station
Elm Tree	0.5 meters S. from true station $\frac{1}{2}$ meter E. & W. from true station
Boro Mon "M"	0 meters N. & S. from true station 2 meters W. from true station.

NAMES:

Crooks Island is known locally as Crooks Point.

LANDMARKS:

List of landmarks are attached.

MISCELLANEOUS:

The shoreline drawn in pencil on the sheets was obtained from blueprints furnished by air photo topography.

Respectfully submitted.

J. R. Brosnan
J. R. Brosnan, Topographer C&GS.

Approved & Forwarded:

E. R. McCarthy
E. R. McCarthy, Chief of Party No. 14

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

Non Flotating Aids to Navigation:
LANDMARKS FOR CHARTS
SHEETS H & HH

Miami, Florida

February 26, 1935 193

DIRECTOR, U.S. COAST AND GEODETIC SURVEY:

The following determined objects are prominent, can be readily distinguished from seaward from the description given below, and should be charted:

E. R. McCarthy

Chief of Party.

[illegible]

A list of objects carefully selected because of their value as landmarks as determined from seaward, together with individual descriptions, must be furnished in a special report on this form, and a copy of such report must be attached by the Chief of Party to his descriptive report.

The selection, determination, and description of these points are an important factor in the value of the chart. Landmarks selected at appropriate intervals can be clearly charted. However, when none is outstanding, a group of two or three objects may by their interrelationship provide positive identification. A group so selected should be indicated.

The description of each object should be short, but such as will clearly identify it; for example, a standpipe, elevated tank, gas tank, church spire, tall stack, red chimney, radio mast, etc. Assign numerals to landmarks to indicate: (1) Offshore, (2) inshore, (3) harbor, 1, 2, 3 would be a mark useful on all charts. Generally, flagstaves and like objects are not sufficiently permanent to chart.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

Sheets II & III

Miami, Florida

February 26 1935

DIRECTOR, U.S. COAST AND GEODETIC SURVEY:

The following determined objects are prominent, can be readily distinguished from seaward from the description given below, and should be charted:

E. R. McCarthy

Chief of Party.

[illegible]

A list of objects carefully selected because of their value as landmarks as determined from seaward, together with individual descriptions, must be furnished in a special report on this form, and a copy of such report must be attached by the Chief of Party to his descriptive report.

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REVIEW OF GRAPHIC CONTROL SURVEY T-62206, SCALE 1, 10,000

Date of Review 8-8-35

- ✓ 1. This survey has been reviewed in connection with Air Photo Compilation Nos. T- , 5107, , with particular attention to the following details:
 - ✓ (a) Projection has been checked in the Field.
 - ✓ (b) Accuracy of location of plane table control points.
 - ✓ (c) Discrepancies between detail on this survey and the air photo compilations listed above.
 - ✓ (d) Discrepancies found in descriptions submitted on Form 524 when compared with the air photo compilations listed above.
- ✓ 2. Refer to the reviews and descriptive reports of air photo compilations Nos. T- , , , for a more complete discussion of any errors or discrepancies found.
 - ✓ Any material errors found on this survey are noted in subsequent paragraphs of this review, and these have been reported to the Field Records Section and the Cartographic Section.
 - ✓ Notes and corrections resulting from the review are shown on this survey in green.

The letter (d) has been added after the names of 15 recoverable stations submitted on Form 524. Ja³ 8/8/35 Bgg Jones

REVIEW OF GRAPHIC CONTROL SURVEY T-6220a , SCALE 1:10,000 ,Date of Review *Aug. 7 '37*

1. This survey has been reviewed in connection with Air Photo Compilation Nos. T-*5465* , , with particular attention to the following details:

- (a) Projection has been checked in the Field. ✓
- (b) Accuracy of location of plane table control points. ✓
- (c) Discrepancies between detail on this survey and the air photo compilations listed above. ✓
- (d) Discrepancies found in descriptions submitted on Form 524 when compared with the air photo compilations listed above. *none in area covered.*

2. Refer to the reviews and descriptive reports of air photo compilations Nos. T-*5465* , , for a more complete discussion of any errors or discrepancies found.

Any material errors found on this survey are noted in subsequent paragraphs of this review, and these have been reported to the Field Records Section and the Cartographic Section. *no material errors*

Notes and corrections resulting from the review are shown on this survey in green. *no notes on sheet*

*For detail in area covered use T 5465 for
chart compilation. T.M. Price,*