DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
H. E. Fruton, Director

State: New York

DESCRIPTIVE REPORT
Photo
Topographic
Hydrographic

Sheet No. T 5054

LOCALITY
South Shore of Long Island
Long Beach to Jones Inlet

1934

CHIEF OF PARTY
R. C. Bolstad, Jr., H. & G. Engr.
Applied to chart 579 2.m.a. July 11, 1936
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. 37E

REGISTER NO. T 5054

State: New York

General locality: South Shore of Long Island

Locality: Long Beach to Jones Inlet

Scale: 1:10,000

Date of survey: March 19, 1934

Date of compilation: December 4, 1934

Chief of party: Roswell C. Bolstad

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

Inked by: E.W. Pickenacher and J.P. O'Donnell

Heights in feet above ground to tops of trees

Contour, approximate contour, form line interval: feet

Instructions dated: November 15, 1932

Remarks: Compiled on scale of 1:9,842 and reduced and printed by Photo Lithography on 1:10,000 scale.
- STATISTICS -

on

SHEET, FIELD NO. 37E, REG. NO. T5054

PHOTOS, NOS. M1044 - M1057 (876-8) TIME 10:55 A.M. DATE 3/19/34

PHOTOS, NOS. M966 - M969 (876F-8) TIME 8:55 A.M. DATE 9/22/33

PHOTOS, NOS. V163 - V180 (876-8) TIME 12:40 P.M. DATE 2/22/33

BY

ROUGH RADIAL PLOT M. S. Abramson

SCALE FACTOR (1.016) M. S. Abramson

SCALE FACTOR CHECKED J. J. Lanigan

PROJECTION M. S. Abramson

PROJECTION CHECKED J. J. Lanigan

CONTROL PLOTTED M. S. Abramson

CONTROL CHECKED J. J. Lanigan

TOPOGRAPHY TRANSFERRED M. S. Abramson

TOPOGRAPHY CHECKED J. P. O'Donnell

SMOOTH RADIAL LINE PLOT M. S. Abramson

RADIAL LINE PLOT CHECKED J. P. O'Donnell

DETAIL INKED E. W. Fickensoher

PRELIMINARY REVIEW OF SHEET J. P. O'Donnell

4/12 - 4/12/34

4/13 - 4/13/34

4/13 - 4/13/34

4/16 - 4/16/34

4/16 - 4/16/34

4/18 - 4/18/34

4/18 - 4/18/34

5/15 - 5/16/34

5/16 - 5/16/34

6/5 - 6/13/34

6/14 - 6/15/34

9/8 - 9/16/34

11/23 - 12/4/34

12/5 - 12/19/34

AREA OF DETAIL INKED 5.0 sq. Statute Miles (Land area)

AREA OF DETAIL INKED 0.5 sq. Statute Miles (Shoals in water area)

LENGTH OF SHORELINE (More than 200 m. from nearest opposite shore) 13.0 Statute Miles

LENGTH OF SHORELINE (rivers and sloughs less than 200 m. wide) 11.5 Statute Miles

LENGTH OF STREETS, ROADS, TRAILS, RAILROADS, etc. 40 Statute Miles

LOCATION South Shore of Long Island

DATUM North American 1927

Latitude 40° 35' - 21.875" 674.7 m.

Longitude 72° 35' - 18.237" 428.9 m.

STATION Wolf 1934
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 in three flights by Captain Wills R. Taylor of the U.S. Army Air Corps with a single lens camera. The interpretation of the high water line on these photographs has been influenced by the height of tide as computed by the detailer from the "Predicted Tide Tables" in accordance with the dates as listed on the "Statistics Sheet". In this connection, it is to be noted that the only photographs useful for detailing the high water line of the numerous marsh islands on this sheet, were those taken practically at low water on February 22, 1933 at 12:40 P.M. (flight VI63 to VI80 (876-8)). The other two flights (MI044 to MI057 (876-8) and MI985 to MI989 (876F-9)) were flown at practically high tide and, although the most recent photos used for all other detail, were of no use in locating the vertical edge of the marsh banks, as they were covered by water, on the small islands in Hempstead Bay (such vertical edge is considered the high water line in accordance with instructions of paragraph No. 43, "Topographic Manual").

CONTROL

(A) Sources

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

(a) Triangulation by Lieut. C.D. Meany in 1926, (Field computations unadjusted)
(b) Triangulation by Lieut. M.O. Witherbee in 1934, (Field computations unadjusted)
(c) Topo Sheet Reg. No. 4225 by Lieut. C.D. Meany in 1926, (scale 1:10,000).
(d) Aluminum Control Sheets, Field Letters "A", "B" and "C" by Lieut. M.O. Witherbee in 1934, scale 1:10,000.
(e) Topo Sheet Reg. No. 4273 by Lieut. C.D. Meany in 1927, scale 1:10,000.

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.

Lieut. M.O. Witherbee's 1934 triangulation is on the N.A. 1927 Datum, as is all his topographic work on the 1934 aluminum control sheets. The topo sheets of Lieut. C.D. Meany, however, are on the North American Datum. The correction of the latter was made in accordance with the instructions for a constant
correction in latitude and a proportional adjustment in longitude as contained in the Director's letter of December 7, 1933 (Ref. 26-ANH 1930).

In addition to the above triangulation, the following topographic signals, taken from the aluminum control and topo sheets, were spotted on the photos and used as supplementary control:

From Lieut. Witherbee's aluminum control sheets:

- Black Stack T6197a
- Cat T6198a
- Fox T6198b
- Banner T6198a
- Ward T6198a

From Lieut. Meaneys topo sheets:

- But T6198a
- Ment T6198a
- Brac T6198a
- Hos T6198a
- Ha T6198a
- Smo T6198a

All of the topo stations shown on Lieut. C.D. Meaneys 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.

The signals in the above list which are suitable have been shown as recoverable topographic stations by the small black circle. The remaining, banners etc., have been shown by a double blue circle (©) together with the topographic name as given on the aluminum control sheet or topo sheet, also in blue, on the celluloid topographic sheet. As the blue will not photograph in the photo-lithographic process, no record of these control signals will appear on the finished sheet.

If it is the desire of the Chart Section to have these shown, they may be identified with red ink with the usual circle and name; this may be done best in the Washington Office as the data will all be at hand.

(B) Errors

In making the radial line plot of this sheet the following relocations of spotted control signals resulted: © Ref.26-ANH

- Ha - Lat. 40° - 35.9', Long. 73° - 37.5' - new position as determined by the radial plot lies 9 meters distant on azimuth 140° (from north) from the position as given on Lieut. Meaneys 1927 topo sheet Reg. No. 4273. The station is a chimney on a house and was spotted in the field by the field inspection party.

- Smo - Lat. 40° - 36', Long. 73° - 37.5' - new position as determined by the radial plot lies 9 meters distant on azimuth 140° (from north) from the position as given on topo sheet Reg. No. 4273. This station is a smokestack on a house and was spotted in the field, by the field inspection party.

These two signals were spotted as stated and lie in an area of strong control (triangulation station Sign Lido 1934 and topo signal Cat 1954), where the photos are very close to scale.
"A" Frame - Lat. 40° 35 8', Long. 73° 39 7' - new position as determined by the radial plot lies 4 meters distant on azimuth due east (from north) from the position as given on the 1934 aluminum control sheet. The station falls on the outer edge of the photographs and it is believed that there may be slight distortion on the photograph. This station, however, lies about 100 meters in a southeasterly direction from the aluminum control station "Black Stack", which was checked by the radial plot. Direct scaling on the photographs verified the air photo topographic position so it is believed that the station is in error as stated.

Station "Ha" is a four cut position on the radial plot and station "Smo" a three cut position.

It is believed, therefore, that the three 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.

**B. Adjustment of Plot**

The photographs, with the exception of flight M985 to M989 (876F-8), were of practically constant scale and, as the control was well established, the plot needed no adjustment. It may be noted that an error of about five meters in the position of triangulation station Tank-Franklin Hotel 1926, due to the moving of the tank since it was established in 1926, was picked up by the radial plotter. Lieut. M.O. Witherbee was informed of the discrepancy and the new position for the tank was cut in; this new position now appears on the sheet. A photostat of photo M987 (876F-8), to the scale of the compilation, for the area north of the channel and west of Long. 73° 39', was made for the detailing of this area.

**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.

At Long Beach, only the buildings in the blocks near the waterfront have been shown, as it was felt the extra time and cost required to show all buildings was not justified. The Reynolds Channel Bridge and its loop connection with Lido Blvd. was plotted on the sheet from the plans of the Long Island State Park Commission, as the road has been constructed.
since the photographs were taken.
Shoal areas have not been shown on this sheet as the
exact outline cannot be determined from the latest photo-
graphs, which were taken at high water.

(D) Bridges

The information following, regarding the bridges shown
on this sheet, was obtained from the U.S. Coast Pilot and
verified by information from the New York Office of the U.S.
Army Engineers.

An error appears on page 274, paragraph 3 of the Atlantic
Coast "Coast Pilot", Section R 1933, in the information con-
cerning the Railroad Bridge at Long Beach. The "Coast Pilot"
lists this bridge as a center pier draw whereas it is an end
pier swing bridge. The swing pivots about an "A" frame at
the north end of the draw and the bridge swings to the west.
The opening is 41 feet as listed in the "Coast Pilot". The
bridge tender, at the time of the inspection, stated that
even for the passage of a row boat the bridge must be opened,
which is in agreement with the statement in the "Coast Pilot"
that no vertical clearance exists when the bridge is closed.

<table>
<thead>
<tr>
<th>Name</th>
<th>Type</th>
<th>Clear Width</th>
<th>Vert. Clearance M. H. W.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Railroad bridge at Long Beach</td>
<td>Swing</td>
<td>41 ft.</td>
<td>0 ft. (when closed)</td>
</tr>
<tr>
<td>Highway bridge at Long Beach</td>
<td>Bascule</td>
<td>100 ft.</td>
<td>7½ ft. (when closed)</td>
</tr>
<tr>
<td>Reynolds Channel Bridge</td>
<td>Fixed</td>
<td>3 spans at 30 ft. ea.</td>
<td>20 ft.</td>
</tr>
</tbody>
</table>

(E) 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). A short section of
high water line at the east end of the sheet was obtained
from Lieut. M.O. Witherbee's 1934 aluminum control sheets.
The track data of the Long Island Railroad was used for
all sidings and for determining the number of tracks on main
lines.

(F) Conflicting Names

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

COMPARISON WITH OTHER SURVEYS

The junctions with all adjoining sheets are satisfactory.
The high water line on all the 1934 aluminum control sheets by
Lieut. M.O. Witherbee agrees with this compilation.
The high water line, shown in blue, taken from the topographic T-4213
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 change is taking place,
the high water line as shown on this sheet is that existing at the
date of the field inspection (November 1934).

The channel at Long Beach, lying just east of the most westerly
of the four channels between longitude 73° 35' and 75° 39', has been
located too far west on the 1926 topo sheet by an amount varying from
about 10 meters at its south end to 15 meters at its north end.

The Reynolds Channel Bridge at longitude 73° 35' has been located
too far east by from about 4 to 6 meters by the 1934 topographic party.
Both of these errors have been verified by direct proportioning
between definitely established control stations, in addition to their
determination by the radial plot. As the photographs for this compi-
ilation are very closely to scale and as there is an abundance of
control, there is every reason to believe that the discrepancies noted
represent errors in the topographic field sheets and not in the compi-
ilation.

Lieu. M.O. Witherbee’s aluminum control sheet, field letter "F", T-4198b
shows a dock just west of Reynolds Channel Bridge in Long Beach Thoro.
Mr. G.C. McGlosson, who did the topo field work while in the party of
Lieu. Witherbee, stated that this dock is only of temporary construc-
tion, to be removed after the bridge is built, and therefore recom-
manded its omission. Accordingly it has not been shown on this compi-
ilation.

For a similar reason, a dock appearing on photo No. M1055 (876-8)
just east of topo station "Char" and not shown on topo sheet "F" has been
omitted as Mr. McGlosson states he "ran in" all existing permanent
docks. This dock consisted of planking resting on an anchored barge,
as is typical of several of the docks in this area, and was therefore
considered to be temporary.

A group of piles appearing along the outer coast at longitude
73° 36' on Chart No. 579 does not appear on the photographs and was
not spotted by the field inspection party. They have, therefore, not
been shown on this compilation. The 1934 hydrographic party of Lieu.
Witherbee will probably verify their removal.

LANDMARKS

The list of landmarks for this area, including those to be ex-
punged, has been submitted by Lieu. C.D. Meaney, January 26, 1927,
and will be supplemented by Lieu. M.O. Witherbee. No list of Lieu.
Witherbee’s landmarks has been submitted to this party.

Twelve signals suitable for minor class landmarks are indicated
by a small black circle. These signals are listed with their geo-
graphic positions on pages 8 and 9 of this report.

A black stack shown on this compilation with a small black circle
(Lat. 40° 35.8', Long. 73° 39.7') was picked up by the field inspec-
tion party as a fairly prominent landmark. It is an aluminum control
sheet station and will be described on Form 524 by Lieu. M.O. Witherbee
and probably submitted by him as a landmark. It is prominent enough to
be shown on U.S.C. & G.S. Chart 579.

A chimney at Lat. 40° 35.1', Long. 73° 37.9', appears on Chart
579, U.S.C. & G.S., and should be expunged as no chimney exists at the
present time.

There are a few other objects (such as houses, ends of docks, etc.)
which are located within the accuracy specified under the following
heading RECOMMENDATIONS FOR FURTHER SURVEYS and may be used to obtain
hydrographic "fixes". Care should be taken in using the houses to use the center as the size shown on this sheet, may be expanded somewhat.

RECOMMENDATIONS FOR FURTHER SURVEYS

The compilation of this sheet is believed to have a probable error of not over 2 meters in well defined detail of importance for charting and of 4 meters for other data. It is understood that the widths of roads and similar objects may be slightly expanded in order to keep the detail clear and to keep it from photographing as a solid area in the photo-lithographic process.

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

Submitted by

E. W. Fickenscher
Draftsman

Assisted by

J. P. O'Donnell
Surveyor

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.

<table>
<thead>
<tr>
<th>Description</th>
<th>Latitude D.M.</th>
<th>Longitude D.M.</th>
<th>Height Approx. of Determination</th>
<th>Method of Determination</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>o ; D.M. Meters</td>
<td>o ; D.M. Meters</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chy. (House)</td>
<td>(574)</td>
<td>(931)</td>
<td>25 ft.</td>
<td>A.P.T.</td>
</tr>
<tr>
<td>Highest F.P.</td>
<td>(1835)</td>
<td>(501)</td>
<td>75 ft.</td>
<td>A.P.T.</td>
</tr>
<tr>
<td>Tank on Roof</td>
<td>(1755)</td>
<td>(1130)</td>
<td>100 ft.</td>
<td>A.P.T.</td>
</tr>
<tr>
<td>Arched Chy.</td>
<td>(1519)</td>
<td>(96)</td>
<td>40 ft.</td>
<td>A.P.T.</td>
</tr>
</tbody>
</table>

Note: A.P.T. denotes Air Photo Topography
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 topo sheet stations believed to have been previously submitted by Lieut. C.D. Meany in 1926 and 1927; descriptions of aluminum control sheet stations to be submitted by Lieut. M.O. Witherbee)

<table>
<thead>
<tr>
<th>Description</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Height</th>
<th>Method of Determination</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>o  D.M. o  D.P.</td>
<td>Meters</td>
<td>Meters</td>
<td></td>
</tr>
<tr>
<td>(Brac) Center, N. Eave of Bldg.</td>
<td>40 35.7</td>
<td>73 39.3</td>
<td></td>
<td>Topo sheet, 1926 Reg. No. 4225</td>
</tr>
<tr>
<td>(Hos)</td>
<td>40 35.7</td>
<td>73 39.0</td>
<td></td>
<td>Topo sheet, 1926 Reg. No. 4225</td>
</tr>
<tr>
<td>* (Ha)</td>
<td>40 35</td>
<td>1637</td>
<td>73 37  674</td>
<td>1934 A.P.T.</td>
</tr>
<tr>
<td>Chy. (House)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>* (Smo) Smokestack (House)</td>
<td>40 35 1820</td>
<td>73 37 667</td>
<td></td>
<td>1934 A.P.T.</td>
</tr>
<tr>
<td>(Char) F. P.</td>
<td>40 35.6</td>
<td>73 34.8</td>
<td></td>
<td>A.C.S., 1934 Reg. No.</td>
</tr>
<tr>
<td>(Sign) Electric Sign</td>
<td>40 35.5</td>
<td>73 35.8</td>
<td></td>
<td>A.C.S., 1934 Reg. No.</td>
</tr>
<tr>
<td>(But) Bridge Pier</td>
<td>40 35.8</td>
<td>73 39.4</td>
<td></td>
<td>Topo sheet, 1926 Reg. No. 4225</td>
</tr>
<tr>
<td>(Ment) Bridge Pier</td>
<td>40 35.8</td>
<td>73 39.4</td>
<td></td>
<td>Topo sheet, 1926 Reg. No. 4225</td>
</tr>
</tbody>
</table>

Note: A description of stations "Brac" and "Hos" will be found on the back of field print M1045 (876-8), and of stations "Ha" and "Smo" on the back of field print M1049 (876-8). A.C.S. denotes aluminum control sheet. A.P.T. denotes air photo topography. Name in parenthesis preceding the description is the topographic station name as given on the topo sheet or aluminum control sheet. * denotes station found in error and relocated by the radial plot, (See paragraph (B) Errors, page 4.).
ADDITIONAL NOTE:

After this compilation sheet had been completed the descriptions (on form 524) of recoverable topo. stations were received from Lt. M.C. Witherbee. The sheet has been checked over and an endeavor has been made to show all of these stations (by black circles) on this sheet.

Signals "CAT" and "FOX", which are stations marked by the standard brass disk, have been shown by the small black circle. The radial plot agrees with the A.C.S. positions as shown on Lt. Witherbee's topo. sheet, field letter "E".

Signal "Roof" (ch. on red-roofed house) on Lt. Witherbee's topo. sheet "A", was found to be in error by the radial plot. The new position lies 6 meters distant in azimuth 65° (from North) from the A.C.S. position. The correct position is:

\[
\begin{align*}
\text{Lat.} & \quad 40° - 35' = 1375.7m. \\
\text{Long.} & \quad 73° - 34' = 1278.3m.
\end{align*}
\]

Signals "Put" (R.R. Semaphore), "Sig" (R.R. Semaphore), "Bridge A Frame", and "Chink" (flag pole) have not been shown on this sheet as they were not spotted on the photos by the inspection party (except "A" frame, see page 5). They could not be identified by stereoscopic examination.

Signal "Bridge A Frame" has not been shown by the conventional black circle, as to do so would obscure the bridge detail which is considered of major importance.
Point Lookout Station  
Long Beach, N. Y.  
28 January, 1935

Roswell C. Bolstad  
Lt. (j.g.) U.S.C. & G.S.  
330 West 42nd St.  
New York, N. Y.

Dear Sir:

In reference to your letter of January 24, inst., you are advised that it is my belief and personal opinion that the Channel known as Long Beach Thoroughfare, is generally known to the public, also commercially, as Reynolds Channel, and it is deemed advisable to compile same in the new charts embracing the inland route from East Rockaway Inlet to Jones Inlet. This channel extends unbroken between those two points.

Trusting the above information will be of service to you, or any further data that might be supplied at any future time, I beg to remain,

Very truly yours,

Horace J. Barnett, BM1c(L)  
Officer in Charge.

The above letter was received from the U. S. Coast Guard Station at Long Beach, L. I., in answer to an inquiry as to the correctness of the name "Long Beach Thoro" now appearing on the U.S.C. & G.S. Charts. This channel is known as Reynolds Channel by the Long Island State Park Authority and in view of the above letter appears to be commonly known as such. It has therefore been shown as Reynolds Channel on this compilation.
<table>
<thead>
<tr>
<th>Status</th>
<th>Name on Survey</th>
<th>Name on Chart</th>
<th>New Names in local use</th>
<th>Names assigned by Field</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Jones Inlet</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Alder Island</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. *</td>
<td>Reynolds Channel</td>
<td>Long Beach Thn</td>
<td>30 DRR, Page 10.</td>
<td>40-35.7</td>
<td>73-34.7</td>
</tr>
<tr>
<td></td>
<td>Nassau by the Sea</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Long Meadow Island</td>
<td></td>
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<td></td>
<td>Middle Island</td>
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<tr>
<td></td>
<td>Cinder Island</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Cinder Creek</td>
<td></td>
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</tr>
<tr>
<td></td>
<td>Ingraham Hassock</td>
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<td></td>
<td></td>
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<tr>
<td></td>
<td>East Channel Island</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td>Garrett Lead</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Garrett Marsh</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. *</td>
<td>Reynolds Channel</td>
<td></td>
<td></td>
<td>Called Long Beach Channel</td>
<td>40-35.7</td>
</tr>
<tr>
<td></td>
<td>Lido Beach</td>
<td></td>
<td></td>
<td></td>
<td>73-38.0</td>
</tr>
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<td></td>
<td>Long Beach</td>
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<td></td>
</tr>
<tr>
<td></td>
<td>Atlantic Ocean</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td>Island Park</td>
<td></td>
<td></td>
<td>(Barnum Island) on G.S.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>East Channel</td>
<td></td>
<td></td>
<td>G.S.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Point Lookup</td>
<td></td>
<td></td>
<td>Topographic Name</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Point Lookup</td>
<td></td>
<td></td>
<td>Development Name</td>
<td></td>
</tr>
</tbody>
</table>

* 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.
REVIEW OF PHOTO COMPILATION T-5054 (1934)

The compilation has been reviewed and compared with previous surveys in the same locality with the following results.

Comparison with T-6199a; T-6198ab (1934)

These are graphic control surveys on a scale of 1:10,000, they show topographic signals and some shoreline.

The stations referred to on page 4 are all in agreement with the compilation. Three described stations submitted on Form 524 were plotted on the compilation in the office, viz: "CHINK", "FUT", and "SIG". See discussion opposite page 10 of the descriptive report. "BRIDGE A FRAME" was not added for the reason stated.

Except for temporary plane table stations all information on T-6199a, and 6198ab within the area of the compilation is shown thereon.

Comparison with T-4225 (1926)

This is a plane table survey on a scale of 1:10,000 and is in substantial agreement with the compilation for the area it covers.

The positions of O stations "HA", "SMO" and "A FRAME" are accepted as shown on the compilation for the reasons stated on pages 4 and 5 of the descriptive report, T-5054. The location of the channel at Long Beach and at the Reynolds Channel Bridge as shown on the compilation and as discussed on page 7 of the descriptive report are in like manner accepted.

The compilation is adequate to supersed the section of T-4225 which it covers.

Comparison with T-4273 (1927)

This is a plane table survey on a scale of 1:10,000 and is entirely superseded by the compilation for the area covered thereby. There have been large changes at Jones Inlet and considerable development in Jamaica Bay.

Comparison with Hydrographic Surveys.

H-5731 (1934):

This is a hydrographic survey on a scale of 1:10,000. Except for minor differences all information of topographic nature is in agreement with the compilation.

H-5377ab (1933):

These are hydrographic surveys on a scale of 1:10,000. All topographic information is in agreement with the compilation.
Comparison with Chart 579.

This chart is on a scale of 1:40,000 and the information shown thereon has been taken in part from the surveys discussed above. The shoreline is in substantial agreement with the compilation. The attention of the compiler is called to the following:

The ponds in the vicinity of latitude 40° 35.5', longitude 73° 37.0' have been filled.

The landmark "CHY" at latitude 40° 35.2', longitude 73° 37.9' is lost and should be removed. See page 7 of the descriptive report.

The landmark "DOME" at latitude 40° 35.2', longitude 73° 38.3 is not shown on the compilation. A stereoscopic examination of the photographs fails to reveal a dome on the building in question. This same building has two twin towers, i.e.; Δ Tower, (East Twin Lido) 1926, and Δ Tower, (West Twin Lido) 1926 that apparently supersede "DOME". It is therefore recommended that it be removed from the chart.

There is one name change, "REYNOLDS CHANNEL" has been substituted for "LONG BEACH THOROFARE" pending decision of the Section of Geographic Names. The reason for the change is contained in a letter from the U. S. Coast Guard Station. See page 10 of the descriptive report.

The name "POINT LOOKOUT" for the village at Point Lookout was added in the office from local knowledge of V.R.S, this was verified by the Postal Guide which lists a post office at Point Lookout.

The chart shows a wreck at latitude 40° 35.0', longitude 73° 38.1' and a group of piles at latitude 40° 35.5', longitude 73° 36.1'. These are not shown on the compilation and could not be identified on the photographs. They are not however disproved.

Δ Tank Franklin Hotel, 1934 has been rebuilt and the position changed 5 meters. See discussion on page 5.

General:

Due to the constantly shifting shoreline at Point Lookout due to eddies in Jones Inlet with resulting accretion and erosion as attested by the dashed line shown on the chart a note was added to the compilation calling attention to the very considerable differences in the H.W. line of 1927 and that of 1934 which amount to as much as three hundred metres. The H.W. line of 1927 was added in the office from T-4273 and presents an interesting study of the trend of the H.W. line at this point. It may be removed on the negative if it is not desirable to publish.

There are no rocks on the compilation.
The discrepancy in the Coast Pilot as discussed on page 6 of the descriptive report has been referred to Captain Siems.

The drafting on this compilation is below standard and considerable extra time was required in revising poorly executed detail.

A better estimate of the accuracy as stated on page 7a is 3 to 5 metres for intersected points and 3 to 8 metres for other detail. The projection is correct.

Respectfully submitted,

Joseph Andrews 3rd.

Inspected by

B.G. Jones

Approved

K.T. Adams
Chief of Party: Roswell C. Bolstad

Compiled by: (See page 2 Des. Report)

Project: New York Air Photo Compilation Instructions dated: Nov. 15, 1932
Party No. 12

1. The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown on this compilation. (Par. 16a, b, c, d, e, g and i; 26; and 64)

2. Change in position, or non-existence of wharfs, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 66 g, n)
   See paragraph (C) Interpretation, page 5 and (D) Bridges, page 6.

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 and paragraph (B) page 6.

4. Blueprints 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 and paragraph (B) page 6.

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 5, Adjustment of Plot.

7. High water line on marshy 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, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41)

9. Recoverable objects have been located and described on Form 524 in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 57) See pages 8 and 9.

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) See paragraph LANDMARKS, page 7.

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 (D) Bridges, page 6.

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 (F) page 6.

13. The geographic datum of the compilation is N. A. 1927 and the reference station is correctly noted. See page 2.

14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j)

15. The drafting is satisfactory and particular attention has been given the following:

1. Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report.

2. The degrees and minutes of Latitude and Longitude are correctly marked.
3. All station points are exactly marked by fine black dots.

4. Closely spaced lines are drawn sharp and clear for printing.

5. Topographic symbols for similar features are of uniform weight.

6. All drawing has been retouched where partially rubbed off.

7. Buildings are drawn with clear straight lines and square corners where such is the case on the ground.

(Par. 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 49)

16. No additional surveying is recommended at this time.

17. Remarks: Any additional notes and requirements affecting this area should be obtainable from the reports of Lieut. C.D. Meaney, who executed the topography in 1926 and 1927, and from the reports of Lieut. M.C. Witherbee who carried on operations in this vicinity in 1934.

18. Examined and approved; 

   Preliminary Review:  J. P. O'Donnell
   Surveyor
   Roswell C. Bolstad
   Chief of Party

19. Remarks after review in office:

Reviewed in office by:  R.G. Jones

Examined and approved:

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

   L.C. Wolcott
   Chief, Division of Charts

   H.C. Boardman
   Chief, Section of Field Work
   Chief, Division of Hydrography and Topography.