

5069

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DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Photo
Topographic
~~Hydrographic~~ Sheet No. T 5069

State New York

LOCALITY

Eastern Long Island

Aquebogue to Mattituck

1934

CHIEF OF PARTY

R. C. Bolstad, Jr. H. & G. Eng.

U. S. GOVERNMENT PRINTING OFFICE: 1934

5069

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. 19

REGISTER NO.

State New York

General locality Eastern Long Island

Locality Aquebogue to Mattituck

Scale 1:10,000 Photographs Date of ~~survey~~ April 21, 1933

~~Wessex~~ 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 W. Barasch

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 scale of 1:10,741 and enlarged and
printed on scale of 1:10,000 by Photo Lithography.

- STATISTICS -

on

SHEET, FIELD NO. 19, REG. NO. T5069

PHOTOS, NO. M1 (880-14) TO NO. M21 (880-14)

DATE OF PHOTOGRAPHS April 21, 1933 TIME 9:45 A.M.

	BY	DATE	
		FROM	TO
ROUGH RADIAL PLOT	<u>W.H. Burwell</u> W.H. Burwell	9/15	9/20/33
SCALE FACTOR (0.931)	<u>W.H. Burwell</u> J.C. Harmon <u>W.H. Burwell</u>	9/22	9/22/33
SCALE FACTOR CHECKED	<u>J.C. Harmon</u> J.C. Harmon	9/23	9/23/33
PROJECTION	<u>W.H. Burwell</u> W.H. Burwell	9/25	9/25/33
PROJECTION CHECKED	<u>E.L. Fitch</u> E.L. Fitch	9/27	9/27/33
CONTROL PLOTTED	<u>W.H. Burwell</u> W.H. Burwell	9/29	9/29/33
CONTROL CHECKED	<u>A.R. Spalding</u> A.R. Spalding	9/29	9/29/33
TOPOGRAPHY TRANSFERRED	<u>W.H. Burwell</u> W.H. Burwell	9/29	9/30/33
TOPOGRAPHY CHECKED	<u>J.P. Jones</u> J.P. Jones	9/30	9/30/33
SMOOTH RADIAL LINE PLOT	<u>J.P. Jones</u> J.P. Jones	10/2	10/8/33
RADIAL LINE PLOT CHECKED	<u>R.C. Bolstad</u> R.C. Bolstad	10/9	10/9/33
DETAIL INKED	<u>W. Barasch</u> W. Barasch	11/17	11/29/33
		4/8	6/6/34
PRELIMINARY REVIEW	<u>W.D. Ayers</u> W.D. Ayers	6/25	6/27/34

AREA OF DETAIL INKED 15.6 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)
12.0 Statute Miles

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

LENGTH OF ROADS, STREETS, TRAILS, RAILROADS 160.0 Statute Miles

GENERAL LOCATION Eastern Long Island

LOCATION Aquebogue to Mattituck

DATUM North American 1927

Latitude 40°- 56'- 52.78" (1627.5 m.)

STATION Laurel 1913-1933 Longitude 72°- 33'- 31.59" (738.9 m.)

COMPILER'S REPORT

for

AIR PHOTO TOPOGRAPHIC SHEET FIELD NO. 19

GENERAL INFORMATION

The AIR PHOTO FIELD INSPECTION REPORT, 1933, of Lieut. L.C. Wilder for Eastern Long Island, N.Y. furnished the necessary field data for the compilation of this sheet. Additional information was obtained from the field prints and, in questionable areas, from Lieut. (j.g.) R.C. Bolstad who is familiar with the topography of this area.

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

At the time the photographs, for this area, were taken, April 21, 1933 at 9:45 A.M., the tide at South Jamesport, from predicted tide tables of the U. S. Coast and Geodetic Survey, was at high water.

This sheet was 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, photographs Nos. M1 - M21 (880-14), inclusive.

CONTROL

(A) Sources

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

- (a) Triangulation by Lieut. L.C. Wilder, in 1933, field positions unadjusted.
- (b) 1933 Aluminum Control Sheet (Lieut. L.C. Wilder's Field Sheet "A") Reg. No. T 6021
- (c) 1933 Aluminum Control Sheet (Lieut. L.C. Wilder's Field Sheet "B") Reg. No. T 6020

All control is on the North American 1927 Datum. The difference between the unadjusted and the final adjusted positions would be unplotable at the scale of this compilation (1:10,741).

Triangulation and topography (1:20,000 scale aluminum control sheet, showing control signals) executed by the party of Lieut. L.C. Wilder in 1933, forms the basis of control for this area.

In addition to the triangulation, the following topographic signals (shown on the aluminum control sheet) were spotted on the photos and were used in controlling this sheet:-

Hoe	Ten	Any
Yes	Fun	Lax
Hum	Sis	Nut
Gat	Windmill	Red

These signals have been shown on the celluloid topographic sheet by a double blue circle (⊙) together with the name (as shown on the aluminum control sheets) in blue. As the blue ink will not photograph during the photo-lithographic process, no record of these topographic control

Note: The photo location of the water tank is accepted as correct. The difference amounts to only 0.3 mm on the 1:20,000 planotable sheet.

B.G.G.

signals (banners and flags) will appear on the finished sheet.

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 draftsmen in the Washington Office as they will have all the data at hand. *

In the compilation of this sheet not all of the control stations shown on the aluminum control sheets were used as control since the field inspection took place before the aluminum control sheets had been finished by the field party and the field party had not established all of the control in this area. However, many natural objects, used as control on the aluminum control sheets, could be definitely spotted in the office with the aid of the stereoscope and these were used as supplementary control.

The Long Island Railroad track traverse data was used for supplementary control but required slight adjustment as stated under paragraph (C) Discrepancies in this report.

** Only recoverable stations are shown on*

(B) Errors *The compilation. Bg g.*

In making the radial plot for this sheet the following relocation of the spotted aluminum control signal resulted:

~~Ø~~ Water Tank - Lat. $40^{\circ} - 56.1'$, Long. $72^{\circ} - 34.6'$ - new position as determined by the radial plot lies 6 meters distant on azimuth 341° (from north) from the position as given on the aluminum control sheet. This signal could be clearly seen on the photographs and also verified under the stereoscope so it is believed to be correctly spotted. See also paragraph LANDMARKS in this report. *See opposite page.*

The control, on this sheet, is in general strong and the radial plot gave good intersections so it is believed that the stations are in error as stated. It is to be noted that the aluminum control sheet was executed on a scale of 1:20,000 whereas this sheet is on a scale of 1:10,741.

(C) Discrepancies

The Long Island Railroad track traverse data, as listed by them, was found to be in error. The true azimuth is about $7^{\circ} - 58'$ in a westerly direction (counterclockwise) from the azimuth determined by them. It appears that the railroad traverse azimuth may have been based on a poor magnetic azimuth determined years ago.

No other control stations, established by other organizations, were used in this compilation.

COMPILATION

(A) Method

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

(B) Adjustment of Plot

The photographs of this area appear to have a great deal of tilt and scale fluctuation due to variation in altitude of the airplane, making it necessary for the detailer to do a considerable amount of proportioning between radial points.

However, adjustments were carefully made, and by holding to all the available control for this sheet excessive adjustment, to the extent of causing any appreciable error, was not necessary.

It was necessary to adjust the Long Island Railroad track traverse for the amount of the error stated under (C) Discrepancies, page 4 of this report. The distances, as obtained from the track traverse data, to road intersections with the railroad checked well with those obtained from the radial plot after the correction in azimuth was made. There was a variation in the distances which is believed to be due to the expansion of the railroad track traverse sheet.

(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 except that in some areas the location of houses was rather indefinite because of the fact that the wing prints were blurred.

The double full line was used to indicate first order roads and the double broken line for private driveways and roads of lesser importance. Exceedingly poor roads or trails were shown as single dashed lines. In most cases (unless labeled on the field inspection prints) the classification had to be determined by the appearance under the stereoscope.

At Jamesport station, the highway on the north side of the railroad is shown slightly north of its true position in order to be able to show the buildings between the highway and the railroad. At Mattituck, some houses are slightly out of their true location because of the number of railroad tracks to be shown at this point.

There is no available data pertaining to the two bridges shown over Mattituck Creek at Lat. $40^{\circ}-59'$, Long. $72^{\circ}-32'$ and the bridge at Lat. $40^{\circ}-59.6'$, Long. $72^{\circ}-30.2'$. These bridges are of little importance to navigation.

In the marsh area at Lat. $40^{\circ}-56.8'$, Long. $72^{\circ}-34.2'$ there are a large number of ditches which are so close together that, showing them, would confuse the detail. They have been left out and indicated by a label.

No shoal areas have been shown on this sheet since they are not clearly enough defined on the photographs.

(D) Information from Other Sources

The Long Island Railroad track traverse data was used as supplementary control as stated under CONTROL (A) Sources, page 4.

The transmission line traverse of the Long Island Lighting Company was used in locating the transmission line on this sheet.

Note The new names submitted by the compiler have been accepted pending Mr. Bacon's decision.

B.G. Jones

Note The accuracy of location given on the offshore page is rather high. A better estimate is, about 3 to 6 meters for intersected points and 5 to 10 meters for other detail.

B.G. Jones.

(E) Conflicting Names

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

The Creek at Lat. $40^{\circ}-57'$, Long. $72^{\circ}-33'$ has been given the name Laurel Creek on this sheet since it is known by this name by the old local inhabitants. Some of the residents of that locality call the Creek Schanks Creek but this is incorrect. The name is not given on either the U. S. C. & G. S. Charts or the U. S. Geological Maps of that area. *See opposite page.*

COMPARISON WITH OTHER SURVEYS

The junctions with all adjoining sheets are satisfactory.

The Long Island Railroad track traverse data was found to be in error as stated under CONTROL (C) Discrepancies, page 4 of this report.

LANDMARKS

The list of landmarks for this area, including those to be expunged, has been previously submitted, November 4, 1933, by Lieut. L.C. Wilder.

On Lieut. L.C. Wilder's submitted list of landmarks the station "S. Side of Hotel, South Jamesport" is classified as a Class AB landmark "to be located". This station appears to be the same station as "South Gable (Peconic Hotel) South Jamesport" which was spotted by the field inspection party and the position of which was determined by radial plot. The position is as follows:

	Latitude	Longitude
South Gable (Peconic Hotel)	(1748)	(562)
(South Jamesport)	$40^{\circ}-56'$ 103 m.	$72^{\circ}-34'-842$ m.

"Water Tank", classified as a Class D landmark on Lieut. L.C. Wilder's submitted list of landmarks, was found to be in error as determined by the radial plot, listed under (B) Errors, page 4. Lieut. Wilder stated in his submitted list that the D. M's. and D. P's. of all objects scaled for the topographic sheets were taken out but one way and were not adjusted for the distortion of the sheet but that they should all be within 3 meters of the correct value. The position, as determined from the radial plot, is given under the "List of Recoverable Topographic Stations, Class (C) Landmarks" in this report.

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. *See opposite page.*

To the best of me 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

A.K. Spalding

A.K. Spalding

Surveyor

and *W.D. Ayers*

W.D. Ayers

Surveyor

LIST OF RECOVERABLE TOPOGRAPHIC STATIONS

CLASS (C) LANDMARKS

(Includes all recoverable objects, sufficiently prominent for use as hydrographic fixes, shown as topographic stations with small black circle on this sheet and not described on Form 524 by this party.)

<u>Description</u>	<u>Latitude</u>			<u>Longitude</u>			<u>Height</u>	<u>Method of Determination</u>
	°	'	D.M. Meters	°	'	D.P. Meters		
(Hoe) Chy. on House	40	56	(1832) 19	72	35	(184) 1220		A.C.S. Reg. No. <u>T6021^h</u>
West Chy. (Miamiogue Hotel)	40	56	(1644) 207	72	34	(455) 949		1934 A.P.T.
*Water Tank	40	56	(1688) 163	72	34	(590) 814		1934 A.P.T.
Windmill with Tank	40	58	(1768) 83	72	32	(641) 762		1934 A.P.T.
Windmill with Tank 4 m. west	40	58	(801) 1050	72	32	(1310) 93		1934 A.P.T.
Windmill with Tank	40	58	(632) 1219	72	31	(53) 1350		1934 A.P.T.
Water Tank	40	59	(1819) 32	72	30	(123) 1280		1934 A.P.T.
Water Tank	40	59	(1800) 51	72	30	(180) 1223		1934 A.P.T.
Windmill	40	59	(1194) 657	72	30	(1032) 371		1934 A.P.T.
Chy. on Red House	40	59	(1246) 605	72	30	(1377) 26		1934 A.P.T.

Note: 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 aluminum control sheet.
For Classification of Class (C) landmarks see Descriptive Report for Topographic Sheet Reg. No. T5059, LANDMARKS and REPORT ON REVIEW OF SHEET.
*See COMPILER'S REPORT CONTROL (B) Errors, page 4 and LANDMARKS, page 6.

Note: Chart 299 shows numerous small wharfs along the north shore of Great Peawick Bay. ~~Some~~ which do not appear on this compilation. These have evidently been destroyed as they do not show on either the 1933 planotable surveys or the compilation.

Comparison with T 1773 and T 1775 (1887) shows considerable change in the H.W. line and addition of inshore detail. The compilation is adequate to supersede the older surveys.

B.G. Jones

REVIEW OF PHOTO TOPOGRAPHIC SURVEY NO. T 5069

Title (Par. 56) (see enclosed Title Sheet)

Chief of Party Roswell C. Bolstad Compiled by (see page 2, Des. Report)

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

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. See paragraph CONTROL, Descriptive Report, page 3.
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.) (see Descriptive Report, COMPILATION (B) Adjustments of Plot, page 5.)
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, rocks, reefs and 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. Only such changes as noted in the enclosed COMPILER'S REPORT, CONTROL (B); COMPILATION (C) and (E) and LANDMARKS have been made on this sheet. *See opposite page.*
8. The span, draw and clearance of bridges are shown. (Par. 16c.) No data was available regarding the bridges shown on this sheet. See COMPILER'S REPORT, COMPILATION (C), page 5.
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.

Note One described topographic intonation
is known, "A+". Description for this
intonation is filed under T 60.21 (1933).

- ✓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 report of Control Parties, Lieut. L.C. Wilder, 1933. *see opposite page.*
- ✓13. A list of landmarks for charts was furnished on Form 567 and scaling of positions checked. (Par. 16d, e, 60.) (Previously submitted by 1933 Field Party under Lieut. L.C. Wilder.)
- ✓14. The geographic datum of the sheet is North American 1927 and the reference station is correctly noted. (Par. 34.) (See paragraph CONTROL, Descriptive Report page 3) *unadjusted*
- ✓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.) *page 6*
- ✓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 requirements affecting this area are referred to Lieut. L.C. Wilder's Reports covering the topography executed in 1933 under his charge. *W.D. Ayers*

20. Examined and approved: Preliminary Review by - *W.D. Ayers*
Surveyor

Roswell C. Bolstad
Chief of Party

21. Remarks after review in office:

Reviewed in office by: *B.G. Jones*

Examined and approved:

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

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

GEOGRAPHIC NAMES

Survey No. T-5069Date. Oct. 19, 1935Chart No. 299

New York

Diagram No. 299

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>James Creek</u>				
	✓ <u>Horton Creek</u>				
	✓ <u>Laurel Creek</u>				
	✓ <u>Jacobs Creek</u>				
	✓ <u>Mattituck Creek</u>				
	✓ <u>Jamesport</u>				
	✓ <u>Laurel</u>				
	✓ <u>South Jamesport</u>				
	✓ <u>Mattituck</u>				
	✓ <u>Mattituck Pond</u>				
	✓ <u>Flanders Bay</u>				
	✓ <u>Great Peconic Bay</u>				
	Willis Creek	<u>DEEP HOLE CREEK</u> ^(QNY)			
	✓ <u>East Creek</u>				
	✓ <u>Aquebogue</u>				
	✓ <u>Miamogue Pt.</u>				
		<u>Halls Creek</u>			
		✓ <u>Franklinville</u>			
Names underlined in red approved					
J. H. Woods					
5/8/35					

applied to chart 299 2 M.A. June 1935

" " " 1212 2 M.A. Apr. 1936

applied to B.L. t 363 E.L.H. Jan. 1948