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

State: New York

DESCRIPTIVE REPORT

Locality
New York
Eastern Long Island

Orient Point

1934

Chief of Party
R. C. Bolstad, Jr., H. & G. Eng.
Applied to chart 298 D.M.A. Mar 13, 1936

" " " 1212 D.M.A. Apr 1936

" " " 1211 D.M.A. Jan 1937
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. 22W

REGISTER NO. T5072 5072

State. New York

General locality. Eastern Long Island

Locality. Orient Point

Scale. 1:10,000 Date of survey. Apr. 21, 1934

Date of Compilation July 31, 1934

Air Photo. Compilation Party No. 12, New York City

Chief of party. Edward C. Rollyson

Surveyed by. See data sheet enclosed in descriptive report for this sheet.

Inked by. G. Crowther

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 1:11,111 and enlarged and printed on scale of 1:10,000 by Photo Lithography.
- STATISTICS -

on

SHEET, FIELD NO. 22W, REG. NO. T5072
PHOTOS, NO. M64 (860-14) TO NO. M79 (860-14)
DATE OF PHOTOGRAPHS  April 21, 1933  TIME 10:07 A.M.

<table>
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<tr>
<th>BY</th>
<th>DATE From</th>
<th>To</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROUGH RADIAL PLOT</td>
<td>J. Reynolds</td>
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<td>SCALE FACTOR (0.900)</td>
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<td>11/10 - 11/10/33</td>
</tr>
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<td>PROJECTION</td>
<td>W. E. Hackett</td>
<td>11/22 - 11/22/33</td>
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<td>11/22 - 11/22/33</td>
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<td>CONTROL PLOTTED</td>
<td>J. G. Albert</td>
<td>4/12 - 4/12/34</td>
</tr>
<tr>
<td>CONTROL CHECKED</td>
<td>W. E. Hackett</td>
<td>4/16 - 4/16/34</td>
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<td>TOPOGRAPHY TRANSFERRED</td>
<td>J. G. Albert</td>
<td>4/16 - 4/16/34</td>
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<td>4/16 - 4/16/34</td>
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<td>SMOOTH RADIAL LINE PLOT</td>
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<td>RADIAL LINE PLOT CHECKED</td>
<td>J. P. O'Donnell</td>
<td>5/25 - 5/28/34</td>
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<tr>
<td>DETAIL INKED</td>
<td>5/22 - 5/24/34 shoreline</td>
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<tr>
<td>G. Crowther</td>
<td>7/18 - 7/31/34</td>
<td></td>
</tr>
<tr>
<td>PRELIMINARY REVIEW</td>
<td>J. G. Albert</td>
<td>9/17 - 9/18/34</td>
</tr>
</tbody>
</table>

AREA OF DETAIL INKED  4.0 sq. Statute Miles (Land Area)
AREA OF DETAIL INKED  0.1 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) 4.1 Statute Miles
LENGTH OF ROADS, STREETS, TRAILS, RAILROADS 25.3 Statute Miles

GENERAL LOCATION  Eastern Long Island
LOCATION  Orient Point
DATUM  North American 1927

Latitude  41°- 07' - 56.58" (1745.4 m.)

STATION  Bens 1933  Longitude  72°- 15' - 27.50" (841.4 m.)
COMPILER'S REPORT
for
AIR PHOTO TOPOGRAPHIC SHEET FIELD NO. 22W

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 these photographs were taken, April 21, 1933 at 10:07 A.M., the tide at Orient Point was practically midway between high water and low water, according to the Predicted Tide Tables of the U.S. Coast and Geodetic Survey.

This sheet was compiled from 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, photograph Nos. M54 to M79 (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 "n") Reg. No. 6015

(c) 1932 Triangulation, by R.C.P. Kennedy.

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 (1:11,111).

In addition to the above triangulation which forms the basis of control for this sheet, the following topographic signals (shown on the aluminum control sheet) were spotted on the photographs and were used in controlling this sheet:

<table>
<thead>
<tr>
<th>Ren</th>
<th>Doc</th>
</tr>
</thead>
<tbody>
<tr>
<td>Al</td>
<td>South Gable Wh. Bungalow</td>
</tr>
<tr>
<td>Gab</td>
<td>Chime</td>
</tr>
</tbody>
</table>

These signals have been shown on the celluloid topographic sheet by a double blue circle (⊙) together with the name, given on the aluminum control sheet, also in blue. As the blue ink will not photograph during the photo-lithographic process, no record of these topographic control 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 all the topo stations shown on the aluminum control sheet could not be used as control since the field inspection took place before the aluminum control sheet had been finished by the field party and consequently before all of the control had been established. Descriptions obtained from the field party were not sufficient to enable the compiler to pick up further control from the photographs which were somewhat indistinct.

The topo stations used for supplementary control of this sheet have been plotted from positions scaled directly from the aluminum control sheet.

(B) Errors

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

© Gab - Lat. 41° 07.8', Long. 72° 15.9' - new position as determined by the radial plot lies 14 meters distant on azimuth 275° (from north) from the position as given on the aluminum control sheet. This signal is the south gable of a bathouse which could be clearly seen on the photographs and verified under the stereoscope so it is believed to be correctly spotted.

The control for this sheet is, in general, strong and the radial plot gave good intersections so it is believed that the station mentioned above is 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 1:11,111.

(C) Discrepancies

No 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) Adjustments of Plot

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

(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
der order roads, the double broken line for private drive-
ways 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 road into Orient Beach State Park from Route
25 was under construction at the time the photographs
of this area were taken, April 21, 1933, but the position
was spotted by the field inspection party as far as a
point near triangulation station Bens, and has been
shown by a double full line to this point. The road
through the park and the parking space has not been shown.

The high water line along both sides of the narrow
strip east of triangulation station Bens and the north
shore of Long Beach directly south of Peters Neck Point,
also in the vicinity of Orient Point, was indistinct on
the photographs because of a wide sandy beach area.
This high water line was furnished Lieut. W.D. Patterson
for his 1934 hydrographic work in this area. Since no
word has been received regarding errors in this shoreline
it is believed to be correct as shown on this compilation
sheet.

Directly south of Peters Neck Point and Browns Point,
photograph No. 66, "C" print, shows a channel and shoal.
The channel is well defined from Browns Point to Peters
Neck Point but west of the latter no limits appear on the
photograph mentioned. The channel has been shown as far
as it is well defined, no attempt being made to trace it
from that point on. The shoal area is not well defined
and consequently has not been shown.

In the vicinity of triangulation station "Browns
Hill" there are numerous rocks scattered off shore.
Some of these have been shown but because of difficulty
in distinguishing them definitely on the photographs it
is believed that some have been omitted. For more accu-
rate data concerning these rocks reference should be made
to the hydrographic sheets of this area.

D) Information from Other Sources

No information was available from other sources
with the exception of the Air Photo Field Inspection
Report, 1933, of Lieut. L.C. Wilder.

E) Conflicting Names

There are no names on this sheet conflicting with
those on the U.S.C. & G.S. Charts of this area and no
new names to be added.

COMPARISON WITH OTHER SURVEYS

The junctions with all adjoining sheets are satisfactory.
There was no shoreline run in on the aluminum control sheets
of this area by Lieut. L.C. Wilder.

LANDMARKS

The list of landmarks for this area, including those to be
expunged, has been previously submitted, November 4, 1933, by
See also Page 3 of the record of the

- 5 -
Lieut. L.C. Wilder.

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
G. Crowther
Surveyor

Assisted by
J. G. Albert
Draftsman

A. K. Spalding
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.)

<table>
<thead>
<tr>
<th>Description</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Height</th>
<th>Method of Determination</th>
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<tbody>
<tr>
<td>Windmill</td>
<td>41 09 554</td>
<td>72 14</td>
<td>1068</td>
<td>A.C.S., 1933 Reg. No.</td>
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Note: A.C.S. denotes aluminum control sheet. For classification of Class (C) landmarks see Descriptive Report for air photo topographic sheet Reg. No. T5059, paragraphs LANDMARKS and REPORT ON REVIEW OF SHEET.
Chief of Party: Roswell C. Bolstad

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 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 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, reef, reef, reef and rocks, and legends pertaining to them is satisfactory. (Par. 35, 37, 38, 39, 40, 41)
See paragraph COMPILATION (C), Interpretation, page 5 regarding rocks.

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)

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 1933 Field Party under Lieut. L.C. Wilder. See review of lock.

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. 10c)
There are no bridges of importance to navigation shown on this sheet.

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 65k)
See paragraph (E) page 5. There are no conflicting names or new names on this sheet.

13. The geographic datum of the compilation is North American 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, 48)

16. No additional surveying is recommended at this time.

17. 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.

18. Examined and approved; Preliminary Review:  

   [Signature]

   J. G. Albert

   Rosewell C. Holstid
   Chief of Party

19. Remarks after review in office:  

   See following page

   Reviewed in office by:  

   [Signature]

   H. G. Jones

Examined and approved:

   [Signature]

   Chief, Section of Field Records

   L. C. Deebert
   Chief, Division of Charts

   [Signature]

   Chief, Division of Hydrography and Topography.
Comparison with other Surveys.

1. T-6015 (1933) scale 1:20,000, planestable control survey, shows only location of signals for Hydrography. One recoverable station U.S. Engineer's Mark, at lat. 41°09.6’, long. 72°14.1' has been transferred to the compilation from T-6015 in this office.

Cupola, mentioned on page 4 of the preceding report is not shown as a topographic station on this compilation but the boat house is shown. No change in position has been made on the compilation which is adequately controlled. The difference is not accounted for, but since the compilation is well controlled and on a larger scale it is accepted as correct. The difference has been called to the attention of the verifier on H-5383 but it is not likely to have any appreciable effect on the Hydrography.

Cupola at lat. 41°09.5’ long. 72°14.6' shown on T-6015 has not been transferred to the compilation and should be removed from the charts as recommended in the landmark list of W.D. Patterson, chart letter , 1934. This cupola has been torn down according to information obtained by correspondence with the compilation party. It was formerly an 1882 triangulation station. The field inspection party was able to spot on the photograph the position on the hotel roof of the former cupola and it was used as control. The planestable position on T-6015 which plots just north of the triangulation position of the former cupola is apparently the location of a dormer or small projection on the roof of the hotel.
Review of Air Photo Compilation T-5072 (1934)

2. T-6096 (1934) - Described topographic station "Flagpole on Cupola", lat. 41°09', long. 72°15', has been transferred from this survey to the compilation. The description is filed under T-6096 (1934)

3. H-5513 and H-5514 - These Hydrographic sheets show additional rocks offshore which are not shown on this compilation.

4. T-1577a (1884) - Comparison with the compilation shows small changes in the shore line and addition of structural detail. The compilation is adequate to supersede T-1577a, except for location of rocks along the North shore. See page 5, par. 5 of the preceding report. The compilation shows the rocks that could be identified on the photos, but undoubtedly does not show all of them. H-5514 shows additional rocks slightly off shore.

However, this is a boulder strewn shore line and the compilation and H-5514 together probably do not show every detached large boulder. T-1577a shows several additional such rocks which are too close inshore to be of any importance, but which probably exist as small rock islands at highwater and are located by this compilation or H-5514.

Control: Control was adequate, but the survey of 2 to 4 meters given on page 6 is too high. A better estimate for work on this scale is an accuracy of location of 3 to 5 meters for intersected points and 3 to 10 meters for other detail.

B. G. Jones
## Geographic Names

**New York**

All names underlined in red - approved.

*, Approved by the Division of Geographic Names, Department of Interior.

obuf, Not Approved by the Division of Geographic Names, Department of Interior.

R, Referred to the Division of Geographic Names, Department of Interior.

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<th>Status</th>
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<th>Name on Chart</th>
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<th>Location</th>
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<td>Plum Gut</td>
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