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

State: New York

DESCRIPTIVE REPORT

LOCALITY
East River

Inner-coast between Port Morris and Throgs Neck to

Photographs . . . . 1933

1934

CHIEF OF PARTY
R. C. Bolstad, Jr., M. & G. Engrs.
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. 39
REGISTER NO. T5089

State: New York

General locality: East River

Locality: James Coast between Port Morris and Throgs Neck

Scale: 1:10,000
Date of Photographs: May 17, 1935
Date of Compilation: July 31, 1954

Wessex Air Photo Compilation Party No. 12

Chief of party: Roswell C. Bolted

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

Inked by: S. E. Sperry, Jr.

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 1:11,560 and enlarged and printed on scale of 1:10,000 by Photo Lithography.
- STATISTICS -

on

SHEET, FIELD NO. 39, REG. NO. T5089
PHOTOS, NO. M350 (876-14) TO NO. M367 (876-14)

DATE OF PHOTOGRAPHS  May 17, 1933  TIME  11:51 A.M.

BY

<table>
<thead>
<tr>
<th>LISTED</th>
<th>DATE FROM</th>
<th>DATE TO</th>
</tr>
</thead>
<tbody>
<tr>
<td>R.A. Phillee</td>
<td>12/5 - 12/6/33</td>
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<td>R.A. Phillee</td>
<td>12/5 - 12/6/33</td>
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<tr>
<td>J.P. O'Donnell</td>
<td>12/6 - 12/6/33</td>
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<tr>
<td>R.A. Phillee</td>
<td>3/1 - 3/1/34</td>
<td></td>
</tr>
<tr>
<td>M.S. Abramson</td>
<td>3/1 - 3/1/34</td>
<td></td>
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<tr>
<td>M.S. Abramson</td>
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<tr>
<td>D.B. Bennett</td>
<td>3/15 - 3/17/34</td>
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<td>D.B. Bennett</td>
<td>3/19 - 3/21/34</td>
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<td>W.E. Maggett</td>
<td>3/23 - 3/23/34</td>
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<td>3/24 - 4/11/34</td>
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<td>J.P. O'Donnell</td>
<td>11/1 - 11/5/34</td>
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</table>

AREA OF DETAIL INKED  12.2 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)  17.8 Statute Miles

LENGTH OF SHORELINE (rivers and sloughs less than 200 m. wide)  15.2 Statute Miles

LENGTH OF STREETS, ROADS, TRAILS, RAILROADS, etc.  252.0 Statute Miles

GENERAL LOCATION  East River

LOCATION  Inner Coast between Port Morris and Throgs Neck

DATUM  North American 1927

Latitude  40° 49' 37.030"  (1142.3 m.)

STATION  Morris High School  Longitude 73 - 54' 16.429"  (385.0 m.)

1905-1932
COMPILER'S REPORT
for
AIRCRAFT TOPOGRAPHIC SHEET FIELD NO. 39

GENERAL INFORMATION

The Air Photo Field Inspection Report for the north shore of Long Island, attached to the Descriptive Report for Air Photo Topographic Sheet, Reg. No. T-5088, furnished the necessary field data for the compilation of this sheet. Additional information was obtained from the notes on the field prints, supplemented by a final field inspection by Mr. E.E. Sperry, Jr., Draftsman Party No. 12.

The accompanying STATISTICS SHEET details all data bearing on the compilation of this sheet.

This sheet was compiled from photographs, Nos. M350 to M367 (876-14) inclusive, taken May 17, 1933 at 11:51 A.M. by 1st Lieut. James F. Clive, Jr. of the U.S. Army Air Corps with their five lens camera, Model T-SA, No. 31-78.

The tide at Old Ferry Point at the time these photographs were taken was about one-half foot above low water, as determined from the U.S. Coast and Geodetic Survey "Predicted Tide Tables".

CONTROL

(A) Sources

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

(a) Triangulation by Lieut. R.W. Woodworth in 1930-33, field positions unadjusted.
(b) Triangulation by Lieut. B.R. Rigg in 1930.

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 the scale of this sheet, 1:11,560.

There were no topographic signals used as supplementary control on this sheet as none were recovered by the field party until after the radial plot had been completed. The triangulation in this area was sufficiently strong to be used for the control of the radial plot without additional supplementary control.

However, additional control, obtained by field inspection after the radial plot had been made, was plotted and found to agree with the positions as given on the aluminum control sheets. The aluminum control sheet stations, used in this case, were plotted from positions scaled directly from the aluminum control sheets but in some instances were spotted from the bromide print where the aluminum control sheets were not available for scaling.

The stations plotted from scaled aluminum control sheet positions were as follows:
* Regarding the U.S.E. stations mentioned on the opposite page, the plotting of these stations on the photographs is questionable. Stations U.S.E. 14 and U.S.E. Kane have been corrected on the compilation to agree with the planetable positions.

The differences in location of stations U.S.E. 13 and U.S.E. 1 are too large to be due entirely to error in spotting on the photographs and the planetable positions are considered doubtful and have been so noted on the graphic control surveys. These two stations are not shown on this compilation as the spotting on the photographs is too inaccurate for precise location.

** U.S.E. End is not to be confused with U.S.E. Reuhl. They are two separate and distinct stations, both being shown on T-4777 and only U.S.E. Reuhl being shown on T-5089.

A third station END is also plotted on T-4777.
The stations spotted from the photostats of the aluminum control sheets, because no scaled positions were available, were as follows:

<table>
<thead>
<tr>
<th>Station</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>U.S.E. #1</td>
<td>U.S.E. Lehey</td>
</tr>
<tr>
<td>U.S.E. #13</td>
<td>U.S.E. Ledge</td>
</tr>
<tr>
<td>U.S.E. #14</td>
<td>U.S.E. Pipe</td>
</tr>
<tr>
<td>U.S.E. Gas</td>
<td>U.S.E. Pug</td>
</tr>
<tr>
<td>U.S.E. Nut</td>
<td>(Zaraqa)</td>
</tr>
</tbody>
</table>

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 sheets, 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.

**Errors**

In making the radial line plot of this sheet the following relocations of spotted aluminum control sheet signals resulted:

- U.S.E. #1 - Lat. 40° - 49.9', Long. 73° - 53.0' - new position as determined by the radial plot lies 10 meters distant on azimuth 210° (from north) from the position as given on the aluminum control sheet.
- U.S.E. #13 - Lat. 40° - 50.0', Long. 73° - 52.9' - new position as determined by the radial plot lies 6 meters distant on azimuth 300° (from north) from the position as given on the aluminum control sheet.
- U.S.E. Kane - Lat. 40° - 48.5', Long. 73° - 51.1' - new position as determined by the radial plot lies 6 meters distant on azimuth 210° (from north) from the position as given on the aluminum control sheet.
- U.S.E. #1 - Lat. 40° - 49.3', Long. 73° - 53.1' - new position as determined by the radial plot lies 6 meters distant on azimuth 160° (from north) from the position as given on the aluminum control sheet.

Since the above stations, listed as in error, are monuments and no scaled distances of their positions on the aluminum control sheets were available, the positions could only be checked from those shown on the bromides or photostats which may be slightly distorted due to the expansion and contraction of the paper.
Although these signals are on the wing prints of the photographs they are believed to be in error as stated since the triangulation is strong in this area. They could not be verified under the stereoscope as they are monumented stations.

The Pile U.S.E. (S.W. end pier) - Lat. 40°48.3', Long. 73°53.95' - new position as determined by the radial sheet. This signal can be very clearly seen on the photographs so that there can be no question as to its being spotted correctly, and, consequently, it is believed to be in error as stated. It is in an area of strong control.

(c) 

Discrepancies

The stations of the U.S. Engineers listed under CONTROL were satisfactorily tied into the control for this sheet with the exception of the five which differed with the radial sheet as noted under paragraph (b) Errors.

(c) Compilation

(A) Method

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

(B) Adjustment of Plot

Only a slight amount of tilt and scale fluctuation was encountered in the compilation of this sheet, but all photographs had to be remounted due to a tendency of the old type mountings to slip. After this was corrected little trouble was experienced except in some instances where additional cuts had to be made because of the ground relief which caused straight roads to appear crooked.

The control for this sheet is strong because of numerous triangulation stations and the absence of topo stations, when the plot was made, did not affect the accuracy of the radial plot.

(c) Interpretation

The usual graphic symbols were used as approved by the Board of Surveys and Maps, 1932, and no trouble was experienced in interpreting topographic detail.

Final field inspection disclosed some changes not shown on the photographs such as filled swamp areas and building erection, and these changes were shown accordingly on the completed sheet.

Use was made of the accompanying airplane photograph (page 6) of Fort Schuyler on Throgs Neck. This photograph appeared in the New York Herald Tribune, Sunday, May 8, 1934. This picture was evidently taken at a low altitude and disclosed, roads, sea wall and other topography not so clear on the mounted photographs. According to the article accompanying this photograph, the old fort will be superseded by a
All piles, sunken barges, wrecks, rocks and similar objects along the shore have been adequately labeled on the overlay sheet.

The double-track trolley line on the main road (Sound View Ave.) leading to Clason Point joins the street with the elevated railway and runs west under the elevated. It is not shown on this compilation since it would distort and confuse the detail of the street.

At latitude 40° 48.7' and longitude 73° 54.7', the New York Central Railroad runs underground through the park as indicated by a break in the track symbol.
OLD FORT SCHUYLER ON THROGS NECK

'Realm of the Aerodrome' on Boundaries of Asia

Taken from New York Herald Tribune, Sunday, May 6, 1934

OLD FORT SCHUYLER NOW TO BECOME NAUTICAL SCHOOL
Nautical School. On final inspection it was also noted that many old buildings on the site were in the process of being demolished.

No shore line was available from topographic parties operating in this area for the coast line between Old Ferry Point and Locust Point. It was therefore determined entirely from the photographs and this compilation was checked by Lieut. I. E. Rittenburg whose field party was operating in this area.

Lieut. Rittenburg stated that the marshy creek just to the north of Baxter Creek Inlet had changed from the position as shown on the photographs, but that the changes were negligible and are therefore not shown on this compilation.

(D) **Bridges**

The clearance and span of all bridges of importance to navigation is shown on the cover sheet and is correct as given in the Coast Pilot Notes.

(E) **Information from Other Sources**

The major part of the high water line was run in by the topographic party as shown on the aluminum control sheets listed under CONTROL (A), page 3.

(F) **Conflicting Names**  / 64E  4/28/28

There are no names on this sheet conflicting with the names on the U.S. Coast and Geodetic Charts. All street names, St. Mary's Park and names of railroads have been obtained from official maps of the City of New York or from local inhabitants, and in the latter case verified by several inhabitants since the area, for the most part, is densely populated.

**COMPARISON WITH OTHER SURVEYS**

The junctions with all adjoining sheets are satisfactory.

The high water line, as determined by this compilation, agreed very closely with that shown on the aluminum control sheets. Where a few slight discrepancies occurred, notably at the entrance to Bronx River in the swamp areas, a final field inspection, made by the compiler, definitely established the correct high water line which now appears on the compilation. No shoreline was available from the aluminum control sheets for the area from longitude 73° 50' east around Throgs Neck and north to Weir Creek but a final field inspection was made by Lieut. I. E. Rittenburg, while operating in this area, also checked the compilation, as far as the high water line was concerned, and found it to be correct. In most cases stone walls, bulkheads and similar objects determined the position of the high water line but in cases where this was not true measurements were taken and the high water line carefully sketched on the photographs.

**LANDMARKS**

The list of landmarks, for the area covered by this compilation, including those to be expunged, has been previously submitted by Lieut. R. W. Woodworth on March 28, 1933.
* A better estimate of accuracy than that given on the opposite page is 0.4 to 0.6 mm for intersected points and 0.4 to 1.0 mm for other distant objects.
Lieut. Woodworth's list of landmarks has been supplemented by the list of additional landmarks submitted on October 24th, 1933, by Lieut. J.E. Rittenburg.

All landmarks to be retained, according to the above mentioned lists, have been shown on this compilation by a small black circle with the names on the over-lay sheet.

A landmark "Chy", Lat. 40° 48.1', Long. 73° 54.4', is shown on U.S.C. & G.S. Chart 228 and was picked up by the air photo field inspection party as a tall chimney. This chimney, a 1934 aluminum control sheet station, does not appear on either Lieut. Woodworth's or Lieut. Rittenburg's list but has been shown on this compilation with a small black circle since it is believed sufficiently prominent to be retained as a landmark.

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.

RECOVERABLE TOPOGRAPHIC STATIONS

In addition to the lists of landmarks mentioned in the preceding paragraph, LANDMARKS, the following station "Bor" is given as a recoverable topographic station, sufficiently prominent for use as a hydrographic "fix", and shown as a topographic station with a small black circle on this compilation. It has not been described on Form 524 by this party since it is an aluminum control sheet station.

<table>
<thead>
<tr>
<th>Description</th>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Bor) Light Beacon</td>
<td>40° 48.1'</td>
<td>73° 53.9'</td>
</tr>
<tr>
<td>Method</td>
<td></td>
<td></td>
</tr>
<tr>
<td>of Determination</td>
<td>1934, A.C.S.</td>
<td></td>
</tr>
</tbody>
</table>

A.C.S. denotes aluminum control sheet and the name in parenthesis preceding the description is the topographic station name as given on the aluminum control sheet.

A list of recoverable topographic stations which are monumented stations is given on page 9.

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

S. E. Sperry, Jr.
Draftsman

Assisted by

J. F. O'Donnell
Surveyor

A. K. Spalding
Surveyor


# List of Recoverable Topographic Stations

**Monumented Stations**

Includes all recoverable topographic monumented stations shown by a 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>Method of Determination</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>D.M.</td>
<td>D.P.</td>
<td></td>
</tr>
<tr>
<td>Street Mon. No. 97</td>
<td>40 48.4</td>
<td>73 51.0</td>
<td>1934, A.C.S. Reg. No. 4777</td>
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<tr>
<td>*U.S.E. Kane</td>
<td>40 48</td>
<td>73 51</td>
<td>1934</td>
</tr>
<tr>
<td>U.S.E. Pug</td>
<td>40 48.7</td>
<td>73 50.8</td>
<td></td>
</tr>
<tr>
<td>U.S.E. Lehey</td>
<td>40 49.6</td>
<td>73 50.6</td>
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<tr>
<td>U.S.E. New Bridge</td>
<td>40 49.7</td>
<td>73 50.6</td>
<td></td>
</tr>
<tr>
<td>U.S.E. Gas</td>
<td>40 49.8</td>
<td>73 50.6</td>
<td></td>
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<td>U.S.E. Pottery</td>
<td>40 49.7</td>
<td>73 50.4</td>
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<td>73 50.4</td>
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<td>73 50.4</td>
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<td>U.S.E. End</td>
<td>40 49.0</td>
<td>73 50.4</td>
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<tr>
<td>U.S.E. Nut</td>
<td>40 48.7</td>
<td>73 50.4</td>
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<tr>
<td>(Bot) U.S.E. Lor</td>
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<td>73 50.4</td>
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<tr>
<td>(Pea) U.S.E. WC #2</td>
<td>40 48.4</td>
<td>73 50.3</td>
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</table>

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. * denotes station found in error and relocated by the radial plot, (See paragraph (B) Errors, page 4.)
<table>
<thead>
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<th>Status</th>
<th>Name on Survey</th>
<th>Name on Chart 226, 223</th>
<th>Names in local use</th>
<th>Names assigned by Field USGS</th>
<th>Location</th>
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<td>Throgs Neck</td>
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<td>East River</td>
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<td>Old Ferry Point</td>
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<td>Unionport</td>
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<td>Westchester Creek</td>
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<td>Castle Hill Point</td>
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<tr>
<td></td>
<td>Closter Point</td>
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<td>Pugsley's Creek</td>
<td>✓ Pugsley's Cr.</td>
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<td></td>
<td>Bronx River</td>
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<td></td>
<td>Hunts Point</td>
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<td>Hunt's Pt</td>
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<td>Barreito Point</td>
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<td></td>
<td>North Brother Island</td>
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<td></td>
<td>South Brother Island</td>
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<td></td>
<td>Port Morris</td>
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<tr>
<td></td>
<td>Stony Point</td>
<td>✓</td>
<td></td>
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<tr>
<td></td>
<td>Melrose</td>
<td>✓ OK for Topo Sheet</td>
<td>✓</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>West Farms</td>
<td>✓</td>
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<td>Morrisania</td>
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<tr>
<td></td>
<td>Eastchester Bay</td>
<td>✓ USGS decision</td>
<td></td>
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</tbody>
</table>
REVIEW OF AIR PHOTOGRAPHIC SURVEY T-5089

Scale 1:10,000

Data Record

Triangulation to 1932
Photographs to 1933
Planetary surveys to 1934
Hydrography to 1934
Field inspection to 1934

Field inspection added no important detail of a later date than the photographs. Interior details on this survey are of the date of the photographs. The entire high water line has been brought up to date of the planetary surveys of 1933 and 1934.

Comparison with Contemporary Graphic Control Surveys

T-4776 (1933), 1:10,000
T-4777 (1933), 1:10,000
T-4778 (1933), 1:10,000
T-6026 (1933), 1:10,000
T-6111 (1934), 1:10,000

These surveys have been verified and filed as topographic surveys in the office but have been treated as graphic control surveys in this review.

There were numerous differences between the planetary surveys and T-5089. These have been examined on the photographs and T-5089 has been corrected where necessary.

Some of the planetary surveys were prior to and some subsequent to T-5089. The differences in time have been taken into account in in correcting and adding to T-5089.

Triangulation station Gates on planetary survey T-4777, Latitude 40° 49.4', Longitude 73° 53.6', is plotted about 3 to 10 meters in error.

A number of recoverable topographic stations have been transferred from the planetary surveys to T-5089.

All rocks awash on the planetary surveys have been transferred to T-5089. The elevations of only the more important of the rocks awash have been transferred T-5089.
All detail shown on the above planetable surveys has been shown on T-5089 except the following:

1. Details in error and air photographic survey position accepted as correct.
2. Temporary topographic stations.
3. The magnetic meridian.
4. Elevations of the less important rocks awash.

Comparison with Contemporary Hydrographic Surveys

H-5333 (1933), 1:10,000
H-5547 (1934), 1:10,000

High water line on the hydrographic surveys is from the planetable surveys listed above and differs from the air photographic survey T-5089 in all cases where after review T-5089 has been accepted in preference to the planetable positions.

Comparison with Former Topographic Surveys

T-14 (1887), 1:10,000
T-15 (1887), "
T-458 (1855), "
T-604 (1857), "
T-675 (1857), 1:5,000
T-1725 (1898), 1:10,000

Since the completion of the previous topographic surveys Rikers Island and Hunts Point have been enlarged by a fill. The shoreline of the above surveys agrees closely with the shoreline of the compilation.

The compilation is complete and adequate to supersede those portions of the above surveys which it covers except for contours.

Comparison with Charts 1213, 223 and 226.

1. Interior details - T-5089 shows numerous corrections and additions to buildings, roads and railroads. These details as shown on T-5089 have been checked against the photographs.

2. Landmarks - Refer also to pages 7 and 8 of the descriptive report for T-5089.

The chimney on chart 226, lat. 40° 48.2', long. 73° 54.3' is gone and should be removed from the chart. This information is from examination of the photographs in this office.

3. Rocks - This survey, T-5089, is incomplete as regards rocks awash. Except in a few cases these do not show on the photographs and were not covered by the field inspection. Most of the rocks shown
on T-5089 were transferred from the graphic control surveys listed
above. The numerous rocks on the charts which do not appear on
T-5089 are not disproved or in any way affected by T-5089.

4. Other details -

Chart 223 - The sunken wreck off Fort Schuyler is not visible
on the photographs and is not shown on T-5089 but is not disproved.

The rock ledge along the shore at lat. 40° 48.7', long. 73°
49.3' cannot be identified on the photographs but is not disproved.

A small dock on the west shore at lat. 40° 49', long. 73°
50.6' no longer exists.

The chart, lat. 40° 49', long. 73° 50.5', at buoy C7, West-
chester Creek, shows three heavy dots that are apparently small islands
or boulders. T-5089 shows a line of four piles here but no islands.
The photographs are clear and show no small islands above water
though they do not disprove the existence of a shoal.

Chart 226 -

The rock ledge around the point at lat. 40° 48.2', long. 73°
51.4' cannot be identified as such on the photographs and is not on
T-5089 but is not disproved.

Two piles of the group at Clason Pt., lat. 40° 48.2', long.
73° 51' are not visible on the photographs and were not covered by
the graphic control surveys but are not disproved. The same statement
applies to the single pile on chart 226 at lat. 40° 48.5', long. 73°
53.9'.

General

T-5089 as received from the field was too poorly drawn for repro-
duction and has been entirely redrawn in this office.

\[\text{Signed}\]


B. Gl-Jones
REVIEW OF AIR PHOTO COMPILATION NO. T 5089

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 65 g,n)

See paragraph (C) Interpretation, page 5 and (D) Bridges, page 7.

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 (E) page 7.

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 (E) page 7.

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 or muddy 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, records, and marks, and legends pertaining to them is satisfactory. (Par. 35, 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 paragraph RECOVERABLE TOPOGRAPHIC STATIONS, page 8 and list of monumented stations, page 9.

10. A list of landmarks was furnished on Form 587 and instructions in the Director's letter of July 16, 1934, Landmarks for Charts, complied with. (Par. 16d, e; and 50) 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. 10c) See paragraph (D) Bridges, page 7.

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. 54, and 56k) See paragraph (F), page 7.

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. 56f) The junction at the west side of this sheet will be made with the 1:5,000 scale sheet as soon as the 1:5,000 photos are received and the plot can be made. There is no reason, however, to believe this will necessitate altering this sheet.

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 should be obtainable from the reports of Lieut. Comdr. H.A. Cotton who executed the topography in 1933, and from the reports of Lieut. J.S. Rittenburg who carried on operations in this vicinity in 1933.

18. Examined and approved;  
   Preliminary Review:  
   
   Surveyor  
   Roswell C. Bolstad  
   Chief of Party

19. Remarks after review in office:

Reviewed in office by: L.C. Landy  RG Jones

Examined and approved: 1933

K.T. Adams  Chief, Section of Field Records

L.O. Loebel  Chief, Division of Charts

Fred. L. Rich  Chief, Division of Hydrography and Topography.