U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey  Shoreline
Field No.  PI-16(47)  Office No.  T-5608

LOCALITY
State  New York
General locality  Long Island
Locality  Canarsie Pol to Head of Bay

1947
CHIEF OF PARTY
R. J. Sipe

LIBRARY & ARCHIVES

DATE  December 19, 1949
DATA RECORD

T - 5608

Project No. (II): PH-16(47) Quadrangle Name (IV):

Field Office (II): West Hempstead, New York Chief of Party: Riley J. Sipe
Photogrammetric Office (III): Baltimore, Maryland Officer-in-Charge: Thos. B. Reed
Instructions dated (II) (III):
10 September 1947 Copy filed in Division of
2 March 1948 Photogrammetry (IV)

Method of Compilation (III): Graphic
Manuscript Scale (III): 1:10,000
Scale Factor (III): 1.000

Date received in Washington Office (IV): 3-28-48
Date reported to Nautical Chart Branch (IV): 4-1-49

Applied to Chart No. 579: Date: May 1949
542: Date: 6-6-49

Publication Scale (IV):
Publication date (IV):

Geographic Datum (III): North American 1927

Vertical Datum (III): MWS Mean sea level except as follows:
Elevations shown as (25) refer to mean high water
Elevations shown as (9) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): AQUEDUCT, 1932

Lat: 40° 39' 59.179" 1325.4" Long: 73° 49' 55.830" 1341.1

Plane Coordinates (IV):

Y = 160, 681.36
X = 2,046,559.30

Roman numerals indicate whether the item is to be entered by (II) Field Party, (III) Photogrammetric Office,
or (IV) Washington Office.

When entering names of personnel on this record give the surname and initials, not initials only.
Areas contoured by various personnel
(Show name within area)
(ii) (iii)
DATA RECORD

Field Inspection by (II): I. Y. Fitzgerald
Date: October 1947

Planetable contouring by (II):
Date:

Completion Surveys by (II):
Date:

Mean High Water Location (III) (State date and method of location):
Same as date of photographs supplemented by field inspection, October 1947.
Date:

Projection and Grids ruled by (IV): H. R.
Date: 11/14/47

Projection and Grids checked by (IV): T.L.J.
Date: 11/14/47

Control plotted by (III):
John C. Richter
Date: 4/20/48

Control checked by (III):
Frank J. Taroza
Date: 1/29/48

Radial Plot or Stereoscopic
Control extension by (III): Frank J. Taroza
Date: 6/7/48

Stereoscopic Instrument compilation (III):
Panimetry
Contours
Date:

Manuscript delineated by (III): Ruth E. Rudolph
Date: 3/3/49 to 3/21/49

Photogrammetric Office Review by (III): Joseph Steinberg
Date: 3/23/49

Elevations on Manuscript
checked by (II) (III):
Date:
Camera (kind or source) (III): U.S. Coast and Geodetic Survey single lens camera, type D, focal length 1.2".

PHOTOGRAPHS (III)

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<th>Time</th>
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<td>1020</td>
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<td>47-D-120 to 47-D-127 incl.</td>
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<td>1.0' above MLW</td>
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Tide (III)

Reference Station: Sandy Hook, N.J.
Subordinate Station: Grassy Bay (Bridge)

Washington Office Review by (IV): Everett H. Ramey
Final Drafting by (IV): Baltimore Office
Drafting verified for reproduction by (IV): W.O. Vincent Streifel
Proof Edit by (IV): Vincent Streifel

Land Area (Sq. Statute Miles) (III): 14.5
Shoreline (More than 200 meters to opposite shore) (III): 18 statute miles
Shoreline (Less than 200 meters to opposite shore) (III): 16 statute miles (measured along approximate centerline)
Control Leveling - Miles (II):
Number of Triangulation Stations searched for (II): Recovered: 7 Identified: 6
Number of BMs searched for (II): none
Number of Recoverable Photo Stations established (III): 1
Number of Temporary Photo Hydro Stations established (III): 7

Remarks:

Form T-Page 4
<table>
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<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR y-COORDINATE</th>
<th>LONGITUDE OR x-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD (BACK)</th>
<th>DATUM CORRECTION</th>
<th>N.A. 1927-DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)</th>
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<td>NY-Vic. Pg.17</td>
<td>N.A. 1927</td>
<td>40 38</td>
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<td>SPRINGFIELD GARDENS</td>
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<td>1202.3 (648.4)</td>
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<td>GREAT Northern FOR DYEING &amp; DRESSING CO TANK, 1931</td>
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<td>JAGER, 1903-08</td>
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<td>73 46</td>
<td>01.724</td>
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<td>GOOSE, 1931</td>
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<td>73 48</td>
<td>43.074</td>
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<td>AQUEDUCT SCHOOL HOUSE, 1903</td>
<td>G-1228 Pg.227</td>
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<td>40 39</td>
<td>57.230</td>
<td>1825.4 (25.3)</td>
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<td>NW BRIDGE ABUTMENT, 1931</td>
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<td>SPRING CREEK 1908</td>
<td>G-2177 Pg.72</td>
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<td>40 39</td>
<td>08.783</td>
<td>270.9 (1579.8)</td>
<td>382.2 (1027.5)</td>
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<td>EAST NEW YORK SEWAGE SCREENING PLANT, CHIMNEY, 1931</td>
<td>N.Y. &amp; Vic. Pg.87</td>
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<td>40 39</td>
<td>15.785</td>
<td>186.9 (1363.8)</td>
<td>1185.3 (224.3)</td>
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<td>CANARSIE, SANITARY LAUNDRY STACK, 1934</td>
<td>G-352 Pg.245</td>
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<td>73 53</td>
<td>21.282</td>
<td>1552.5 (298.2)</td>
<td>570.7 (839.4)</td>
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1 FT. = 304.8006 METER

COMPUTED BY: J.C. Richter
DATE: 4/20/18

CHECKED BY: M. F. Kirk
DATE: 6/26/1948
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<th>DATUM</th>
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<th>DISTANCE FROM GRID IN FEET OR PROJECTION LINE IN METERS</th>
<th>DATUM CORRECTION</th>
<th>N.A. 1927-DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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<td>CANARSIE PARK, 1908</td>
<td>N.Y. Pg. 92</td>
<td>N.A. 1927</td>
<td>40 37 52.618</td>
<td>73 53 31.569</td>
<td>1593.1 (257.6)</td>
<td>741.9 (668.2)</td>
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<td>CANARSIE, &quot;THE WHITE HOUSE&quot;, FLAGPOLE, 1931</td>
<td>N.Y. Pg. 92</td>
<td>n</td>
<td>40 37 52.615</td>
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<td>1647.6 (203.1)</td>
<td>638.1 (772.0)</td>
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<td>PUBLIC SCHOOL NO.115, 1931</td>
<td>N.Y. Pg. 92</td>
<td>n</td>
<td>40 38 04.826</td>
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<td>BROWNSVILLE BROOKLYN ASH INCINERATOR CHIMNEY, 1931</td>
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<td>40 39 12.039</td>
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<td>589.8 (819.8)</td>
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<td>SUB POINT GOOSE, 1931</td>
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<td>Plotted graphically</td>
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<td>SUB POINT HEAD</td>
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<td></td>
<td>40 38</td>
<td>73 45</td>
<td>1063.9 (786.8)</td>
<td>Sub pt for radial plot, ENR</td>
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<td>SUB. PT. AQUEDUCT, 1932</td>
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<td>n</td>
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<td>106.2 (1307.4)</td>
<td>Sub Pt for radial plot, ENR</td>
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<td>SCHOOL HOUSE NO.64, 1908-09</td>
<td>N.Y. Pg. 92</td>
<td>N.A. 1927</td>
<td>40 40 52.715</td>
<td>73 51 26.012</td>
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<td>610.9 (798.1)</td>
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<td>73 45 33.347</td>
<td>624.3 (1228.5)</td>
<td>783.2 (628.0)</td>
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<td>JAMAICA-BAY, WABC NORTH-RADIO TOWER, 1953</td>
<td>N.Y. Pg. 92</td>
<td>n</td>
<td>40 37 30.620</td>
<td>73 49 41.695</td>
<td>984.5 (906.2)</td>
<td>Tower destroyed. Only piers remain, ENR</td>
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<td>NW Bridge Abutment, 1931</td>
<td>N.Y. Pg. 92</td>
<td>n</td>
<td>40 38 39.31</td>
<td>73 50 12.62</td>
<td>1212.6 (638.2)</td>
<td>296.4 (1113.2)</td>
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</tbody>
</table>

1 FT. = .3048006 METER

COMPUTED BY: J.C. Richter
DATE: 4/20/48
CHECKED BY: M.P. Kirk
DATE: 26 April 1948
FIELD INSPECTION REPORT
T-5608
(40-37.5 / 73-45.0)
Project Ph-16(47)
R.J. Sipe, Chief of Party

This report is for one of eight shoreline sheets comprising Project Ph-16(47). Information contained herein is that which applies, in general, to this sheet alone. Field Inspection Report, Project Ph-16(47) contains information which applies to the project as a whole; and, to which this report is cross referenced. It is filed in Div. of Photogrammetry General Files.

1. DESCRIPTION OF THE AREA:

The water area of this sheet is the northern section of Jamaica Bay.

The land area is similar to that described in Field Inspection Report T-5605.

2. COMPLETENESS OF FIELD INSPECTION:

See Field Inspection Report, Project Ph-16(47).

3. INTERPRETATION OF THE PHOTOGRAPHS:

See Field Inspection Report, Project Ph-16(47).

4. HORIZONTAL CONTROL:

Seven C & G S triangulation stations were recovered and identified for control of the plot. Two other C & G S triangulation stations were recovered and identified as landmarks.

7. MEAN HIGH WATER LINE:

See Field Inspection Report, Project Ph-16(47).

8. LOW WATER LINE:

See Field Inspection Report, Project Ph-16(47).
9. WHARVES AND SHORELINE STRUCTURES:
   See Field Inspection Report, Project Ph-16(47).

10. DETAILS OFFSHORE FROM THE HIGH WATER LINE:
    See Field Inspection Report, Project Ph-16(47).

11. LANDMARKS AND AIDS TO NAVIGATION:
    See Field Inspection Report, Project Ph-16(47).

12. HYDROGRAPHIC CONTROL:
    Seven photogrammetric hydrographic stations were identified. These stations are flag poles, corners of piers, dolphins, etc. A list of these is attached.
    No recoverable topographic stations were established.

15. BRIDGES:
    See Field Inspection Report, Project Ph-16(47).

18. GEOGRAPHIC NAMES:
    See special Geographic Names Report by Mr. A. J. Wraight, Topographic Engineer.

19. COAST PILOT INFORMATION:
    See Field Inspection Report, Project Ph-16(47).

Submitted:
18 November 1947

[Signature]
I. T. Fitzgerald, Cartographer
MAP MANUSCRIPT

SURVEY NO. T-5608

MANUSCRIPT T-5608 is one of eight shoreline surveys in Project No. PH-16(47) located on Long Island. This manuscript covers the area along the north shore of Jamaica Bay from Canarsie Pol to Head of Bay and includes the Idlewild Airport. Survey T-5608 has been compiled in accordance with project instructions dated 2 March 1948.

26. CONTROL

For layout of control on this manuscript, refer to the radial plot report. A list of control stations on Form M-2388-12 is included in this report.

Control station NW BRIDGE ABUTMENT, 1931 was recovered and identified by the field party. The geographic position for this station was not available; however, the radial plotted position has been shown on the manuscript. This station was computed by Geodesy Div. during the review of this sheet and plots within 0.2 mm of radial plot position. ERR

27. RADIAL PLOT

Refer to the Radial Plot Report for Surveys Nos. T-5607, T-5608, T-5611, and T-5615 submitted to the Washington Office 23 June 1948. The position of SUB. PT. AQUEDUCT, 1932, discussed in the radial plot report, has since been corrected. The azimuth of RM No. 4 in error and the SUB. PT. was re-computed and is now shown on the manuscript in its correct position. See letter from Chief, Division of Photogrammetry, No. 711-48, dated 15 July 1948, attached to this report. ERR Radial Plot Report in Div. of Photogr. General Files.

28. DELINEATION

Compilation is in accordance with Photogrammetry Instructions No. 17 dated 15 September 1947 and with the project instructions dated 2 March 1948.

Limits of marsh areas, high ground and interpretation of other inland features were determined after careful stereoscopic examination of the photographs. The double dashed runways under construction at Idlewild Airport were taken from Airport Obstruction Plan 610. Evidence of the other two runways under construction was apparent on the photographs and these runways were delineated from the photographs. Details on airport, as drainage, roads and buildings are likely to change as construction progresses. ERR

A cable area shown on chart No. 542 in the area of North Channel Bridge was not delineated because its location was not furnished the compilation office. Not covered by field inspection. ERR

Dec. 1949 An airport survey of New York International, for the purpose of drawing an obstruction plan, was completed in Nov. 1949. Refer to O.P. No. 610 for later information Concerning Airport details. E.H. Keetach.
30. MEAN HIGH WATER LINE

The mean high water line has been delineated in accordance with the field inspection.

31. MEAN LOW WATER LINE

The mean low water line is shown as identified by field inspection and only that portion of the mean low water line identified by field inspection has been shown on the manuscript. By office interpretation. It is subject to verification or completion during hydrographic surveys. etc.

32. DETAILS OFFSHORE FROM THE MEAN HIGH WATER LINE

No comment. Subject to verification or completion by hydrographic survey party, etc.

33. WHARVES AND SHORELINE STRUCTURES

Shown as per field inspection and some office interpretation.

34. LANDMARKS AND AIDS TO NAVIGATION

One previously charted and one new landmark recommended for charting by the field party were located on the manuscript.

The position of these landmarks are reported on Form 567 submitted with this report.

35. HYDROGRAPHIC CONTROL

Seven photo hydro stations were located on the manuscript. For descriptions of these stations refer to the list in field report attached to this report.

36. LANDING AREAS AND AERONAUTICAL AIDS

The Idlewild New York Municipal Airport is located within the limits of this survey. See par. 26.

37. GEOGRAPHIC NAMES

Geographic names were taken from a final names standard furnished by the Washington Office. A list of names is attached to this report.

38. JUNCTIONS

Junction has been made with T-5615 to the south and with T-5607 to the east and found to be in good agreement. There are no contemporary surveys to the north or to the west.

41. BRIDGES

Refer to field report for list of bridge discrepancies.
44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES

Using the vertical projector comparison was made between T-5608 and the U. S. Army Engineers' Jamaica, N.Y. quadrangle, scale 1:25,000 published in 1943.

West of Cross Bay Boulevard the shoreline and Shore Parkway are shown on the quadrangle from 2.0 to 4.0 mm. southeast of that shown on the manuscript. Cross Bay Boulevard is from 1.0 to 3.0 mm west and the shoreline and roads in that vicinity are 2.5 mm to the west. Long Island Railroad is not over 0.5 mm to the west. East of the railroad there was no comparison as Idlewild Airport has been built since the quadrangle was published. Sunrise Highway seems to be, in general, in good agreement, not over 0.5 mm. off in any place.

44A. COMPARISON WITH EXISTING PLANIMETRIC SURVEYS

Comparison was made with U. S. Coast and Geodetic Survey No. T-5094, scale 1:10,000, and found to be in generally good agreement with the exception of the shoreline at Canarsie Pol. On the eastern side the shoreline has built up as much as 10.0 mm. and on the western side as much as 7.5 mm. However, at the northern tip it has eroded 5.0mm.

T-5608 was also compared with U.S. Coast and Geodetic Survey No. T-5063, scale 1:10,000, and found to be in generally good agreement except for man made changes caused by building Idlewild Airport.

45. COMPARISON WITH NAUTICAL CHARTS

T-5608 was compared with U. S. Coast and Geodetic Survey Chart No. 542 published September 1949 (25th Edition) scale 1:20,000 using the vertical projector. The two surveys are in good agreement except for man made changes.

No indications of a submerged pipe near North Channel Bridge, shown on the chart could be found by the field party. Two submerged wrecks south of the pipe have not been shown because no information was available.

See par. 28, this report.

This manuscript was also compared with U. S. Coast and Geodetic Survey Chart No. 1215, published Feb. 1947, scale 1:80,000. Due to the great difference in scale, minute comparison was not possible. Except for man made changes the two surveys are, in general, in good agreement.

The following topographic information shown on Survey T-5608 is of sufficient importance to warrant immediate application to the chart:

None.
45. COMPARISON WITH NAUTICAL CHARTS (Continued)

The following topographic details above the plane of MHW are not shown on this manuscript but are believed to still exist and should be carried forward on the chart:

None.

Low water features are shown in part and should be completed by the hydrographic party.

Respectfully submitted
22 March 1949

[Signatures]

Engineering Draftsman

Photogrammetrist

Photogrammetric Office Review

Supervisor

Approved and forwarded
25 March 1949

[Signatures]

Officer in Charge
Baltimore Photogrammetric Office
**DEPARTMENT OF COMMERCE**  
**U.S. COAST AND GEODETIC SURVEY**

**NONFLOATING AIDS OR LANDMARKS FOR CHARTS**

I recommend that the following objects which have been inspected from seaward to determine their value as landmarks, be charted on (description) the charts indicated.

The positions given have been checked after listing by (signature)

---

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<th>STATE</th>
<th>New York</th>
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<tbody>
<tr>
<td>CHARTING NAME</td>
<td>TANK</td>
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<tr>
<td>DESCRIPTION</td>
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<tr>
<td>SIGNAL NAME</td>
<td>Same as charting</td>
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<tr>
<td>LATITUDE</td>
<td>40 39</td>
</tr>
<tr>
<td>D.M. METERS</td>
<td>1690</td>
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<tr>
<td>D.P. METERS</td>
<td>73 49</td>
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<tr>
<td>DATUM</td>
<td>603 1927</td>
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<td>N.A. Rad.Pl. T-5608</td>
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<td>CHARTS AFFECTED</td>
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This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.
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<th>Photo.</th>
<th>Description</th>
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<td>47 D 114</td>
<td>Flag Pole.</td>
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<tr>
<td>0802</td>
<td>47 D 115</td>
<td>Red brick stack.</td>
</tr>
<tr>
<td>0803</td>
<td>47 D 116</td>
<td>Flag Pole.</td>
</tr>
<tr>
<td>0804</td>
<td>47 D 69</td>
<td>Dolphin on NW corner of pier.</td>
</tr>
<tr>
<td>0805</td>
<td>69</td>
<td>Dolphin on SE corner of pier.</td>
</tr>
<tr>
<td>0806</td>
<td>47 D 67</td>
<td>Center of switch house.</td>
</tr>
<tr>
<td>0807</td>
<td>67</td>
<td>Flag Pole.</td>
</tr>
</tbody>
</table>
GEOGRAPHIC NAMES

- Bargen Basin
- Black Bank Marsh
- Broad Channel
- Broad Creek Marsh
- Camarsie Pol

- Cross Bay Boulevard
- Duck Point Marshes
- East High Meadow
- Elpers Point Marsh
- Goose Creek (railroad-station)

- Goose Creek
- Grassy Bay
- Green Point
- Hamilton Beach
- Hawtree Creek
- Hassock Creek
- Head of Bay
- Howard Beach
- International
- Islandia, New York Municipal Airport
- Jacks Hole Creek
- Jamaica

- Jamaica Bay
- Long Island Railroad
- North Channel Bridge
- Old Mill Creek
- Pagan Creek

- Pumpkin Patch Channel
- Pumpkin Patch Marsh
- Rulers Bar Hassock
- Shellbank Basin
- Shore Parkway
- Straight Creek
- Sunrise Highway
- Swift Creek

Names preceded by • are approved 6-24-49

L. Heck
44. Comparison with Existing Maps.

A. Quadrangle
Jamaica, N. Y. 1:25,000 1943
(C of E)

B. Planimetric
T-4 1:20,000 1835

535 1855-56
L44 1877
L48 1878
L62 1914
L78 1928
L82 1914
L94 1933-34
L96 1934
L98 1947
L00
L02
L03
L04

This map supersedes the surveys for nautical charting purposes.

45. Comparison with Nautical Charts.

542 1:20,000 Mar. 1944
1215 1:80,000 Feb. 1947

47. Adequacy of the Compilation. This compilation is adequate for the shoreline and areas immediately adjacent. Details below the plane of mean high water are subject to completion or verification by hydrographic surveys. See Par. 28 and Par. 45 of Compilation Report. This map meets the required standards of map accuracy and complies with project instructions.

Reviewed by:

Everett H. Ramey

Everett H. Ramey

APPROVED

W. M. Scalf

Chief, Div. of Photogrammetry Chief, Div. of Coastal Surveys
<table>
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<td>579</td>
<td>Itella Eurw</td>
<td>Before After Verification and Review</td>
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A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.