**U. S. COAST AND GEODETIC SURVEY**
DEPARTMENT OF COMMERCE

**DESCRIPTIVE REPORT**

<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>SHORELINE</th>
</tr>
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<tbody>
<tr>
<td>Field No.</td>
<td>Ph-54(49)A</td>
</tr>
<tr>
<td>Office No.</td>
<td>T-8449 E &amp; W</td>
</tr>
</tbody>
</table>

**LOCALITY**

<table>
<thead>
<tr>
<th>State</th>
<th>NEW YORK</th>
</tr>
</thead>
<tbody>
<tr>
<td>General locality</td>
<td>BROOKLYN</td>
</tr>
<tr>
<td>Locality</td>
<td>NEWTON CREEK</td>
</tr>
</tbody>
</table>

---

**1949**

**CHIEF OF PARTY**

E.R. McCarthy, Chief of Field Party.
H.A. Paton, Baltimore Photogrammetric Office

**LIBRARY & ARCHIVES**

<table>
<thead>
<tr>
<th>DATE</th>
<th>December 18, 1953</th>
</tr>
</thead>
</table>
DATA RECORD

T - 8449

Project No. (II): Ph-54(49)A

Quadrangle Name (IV):

Field Office (II): Babylon, New York

Chief of Party: E. R. McCarthy

Photogrammetric Office (III): Baltimore, Maryland

Officer-in-Charge: H. A. Paton

Instructions dated (II) (III): 20 October 1949

3 February 1950

Copy filed in Division of
Photogrammetry (IV)

Office Files

Method of Compilation (III): Graphic

Manuscript Scale (III): 1:5,000

Stereoscopic Plotting Instrument Scale (III):

Scale Factor (III): 1.000

Date received in Washington Office (IV): 7-26-50

Date reported to Nautical Chart Branch (IV): 7-12-50

Applied to Chart No.

Date:

Date registered (IV):

30 Oct 1953

Publication Scale (IV):

Publication date (IV):

Geographic Datum (III): N.A. 1927

Vertical Datum (III): MHW

Mean sea level except as follows:
Elevations shown as (2) refer to mean high water
Elevations shown as (1) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): AMERICAN, 1932

Lat.: 40° 43' 42.736" (1318.2m)

Long.: 73° 57' 33.101" (776.8m)

Plane Coordinates (IV):

Adjusted

State: New York

Zone: Long Island

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.
Not applicable

Areas contoured by various personnel
(Show name within area)
(I) (II) (III)
DATA RECORD

Field Inspection by (II): H.G. Murphy

J. T. Buecher

Date: Dec. 1949

Piletable contouring by (II): not applicable

Date:

Completion Surveys by (II): None.

Date:

Mean High Water Location (III) (State date and method of location):

Photographs dated 27 April 1949

Projection and Grids ruled by (IV): T. L. Janson

Date: 3/10/50

Projection and Grids checked by (IV): F. H. Tarcza

Date: 3/17/50

Control plotted by (III): F. J. Tarcza

Date: 3/17/50

Control checked by (III): W. L. Linsweaver

Date: 3/20/50

Radial Plot compiled by (III): F. J. Tarcza

Date: 3/23/50

Stereoscopic Instrument compilation (III):

Planimetry

Date:

Contours

Date:

Manuscript delineated by (III): G.N. Nathan

Date: 6/28/50

Photogrammetric Office Review by (III): J.W. Vonasek

Date: 7/10/50

Elevations on Manuscript

checked by (II) (III):

Date:
Camera (kind or source) (III): USC&GS single-lens, Type "D" camera, focal length 12 inches.

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
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</thead>
<tbody>
<tr>
<td>49-D-24 through 49-D-48</td>
<td>27 April 1949</td>
<td>1449 EST</td>
<td>1:5000</td>
<td>approx. MLW</td>
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<tr>
<td>49-D-32 through 49-D-33</td>
<td>&quot;</td>
<td>1441 EST</td>
<td>1:5000</td>
<td>&quot;</td>
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<tr>
<td>49-D-20 through 49-D-26</td>
<td>&quot;</td>
<td>1432 EST</td>
<td>1:5000</td>
<td>&quot;</td>
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<tr>
<td>49-D-12 through 49-D-23</td>
<td>&quot;</td>
<td>1422 EST</td>
<td>1:5000</td>
<td>&quot;</td>
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Tide (III)

Reference Station: New York
Subordinate Station: Hunters Point, Newtown Creek
Subordinate Station: English Kills entrance, Newtown Creek N. 3rd Street, Brooklyn

Washington Office Review by (IV): Everett H. Ramey
Final Drafting by (IV):
Drafting verified for reproduction by (IV):
Proof Edit by (IV):

Ratio of Ranges

<table>
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<th>Mean Range</th>
<th>Spring Range</th>
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<tr>
<td>1.0</td>
<td>4.2</td>
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<tr>
<td>4.1</td>
<td>5.0</td>
</tr>
<tr>
<td>0.9</td>
<td>4.1</td>
</tr>
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</table>

Date: 16 July 1952

Additional Notes:

Land Area (Sq. Statute Miles) (III): 7.2
Shoreline (More than 200 meters to opposite shore) (III): 3 miles
Shoreline (Less than 200 meters to opposite shore) (III): 6 miles
Control Leveling - Miles (II):

Number of Triangulation Stations searched for (II): 76
Number of BMs searched for (II): 4
Number of Recoverable Photo Stations established (III): 9
Number of Temporary Photo Hydro Stations established (III): None

Remarks:
Summary To Accompany Shoreline Survey T-8449

Shoreline survey T-8449 is the only survey included in Project Ph-54(49)A. It covers Newtown Creek which marks the boundary between the boroughs of Brooklyn and Queens in New York.

This project is a graphic compilation. Field operations included field inspection of shoreline and some interior features and the recovery and identification of horizontal control.

Instructions for this project specified that this survey was to fulfill the requirements for a planimetric survey. In which case a field completion survey would have been done. Subsequently the decision was made to treat the survey as a shoreline survey. As compiled the manuscript has more detail than is customarily shown on a shoreline survey but does not fulfill all the requirements for a planimetric survey.

This survey was compiled at a scale of 1:5,000 and covers 2½° in latitude by 3½° in longitude. Items registered under T-8449 will include a descriptive report and a cloth-mounted lithographic print of the manuscript at the same scale, but in two parts designated as T-8449 E and T-8449 W.
Field Inspection Report, T-8449

2. Aerial field inspection.—The area is heavily industrialized and virtually all types of manufacturing industries are represented. The navigable streams leading to and through it afford good water transportation and docking facilities are numerous.

Rail and highway transportation facilities are excellent. There are several elevated highways from east to west and one bridge over the East River, as well as tunnels under the river, serving the area. Many railroads and a number of railroad yards are to be found.

The field inspection is believed to be complete.

Photographic coverage is adequate and the quality excellent.

3. Horizontal control.—Listed below are U. S. Engineer stations recovered and identified:

B-5, 1929          TOW, 1932
YARD, 1929          CALVARY, 1932
SUNOCO, 1932       CONTROL, 1929
CANAL, 1932         WALL, 1929

Following is a list of "lost" Coast and Geodetic Survey stations:

HECKER, 1932       RIDGETWOOD GATEHOUSE,
SMITH AND GRAY TOWER, 1903       1932
TOWER (JOHNSON BLDG.), 1932   CHINNEY, 1903
COVERT AVE, SCHOOLHOUSE, 1932-CONSUMERS BREWERY,1903
VADSCO, 1932          ROOF TANK (LOFT
EPIC BREWERY, 1903       CANDY), 1932
GAS HOLDER (CONSOLIDATED STACK (NEW YORK
GAS COMPANY), 1932       STEAM CORP.), 1932

Station VADSCO, 1932, is destroyed but reference mark No. 1 was recovered and identified.

Station ROOF TANK (LOFT CANDY), 1932, is destroyed but a new tank was built on the same foundation. This tank was identified for use in the radial plot.

COCHEO, 1932, is believed to exist but was not recovered as it is now covered by roofing material.
4. Vertical control.—Bench marks Bridge # 1, 2, 3, and 4 were recovered. Nos. 1 and 3 were identified. Not mapped.

5. Contours and drainage.—Inapplicable.

6. Woodland cover.—Inapplicable. See Sub-heading 47

7. Shoreline and alongshore features.—The shoreline is almost an unbroken line of wharves and bulkheads. Where there were none of these, the mean high-water line was ascertained by taped distances and inked on the photographs.

The photographs were taken April 27, 1949, and all piers, wharves, landings, etc., are shown.

During the recent war all submarine cable and submarine pipe line signs were removed. Inasmuch as the cables and pipelines are a considerable number of feet underground before the streams are reached, it was impossible to locate the shore ends.

The existing cable and pipeline areas as now charted were checked with the engineers of Consolidated Edison Co., Bell Telephone Co., and Socony Vacuum Company, and found to be correct.

8. Offshore features.—There are no offshore features within the limits of this sheet.

9. Landmarks and aids.—Landmarks were checked by riding the west shore of East River. Two were deleted because they are no longer predominating features.

There is one aeronautical aid. It was pricked direct, on photograph 49 D 13.

The three fixed aids to navigation were pricked direct and Form 524 executed. See Sub-heading 38 524

Form 567; Nonfloating Aids or Landmarks for Charts, is being submitted. Copies attached.

10. Boundaries, monuments and lines.—The line between Kings and Queens counties falls in the northern section of the sheet. It is shown on photographs 49 D 12, 13, 21, and 36. A photostatic copy of a section of the Administrative Code of New York, describing this line is being submitted with the data for this subproject.

See Sub-heading 68
11. Other control.—None.

12. Other interior features.—Three discrepancies were noted in horizontal bridge clearances. These were noted and rechecked. A report has been made by letter to the District Engineer, New York City, a copy of which is a part of this report.*

*Copy not attached but is filed as Nautical Chart Letter 128 (1950), Div. of Charts.

Horizontal and vertical clearances on two new fixed highway bridges—Kosakasko and Midtown—were obtained from the Chief Engineer for the Borough of Brooklyn.

Following is a tabulation of bridge data:

<table>
<thead>
<tr>
<th>NAME</th>
<th>TYPE</th>
<th>HORIZ. CL.</th>
<th>VERT. CL.</th>
<th>PHOTO.NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Borden Ave.</td>
<td>R (Hwy.)</td>
<td>51.0</td>
<td>4.0</td>
<td>49D20</td>
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<tr>
<td>Grand St. Ave.</td>
<td>Sw (Hwy.)</td>
<td>86.5**</td>
<td>6.5*</td>
<td>49D14</td>
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<tr>
<td>Greenpoint Ave. B (Hwy.)</td>
<td>106.9</td>
<td>27.2</td>
<td>49D20</td>
<td></td>
</tr>
<tr>
<td>Hunters Pt. Ave. B (Hwy.)</td>
<td>59.4*</td>
<td>8.0</td>
<td>49D20</td>
<td></td>
</tr>
<tr>
<td>Kosakasko</td>
<td>F (Hwy.)</td>
<td>250.0</td>
<td>125.0</td>
<td>49D14</td>
</tr>
<tr>
<td>Long I. City</td>
<td>Sw (R.R.)</td>
<td>46.0</td>
<td>9.5*</td>
<td>49D20</td>
</tr>
<tr>
<td>Midtown Hwy.</td>
<td>F (Hwy.)</td>
<td>90.0</td>
<td>90.0</td>
<td>49D21</td>
</tr>
<tr>
<td>Metropolitan Ave. B (Hwy.)</td>
<td>86.0</td>
<td>10.5</td>
<td>49D14</td>
<td></td>
</tr>
<tr>
<td>Vernon Ave. B (Hwy.)</td>
<td>152.0*</td>
<td>25.0</td>
<td>49D42</td>
<td></td>
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<tr>
<td>(not known) Sw (R.R.)</td>
<td>16.0*</td>
<td>44.3*</td>
<td>49D12</td>
<td></td>
</tr>
<tr>
<td>Long I. City</td>
<td>B (R.R.)</td>
<td>50.0*</td>
<td>14.0*</td>
<td>49D20</td>
</tr>
</tbody>
</table>

*Discrepancy with bridge book.

** See sub-heading 49

13. Geographic names.—A special report on this subject is being submitted with the data for this subproject.

14. Special reports and supplemental data.—The only supplemental data is a copy of the Administrative Code of New York, describing the Kings-Queens Co. line. Filed in General Files, Div. of Photogrammetry.

The Geographic Names report is the only special report. Filed in the Geographic Names Section, Div. of Charts.

All data for this sheet have been submitted under one transmitting letter of which this report is a part.

Respectfully submitted,
23 January 1950

Herschel G. Murphy
Carto. Survey Aid
PHOTOGRAMMETRIC PLOT REPORT

Project Ph-54(49)A
Survey T-8449

21. AREA COVERED

This photogrammetric plot is for a single planimetric survey T-8449, Project Ph-54(49)A, covering the entire length of Newton Creek on the west side of the East River in New York City.

22. METHOD—RADIAL PLOT

Map Manuscripts
The map projection furnished by the Washington Office is on acetate, ruled with polyconic projection in black and Long Island grid in red, at a scale of 1:5,000. No base sheet was furnished.

All control stations were plotted on the map projection sheet using meter bar and beam compass. Substitute stations were plotted graphically with the aid of a steel protractor.

A sketch showing the distribution of control and photograph centers is attached to this report.

Photographs
The photographs used in this radial plot are all single lens photographs taken with the type D camera, focal length 12 inches, contact scale 1:10,000 and ratioed to scale 1:5,000. Thirty-two (32) photographs were used in this radial plot, numbered as follows:

49-D-11 to 49-D-26 incl.
49-D-31 to 49-D-38 incl.
49-D-41 to 49-D-48 incl.

Templets
Vinylite templets were made of all photographs used. The photographs were ratioed with collimation marks made by a special glass plate in the enlarger. A master templet was used to correct for paper distortion.

Closure and Adjustment to Control
The radial plot was constructed directly on the map projection sheet, since no base sheet was furnished. With sufficient control available, there was no difficulty in the western half of the survey. On the eastern side, however, the first flight reaches only four of the control stations. In the southeast corner of the survey several tilted photographs were found. Since all control points are elevated, church spires, stacks, tanks, etc., it was not possible to get a satisfactory radial plot in this
22. METHOD-Radial Plot (continued)

Closure and Adjustment to Control (continued)

area with the original templates. An approximate radial center was
obtained from the relief displacement of tall stacks, gas tanks and tall
vertical buildings. With the new templates made of three of the badly
tilted photographs, a satisfactory radial plot was completed. It was then
possible to hold all control stations identified.

Transfer of photogrammetric points

The positions of all photographic centers and pass points were trans-
ferred to the map projection sheets by turning over the completed radial
plot on a light table and pricking direct on the back of the map manuscript.

23. ADEQUACY OF CONTROL

Except along the eastern edge of the survey, there is sufficient
control for an accurate radial plot. At least one station near the north-
east corner of the survey would have strengthened the plot considerably
on the eastern side.

It was possible to hold all control stations identified and used in
the radial plot. Two of the U.S.E.D. stations identified by substitute
points could not be used in the radial plot. The geographic position.
for WALL (USED) 1929 was not furnished and the field information on pricking
card for SUB.PT. CONTROL (USED) 1929 was omitted. However, there were
sufficient control stations in the area so that these two were not needed.
CONTROL (USED) 1929 was pricked direct with the aid of an old ground
photograph attached to the pricking card.

25. PHOTOGRAPHY

Photographic coverage was adequate for a good radial plot. The defini-
tion of the photographs was excellent. There are several tilted photographs.
In most cases there was an abundance of control so that the tilt did not
affect the plot. In the southeastern area it was necessary to correct the
templates for tilt before a good plot was obtained. Since control points
in this area were church and hospital spires, no tilt determination was
practical. However, a method was devised for determination of a radial center
for elevated points. Since these are large scale, low altitude photographs,
there was considerable relief displacement. A tall vertical object, such
as stack, gas tank, and vertical wall of a tall building, was selected
near the edge of a photograph. The direction of image displacement between
the top and bottom points were extended toward the photograph center with a
straightedge. A line was drawn near the center of the photograph. The
radial center is somewhere along this line. By selecting several other
points, a number of lines were drawn, intersecting at a point. This then
becomes the radial center which was used for correcting the templates for
25. PHOTOGRAPHY (continued)

...tilt. The radial center used is probably near the nadir point and not a true radial center for all points but represents a practical method of considerably improving the templets where a tilt determination is not possible due to lack of elevations. The corrections made by this method are to compensate for tangential error caused by relief displacement from a radial center at a distance from the principal point. The tangential errors due to tilt are probably small since the scale is good. The major error on these photographs is due to relief.

New templets were made for three photographs, 49-D-14, 49-D-24 and 49-D-25, which were found to be badly tilted. There were other slightly tilted photographs but, with sufficient control available, no corrections for tilt were necessary.

Respectfully submitted

Frank J. Tarcza
Cartographer (Photo.)
<table>
<thead>
<tr>
<th>No.</th>
<th>STATION</th>
<th>IDENTIFICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>LONG ISLAND CITY, LOUIS SHERRY</td>
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<tr>
<td></td>
<td>CANDY MANUFACTURING CO., FLAGPOLE, 1932</td>
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<tr>
<td>2.</td>
<td>LONG ISLAND CITY, BANK OF MANHATTAN TRUST CO.,</td>
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<tr>
<td></td>
<td>FLAGPOLE, 1932</td>
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</tr>
<tr>
<td>3.</td>
<td>LONG ISLAND CITY, HIGH SCHOOL, 1903</td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td>LONG ISLAND CITY, ST. JOHN'S HOSPITAL DOME, 1932</td>
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</tr>
<tr>
<td>5.</td>
<td>BLACKWELL'S ISLAND REEF BEACON, 1932</td>
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<td>6.</td>
<td>LONG ISLAND CITY, JACK FROST SUGAR CO., NORTH,</td>
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</tr>
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<td></td>
<td>MIDDLE, AND SOUTH CHIMNEYS, 1932</td>
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<td>7.</td>
<td>TOW (USED) 1932</td>
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<td>8.</td>
<td>CANAL (USED) 1932</td>
<td>Sub. Pt.</td>
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<td>11.</td>
<td>CONTROL (USED) 1929</td>
<td>Direct</td>
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<td>12.</td>
<td>LONG ISLAND CITY, NATIONAL CONTAINER CO., ROOF</td>
<td>Direct</td>
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<td></td>
<td>TANK, 1932</td>
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<td>13.</td>
<td>BLISSVILLE, ST. RAEPHEL'S CATHOLIC CHURCH SPIRE,</td>
<td>Direct</td>
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<td></td>
<td>1932</td>
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<td>CALVARY (USED) 1929</td>
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<td>BROOKLYN, AMERICAN BAG CO., ROOF TANK, 1932</td>
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<td>16.</td>
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<td>18.</td>
<td>MANHATTAN, EDISON GAS &amp; ELECTRIC CO., NORTH AND</td>
<td>Direct</td>
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<td></td>
<td>SOUTH TWIN STACKS, 1932</td>
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<td>19.</td>
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<td>20.</td>
<td>BROOKLYN, WILLIAMSBURG SAVINGS BANK, DOME., 1932</td>
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<td>21.</td>
<td>FULTON, (N.Y.), 1932</td>
<td>Direct</td>
</tr>
<tr>
<td>22.</td>
<td>SCHOOLHOUSE NO. 143, 1903</td>
<td>Direct</td>
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<tr>
<td>23.</td>
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<td>Direct</td>
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<tr>
<td></td>
<td>WEST SPIRES, 1932</td>
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<td>24.</td>
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<td>No.</td>
<td>STATION</td>
<td>IDENTIFICATION</td>
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<td>------------------------------------------------------------------------</td>
<td>----------------</td>
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<tr>
<td>25.</td>
<td>BROOKLYN, UNION GAS CO., GAS HOLDER, 1932</td>
<td>Direct</td>
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<tr>
<td>26.</td>
<td>BROOKLYN, ST. ALOYSIUS CATHOLIC CHURCH, EAST and WEST SPIRES, 1932</td>
<td>Direct</td>
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LAYOUT SKETCH
PROJECT PHILAMAL
SURVEY T-00240

PHOTOGRAPH CENTERS
▲ TRIANGULATION STATIONS
(Identified and Aerial)
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<thead>
<tr>
<th>Station</th>
<th>Source of Information (Index)</th>
<th>Datum</th>
<th>Latitude or u-coordinate</th>
<th>Longitude or x-coordinate</th>
<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>NA 1927</td>
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<td>42.736</td>
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<td>1st FULTON N.Y. V.C. 1932</td>
<td>NY City &amp; Vicinity F. 36</td>
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<td>52.980</td>
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<td>G-2477 P.114</td>
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<td>40.42</td>
<td>18.631</td>
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<td>1276.1</td>
<td>W. of map limits</td>
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<td>BROOKLYN, EDISON CO., WEST STACK 1932</td>
<td>N.Y. City &amp; Vicinity F. 36</td>
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<td>577.3</td>
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<td>W. of map limits</td>
</tr>
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<td>2nd BROOKLYN ST. CATHERINE'S HOSPITAL SPIRE 1932</td>
<td></td>
<td></td>
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<td>38.781</td>
<td>1196.2</td>
<td>654.5</td>
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<td>BROOKLYN, CHURCH OF THE HOLY TRINITY EAST SPIRE 1932</td>
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1 FT. = 30.48006 METER
COMPUTED BY: W.L. Lineweaver
DATE: March 8, 1950
CHECKED BY: F.J. Tarcza
DATE: 3-10-50

M-2306-12
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<th>LATITUDE OR y-COORDINATE</th>
<th>LONGITUDE OR x-COORDINATE</th>
<th>DISTANCE FROM GRID OR Projection Line IN Meters FORWARD (BACK)</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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1 FT. = 30.48006 METER

COMPUTED BY: W.L. Lineweaver DATE: March 8, 1950

CHECKED BY: F.J. Tarcza DATE: March 10, 1950
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<th>LONGITUDE OR ( x )-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</th>
<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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</thead>
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<td>54.515</td>
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<td>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</td>
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<td>45</td>
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<td>978.92 (1021.08)</td>
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<td>CALVARY (USED) 1929</td>
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<td>PLOTTED GRAPHICALLY</td>
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<tr>
<td>SUB. PT. CANAL (USED) 1932</td>
<td>PLOTTED GRAPHICALLY</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
31. **DELINEATION**

This manuscript was delineated by graphic methods only.

As there was no interior field inspection other than of public buildings, almost the entire manuscript was delineated by office interpretation.

32. **CONTROL**

The identification, the density, and the placement of horizontal control were adequate.

33. **SUPPLEMENTAL DATA**

The following are the supplemental data used in conjunction with the compilation of this manuscript.


2. Photostatic copy of a section of the Administrative Code of New York describing the boundary between Kings and Queens Counties.

   *See Sub-heading 6f and 14*

34. **CONTOURS AND DRAINAGE**

   Inapplicable.

35. **SHORELINE AND ALONGSHORE DETAILS**

   The field inspection of the shoreline was very good. Some difficulty was encountered, however, in the delineation of the alongshore buildings because of the dark shadows.

   The small piece of low-water line shown on the manuscript is based on office interpretation of the photographs.

36. **OFFSHORE DETAILS**

   None.

37. **LANDMARKS AND AIDS**

   Forms 567 for the landmarks, nonfloating aids, and one aeronautical aid appearing on Survey No. T-8449 are submitted with this report.
38. **CONTROL FOR FUTURE SURVEYS**

Forms 524 are submitted with this report for the four recoverable topographic stations appearing on this manuscript. Of the three aids mentioned in paragraph 9 of the field report, no form 524 was submitted for BLACKWELLS ISLAND REEF BEACON, 1932, a triangulation station. Forms 524 were submitted for two radio towers which were not considered in paragraph 9.

See sub-heading 49 for listing of topographic stations.

39. **JUNCTIONS**

This manuscript is the only one of the sub-project and there are no contemporary surveys adjoining it on any side.

40. **HORIZONTAL AND VERTICAL ACCURACY**

No comment.

41 through 45

Inapplicable.

46. **COMPARISON WITH EXISTING MAPS**

Survey No. T-3449 has been compared with the Army Map Service, Brooklyn, New York, quadrangle, scale 1:25,000, edition of 1947; Air Photo Compilation No. T-5458, scale 1:5000, dated 1935, and Air Photo Compilation No. T-5459, scale 1:5000, dated 1935.

See sub-headings 62 and 63

47. **COMPARISON WITH NAUTICAL CHARTS**

Survey No. T-9449 has been compared with USC&GS Chart No. 745, scale 1:10,000, published 25 July 1949.

See sub-heading 65

Items to be applied to nautical charts immediately:

None.

Items to be carried forward

None.

Respectfully submitted
28 June 1950

[Signature]

Cartographer (Photo.)

Approved and forwarded
19 July 1950.

[Signature]

Hubert A. Paton
Comdr., C&GS
Officer in Charge
GEOGRAPHIC NAMES

- Borden Avenue
- Borough of Brooklyn
- Borough of Queens
- Bushwick Inlet
- Calvary Cemetery
- Calvary Cemetery
- Cooper Park
- Croastown Connecting Highway
- Dutch Kills
- East Branch
- East River
- English Kills
- Grand Avenue
- Grand Street
- Grand Street Extension
- Greenpoint
- Greenpoint Avenue
- Hunters Point
  - Hunters Point Avenue
  - Kings County Not shown EHR
- Laurel Hill
- Linden Hill
- Linden Hill Cemetery
- Long Island Depot
- Long Island Railroad
- Maspeth Creek
- McCarren Park
- Meeker Avenue
- Metropolitan Avenue
- Midtown Highway
- Montrose Avenue
- Newtown Creek
- New York County
- Queens Boulevard
- Queens County
- Queens-Midtown Tunnel
- U.S. Navy Yard
- U.S. Navy Yard Annex
- Vernon Avenue
- Wallabout Channel
- Whale Creek
- Williamsburg Bridge
- Winthrop Park
- Woodside

* These names did not appear on the final names sheet. It is felt, however, that they are important enough to be shown on the manuscript. The names were obtained from the Air Photo Compilation Surveys and from oil company road maps of the area.

Names preceded by • are approved 8-1-50.

L. Heck
NOTES FOR THE HYDROGRAPHER

The following is the list of recoverable topographic stations appearing on Survey No. T-2449:

POOR HOUSE FLATS RANGE FRONT, 1949
POOR HOUSE FLATS RANGE REAR, 1949

RADIO TOWER, Radio (westerly of 2), 1949
RADIO TOWER, Radio (easterly of 2), 1949

GAS TANK 1949
GAS TANK 1949
RADIO TOWER WEDV 1949
RADIO TOWER WEVD 1949
OUTER MARKER AND COMPASS LOCATER OF LAGAURDIA INSTRUMENT LANDING SYSTEM 1949

Stations in red are listed on Form 567. CHR
PHOTOGRAMMETRIC OFFICE REVIEW
T-8449

1. Projection and grids
2. Title
3. Manuscript numbers
4. Manuscript size

CONTROL STATIONS
5. Horizontal control stations of third-order or higher accuracy
6. Recoverable horizontal stations of less than third-order accuracy (topographic stations)
7. Photo hydro stations
8. Bench marks
9. Plotting of sextant fixes
10. Photogrammetric plot reports
11. Detail points

ALONGSHORE AREAS
(Nautical Chart Data)
12. Shoreline
13. Low-water line
14. Rocks, shoals, etc.
15. Bridges
16. Aids to navigation
17. Landmarks
18. Other alongshore physical features
19. Other alongshore cultural features

PHYSICAL FEATURES
20. Water features
21. Natural ground cover
22. Planimetric contours
23. Stereoscopic
24. Contours in general
25. Spot elevations
26. Other physical features

CULTURAL FEATURES
27. Roads
28. Buildings
29. Railroads
30. Other cultural features

BOUNDARIES
31. Boundary lines
32. Public land lines

MISCELLANEOUS
33. Geographic names
34. Junctions
35. Legibility of the manuscript
36. Discrepancy overlay
37. Descriptive Report
38. Field inspection photographs
39. Forms

Reviewer

Supervisor, Review Section of Unit

FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT
42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

Compiler

Supervisor

Remarks:

M-2423-12
**Nonfloating Aids or Landmarks for Charts**

**Brooklyn, N.Y. December 1949**

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

The positions given have been checked after listing by **William H. Shearouae**

**E. R. McCarthy**

Chief of Party.

<table>
<thead>
<tr>
<th>State</th>
<th>New York</th>
<th>Charting Name</th>
<th>Description</th>
<th>Signal Name</th>
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<td></td>
<td>SPIRE</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>GILT</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>DOME Williamsburg Saving Bank</td>
<td></td>
<td></td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Latitude</th>
<th>Longitude</th>
<th>Datum</th>
<th>Date of Location</th>
</tr>
</thead>
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<td>73 57.5</td>
<td>N.A.1927</td>
<td>T-8449</td>
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<tr>
<td>40 42.6</td>
<td>73 57.7</td>
<td>1927</td>
<td>1932</td>
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</table>

**Landmarks and aids filed as part of N.C. Letter 565 (1956)**

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

The positions given have been checked after listing by

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
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<tbody>
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<td>Blackwells Reef</td>
<td>LAM</td>
<td>40 44</td>
<td>73 57</td>
<td>1258.0</td>
<td>N.A. Triang. 1927 T-8449 1932</td>
<td>-</td>
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<td>Poor House Flats Range Front</td>
<td>Poor House Flats Range Rear</td>
<td>LAM</td>
<td>40 43</td>
<td>73 57</td>
<td>1076</td>
<td>N.A. 1927 Same 1939</td>
<td>-</td>
</tr>
</tbody>
</table>

* North of map limits

---

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

The positions given have been checked after listing by

Joseph W. Vonasek

E. R. McCarthy
Chief of Party.

<table>
<thead>
<tr>
<th>STATE</th>
<th>New York</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>TALL</td>
<td>Fire Church (150 ft. high)</td>
</tr>
<tr>
<td>FIRE</td>
<td>north of three</td>
</tr>
<tr>
<td>NEW</td>
<td>middle of three</td>
</tr>
<tr>
<td>NELY</td>
<td>south of three</td>
</tr>
<tr>
<td>RADIO</td>
<td>East of 2, skeleton,</td>
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<tr>
<td>TOWER</td>
<td>steel (312 ft. high)</td>
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<tr>
<td>RADIO</td>
<td>west of 2, skeleton,</td>
</tr>
<tr>
<td>TANK</td>
<td>cylindrical (401 ft. high)</td>
</tr>
<tr>
<td>GAS</td>
<td>East of 2, 220 ft high (235 ft</td>
</tr>
<tr>
<td>TANK</td>
<td>220 ft. high (235 ft above MSL)</td>
</tr>
</tbody>
</table>

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

The positions given have been checked after listing by

Joseph W. Vonasek

<table>
<thead>
<tr>
<th>STATE</th>
<th>NEW YORK</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>Outer Marker and compass locater of Laguardia Instrument-Landing System</td>
<td>322 magne</td>
</tr>
</tbody>
</table>

Not for nautical charts S.M.A. (by phone to aero chart branch)

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.
**DEPARTMENT OF COMMERCE**  
**U. S. COAST AND GEODETIC SURVEY**

**NONFLOATING AIDS OR LANDMARKS FOR CHARTS**

**Washington, D.C.** 27 Aug. 1951

I recommend that the following objects which **have not** been inspected from seaward to determine their value as landmarks, be charted on the charts indicated.

The positions given have been checked after listing by **H. F. Stegman**

<table>
<thead>
<tr>
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<th>New York</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charting Name</td>
<td>Description</td>
</tr>
<tr>
<td>R.T.R. Station WEVD, 355 ft. high</td>
<td></td>
</tr>
<tr>
<td>R.T.R. '' '' '' '' ''</td>
<td></td>
</tr>
</tbody>
</table>

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.
REVIEW REPORT
Shoreline Survey T-8449
16 July 1952

62. **Comparison with Prior Topographic Surveys:**

<table>
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<th>Scale</th>
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<td>1:10,000</td>
<td>1837</td>
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<td>T-1586</td>
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<td>1885</td>
</tr>
<tr>
<td>T-3226</td>
<td>&quot;</td>
<td>1911</td>
</tr>
<tr>
<td>T-5459 Supp.</td>
<td>1:5,000</td>
<td>1935</td>
</tr>
</tbody>
</table>

Survey T-8449 is to supersede these prior surveys for nautical charting purposes for common area.

63. **Comparison with Maps of Other Agencies:**

Brooklyn quadrangle (C.ofE.) 1:25,000 1947

64. **Comparison with Contemporary Hydrographic Surveys:**

None

65. **Comparison with Nautical Charts:**

<table>
<thead>
<tr>
<th>Chart</th>
<th>Scale</th>
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<tr>
<td>745</td>
<td>1:10,000</td>
<td>1944 corr. 50-8/21</td>
</tr>
<tr>
<td>369</td>
<td>1:40,000</td>
<td>1947 corr. 52-5/19</td>
</tr>
<tr>
<td>275</td>
<td>1:5,000</td>
<td>1952 corr. 52-4/14</td>
</tr>
</tbody>
</table>

A discrepancy of 5 ft. in the distance between piers along the East River at Lat. 40° 44.6' was noted. The discrepancy could not be reconciled.

Chart 745 still retains a spire and girt dome as landmarks which were recommended for deletion by this survey.

Additions made to the manuscript during this review are shown in red.

Also see sub-heading 69.

66. **Adequacy of Results and Future Surveys:**

Since the project instructions were issued, the decision was made for T-8449 to be a shoreline survey instead of a planimetric survey. Consequently more than the required detail appears on the manuscript. Except for possible errors noted in sub-heading 69, this survey complies with Bureau requirements for a shoreline survey and meets the National Standard of Map Accuracy.

67. **Woodland Cover:**

A portion of Winthrop Park has been compiled as "trees".
68. **Boundaries:**

Boundaries were incomplete on the manuscript and were thus deleted during this review.

69. **Bridges:**

The field inspection party gave the horizontal clearance of Hunters Avenue Bridge as 59.4 feet. The opening obtained from the aerial photographs scales 55 feet.

Field inspection notes show that measurements were taken for the NE or right span of the Grand Avenue Bridge over East Branch. The Bridge Book and Nautical Chart 275 shows clearance for the west span.

70. **Aids to Navigation:**

The aeronautical chart for New York, revised to Dec. 1951 shows an aero beacon at Lat 40° 43.1' and Long 73° 56.0' apparently the same position as a large gas tank. This was not covered by field inspection.

Reviewed by:

Everett H. Ramey

Approved:

S. V. Griffith
Chief, Review Section
Division of Photogrammetry

Albemarle
Chief, Nautical Chart Branch
Division of Charts

Earl O. Houston
Chief, Div. of Photogrammetry

Earl O. Houston
Chief, Div. of Coastal Survey
## Record of Application to Charts

<table>
<thead>
<tr>
<th>DATE</th>
<th>CHART</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
</tr>
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<tbody>
<tr>
<td>Dec. 1956</td>
<td>275</td>
<td>E.E. Peters</td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td>7/23/56</td>
<td>275</td>
<td>Sam</td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Completely applied</td>
</tr>
</tbody>
</table>

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.