
Form 504

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>Shoreline (Photogrammetric)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Field No.</td>
<td>Ph-77(51)</td>
</tr>
<tr>
<td>Office No.</td>
<td>T-9844</td>
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<tr>
<td></td>
<td>T-9845</td>
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</tbody>
</table>

LOCALITY

State       New York  
General locality Long Island  
Locality    Port Jefferson Harbor  

19451

CHIEF OF PARTY

H. A. Paton, Chief of Field Party.

LIBRARY & ARCHIVES

DATE       April 15, 1953
DATA RECORD

T—9844 and T—9845

Project No. (II): Ph-77(51) Quadrangle Name (IV):


Instructions dated (II) (III):
23 May 1951

Copy filed in Division of Photogrammetry (IV)

Method of Compilation (II): Graphic

Manuscript Scale (III): 1:5,000 Stereoscopic Plotting Instrument Scale (III):

Scale Factor (III): 1.000

Date received in Washington Office (VIII) 23 June 1951 Date reported to Nautical Chart Branch (IV) JUL 30 1951

Applied to Chart No. Date: Date registered (IV): 15 Oct 1951

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

Geographic Datum (III): N. A. 1927 Vertical Datum (III):

Mean sea level except as follows:
Elevations shown as (25) refer to mean high water
Elevations shown as (2) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): JEFF, 1931

Lat.: 40° 57' 52.730" (1626.6m) Long: 73° 04' 39.460" (922.7m) Adjusted

Plane Coordinates (IV):

State: N.Y. zone: Long Island

Y=
X=

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)

Shoreline Survey
DATA RECORD

Field inspection by (II): J. Steinberg-Cartographer
R. A. Horn
A. Queen-Cartographic Draftsmen
W. Edinger

Planetable contouring by (II): Date: June 1951

Completion Surveys by (II): Date:

Mean High Water Location (III) (State date and method of location): May 1951, field inspection

Projection and Grids ruled by (IV): L. B. C.

Projection and Grids checked by (IV): H. D. W.

Control plotted by (III): R. Hartley

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

Radial Plotting

Contouring by (III):

Planimetry

Stereoscopic Instrument compilation (III):
Contours

Manuscript delineated by (III): B. Kurs
L. A. Senasack

Photogrammetric Office Review by (III):
R. Claser
J. Steinberg

Elevations on Manuscript checked by (II) (III): Date:

Form T-Page 4
PHOTOGRAPHS (III)

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time EST</th>
<th>Scale</th>
<th>Stage of Tide above MLW</th>
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<tr>
<td>51-J-3471 to</td>
<td>5-14-51</td>
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<td>1:5000</td>
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<td>51-J-3491 to</td>
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<tr>
<td>51-J-3498</td>
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<tr>
<td>51-J-3505 to</td>
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<td>1153</td>
<td></td>
<td>0.9 + 0.6 = 1.5</td>
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<tr>
<td>51-J-3509</td>
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</table>

Tide (III)

From Predicted Tide Tables

Reference Station: Bridgeport, Conn.
Subordinate Station: Port Jefferson, Long Island, N.Y.
Subordinate Station: Setauket, Long Island, N.Y.

Washington Office Review by (IV):

Final Drafting by (IV): M. Pay

Drafting verified for reproduction by (IV): WO Hallwix

Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III): 3
Shoreline (More than 200 meters to opposite shore) (III): 19
Shoreline (Less than 200 meters to opposite shore) (III): 3
Control Leveling - Miles (II): 36
Number of Triangulation Stations searched for (II): 12
Number of BMs searched for (II): 12
Number of Recoverable Photo Stations established (III): 1
Number of Temporary Photo Hydro Stations established (III): 37

Remarks:
SUMMARY TO ACCOMPANY T-9844 & 45

Ph-77(51) was set up 23 May 1951 to furnish field inspection and compilation for standard shoreline surveys to form bases for a new hydrographic survey (CS-345, 18 July 1951) for Port Jefferson Harbor, Conscience Bay, Setauket Harbor and approaches to Port Jefferson.

Field inspection consisted of shoreline and shoreline features delineation, building classification, road classification, location of near-shore hazards, and selection of photo-hydro stations to be used by the hydrographic party which worked in the area later in the season.

Crown point

Cloth mounted copies of T-9844 and T-9845, together with the original descriptive report, will be registered and filed in the Bureau Archives.
FIELD INSPECTION REPORT
SHORELINE SHEETS-9844 & 9845
REVISION SURVEY SHEETS-414,415, & 416
PROJECT FH-77(51)

Hubert A. Paton, Chief of Party

2. AREAL FIELD INSPECTION

Port Jefferson is a small harbor on the north shore of Long Island. It is a favorite spot for vacationists and is readily accessible by railroad, water, or highway. There are also a sufficient number of diversified industries to make the local population a stable factor, eliminating Port Jefferson from the strictly summer resort category.

The photography is excellent. There has been no difficulty in the interpretation of detail. Inspection on sheets 9844 and 9845 was performed on 1:5,000 scale ratio prints, and for the Revision Surveys the 1:10,000 contact prints were employed.

It is felt that the inspection is complete and adequate. There have been no items specifically left for completion by field edit.

3. HORIZONTAL CONTROL

A total of thirty-two (32) stations have been identified to assist in the plotting and compilation of these sheets. Two new third-order stations were established, namely, "QUEEN-1951" and "WEST JETTY LIGHT (NEW)-1951". The former was determined by a "fix" and the latter by traverse. In addition, a third station was established which is probably of 3rd-order accuracy, but it has been marked as topographic station "LOCK-1951". The position of same was determined by traverse.

4. VERTICAL CONTROL

Twelve tidal bench marks have been recovered and of these, eight have been identified.

No other phases of vertical control are applicable to this project.

5. CONTOURS AND DRAINAGE

Not applicable.

6. WOODLAND COVER

The woodland cover is predominantly hardwood (deciduous) trees. In no instance were there sufficient cedar, pine, or other evergreens in the stand to qualify it as a wood "mixed." A few notations of "brush" have been indicated on the photography.
6. WOODLAND COVER (continued)

Dispersed throughout many of the stands of timber are numerous light (almost white) images. This is a somewhat unusual impression and is attributable to the fact that many of the dogwood trees were in bloom at the time of photography.

7. SHORELINE AND ALONGSHORE FEATURES

The photographs were made at an approximate low water stage. In most areas a line of demarcation is visible indicating the mean high water line. Deviations from this in delineations by the field man are deliberate and should not be mistaken as oversight. On occasion the line visible is not the true mean high water line, and in such cases the field man has indicated the true line.

The approximate mean low water line has been indicated at a sufficient number of points for compilation.

The foreshore is generally steep, approaching the nature of bluffs or cliffs. The beaches vary from sand to gravel to boulder strewn and have been so indicated.

There is no evidence of the existence of any submarine cables in the area. Reliable local information verifies this fact.

The distinction between grass in water and marsh in this particular area is a marginal question. The tones on the photos are not sufficiently reliable for interpretation; the field inspector has indicated his interpretations based on ground observations.

8. OFFSHORE FEATURES

In the vicinity of Old Field Point there are an abundance of boulders offshore. This area has been delineated as "foul" on the field photographs.

At the northeastern portion of Fort Jefferson Harbor there are remains of an old sand and gravel operation, which includes hulks of barges and sundry obstructions. These have been noted on the photographs. It might be added that said obstructions are not a hazard to general navigation in the harbor.

Present charts indicate a wreck at approximate latitude 40°58.1' and longitude 73°05.1'. Local information is that there is a boulder, or group of boulders, at this position. An investigation was made by this party with no tangible results. Whatever it may be, it does not bare at low water and this party is not equipped for sub-surface work. The pertinent information has been personally relayed, however, to the hydrographic party that is to follow this survey.
9. **LANDMARKS AND AIDS**

Two landmarks have been recommended for deletion on Form 567, namely, "TOWER" and "CROSS ON HOUSE". At this date said landmarks are of practically no value to the harbor chart.

All permanent fixed aids to navigation have been located and reported on Form 567. The floating aids, and four semi-permanent fixed aids in Setauket Harbor, have been left for location by hydrography since it is felt they can be more readily determined during that work.

10. **BOUNDARIES, MONUMENTS, AND LINES**

Not applicable.

11. **OTHER CONTROL**

One topographic station, namely, "LOCK-1951" has been established.

Thirty-seven (37) photo-hydro stations have been established to expedite the forthcoming hydrographic survey. It is felt that the distribution of photo-hydro stations, landmarks, and triangulation stations shall be adequate for the boat parties.

Comdr. John Laskowski visited the field party for the purpose of discussing the adequacy of hydrographic signals selected for the hydrography. With one or two exceptions the location and number of signals selected were found to be adequate.

12. **OTHER INTERIOR FEATURES**

There are no bridges or cables over navigable waters within the project.

Roads and buildings have been classified in accordance with the latest instructions on each.

There are no airports or landing fields within the project.

13. **GEOGRAPHIC NAMES**

Recommendations and explanations regarding geographic names have been indicated on the Preliminary Name Sheet. All notes thereon have been carefully verified by interviews with various local inhabitants, observation of signs and marks, and a review of old local maps.

On the St. James quadrangle "CRANE NECK" should be moved northwesterly to the immediate vicinity of "CRANE NECK POINT" (Refs. 2 & 4).

"WHITE BEACH", "BELLE TERR BEACH", and "MT. SINAI BEACH" should be used west of entrance to Mt. Sinai Harbor. East of this entrance "MT. SINAI BEACH" should be deleted and replaced by "CEDAR BEACH." (Refs. 143).
References -

1. Mr. Laurence Toal
   114, Prospect St., Port Jefferson, New York.

2. Dr. Evan Evans, Setauket, L.I., N.Y.

3. Edward Byrne, Box 288, Miller Place, L.I., N.Y.

4. Mr. A. H. Kiendl, Old Field Point, Port Jefferson, N.Y.

14. SPECIAL REPORTS & SUPPLEMENTAL DATA

There have been no special reports submitted. All field records and photographs have been mailed directly to the Baltimore Photogrammetric Office.

Submitted:
22 June 1951

[Signature]

For
Robert A. Horn
Cartographic Engineer
PHOTOGRAMMETRIC PLOT REPORT

PROJECT PH-77(51)

SURVEYS T-9844, T-9845, and RS-414

21. AREA COVERED

This radial plot covers the areas of Surveys T-9844, T-9845 and RS-414 along Long Island Sound from Old Field Point to Mount Sinai.

22. METHOD - RADIAL PLOT

Map manuscripts - The map projections are on vinylite sheets, ruled at a scale of 1:5,000 with polyconic projections in black. Surveys T-9844 and T-9845 also have Long Island grids (Lambert) ruled in red.

Control stations and substitute stations were plotted using meter bar and beam compass.

A sketch showing the layout of surveys, distribution of control and photograph centers, and a list of control stations are attached to this report.

Photographs - The photographs used in this radial plot are single lens, Type J, ratioed prints at a scale of 1:5,000, the contact scale being 1:10,000.

Thirty-eight (38) photographs were used. They are numbered as follows:

51-J-3469 to 51-J-3488 incl.
51-J-3491 to 51-J-3509 incl.

Templets - Acetate templets were made from all photographs, using a master templet to correct errors due to paper distortion.

Closure and adjustment to control - Vinylite sheets with 5000-foot square grids were used as base sheets and all control was transferred to these by matching common grids. The radial plot was constructed beginning with photograph No. 3494 which had six identified control stations. The plot was extended southeastward to well controlled area in the southeast corner of Survey T-9845. It was found impossible to bridge between these controlled areas and obtain a satisfactory plot. An attempt was made to bridge across with the flight to the south (photograph Nos. 3480-3486). This also was unsatisfactory but it was noted that good intersections were not obtained on pass points common to both flights. This suggested an error in either the photographs or the adjustments made during construction of templets using the master templet. While making templets it was noted that one of the special fiducial marks consistently showed an error much greater than the distortion corrections revealed by the other marks. It is probable that this fiducial mark is incorrect on the master templet. The glass plate with these special fiducial marks was inverted.
while making ratio prints. This necessitated inverting the master templet to make the corrections. It is believed that this inversion of the glass plate may have introduced other errors not properly corrected by the master templet. Therefore, it was decided to make unadjusted templets. The unadjusted templets were made and used in the final radial plot. It was then possible to bridge across and obtain a satisfactory plot. The remainder of the plot was completed and no unusual problems were encountered.

The map manuscripts were placed on the completed plot and common grid lines matched. The positions of all photograph centers and pass points were pricked directly on the map manuscripts.

23. ADEQUACY OF CONTROL

Control was adequate for a good radial plot. All identified control stations were held.

24. SUPPLEMENTARY DATA

No graphic control surveys were used in this radial plot.

25. PHOTOGRAPHY

The photographic coverage was adequate and the definition of photographs is good. No badly tilted photographs were found.

26. OTHER

After it was found that a satisfactory plot could be obtained using unadjusted templets, the adjusted templets were corrected. Those radial lines affected by the one fiducial mark, which appeared in error, were redrawn disregarding this mark but using all other marks. A temporary plot was constructed with these templets. Although a fairly satisfactory plot was obtained it did not appear to be as accurate as the plot using unadjusted templets. It is believed that the inversion of the glass plate, with special fiducial marks, introduced some errors for which proper compensation is not made by the master templet. It is recommended that no photographs be ratioed with the glass plate inverted.

Respectfully submitted

Frank J. Tarcza
Photogrammetric Engineer
<table>
<thead>
<tr>
<th>CONTROL STATION</th>
<th>IDENTIFICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. SETAUKET, METHODIST CHURCH, SPIRE (MET), 1931</td>
<td>Direct</td>
</tr>
<tr>
<td>2. EAST SETAUKET, CATHOLIC CHURCH, SPIRE, 1939</td>
<td>Direct</td>
</tr>
<tr>
<td>3. SETAUKET, PRESBYTERIAN CHURCH, SPIRE, 1836</td>
<td>Direct</td>
</tr>
<tr>
<td>4. POLE, 1931</td>
<td>Direct</td>
</tr>
<tr>
<td>5. SETAUKET, CAROLINE EPISCOPAL CHURCH SPIRE, 1931</td>
<td>Direct</td>
</tr>
<tr>
<td>6. CONSCIENCE, 1931</td>
<td>Direct</td>
</tr>
<tr>
<td>8. OLD FIELD POINT L.H., 1886</td>
<td>Direct</td>
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<td>9. OLD FIELD POINT LIGHT (NEW), 1939</td>
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<tr>
<td>10. WEST RANGE, 1948</td>
<td>None</td>
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<td>12. EAST RANGE, 1948</td>
<td>Direct in office</td>
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<td>14. PORT JEFFERSON, WEST BREAKWATER LIGHT (NEW), 1951</td>
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<td>15. JETTY (PORT JEFFERSON, EAST BREAKWATER LIGHT), 1931</td>
<td>Sub. Pt. R.M.No.1</td>
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<td>20. VANE, 1931</td>
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</tr>
<tr>
<td>21. PORT JEFFERSON, NEWCOMB BROS. GARAGE, CUPOLA, 1939</td>
<td>Direct</td>
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<tr>
<td>22. BAPTIST, 1931</td>
<td>Direct</td>
</tr>
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<td>23. BELLE TERRE, TANK, 1939</td>
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<td>24. PORT JEFFERSON, ST. CHARLES HOSPITAL, TOWER, 1939</td>
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<td>25. HOSPITAL, 1931</td>
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<td>26. PORT JEFFERSON STATION, STANDPIPE, 1931</td>
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<td>27. ROAD, 1931</td>
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<td>28. CHURCH, 1931</td>
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<td>29. TRIPOD (USE) 1931</td>
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<td>30. TRIPOD 2, 1939</td>
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<td>31. HARBOR, 1931</td>
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<tr>
<td>OLD FIELD POINT, L.H., 1882</td>
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<td>SUB PT. No. 2 QUEEN, 1951</td>
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1 ft. = 0.3048 m (meter)

COMPUTED BY: Ruth R. Hartley       DATE: June 12, 1951       CHECKED BY: F.J. Tarcza       DATE: June 14, 1951
| STATION                     | SOURCE OF INFORMATION (INDEX) | LATITUDE OR Y-COORDINATE | LONGITUDE OR X-COORDINATE | DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS | N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS |
|-----------------------------|-------------------------------|--------------------------|---------------------------|----------------------------------------------------------|-----------------------------------------------------------------
| MOUNT MISERY BLUFF, 1894    | G-4550 P. 89                  | 40-58-07.182             | 73 04 07.415              | 221.6 (1629.3)                                           | 173.4 (1229.6)                                                   |
| BELLE TERRE, TANK 1939      | G-4550 P.120                  | 40 57 04.143             | 73 03 36.595              | 127.8 (1723.1)                                           | 855.9 (547.4)                                                   |
| PORT JEFFERSON, ST. CHARLES HOSPITAL, TOWER 1939 | G-4550 P.121                  | 40 56 38.859             | 73 03 35.688              | 1198.7 (652.2)                                          | 834.8 (568.7)                                                   |
| HOSPITAL, 1931              |                               | 40 56 20.274             | 73 03 17.376              | 625.4 (1225.5)                                           | 406.5 (997.1)                                                   |
| JEF, 1931                   |                               | 40 57 52.730             | 73 04 39.460              | 1626.6 (224.3)                                           | 922.7 (480.3)                                                   |
| PORT JEFFERSON, NEWCOMB BROS. GARAGE, CUFOLA, 1939 | G-4550 P.162                  | 40 56 50.107             | 73 04 10.897              | 1545.7 (305.2)                                           | 254.9 (1148.4)                                                  |
| FLAGPOLE, 1931              |                               | 40 57 51.56              | 73 04 35.91               | 1602.9 (248.0)                                           | 839.7 (563.3)                                                   |
| BAPTIST, 1931               |                               | 40 56 44.18              | 73 04 03.82               | 1362.9 (488.0)                                           | 42.6 (1360.9)                                                   |
| VANE, 1931                  |                               | 40 57 04.11              | 73 04 48.90               | 126.8 (1724.1)                                           | 1143.7 (259.6)                                                  |
| PORT JEFFERSON STATION, STANDPIPE, 1931 | G-4550 P.121                  | 40 56 06.175             | 73 03 17.329              | 190.5 (1660.4)                                           | 405.4 (998.2)                                                   |
| SUB. PT. MOUNT MISERY BLUFF, 1894 | Comp. N.A. 1927              | 40-58                     | 73-04                     | 330.2 (1520.7)                                           | 231.4 (1171.6)                                                  |
| SUB. PT. FLAGPOLE, 1931     |                               | 40-57                     | 73-04                     | 1601.3 (249.6)                                           | 817.0 (586.0)                                                   |

1 PT. = 3048006 METERS

COMPUTED BY: R.R. Hartley
DATE: June 12, 1951
CHECKED BY: F. J. Tarcza
DATE: June 14, 1951
<table>
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<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
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<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>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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<tr>
<td>SUB. PT. JEF, 1931</td>
<td>Comp</td>
<td>N.A. 1927</td>
<td>40 57</td>
<td>73 04</td>
<td>1560.7 (290.2)</td>
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<td>901.0 (502.0)</td>
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<tr>
<td>VANE, 1931</td>
<td>n</td>
<td>n</td>
<td>40 57</td>
<td>73 04</td>
<td>25 1 (1825.8)</td>
<td></td>
<td>1219.2 (184.1)</td>
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1 FT. = 0.3048006 METER
COMPUTED BY: Ruth R. Hartley
DATE: June 12, 1951

CHECKED BY: F. J. Tarcza
DATE: June 14, 1951
COMPILATION REPORT
T-9844 and T-9845

31. DELINEATION

The usual graphic methods were employed.

Photographic coverage and definition were good, the field inspection was satisfactory, but the ratioed scale of the office photographs was consistently too small. The vertical projector was used for delineation from the office photographs. Wherever possible, the field photographs, which were of somewhat better scale, were used for delineation.

32. CONTROL

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

33. SUPPLEMENTAL DATA

None.

34. CONTOURS AND DRAINAGE

No comment.

35. SHORELINE AND ALONGSHORE DETAILS

Many buildings indicated by field inspection as summer houses, class one buildings, were delineated on the manuscripts as class two buildings after it was learned from first hand information that the buildings in question were bath houses.

The shoreline inspection was adequate. Several alongshore features indicated by field inspection as jetties, bulkheads, stone walls, etc. which were obviously functioning as groins were labeled as groins on the manuscripts.

A section of the MHWL around the steel bulkhead just north of triangulation station JEF, 1931 was delineated differently than shown by the field inspection; this was also done on advice of personnel who had recently visited the area.

Low water lines were based on data furnished by the field party. Shoal lines were delineated from office interpretation of the photographs.

36. OFFSHORE DETAILS

No comment.
37. LANDMARKS AND AIDS

Forms 567 for eight (8) landmarks to be charted, two (2) landmarks to be deleted, and one (1) aeronautical aid to be charted, and three (3) nonfloating aids to be charted have been prepared to accompany this report.

38. CONTROL FOR FUTURE SURVEYS

Form 524 for one recoverable photo (topo) station has been submitted with the manuscripts.

A list of thirty seven (37) photo-hydro stations with their descriptions and one recoverable photo (topo) station has been included in item 49.

39. JUNCTIONS

The junction between the two surveys has been made and is in agreement. These surveys are joined as follows:

To the west by RS 416 (partial)
To the west by RS 414

There are no contemporary surveys to the north or south.

40. HORIZONTAL AND VERTICAL ACCURACY

No comment.

41 thru 45

Inapplicable.

46. COMPARISON WITH EXISTING MAPS
(1) AMS St. James, N.Y. quadrangle sheet 6365 I NW scale 1:25,000
AMS V821; 1944; 1947
(2) AMS Fort Jefferson, N.Y. quadrangle sheet 6365 I NE scale 1:24,000
AMS V821; 1944; 1947.
47. **COMPARISON WITH NAUTICAL CHARTS**

Chart No. 361, scale 1:10,000, published May 1941 (8th edition) (9-26-49)

**Items to be applied to nautical charts immediately:** None.

**Items to be carried forward:** None.

Respectfully submitted
26 July 1951

Raymond Glaser
Cartographer (Photo.)

Approved and forwarded

Hubert A. Paton
Comdr., C&GS
Officer in Charge
48. GEOGRAPHIC NAME LIST

* Beach Street
  Belle Terre
  Belle Terre Beach

* Cliff Road
  Conscience Bay

* E. Broadway
  East Setauket

* Long Island Lighting Co.
  Long Island Sound

Mount Misery
Mount Misery Point

N.Y. 25A (also near Setauket)
Old Field
Old Field Point

Port Jefferson
Port Jefferson Harbor

* Port Jefferson Yacht Club

Poguott

Setauket
  Setauket Beach
  Setauket Harbor
  Strongs Neck

White Beach

* Name from field inspection

The following are names of features not delineated on the manuscript. The names are penciled on the manuscript at the approximate position of the feature:

Money Hollow Rock
Hatch Rock

Names approved 2-4-55
L. Heck

} Names o.k. if they are to be shown.
The following is a tabulation of photo-hydro stations for T-9844 and T-9845, Ph-77(51):

<table>
<thead>
<tr>
<th>Photo-Hydro Station No.</th>
<th>Description</th>
<th>Photograph Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>401. Toy</td>
<td>Last boulder seaward on the northwest tip of a small jetty (groin). Awash MHW.</td>
<td>51-J-3483</td>
</tr>
<tr>
<td>402. Con</td>
<td>Boulder, bares 2' at MHW</td>
<td>51-J-3483</td>
</tr>
<tr>
<td>403. Bat</td>
<td>North Gable of small bath house</td>
<td>51-J-3483</td>
</tr>
<tr>
<td>404.Pie</td>
<td>3' piling at NW corner of earth filled pier.</td>
<td>51-J-3473</td>
</tr>
<tr>
<td>405. Nut</td>
<td>Small white cupola with red roof</td>
<td>51-J-3473</td>
</tr>
<tr>
<td>406. Jam</td>
<td>Large boulder</td>
<td>51-J-3473</td>
</tr>
<tr>
<td>407. Pin</td>
<td>EAST GABLE FACING SUN PUNCH</td>
<td>51-J-3473</td>
</tr>
<tr>
<td>408. War</td>
<td>Center of end of small pier</td>
<td>51-J-3473</td>
</tr>
<tr>
<td>409. Tor</td>
<td>Chimney, center of house with two dormer windows</td>
<td>51-J-3483</td>
</tr>
<tr>
<td>410. Pot</td>
<td>Center of boulder at end of small stone groin awash MHW (field note says HW)</td>
<td>51-J-3483</td>
</tr>
<tr>
<td>411. Gos</td>
<td>Gray stone chimney at east gable of house</td>
<td>51-J-3494</td>
</tr>
<tr>
<td>412. Top</td>
<td>Seaward (northerly) corner of huge boulder on water line.</td>
<td>51-J-3493</td>
</tr>
<tr>
<td>413. End</td>
<td>Center of end of wooden pier</td>
<td>51-J-3493</td>
</tr>
<tr>
<td>414. Bar</td>
<td>Northeast corner of a pier</td>
<td>51-J-3486</td>
</tr>
<tr>
<td>415. Bil</td>
<td>Center of larger (easterly) of twin boulders</td>
<td>51-J-3486</td>
</tr>
<tr>
<td>416. Tom</td>
<td>Chimney in center of house</td>
<td>51-J-3486</td>
</tr>
<tr>
<td>417. Reg</td>
<td>Boulder at edge of grass and brush line</td>
<td>51-J-3486</td>
</tr>
<tr>
<td>418. Wit</td>
<td>Center of large boulder</td>
<td>51-J-3486</td>
</tr>
<tr>
<td>419. Nat</td>
<td>Northwest corner of concrete bulkhead</td>
<td>51-J-3486</td>
</tr>
<tr>
<td>420. Jim</td>
<td>Flagpole</td>
<td>51-J-3486</td>
</tr>
<tr>
<td>421. Egg</td>
<td>Chimney at east gable of cottage</td>
<td>51-J-3494</td>
</tr>
<tr>
<td>422.</td>
<td>Slatted diamond shaped structure 12' high-end of measured mile by USCGGS (Δ East Range, 1948)</td>
<td>51-J-3494</td>
</tr>
<tr>
<td>Photo-Hydro Station No.</td>
<td>Description</td>
<td>Photograph Number</td>
</tr>
<tr>
<td>------------------------</td>
<td>------------------------------------------------------------------------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>423 Ken</td>
<td>4&quot; pipe, bare 4&quot; at MHW</td>
<td>51-J-3494</td>
</tr>
<tr>
<td>424 Tim</td>
<td>Center of a large (approximately square) boulder</td>
<td>51-J-3483</td>
</tr>
<tr>
<td>501 Ivy</td>
<td>Center of two piling leaning NE, about 4' above ground and approximately 8' from MHWL</td>
<td>51-J-3495</td>
</tr>
<tr>
<td>502 Gin</td>
<td>An inverted &quot;U&quot; shaped wooden frame, made of 8&quot;x8&quot; timbers, 12' tall and is the westerly of two similar structures. Station is the center of the cross-member</td>
<td>51-J-3495</td>
</tr>
<tr>
<td>503 Vet</td>
<td>Center of the southerly end of a small barge aground near the MHWL awash MHW.</td>
<td>51-J-3506</td>
</tr>
<tr>
<td>504 Rim</td>
<td>Boulder at the immediate edge of vegetation line, on crest of bluff, boulder is flush with ground.</td>
<td>51-J-3506</td>
</tr>
<tr>
<td>505 Cat</td>
<td>NW corner of a pier (state of poor repair)</td>
<td>51-J-3506</td>
</tr>
<tr>
<td>506 Dot</td>
<td>Boulder awash MHW; 10' north of old marine railway.</td>
<td>51-J-3506</td>
</tr>
<tr>
<td>507 Lam</td>
<td>Flat at west gable of log summer house</td>
<td>51-J-3496</td>
</tr>
<tr>
<td>508 Par</td>
<td>Center of last step of flight of steps leading to beach.</td>
<td>51-J-3497</td>
</tr>
<tr>
<td>509 Bob</td>
<td>North corner of steel piling bulkhead.</td>
<td>51-J-3497</td>
</tr>
<tr>
<td>510 Ace</td>
<td>NW corner of steel piling bulkhead</td>
<td>51-J-3481</td>
</tr>
<tr>
<td>511 Jar</td>
<td>Dolphin at the end of small pier.</td>
<td>51-J-3481</td>
</tr>
<tr>
<td>512 Art</td>
<td>East gable of one room shack with large &quot;M&quot; painted on north face.</td>
<td>51-J-3482</td>
</tr>
<tr>
<td>513 Cap</td>
<td>Center of large boulder on beach. Bares 5 ft. MHW.</td>
<td>51-J-3483</td>
</tr>
</tbody>
</table>

The following photo (topo) station is shown on T-9344:

LOCK, 1951

Offshore details to be proved, disproved, or located, are indicated on chart sections accompanying this report.
PHOTOGRAMMETRIC OFFICE REVIEW

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 report
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. Planetary contours
23. Stereoscopic instrument contours
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

40. Remarks (see attached sheet)

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

43. Remarks:
**DEPARTMENT OF COMMERCE**
**U. S. COAST AND AERONAUTICAL**
**NONFLOATING AIDS OR LANDMARKS FOR CHARTS**

Baltimore, Maryland
July 25, 1951

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

Leroy A. Senasack

Hubert A. Paton
Chief of Party

<table>
<thead>
<tr>
<th>STATE</th>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATE OF LOCATION</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>NEW YORK</td>
<td>Large chimney on property of Long Island Lighting Co.</td>
<td>H-7937</td>
<td>T-9245</td>
<td>40 37' 43</td>
<td>73 04' 1010</td>
<td>1927 Plot</td>
<td>N.A. Radial</td>
<td>561</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 [crossed out] been inspected from seaward to determine their value as landmarks be charted on [crossed out] the charts indicated.

The positions given have been checked after listing by [signature]

L. A. Senasack

<table>
<thead>
<tr>
<th>STATE</th>
<th>NEW YORK</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>Alt. Fl R &amp; G Ev. 30 sec. OLD FIELD PT. LIGHT</td>
<td>7-9 54'</td>
</tr>
<tr>
<td>Fl H Ev. 2½ sec. PORT JEFFERSON WEST BREAKWATER LIGHT (NEW)</td>
<td>7-9 54'</td>
</tr>
<tr>
<td>Bell Fl Ev. 4 sec. PORT JEFFERSON EAST BREAKWATER LT.</td>
<td>7-9 54'</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 Leroy A. Senesack.

Hubert A. Paton, Chief of Party.

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 the charts indicated.

The positions given have been checked after listing by

L. A. Senasack

<table>
<thead>
<tr>
<th>STATE</th>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>POSITION</th>
<th>METHOD OF LOCATION AND SURVEY</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>NEW YORK</td>
<td>TOWER</td>
<td>Triang. Sta.-TOWER-1913 or BELLE</td>
<td></td>
<td>40 57</td>
<td>127.8</td>
<td>73 03</td>
<td>855.9</td>
</tr>
<tr>
<td></td>
<td>CROSS</td>
<td>Triang. Sta.PORT JEFFERSON</td>
<td></td>
<td>40 56</td>
<td>1198.7</td>
<td>73 03</td>
<td>834.8</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 chart number sheets. Information under each column heading should be given.
REVIEW REPORT T-9844 & T-9845
Shoreline Maps
28 February, 1955

62. Comparison with Registered Surveys:

<table>
<thead>
<tr>
<th>Survey Number</th>
<th>Scale</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-32</td>
<td>1:10,000</td>
<td>1837-38</td>
</tr>
<tr>
<td>T-1399</td>
<td>&quot;</td>
<td>1872</td>
</tr>
<tr>
<td>T-1724</td>
<td>&quot;</td>
<td>1885</td>
</tr>
<tr>
<td>T-4622</td>
<td>1:5,000</td>
<td>1931</td>
</tr>
<tr>
<td>T-4625</td>
<td>1:10,000</td>
<td>1931</td>
</tr>
<tr>
<td>T-6739</td>
<td>&quot;</td>
<td>1940</td>
</tr>
</tbody>
</table>

T-9844 and T-9845 supersede the older surveys for charting purposes.

63. Comparison with Maps of Other Agencies:

<table>
<thead>
<tr>
<th>Agency</th>
<th>Scale</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>USE St. James, N.Y.</td>
<td>1:25,000</td>
<td>1947</td>
</tr>
<tr>
<td>USE Port Jefferson, N.Y.</td>
<td>1:25,000</td>
<td>1947</td>
</tr>
</tbody>
</table>

Differences, for the most part, are due to scale inequalities and cultural changes. Except for contours, shore and near-shore features on the maps under review supersede the quadrangles for charting purposes.

64. Comparison with Contemporary Hydrographic Surveys:

<table>
<thead>
<tr>
<th>Survey Number</th>
<th>Scale</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>H-7937</td>
<td>1:5,000</td>
<td>1951</td>
</tr>
</tbody>
</table>

T-9844:

The shoreline on H-7937 is that of T-9844, except that a stone bulkhead on the west shore of Conscience Bay between hydro stations BAR and JIM was not so delineated on H-7937; and a small pier on the east shore of the same bay opposite the most southerly of the marsh islands was not delineated.

Changes made during review:

1. A small wood bulkhead was added between the two piers south of hydro station TAP.

2. "Ruins of breakwater" north of hydro station JIM was changed to "ruins of stone bulkhead" along the shoreline (field inspection photo 3473).
3. The shoreline between hydro station BAT and the floating dock is an irregular line in front of a stone bulkhead paralleling the road in that vicinity.

4. The jetty at hydro station TOY has been delineated with a dashed line. It is awash at MHW.

5. The grass-in-water along the south side of the sandbar forming SETAUKET Beach has been changed to a marsh.

6. The MLWL along this marsh has been altered so that it does not agree with that on 7937 because the latter is believed to be in error.

7. The MLWL has been removed over the remainder of the manuscript where it was in conflict with H-7937.

8. A rock has been added at hydro stations CAN and BIL.

**T-9845**

1. A dock at Port Jefferson shortened. The original delineation included a barge alongside.

2. Three rocks were added at Mt. Misery Point where there appears to be a sunken ledge extending northwestward.

3. A dolphin was added in the vicinity of photo-hydro station JAR.

65. **Comparison with Nautical Charts:**

| 361 | 1:10,000 | Sept. 1952 |

Charted but not mapped:

**T-9844:**

1. The most easterly pier at East Setauket.

2. Two rocks and a groin or pier in ruins on the east shore of Strong Neck.

**T-9845:**

1. Wreck and pole at 40° 58.1'/73°-05.1'.

2. Ruins of pier at 40° 57.1'/73° 04.8'.

3. Landmark Weather Vane.
4. Wreck at 40° 57.2'/73° 04.2'
5. Rocks south of pier ruin at Belle Terre
6. Rocks and islet alongshore at 40° 57.3'/73° 05.4'

66. Accuracy:

These maps comply with project instructions and meet the National Standards of Accuracy.

Reviewed by:

Lena T. Stevens

APPROVED:

La Vanderveen  
Chief, Review Section  
Photogrammetry Division

L. D. Cootes  
Chief, Nautical Chart Branch

Chief, Photogrammetry Division  
Chief, Coastal Surveys Division

24 March 1958
# Nautical Charts Branch

**Survey No. T 9844-5**

## Record of Application to Charts

<table>
<thead>
<tr>
<th>Date</th>
<th>Chart</th>
<th>Cartographer</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>12/27/61</td>
<td>1212</td>
<td>W. W. Bungay</td>
<td>Before After Verification and Review not applied</td>
</tr>
<tr>
<td>5/27/52</td>
<td>361</td>
<td>Evans</td>
<td>Before After Verification and Review partial application</td>
</tr>
<tr>
<td>6-11-64</td>
<td>361</td>
<td>J. T. Galiehan</td>
<td>Before After Verification and Review fully applied No negative revision at this time see</td>
</tr>
<tr>
<td>4-6-77</td>
<td>1213</td>
<td>A. D. Chandler</td>
<td>Before After Verification and Review fully applied</td>
</tr>
<tr>
<td>5-7-74</td>
<td>361</td>
<td>J. Bailey</td>
<td>Before After Verification and Review Drug 18 Reapplied</td>
</tr>
</tbody>
</table>

- Before After Verification and Review

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.