

5089

ORIGINAL

5089

Form 504
Ed. June, 1923

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

State: New York

DESCRIPTIVE REPORT
Photo
Topographic } Sheet No. T5089
Hydrographic }

LOCALITY
East River
Inner Coast between Port Morris and
Throgs Neck to
Photographs to 1933
1934

CHIEF OF PARTY
R. C. Bolstad, Jr. H. & G. Engr.

Applied to Chart 226 - May 20, 1938 - R.M.Z.

" " " 223 June 1938 - H.S.S.

" " " " Determined June 16, 1949 - R.D.C.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. 39 **T5089**

REGISTER NO. T5089

State New York

General locality East River

Locality Inner Coast between Port Morris ^{To} and Throgs Neck
photographs

Scale 1:10,000 Date of ~~survey~~ May 17, 1933
Date of Compilation July 31, 1934

~~Vessel~~ Air Photo Compilation Party No. 12

Chief of party Roswell C. Bolstad

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

Inked by S. E. Sperry, Jr.

Heights in feet above ---- to ground to tops of trees

Contour, Approximate contour, Form line interval --- feet

Instructions dated November 15, 1932

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

- STATISTICS -

on

SHEET, FIELD NO. 39, REG. NO. T5089

PHOTOS, NO. M350 (876-14) TO NO. M367 (876-14)

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

	BY	DATE	
		From	To
ROUGH RADIAL PLOT	<i>R.A. Philleo</i> R.A. Philleo	12/5	12/5/33
SCALE FACTOR (0.865)	<i>R.A. Philleo</i> R.A. Philleo	12/5	12/5/33
SCALE FACTOR CHECKED	<i>J.P. O'Donnell</i> J.P. O'Donnell	12/6	12/6/33
PROJECTION	<i>R.A. Philleo</i> R.A. Philleo	3/1	3/1/34
PROJECTION CHECKED	<i>M.S. Abramson</i> M.S. Abramson	3/1	3/1/34
CONTROL PLOTTED	<i>M.S. Abramson</i> M.S. Abramson	3/12	3/14/34
CONTROL CHECKED	<i>D.B. Bennett</i> D.B. Bennett	3/15	3/17/34
TOPOGRAPHY TRANSFERRED	<i>D.B. Bennett</i> D.B. Bennett	3/19	3/21/34
TOPOGRAPHY CHECKED	<i>W.E. Hackett</i> W.E. Hackett	3/23	3/23/34
SMOOTH RADIAL LINE PLOT	<i>S.E. Sperry, Jr.</i> S.E. Sperry, Jr.	3/24	4/11/34
RADIAL LINE PLOT CHECKED	<i>J.P. O'Donnell</i> J.P. O'Donnell	4/12	4/13/34
DETAIL INKED	<i>S.E. Sperry, Jr.</i> S.E. Sperry, Jr.	4/14	7/31/34
PRELIMINARY REVIEW	<i>J.P. O'Donnell</i> J.P. O'Donnell	11/1	11/5/34

AREA OF DETAIL INKED 12.2 sq. Statute Miles (Land Area)

AREA OF DETAIL INKED 0.0 sq. Statute Miles (Shoals in water area)

LENGTH OF SHORELINE (more than 200 m. from nearest opposite shore)
17.8 Statute Miles

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

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

GENERAL LOCATION East River

LOCATION Inner Coast between Port Morris and Throgs Neck

DATUM North American 1927

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

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

COMPILER'S REPORT

for

AIR PHOTO TOPOGRAPHIC SHEET FIELD NO. 39

GENERAL INFORMATION

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

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

This sheet was compiled from photographs, Nos. M350 to M367 (876-14) inclusive, taken May 17, 1933 at 11:51 A.M. by 1st Lieut. James F. Olive, Jr. of the U.S. Army Air Corps with their five lens camera, Model T-3A, No. 31-78.

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

CONTROL

(A) Sources

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

- (a) Triangulation by Lieut. R.W. Woodworth in 1930-33, field positions unadjusted.
- (b) Triangulation by Lieut. B.H. Rigg in 1930.
- (c) 1933 Aluminum Control Sheet, by Lieut. Comdr. H.A. Cotton. Reg. No. T-6026
- (d) 1933 Aluminum Control Sheet, by Lieut. I.E. Rittenburg. Reg. No. J-4777, T-4776, T-4778, T-4779

All control was placed on the North American 1927 Datum before beginning the compilation. The adjustment was approximate; however, any final office adjustment should be unplottable at the scale of this sheet, 1:11,560.

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

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

The stations plotted from scaled aluminum control sheet positions were as follows:

~~* The U.S.E.O. mentioned on opposite page has
been omitted from the compilation because the difference
is too large between the P.T. location and the compilation
location. The location of these stations on the photo are questioned
and therefore omitted.~~

* Regarding the U.S.E. stations mentioned on the opposite page, the plotting of these stations on the photographs is questionable. Stations U.S.E. 14 and U.S.E. Kane have been corrected on the compilation to agree with the planetable positions.

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

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

A third station END is also plotted on T-4777

Gillon

N.W. Watch Tower ✓	Tif / 4778	U.S.E. End ✓** (2011) 7
Cat ✓	Corner of Dock ✓	U.S.E. Pottery ✓
Dog ✓	St. Mon. #97 ✓	U.S.E. New Bridge ✓
St. Mon. ✓	Far ✓	Chy. N. Bro. Id. ✓ 4778
Leg ✓	Pea ✓ use WC #2	Bor ✓ 4778
Tak ✓	Bot ✓	File U.S.E. ✓ 4778
Boy ✓	Boy ✓	

The stations spotted from the photostats of the aluminum control sheets, because no scaled positions were available, were as follows:

- = relocated on ctrl. print. 10/13/20

U.S.E. #1 ✓	✓ U.S.E. Lehey ✓	- U.S.E. Nut ✓ (Zaraga)
U.S.E. #13 ✓	- U.S.E. Ledge ✓	U.S.E. Kane ✓
U.S.E. #14 ✓	- U.S.E. Pipe ✓	St. Mon. ✓
- U.S.E. Gas ✓	- U.S.E. Pug ✓	

The signals in the above list which are suitable have been shown as recoverable topographic stations by the small black circle. The remaining, banners etc., have been shown by a double blue circle (⊙) together with the topographic name as given on the aluminum control sheets, also in blue, on the celluloid topographic sheet. As the blue will not photograph in the photo-lithographic process, no record of these control signals will appear on the finished sheet.

If it is the desire of the Chart Section to have these shown, they may be identified with red ink with the usual circle and name; this may be done best in the Washington Office as the data will all be at hand.

(B) Errors

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

** See opposite page*

- 1477* ✗ ⊙ U.S.E. #13 - Lat. 40°- 49.9', Long. 73°- 53.0' - new position as determined by the radial plot lies 10 meters distant on azimuth 210° (from north) from the position as given on the aluminum control sheet. *See Review*
- 1477* ✗ ⊙ U.S.E. #14 - Lat. 40°- 50.0', Long. 73°- 52.9' - new position as determined by the radial plot lies 6 meters distant on azimuth 300° (from north) from the position as given on the aluminum control sheet.
- 1477* ✗ ⊙ U.S.E. Kane - Lat. 40°- 48.5', Long. 73°- 51.1' - new position as determined by the radial plot lies 8 meters distant on azimuth 210° (from north) from the position as given on the aluminum control sheet.
- 1477* ✗ ⊙ U.S.E. #1 - Lat. 40°- 49.3', Long. 73°- 53.1' - new position as determined by the radial plot lies 6 meters distant on azimuth 160° (from north) from the position as given on the aluminum control sheet.

Since the above stations, listed as in error, are monuments and no scaled distances of their positions on the aluminum control sheets were available, the positions could only be checked from those shown on the bromides or photostats which may be slightly distorted due to the expansion and contraction of the paper.

Although these signals are on the wing prints of the photographs they are believed to be in error as stated since the triangulation is strong in this area. They could not be verified under the stereoscope as they are monumented stations.

* \odot File U.S.E. (S.W. end pier) - Lat. $40^{\circ}-48.3'$, Long. $73^{\circ}-53.9'$ - new position as determined by the radial plot lies 5 meters distant on azimuth 270° (from north) from the position as given on the aluminum control sheet. This signal can be very clearly seen on the ~~photographs~~ photographs so that there can be no question as to its being spotted correctly, and, consequently, it is believed to be in error as stated. It is in an area of strong control.

* *Plane table Position has been accepted as correct.*
(C) Discrepancies

The stations of the U.S. Engineers listed under CONTROL (A) Sources, page 3, were satisfactorily tied into the control for this sheet with the exception of the five which differed with the radial plot as noted under paragraph (B) Errors, page 4. and 5.

COMPILATION

(A) Method

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

(B) Adjustment of Plot

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

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

(C) Interpretation

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

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

Use was made of the accompanying airplane photograph (page 6) of Fort Schuyler on Throgs Neck. This photograph appeared in the New York Herald Tribune, Sunday, May 6, 1934. This picture was evidently taken at a low altitude and disclosed, roads, sea wall and other topography not so clear on the mounted photographs. According to the article accompanying this photograph; the old fort will be superseded by a

ADDITIONAL NOTES - INTERPRETATION

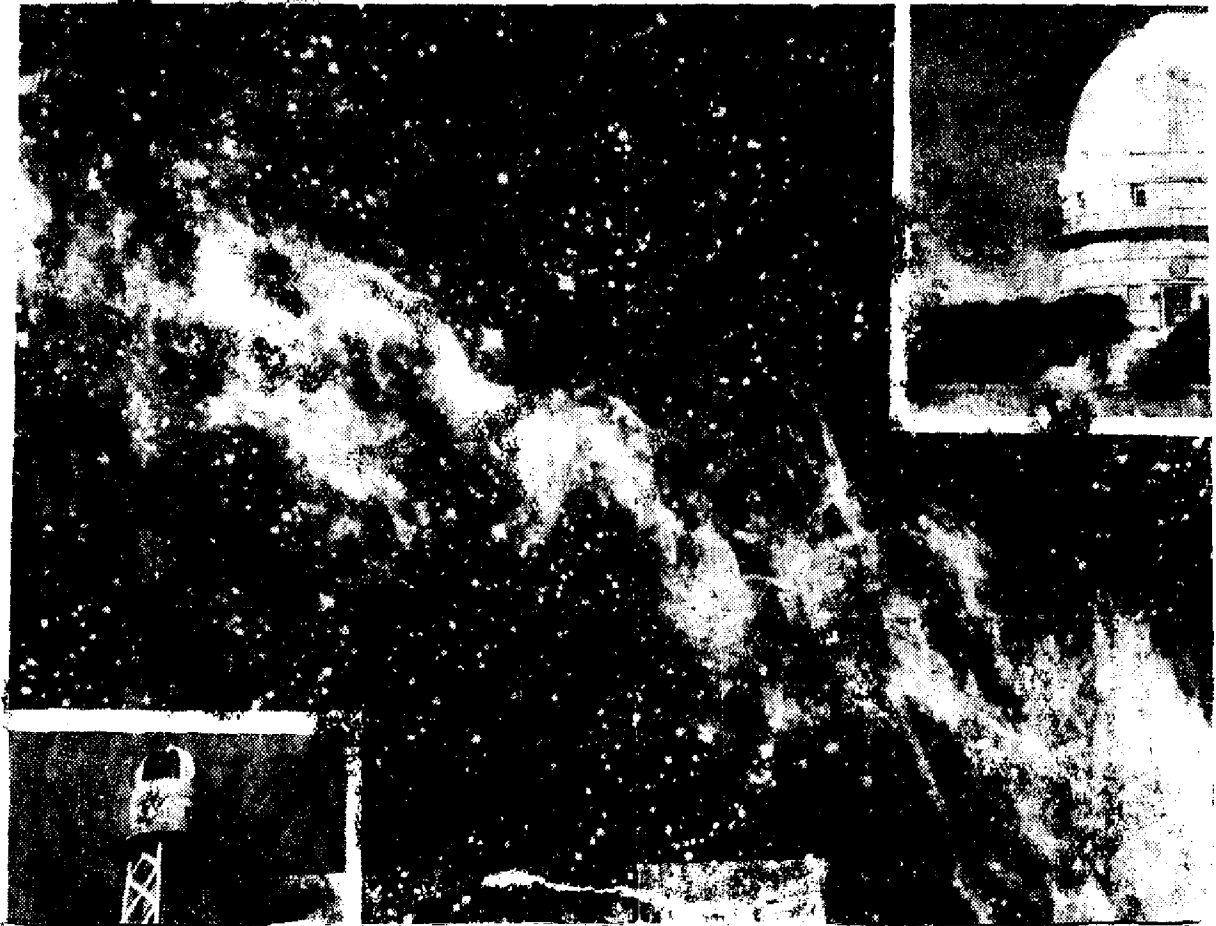
All piles, sunken barges, wrecks, rocks and similar objects along the shore have been adequately labeled on the overlay sheet.

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

At latitude $40^{\circ} - 48.7'$ and longitude $73^{\circ} - 54.7'$ the New York Central Railroad runs underground through the park as indicated by a break in the track symbol.

OLD FORT SCHUYLER ON THROGS NECK

'Realm of the Nebulae' - On Boundaries of Ast



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

OLD FORT SCHUYLER NOW TO BECOME NAUTICAL SCHOOL

Nautical School. On final inspection it was also noted that many old buildings on the site were in the process of being demolished.

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

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

(D) Bridges

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

(E) Information from Other Sources

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

(F) Conflicting Names

/ GHE 4/2/38

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

COMPARISON WITH OTHER SURVEYS

The junctions with all adjoining sheets are satisfactory.

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

See { T-6111
T-6026

See Review

LANDMARKS

The list of landmarks, for the area covered by this compilation, including those to be expunged, has been previously submitted by Lieut. R. W. Woodworth on March 28, 1933.

* A better estimate of accuracy than
that ~~shown~~^{given} on the opposite page
is 0.4 to 0.6 mm for intersected points
and 0.4 to 1.0 mm for other detail.

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Lieut. Woodworth's list of landmarks has been supplemented by the list of additional landmarks submitted on October 24th, 1933, by Lieut. I.E. Rittenburg.

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

A landmark "Chy", Lat. 40°- 48.1', Long. 73°- 54.0', is shown on U.S.C. & G.S. Chart 226 and was picked up by the air photo field inspection party as a tall chimney. This chimney, a 1934 aluminum control sheet station, does not appear on either Lieut. Woodworth's or Lieut. Rittenburg's list but has been shown on this compilation with a small black circle since it is believed sufficiently prominent to be retained as a landmark.

There are a few other objects (such as houses, ends of docks, etc.) which are located within the accuracy specified under the following heading RECOMMENDATIONS FOR FURTHER SURVEYS and may be used to obtain hydrographic "fixes". Care should be taken in using the houses to use the center as the size shown on this sheet may be expanded somewhat.

RECOVERABLE TOPOGRAPHIC STATIONS

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

<u>Description</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Method of Determination</u>
(Bor) Light Beacon	40°- 48.1'	73°- 53.9'	1934, A.C.S.

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

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

RECOMMENDATIONS FOR FURTHER SURVEYS

The compilation of this sheet is believed to have a probable error of not over 2 meters in well defined detail of importance for charting and of 4 meters for other data. It is understood that the widths of roads and similar objects may be slightly expanded in order to keep the detail clear and to keep it from photographing as a solid area in the photo-lithographic process.

See opposite page.

To the best of my knowledge this sheet is complete in all detail of importance for charting purposes, within the accuracy stated above, and no additional surveys are required.

Assisted by

J. P. O'Donnell
J. P. O'Donnell

Surveyor

A. K. Spalding
A. K. Spalding
Surveyor

Submitted by

S. E. Sperry, Jr.

S. E. Sperry, Jr.
Draftsman

LIST OF RECOVERABLE TOPOGRAPHIC STATIONS

MONUMENTED STATIONS

Includes all recoverable topographic monumented stations shown by a small black circle on this sheet and not described on Form 524 by this party.

Description	Latitude		Longitude		Method of Determination
	o	'	o	'	
Street Mon. No. 97	40	48.4	73	51.0	1934, A.C.S. Reg. No. 4777
* U.S.E. Kane	40	48	73	51	1934 A.P.T.
		(1068) 783		(1278) 128	
U.S.E. Pug	40	48.7	73	50.8	1934, A.C.S. Reg. No. 4777
U.S.E. Lehey	40	49.6	73	50.6	" "
U.S.E. New Bridge	40	49.7	73	50.6	" "
U.S.E. Gas	40	49.8	73	50.6	" "
U.S.E. Pottery	40	49.7	73	50.4	" "
U.S.E. Ledge	40	49.4	73	50.4	" "
U.S.E. Pipe	40	49.3	73	50.4	" "
U.S.E. End	40	49.0	73	50.4	" "
U.S.E. Nut	40	48.7	73	50.4	" "
(Bot) U.S.E. Lor	40	48.5	73	50.4	" "
(Pea) U.S.E. WC #2	40	48.4	73	50.3	" "
* U.S.E. #1	40	49	73	53	A.P.T. 1934
		(1340) 511		(1200) 206	
* U.S.E. #13	40	49	73	53	"
		(161) 1700		(1323) 83	
* U.S.E. #14	40	49	73	52	"
		(56) 1795		(102) 1364	
* U.S.E. Pile	40	48	73	53	"
		(1254) 597		(140) 1266	

Note: A.C.S. denotes aluminum control sheet.
A.P.T. denotes air photo topography.
Name in parenthesis preceding the description is the topographic station name as given on the aluminum control sheet.
* denotes station found in error and relocated by the radial plot, (See paragraph (B) Errors, page 4.)

GEOGRAPHIC NAMES

Survey No. T-5089

Date. 3-26-35

Chart No. 223-276

Diagram No. _____

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

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

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

Status	Name on Survey	Name on Chart 226, 223	New Names in local use N.Y. City Desk Map	Names assigned by Field USGS	Location
	<u>Locust Point</u> //	✓		✓	
	<u>Throgs Neck</u> //	✓ USGB decision			
	<u>East River</u> ✓	✓			
	Wright Island	✓ No longer an island			
	<u>Weir Creek</u> //	✓	✓		
	<u>Old Ferry Point</u> ✓	✓		✓	
	<u>Unionport</u> ✓ ✓	✓		✓	
	<u>Westchester Creek</u> //	✓	✓	✓	
	<u>Castle Hill Point</u> ✓	✓	Castle Hill Park		
	<u>Clason Point</u> ✓	✓ USGB decision			
	<u>Rugsley's Creek</u> ✓	✓	Rugsley's Cr.		
	<u>Bronx River</u> ✓	✓	✓	✓	
	<u>Hunt's Point</u> ✓	✓	Hunt's Pt. Park	Hunt-Pt.	
	<u>Barretto Point</u> ✓	✓ USGB decision			
	<u>North Brother Island</u> ✓	✓	✓	✓	Names underlined in red approved on 4/19/38
	<u>South Brother Island</u> ✓	✓	✓	✓	
	<u>Rikers Island</u> ✓	✓ USGB decision			Names underlined in red approved by <u>SPK</u>
	<u>Port Morris</u> ✓	✓		✓	
	<u>Stony Point</u> ✓	✓		✓	
	<u>Melrose</u> ✓	OK for Topo sheet		✓	
	<u>West Farms</u> ✓	"		✓	
	<u>Morrisania</u> ✓	"		✓	
	Borough of the Bronx <u>Eastchester Bay</u> ✓	USGB decision			

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-5089

Scale 1:10,000

Data Record

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

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

Comparison with Contemporary Graphic Control Surveys

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

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

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

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

Triangulation station Gates on planetable survey T-4777, Latitude $40^{\circ} 48.4'$, Longitude $73^{\circ} 53.6'$, is plotted about 8 to 10 meters in error.

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

All rocks awash on the planetable surveys have been transferred to T-5089. The elevations of only the more important of the rocks awash have been transferred T-5089.

All detail shown on the above planetable surveys has been shown on T-5089 except the following:

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

Comparison with Contemporary Hydrographic Surveys

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

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

Comparison with Former Topographic Surveys

T- 14 (1837), 1:10,000
T- 15 (1837), "
T- 488 (1855), "
T- 604 (1857), "
T- 675 (1857), 1:5,000
T-1725 (1886), 1:10,000

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

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

Comparison with Charts 1213, 223 and 226.

1. Interior details - T-5089 shows numerous corrections and additions to buildings, roads and railroads. These details as shown on T-5089 have been checked against the photographs.
2. Landmarks - Refer also to pages 7 and 8 of the descriptive report for T-5089.

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

3. Rocks - This survey, T-5089, is incomplete as regards rocks awash. Except in a few cases these do not show on the photographs and were not covered by the field inspection. Most of the rocks shown

on T-5089 were transferred from the graphic control surveys listed above. The numerous rocks on the charts which do not appear on T-5089 are not disproved or in any way affected by T-5089.

4. Other details -

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

The rock ledge along the shore at lat. $40^{\circ} 48.7'$, long. $73^{\circ} 49.8'$ cannot be identified on the photographs but is not disproved.

A small dock on the west shore at lat. $40^{\circ} 49'$, long. $73^{\circ} 50.6'$ no longer exists.

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

Chart 226 -

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

Two piles of the group at Clason Pt., lat. $40^{\circ} 48.2'$, long. $73^{\circ} 51'$ are not visible on the photographs and were not covered by the graphic control surveys but are not disproved. The same statement applies to the single pile on chart 226 at lat. $40^{\circ} 48.3'$, long. $73^{\circ} 53.9'$.

General

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

Dec. 14, 1937.

Lord
B. G. Jones
B. G. JONES

REVIEW OF AIR PHOTO COMPILATION NO. T 5089

Chief of Party: Roswell C. Bolstad

Compiled by: (See page 2
Des. Report)Project: New York Air Photo Compilation Instructions dated: Nov. 15, 1932
Part No. 12

1. The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown on this compilation. (Par. 16a, b,c,d,e,g and i; 26; and 64)
2. Change in position, or non-existence of wharfs, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 66 g,n)
See paragraph (C) Interpretation, page 5 and (D) Bridges, page 7.
3. Ground surveys by plane table, sextant, or theodolite have been used to supplement the photographic plot where necessary to obtain complete information, and all such surveys are discussed in the descriptive report. (Par. 65; and 66 d,e)
See paragraph CONTROL (A), page 3 and paragraph (E) page 7.
4. Blue-prints and maps from other sources which were transmitted by the field party contain sufficient control for their application to the charts. (Par. 28)
See paragraph CONTROL (A), page 3 and paragraph (E) page 7.
5. Differences between this compilation and contemporary plane table and hydrographic surveys have been examined and rectified in the field before forwarding the compilations to the office and are discussed in the descriptive report.
See paragraph (B) Errors, page 4.
6. The control and adjustment of the photo plot are discussed in the descriptive report. Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 12b; 44; and 66 c,h,i)
See paragraph CONTROL (A), page 3 and paragraph COMPILATION (B), page 5, Adjustment of Plot.
7. High water line on marshy ~~and mangrove~~ coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Refer also to the pamphlet "Notes on the Compilation of Planimetric Line Maps from Five Lens Air Photographs."

8. ✓ The representation of low water lines, ~~reefs, coral reefs and rocks~~, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41)

9. ✓ Recoverable objects have been located and described on Form 524 in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 57)
See paragraph RECOVERABLE TOPOGRAPHIC STATIONS, page 8 and list of monumented stations, page 9.

10. ✓ A list of landmarks was furnished on Form 567 and instructions in the Director's letter of July 16, 1934, Landmarks for Charts, complied with. (Par. 16d, e; and 60)
See paragraph LANDMARKS, page 7.

11. ✓ All bridges shown on the compilation are accompanied by a note stating whether fixed or draw, clearance, and width of draw if a draw bridge. Additional information of importance to navigation is given in the descriptive report. (Par. 16c)
See paragraph (D) Bridges, page 7.

12. ✓ Geographic names are shown on the overlay tracing. The accepted local usage of new names has been determined and they are listed in the report, together with a general statement as to source of information and a specific statement when advisable. Complete discussion of place names differing from the charts and from the U. S. G. S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k)
See paragraph (F), page 7.

13. ✓ The geographic datum of the compilation is N. A. 1927 *unadjusted* and the reference station is correctly noted.
See page 2.

14. ✓ Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j) The junction at the west side of this sheet will be made with the 1-5,000 scale sheet as soon as the 1-5,000 photos are received and the plot can be made. There is no reason, however, to believe this will necessitate altering this sheet.

15. ✓ The drafting is satisfactory and particular attention has been given the following:
 1. Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report.
 2. The degrees and minutes of Latitude and Longitude are correctly marked.

- ✓ 3. All station points are exactly marked by fine black dots.
- ✓ 4. Closely spaced lines are drawn sharp and clear for printing.
- ✓ 5. Topographic symbols for similar features are of uniform weight.
- ✓ 6. All drawing has been retouched where partially rubbed off.
- ✓ 7. Buildings are drawn with clear straight lines and square corners where such is the case on the ground.

(Par. 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48)

16. No additional surveying is recommended at this time.

17. Remarks: Any additional notes and requirements affecting this area should be obtainable from the reports of Lieut. Comdr. H.A. Cotton who executed the topography in 1933, and from the reports of Lieut. I.E. Rittenburg who carried on operations in this vicinity in 1933.

18. Examined and approved;
Preliminary Review:

J. P. O'Donnell
J. P. O'Donnell

Surveyor

Roswell C. Bolstad
Roswell C. Bolstad
Chief of Party

19. Remarks after review in office:

Reviewed in office by: L. L. Landy ✓ B. G. Jones

Examined and approved: 1800

K. T. Adams
Asst Chief, Section of Field Records
Division of Charts
L. O. Lobbet
Chief, Division of Charts

Fred. L. Peacock
Chief, Section of Field Work
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Chief, Division of Hydrography
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