

5090

ORIGINAL

~~SUPPLEMENTAL~~

Form 504
Ed. June, 1928

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

State: New York

DESCRIPTIVE REPORT

Photo
Topographic } Sheet No. T5090
~~Hydrographic~~

LOCALITY

Northwestern Shore of Long Island
LITTLE NECK BAY
~~Port Totten to Manhasset~~

~~1935~~
Date of Photographs May 1933

CHIEF OF PARTY

R. C. Bolstad, Jr. H. & G. Engr.

U. S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES
APR 23 1936
Acc. No.

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. 40

REGISTER NO. T5090

State New York

General locality Northwestern Shore of Long Island

Locality ~~Fort Totten to Manhasset~~ LITTLE NECK BAY

Scale 1:10,000 Date of ~~survey~~ photographs May 17, 1933

~~Vassar~~ Air Photo Compilation Party No. 12 Date of Compilation March 16, 1935

Chief of party *Roswell C. Bolstad*
Roswell C. Bolstad

Surveyed by See data sheet enclosed in Descriptive Report for this sheet.

Inked by J.J. Lanigan

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 1:11,765 and enlarged and

printed on scale of 1:10,000 by Photo-Lithography

- STATISTICS -

on

SHEET, FIELD NO. 40, REG. NO. T5090

PHOTOS, NO. M450 (876-14) TO NO. M466 (876-14)
NO. M467 (876-14) TO NO. M490 (876-14)

DATE OF PHOTOGRAPHS May 17, 1933 TIME 2:20 P.M.
BY _____ DATE
From To

ROUGH RADIAL PLOT	<u>M.S. Abramson</u> M.S. Abramson	<u>3/1/34</u>	<u>3/1/34</u>
SCALE FACTOR (0.850)	<u>M.S. Abramson</u> M.S. Abramson	<u>3/1/34</u>	<u>3/1/34</u>
SCALE FACTOR CHECKED	<u>J.P. O'Donnell</u> J.P. O'Donnell	<u>3/1/34</u>	<u>3/1/34</u>
PROJECTION	<u>J.J. Lanigan</u> J.J. Lanigan	<u>3/2/34</u>	<u>3/2/34</u>
PROJECTION CHECKED	<u>J.P. O'Donnell</u> J.P. O'Donnell	<u>3/2/34</u>	<u>3/2/34</u>
CONTROL PLOTTED	<u>J.J. Lanigan</u> J.J. Lanigan	<u>3/15</u>	<u>- 3/15/34</u>
CONTROL CHECKED	<u>M.S. Abramson</u> M.S. Abramson	<u>3/16</u>	<u>- 3/16/34</u>
TOPOGRAPHY TRANSFERRED	<u>J.J. Lanigan</u> J.J. Lanigan	<u>8/10</u>	<u>- 8/11/34</u>
TOPOGRAPHY CHECKED	<u>J.P. O'Donnell</u> J.P. O'Donnell	<u>8/13</u>	<u>- 8/13/34</u>
SMOOTH RADIAL LINE PLOT	<u>J.J. Lanigan</u> J.J. Lanigan	<u>8/16</u>	<u>- 8/27/34</u>
RADIAL LINE PLOT CHECKED	<u>W.E. Hackett</u> W.E. Hackett	<u>8/28</u>	<u>- 8/29/34</u>
DETAIL INKED	<u>J.J. Lanigan</u> J.J. Lanigan	<u>10/2/34-3/16/35</u>	<u>(less 2 mos.)</u>
PRELIMINARY REVIEW	<u>F.M. O'Grady</u> F.M. O'Grady	<u>4/11</u>	<u>- 4/17/35</u>

AREA OF DETAIL INKED 11.5 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)
18.5 Statute Miles

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

LENGTH OF STREETS, ROADS, TRAILS, RAILROADS, etc. 170.0 Statute Miles

GENERAL LOCATION NORTHWESTERN Shore of Long Island

LOCATION LITTLE NECK BAY
Fort Totten to Manhasset

DATUM North American 1927

STATION Elm 1932 Latitude 40° 48' - 50.546" (1559.1 m.)
Longitude 73° 45' - 55.097" (1291.4 m.)
unadjusted .532 adj
unadjusted .081

COMPILER'S REPORT

for

AIR PHOTO TOPOGRAPHIC SHEET FIELD NO. 40

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. J.J. Lanigan, 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. M450 to M466 (876-14) inclusive, taken May 17, 1933 from 2:10 P.M. to 2:18 P.M. and also photographs Nos. M467 to M490 (876-14) inclusive, taken May 17, 1933 from 2:25 P.M. to 2:32 P.M. Both sets of photographs were taken 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 Hewlett Point, at the time both these sets of photographs were taken, was about one and one-half feet above low water for that day, as determined from the U.S. Coast and Geodetic Survey's "Predicted Tide Tables".

CONTROL

(A)*Sources

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

- (a) Triangulation Station Stepping Stones Light House, located in 1882 (recovered by Lieut. B.H. Rigg, in 1930)
- (b) Triangulation Station Spinney Church Spire, located in 1908 (recovered by Lieut. R.W. Woodworth, in 1932)
- (c) Triangulation Station Wire, located in 1915, (recovered by Lieut. B.H. Rigg, in 1930)
- (d) Triangulation by Lieut. R.W. Woodworth in 1932
- (e) Triangulation by Lieut. C.D. Meany in 1932
- (f) Triangulation by Lieut. Comdr. H.A. Cotton, in 1933.
- (g) Triangulation by Lieut. I.E. Rittenberg, in 1934.

All control was adjusted to 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, 1:11,765.

In addition to the above triangulation, the following topographic signals, scaled from the aluminum control sheets in Lieut. Rittenberg's field office, were spotted on the photographs and used in controlling this sheet.

<u>Description of Signal</u>	<u>Approx. Lat.</u>	<u>Long.</u>
Banner on S.E. end of dock	40° 48.0'	73° 42.8'
Peak of Yellow Dock House	40° 48.6'	73° 42.9'
Gable on White Dock House	40° 48.6'	73° 42.9'
Cupola - Yellow Dock House	40° 49.2'	73° 43.2'
North corner dock	40° 49.5'	73° 43.8'
North corner dock	40° 49.8'	73° 44.4'
Corner seawall	40° 49.9'	73° 44.6'
Gab	40° 49.8'	73° 45.3'
Corner of dock	40° 49.6'	73° 45.3'
End dock	40° 49.3'	73° 45.2'
Red cupola on dock house	40° 49.1'	73° 45.4'
End dock	40° 49.0'	73° 45.6'

At the time these positions were scaled, the aluminum control sheet had not been inked and names had not yet been assigned to the topographic signals. That is why the descriptions and approximate positions of the signals were ^{are} given above.

The signals in the above list which are suitable, have been shown as recoverable topographic stations by the small black circle. The remaining, banners, ends of docks etc., have been shown by a double blue circle on the celluloid topographic 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 the name; this may be done best in the Washington Office as the data will all be at hand.

The track traverse data of the Port Washington Division of the Long Island Railroad was used as supplementary control in the compilation of this sheet.

(B) Errors

In making the radial plot for this sheet, no errors were noted in the geographic positions of stations or signals used as control.

(C) Discrepancies

The Long Island Railroad track traverse checked out correctly with the radial plot at various intersections, such as road crossings, and no adjustment of the traverse or plot was necessary.

No other control stations established by other organizations were used in this compilation.

COMPILATION

(A) Method

ADDITIONAL NOTES: (C) Interpretation

All railroad sidings, switchtracks etc. on this compilation have been plotted from track layout data furnished by the Long Island Railroad Co. Within the past year, however, several improvements have been undertaken by the Long Island Railroad Co., in the area covered by this compilation, and it is believed that the location of sidings etc. as shown on this compilation does not agree with the present number and position of such tracks in the field. In particular, it is thought that the actual track conditions near Bayside station and also near Great Neck Station are different from those shown on this compilation.

Sunken rocks and rocks awash shown on this sheet were taken from the 1934 surveys of Lieut. Rittenberg. T6109 - T6110

~~At Lat. 40°-47.2' and Long. 74°-46.5' the shoreline differs slightly from the shoreline of Lieut. Rittenberg. The shoreline shown was determined from a careful stereoscopic and field examination.~~

In regard to the rocks mentioned above, this information was obtained from the aluminum control sheet of Lieut. Rittenberg and it is understood that the topography was not yet complete for this area. Therefore, any new sunken rocks and rocks awash shown on Lieut. Rittenberg's topo sheet which have not been shown on this compilation sheet, the rocks shown on this compilation sheet may have been taken from his or his topographic control sheet.

At Lat. 40°-47.2' and Long. 74°-46.5' the shoreline differs slightly from the shoreline of Lieut. Rittenberg. The shoreline shown was determined from a careful stereoscopic and field examination.

At Lat. 40°-47.3' and Long. 73°-46.6' the swampy area, which is being used as a dump, is being filled in and consequently has been shown as grass on this compilation.

See review at back

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

(B) Adjustment of Plot

In general, no considerable difficulty was encountered in the compilation of this sheet because of tilt or scale fluctuation. Several photographs, however, did show a decided amount of tilt; chief among them being Photos. nos. M450, M453, M457, M460 and M464 (876-14).

A good number of photographs had to be remounted, because of the tendency of the old type mounting to slip. When this had been done, little additional trouble was experienced in the compilation, except in some cases where additional cuts had to be made because of the ground relief, which caused straight roads to appear crooked etc.

The control for this sheet is strong, and by holding to all the available control excessive adjustment, to the extent of causing any appreciable error, was unnecessary.

(C) Interpretation

The usual graphic symbols were used as approved by the Board of Surveys and Maps (1932) and no great difficulty was experienced in interpreting the photographic detail. It was only in areas between high and low water that such difficulty ever occurred; in particular, along the western shore of Little Neck Bay, from Lat. $40^{\circ} 46.8'$ to Lat. $40^{\circ} 47.2'$, and also along both shores of Little Neck Bay, from Lat. $40^{\circ} 45.9'$ to Lat. $40^{\circ} 46.1'$. The nature of the topographic detail in these areas was determined from the photographs alone, for the field prints contained no notes put in by the field party.

The double full line was used to indicate first order roads; the double broken line for private driveways and roads of lesser importance. An exceedingly poor road or trail was shown by a single dashed line. In most cases, unless labeled on the field prints, the classification of the roads had to be determined under the stereoscope.

The swamp area at Lat. $40^{\circ} 49.5'$, Long. $73^{\circ} 44.4'$, has lines drawn through the area, in addition to the lines for the swamp symbol; these additional lines denote drainage ditches.

Drainage ditches in the marsh area located at Lat. $40^{\circ} 46.8'$ Long. $73^{\circ} 44.8'$, were not shown, to avoid confusing the compilation.

The filled land area at Lat. $40^{\circ} 46.1'$, Long. $73^{\circ} 45.1'$ was built up with hydraulic fill, mud and sand, pumped from the bottom of Little Neck Bay, at the time of dredging operations several years ago.

All buildings are shown, save in thickly populated areas such as the towns of Bayside, Great Neck, Douglaston etc., in which cases the omissions are indicated by appropriate labels.

There are no bridges of importance to navigation shown on this sheet.

(D) Information from Other Sources

At the time this compilation was begun, Lieut. Rittenberg's aluminum control sheets of this area had been finished in pencil, but had not yet been inked. A celluloid tracing of the high water line on these sheets was made by the Compiler of this sheet, in Lieut. Rittenberg's field office, and bromides of this tracing were then made, with the proper scale factor applied. The high water line as obtained from these bromides is shown on the reverse side of this sheet, in blue ink.

The Long Island Railroad track traverse data was used as control, as stated under CONTROL (A) page 4 and (C) page 4.

(E) Conflicting Names

There are no names on this sheet that conflict with the names on the present charts.

COMPARISON WITH OTHER SURVEYS

The junctions with all other adjoining sheets are satisfactory.

The high water line, as determined by this compilation, agrees satisfactorily with that obtained from Lieut. Rittenberg's aluminum control sheets, except in certain areas along the west shore of Little Neck Bay, and in one or two special instances in which ponds and streams running inland from high water were sketched in. These latter discrepancies, such as at Lat. $40^{\circ} 49.5'$, Long. $73^{\circ} 44.0'$ and Lat. $40^{\circ} 49.6'$, Long. $73^{\circ} 44.5'$, may be due to hasty sketching on the part of the Field Party. As for the former discrepancies, a final field inspection was made of the area along the west shore of Little Neck Bay, and the original spotting of the high water line on the field prints was verified.

LANDMARKS

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

There are also many other objects (such as houses, ends of docks, etc.) which are 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.

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.

The value of 2 to 4 meters is too low. A better estimate for works on this scale is an accuracy of location of 3 to 5 meters for intersected points and 3 to 2 meters for other detail. B.G.J.

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

Submitted by

J.J. Langran
J.J. Langran
Draftsman

Assisted by

J.M. Overby
F.M. Overby
Draftsman

LIST OF RECOVERABLE TOPOGRAPHIC STATIONS

CLASS (C) LANDMARKS

(Includes all recoverable objects, sufficiently prominent for use as hydrographic fixes, shown as topographic stations with small black circle on this sheet and not described on Form 524 by this party.)

Description	Latitude		Longitude		Method
	°	'	°	'	
	D.M. Meters		D.P. of Determination Meters		
Peal of Yellow Dock House <i>Joe(d)</i>	40	48	(830) 1021	73 42	(136) 1271 ¹²⁶⁸ 1934 A.C.S. T-6109
Gable on White Dock House <i>Roof(d)</i>	40	48	(708) 1143	73 42	(100) ⁽¹¹¹⁾ 1299 ¹²⁹⁶ 1934 A.C.S. T-6109
Cupola Yellow Dock House <i>Ess(d)</i>	40	49	(1538) 313 ³¹¹	73 43	(1197) 209 ²⁰⁵ 1934 A.C.S. T-6109
Circular Roof on Circular Building	40	49	(509) 1342	73 45	(962) 444 1935 A.P.T.
Gable on one Story B'ldg.	40	49	(549) 1302	73 45	(998) 408 1935 A.P.T.
Most Southerly of Four Brick Chys.	40	49	(1627) 224	73 45	(1100) 306 1935 A.P.T.
Red Cupola on Dock House <i>Red(d)</i>	40	49	(1666) ⁽¹⁶⁶⁷⁾ 185 ¹⁸⁴	73 45	(813) 593 1934 A.C.S. T-6109
Concrete Water Tower	40	48	(925) 926	73 45	(549) 857 1935 A.P.T.
Cupola School	40	48	(1208) 643	73 44	(1173) 234 1935 A.P.T.
Cupola on Dome of Church	40	48	(1595) 256	73 44	(1103) 304 1935 A.P.T.

Note: A.C.S. denotes aluminum control sheet.
A.P.T. denotes air photo topography.
At the time the positions of the above A.C.S.
objects were scaled from Lieut. Rittenberg's
aluminum control sheets, names had not yet
been assigned to the stations, and so only the
descriptions appear above.
For Classification of Class (C) landmarks see
Descriptive Report for Topographic Sheet Reg.
No. T5059, LANDMARKS AND REPORT ON REVIEW OF SHEET.

GEOGRAPHIC NAMES

Survey No. T-5090

Date. Dec 17, 1935.

Chart No. 223 1213

Diagram No. 1213

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

☐ 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	New Names in local use	Names assigned by Field	Location
	<u>Willetts Point</u>	same			
	<u>Little Neck Bay</u>	"			
	<u>Little Bay</u>	"			
	<u>Bayside</u>	"			
	<u>Long Island Sound</u>	"			
	<u>Kings Point Village Park</u>	none	?		
	<u>Grenwolde</u>	same			
	<u>Great Neck</u>	"			
	<u>Great Neck (town)</u>	"			
	<u>Douglaston</u>	"			
	<u>Little Neck</u>	"			
	<u>Kensington</u>	"			
	<u>Parsons Beach</u>	none	?		
	<u>Crocheron Park</u>	"	?		
	<u>Elm Point</u>	same			
	<u>Red Brook</u>	none	^{T-5090} 40° 48.9' 73° 44.9' (On T-5090)		
	<u>Manhasset</u>				
	<u>Manhasset Bay</u>				
	<u>Hewlett Pt</u>				
	<u>Mill Pond</u>				
		Names underlined in red approved by K.T.A on 1/17/36			

REVIEW OF AIR PHOTO COMPILATION NO. T 5090
Scale 1:10,000

Comparison with Contemporary Graphic Control Surveys

(a) T 6109 (1934), 1:10,000

The survey for T 6109 was made more than a year after the photographs were taken and sometime after the field inspection of photographs for this compilation. T 6109 shows very complete waterfront detail. Considerable detail not visible on the photographs, such as rocks, jetties, marine railways, piles, etc. have been transferred from T 6109 to this compilation in this office.

There were some differences in the shape and size of piers. In these cases the compilation has been revised where necessary.

The recoverable described stations were transferred from T 6109 to the compilation Dec. 6, 1935 and checked by V. R. Sobieralski Dec. 16, 1935.

All detail on T 6109 is shown on this compilation over the common area with the exception of the magnetic declination and non-recoverable planetable positions.

See page 1, report T 6109, for description of shoreline and comparison with charts.

(b) T 6110 (1934), 1:10,000

The survey for T 6110 was made more than a year after the photographs were taken and sometime after the field inspection of photographs for this compilation. T 6110 shows very complete waterfront detail. Considerable detail not visible on the photographs, such as rocks, piles, etc. has been transferred from T 6110 to this compilation in this office.

There are differences in the size and shape of the two piers on the west side of Willets Point. Here the compilation has been revised to agree with the survey for T 6110.

Errors in drafting on the compilation have been corrected. Likewise planetable errors due to incorrect sketching between rod readings have been noted on the survey for T 6110 in green ink.

In lat. $40^{\circ} 46.7'$, long. $73^{\circ} 44.7'$ the detail was changed on the compilation to agree with the survey for T 6110, as the field inspection for this compilation was not complete.

The recoverable described stations were transferred from T 6110 to the compilation Dec. 6, 1935 and checked by V. R. Sobieralski Dec. 16, 1935.

See page 1, report T 6110, for description of shoreline and comparison with charts.

All detail on T 6110 is shown on this compilation over the common area

with the exception of non-recoverable plane table positions and the magnetic declination.

(c) Most of the rocks on T 6109 and T 6110 are shown without the required dotted circle to indicate a definite location. There is little doubt that these rocks were located by definite rod readings, except probably within the groups; ~~and the circle has been added to the more important ones on this compilation.~~

The planetable surveys T 6109 and T 6110 show elevations for practically all the rocks located. These elevations are shown on this compilation for the more important rocks only.

Comparison with Previous Topographic Surveys

T 33 bis (1837), 1:10,000

T 33 bis covers Great Neck and vicinity. The present position of the shoreline is in substantially the same position as in 1837. T 33 bis is superseded by this compilation over the common area.

T 38 (1837), 1:20,000

No shoreline falls within the limits of T 38 over the common area. This area of T 38 has undergone large changes. T 38 is superseded by this compilation in the area common to the two surveys.

T 1515b (1883), 1:10,000

T 1515b covers the Great Neck and Manhasset Neck sections. Only that detail immediately bordering on the waterfront is shown on T 1515b. With the exception of the position of the shoreline this detail has changed considerably since the time of this survey for T 1515b. T 1515b is superseded by this compilation over the common area.

Comparison with H 5546 (1934)

The high water line and topographic detail outside of the high water line as shown on this compilation is in agreement with that on H 5546.

There are a number of rocks awash on H-5546 which were not transferred to T-5090.

Comparison with Charts Nos. 223 and 1213

All landmarks in this area on the present charts and those recommended by this compilation and the graphic control surveys are shown on the compilation.

The following detail on chart No. 223 is not shown on this compilation or the graphic control surveys and no longer exists:

1. Small house on high water line at lat. $40^{\circ} 47.5'$, long. $73^{\circ} 46.4'$.
2. Pier at lat. $40^{\circ} 46.3'$, long. $73^{\circ} 45.9'$.

B. G. Jones
Leonard A. Kutsch

Dec. 17, 1935.

REVIEW OF AIR PHOTO COMPILATION NO.

Chief of Party: Roswell C. Bolstad

Compiled by: (see page 2 of
compiler's report)Project: New York Air Photo Compilation Instructions dated: Nov. 15, 1932.
Party No. 12.

1. The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown on this compilation. (Par. 16a, b, c, d, e, g and i; 26; and 64) See paragraph COMPILATION (D), page 6.
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 paragraphs COMPARISONS WITH OTHER SURVEYS and LANDMARKS, both on page 6.
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), pages 3 and 4.
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), pages 3 and 4. Also paragraph COMPARISONS WITH OTHER SURVEYS, page 6.
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.
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), pages 3 and 4, and (B), page 4. Also paragraph COMPILATION (B), page 5 and (C), page 5.
7. High water line on marshy ~~and mangrove~~ coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44) Much of the high water line was sketched in by the field inspection party and the compiler. See paragraph COMPILATION (C), page 5. *High water line along sand beach was transferred from the plane table surveys for T-6109 and T-6110. L.A.M. 12/17/32*

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, rocks, and legends~~ and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41)
9. Recoverable objects have been located and described ~~in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934.~~ in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 57)
See LIST OF RECOVERABLE TOPOGRAPHIC STATIONS, page 8.
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)
Previously submitted by Lieut. R. W. Woodworth on Mar. 28, 1933.
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)
No bridges of importance to navigation are on this sheet.
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)
13. The geographic datum of the compilation is N. American, 1927 and the reference station is correctly noted.
14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j)
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 may be found upon referring to the report of Lieut. R. W. Woodworth which has been previously submitted. Also refer to the Air Photo Field Inspection Report attached to the descriptive report of sheet register number T-5088. Reference might also be made to the report of Lieut. I.E. Rittenberg, concerning his work done in the summer of 1934, which might have been submitted to the Washington office, but which was not sent to this office.

✓ 18. Examined and approved; J. M. Overby office.
 Preliminary review --- F. M. Overby
 Draftsman

Roswell C. Bolstad
 Chief of Party

19. Remarks after review in office:

See preceding pages 1 to 3 of detailed report on office verification.

Reviewed in office by: Lionel A. McKean December 17, 1935.
B. G. Jones

Examined and approved:

C. H. Allen
 Chief, Section of Field Records

L. O. Lobat
 Chief, Division of Charts

Fred. L. Peacock
 Chief, Section of Field Work

G. H. ...
 Chief, Division of Hydrography and Topography.

Applied to alt 223 - July 1938 J.S.S.
" " " 223 - Reexamined June 1949 R.D.C.