

5257

1213-3

Form 504  
Rev. April 1935  
DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Topographic }  
Hydrographic } Sheet No. T-5257

5257

State NEW YORK

LOCALITY

LONG ISLAND SOUND

NEW ROCHELLE

AND VICINITY

Photographs taken May, 1933

193

CHIEF OF PARTY

G. C. Mattison, H. & G. Engineer

applied to chart 222 Dec. 14, 1938 g.H.S.

chart 222 - reexamined for rocks, reefs + low water detail only - April 1949 R.D.G.

" 223 - ditto June 16, 1949 R.D.G.

DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY

REG. NO.

AIR PHOTO  
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. 11

REGISTER NO. T-5257 T5257

State New York

General locality Long Island Sound

Locality City of New Rochelle AND VIC VICINITY

Date of Photographs May 17, 1933

Scale 1:10,000 Date of Survey Compilation Apr. 23, 1935

Vessel Army Air Corps Airplane

Reviewed and recommended for approval:

Chief of party Lieutenant Commander G. C. Mattison

Photographs plotted by:

Surveyed by L. B. Walker Sept. 27, 1934

Inked by L. B. Walker Apr. 16, 1935

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated August 10th & September 9th, 1933

Remarks: Compilation of aerial photographs Nos. M428 to M411

inclusive on a scale of 1:11,905 and enlarged to scale 1:10,000

and printed by photo-lithographic process.

Pershing 1932 Lat 40° 54' (1310.8 m)  
Long 73° 46' (1348.9 m) adjusted

JOB SHEET #11

PHOTOGRAPHS TRIMMED BY:	Lieutenant R. C. Bolstad's New York Compilation Party.	
FIELD INSPECTION BY:	Charles More	9/28/34
INTERSECTION & CONTROL POINTS MARKED BY:	Lieutenant R. C. Bolstad's New York Compilation Party.	
PHOTOGRAPHS MOUNTED BY:	Lieutenant R. C. Bolstad's New York Compilation Party.	
RADIAL LINES DRAWN BY:	Lieutenant R. C. Bolstad's New York Compilation Party.	
PRELIMINARY RADIAL PLOT BY:	Charles More	4/9/34
SCALE FACTOR COMPUTATION BY:	Charles More	4/10/34
SCALE FACTOR COMPUTATION VERIFIED BY:	H. W. Jennings	4/10/34
POLYCONIC PROJECTION BY:	Charles More	4/17/34
POLYCONIC PROJECTION VERIFIED BY:	H. W. Jennings	4/17/34
TRIANGULATION STATIONS PLOTTED BY:	Charles More	4/18/34
TRIANGULATION STATIONS VERIFIED BY:	H. W. Jennings	4/18/34
SMOOTH RADIAL PLOT BY:	L. B. Walker	9/27/34
TRACING OF PHOTOGRAPHIC DETAIL BY:	L. B. Walker	4/16/35
PRELIMINARY INSPECTION OF SHEET BY:	Charles More	4/17/35
FINAL INSPECTION OF SHEET BY:	G. C. Mattison, Chief of Party	4/23/35
FORWARDED TO OFFICE:		

## DESCRIPTIVE REPORT

To accompany

PHOTO TOPOGRAPHIC SHEET NO. F5257

FIELD NO. 11

NEW YORK

COUNTY OF  
WESTCHESTER

## GENERAL INFORMATION

Sheet No. 5257 covers in general the area situated along the north shore of Long Island Sound extending from Mamaroneck Harbor southwesterly to a point slightly west of Hunter Island and includes the western part of the Town of Mamaroneck, the City of New Rochelle and parts of the Town of Pelham and the City of Mount Vernon. It also includes Huckleberry Island, Davids Island, Glen Island, Hunter Island and other small islands in this vicinity.

The photographs were received from the party of Lieutenant (J.G.) R. C. Bolstad in December, 1933. Lieutenant (J.G.) Bolstad's party had trimmed the photographs, spotted the control points and mounted the photographs. The mounting of the photographs was checked by Mr. James F. Johnson, who remounted approximately three quarters of the prints.

The work was performed in accordance with instructions from the Director dated August 10th, 1933 and all circulars issued to and including November 19, 1934, with the exception of recoverable topographic stations shown on the planetable sheets, as the field inspection and the radial plot had been made at the time the circular was received. Plotting of the stations would have required a further remounting of the photographs.

A general report for this area has not been made, and all information is contained in this report, except as covered by Lieutenant Commander H. A. Cotton's report with topographic sheets Nos. F6024 and F6025.

## PHOTOGRAPHS

Five Lens

The photographs were taken by the Army Air Corps Model T3A Camera AC31-78. The flight was designated 876-14 and the pictures

numbered M-428 to M-411 inclusive, the numbers decreasing in the direction of flight, which was from east to west.

Data on the photographs and index sheets indicates this camera to have a focal length of six (6) inches and the pictures taken at a height of five thousand (5,000) feet. They were taken on May 17, 1933, the first exposure, M-428 being taken at about 11:15 A. M. The stage of the tide was computed from the tide tables as being 1.0 feet.

Single Lens

No single lens photographs were made for this area.

GENERAL DESCRIPTION OF TOPOGRAPHY

All the topography shown on this sheet lies in the area known as Westchester County, with the exception of a small area in the southwest corner which lies in Bronx County, all of which is located in the State of New York.

On the east the sheet starts at the entrance of Mamaroneck Harbor and approximately the center of the Town of Mamaroneck and extends in a southwesterly direction along the north shore of Long Island Sound through the City of New Rochelle, the Town of Pelham and ends in the northeastern portion of the Borough of Bronx, City of New York. The northwestern corner of the sheet also includes a small portion of the City of Mount Vernon. The southwestern boundary of the sheet lies just west of Hunter Island belonging to the City of New York.

The Town of Mamaroneck is subdivided into the incorporated Village of Mamaroneck, the Village of Larchmont, and the unincorporated Town of Mamaroneck. The Village of Mamaroneck comprises the southeastern section and borders the Towns of Rye and Harrison on the east. The eastern section of the Village of Mamaroneck is included in Topographic Sheet No. 75258. The Village of Larchmont lies to the west of the Village of Mamaroneck and borders the City of New Rochelle on the west. The shore line of both the Village of Mamaroneck and the Village of Larchmont lies on Long Island Sound. The unincorporated section lies to the north bounded by the Town of Harrison on the east, the Town of Scarsdale on the north and the City of New Rochelle on the west. It has no shore line.

The City of New Rochelle lies west of the Town of Mamaroneck with the boundary line between the two crossing meridian 73° 46' at a slight angle the northern end of the line lying to the west of the meridian. The city extends west to the Town of Pelham, the boundary line between the two crossing meridian 73 48' at a slight angle, the northern end of the line lying to the west, except at the south the line swings to the east and passes between Glen Island and Hunter Island. The City of New Rochelle is bordered by the Towns of Eastchester and Scarsdale on the north. The northern limit of this sheet, however, is approximately three (3) miles south of the northern boundary of the city. The shore line of the City of New Rochelle lies along the shore of Long Island Sound.

Pine Island, Huckleberry Island, Davids Island and Pea Island lie offshore from the City of New Rochelle.

Neptune Island and Glen Island are attached to the mainland by means of bridges.

The Town of Pelham lies to the west of New Rochelle and is bordered on the south by the Borough of Bronx, New York City and on the west by the City of Mount Vernon. The boundary line between Pelham and Mount Vernon being the Hutchinson River. The entire area comprising this town is included in the sheet with the exception of a very small section at the extreme north.

The only shore line which this town has consists of a very short stretch just west of Travers Island.

The southwest section of this sheet to the west of Pelham covers a small part of the Borough of Bronx, New York City and includes Hunter's Island which is attached to the mainland by a bridge.

The northwest section of this sheet to the west of Pelham covers a small part of the City of Mount Vernon.

#### Railroads

There are two railroad systems shown in this sheet; the New York, New Haven and Hartford Railroad and the New York, Westchester and Boston Railroad.

Starting at the eastern edge of the sheet the southerly road bed is the four track main line of the New York, New Haven & Hartford Railroad, and is represented on this sheet by the double track symbol. Just to the north of this road bed and parallel with it is the two track line of the Port Chester branch of the New York, Westchester and Boston Railroad. This is represented by a single track symbol to avoid crowding the detail. These two railroads run parallel up to approximately the center of the City of New Rochelle where the New York, Westchester and Boston Railroad swings to the west while the New York, New Haven and Hartford swings in a southwesterly direction until just before leaving the limits of New Rochelle where it divides; the main line swinging to the north through the Town of Pelham and the City of Mount Vernon, while the Harlem Branch swings to the south through the Town of Pelham and the Borough of Bronx. The Harlem Branch is a six track road.

From the point where the New York, Westchester and Boston leaves the New Haven road it is shown by the two track symbol and proceeds in a general westerly direction through New Rochelle and Pelham until just within the limits of the City of Mount Vernon where it makes a junction with the White Plains Branch of the same road, and proceeds in a westerly direction through Mount Vernon for approximately one mile where it makes a sharp southerly bend.

The stations on the main line of the New Haven Railroad listing from east to west are Mamaroneck, Larchmont, New Rochelle, Pelham and Columbus Avenue.

The two stations shown on the Harlem Branch of the New Haven Railroad are no longer being used. Local passenger service over this line has been discontinued.

The stations on the New York, Westchester & Boston Railroad listing from east to west are Mamaroneck, Larchmont Gardens, Larchmont, Pine Brook, North Avenue, Webster Avenue, Pelhamwood, 5th Avenue, Columbus Avenue, East 3d Street and East 6th Street. On the White Plains Branch the E. Lincoln Avenue Station is shown.

Both railroads are electrified overhead and should be considered as high tension electrical lines.

#### Water Courses

There are several small streams shown on this sheet, none of which are navigable.

#### Development

The entire area is, in general, a highly developed residential and commercial section. At the commercial centers of Mamaroneck and New Rochelle are large stores of all kinds and modern office buildings. The residential area is generally of the better class, this being especially so along the shore, which is given over almost entirely to large estates, shore clubs, yacht clubs, etc.

#### Golf Courses

The Larchmont Harbor Golf Club is in the Village of Mamaroneck just south of the Boston Post Road and west of Orienta Avenue.

The Winged Foot Golf Club lies in the Town of Mamaroneck at the extreme north of the sheet and just east of Fenimore Road.

The Pelham Country Club is in the Town of Pelham and lies on both sides of the Harlem Branch of the New Haven Railroad and just east of Pelhamdale Avenue.

A part of the Pelham Bay Public Links belonging to the New York City park system is shown in the extreme southwest corner of the sheet.

#### Yacht Clubs

The Orienta Yacht Club is situated at the head of Mamaroneck Harbor in that section to the east of the point of land known as Harbor Island.

The Sheldrake Yacht Club is situated on the east side of Harbor Island, in Mamaroneck Harbor.

The Larchmont Yacht Club is situated on that point of land on the west shore of Larchmont Harbor immediately south of Cedar Island. The building is not shown to avoid obscuring triangulation station "Weather".

The Horseshoe Harbor Yacht Club is situated on the northeast shore of Horseshoe Harbor.



The Echo Bay Yacht Club is on Echo Island in Echo Bay.

The New Rochelle Yacht Club is on Harrison Island in Echo Bay.

The New Rochelle Rowing Club is located just north of Hudson Park at the eastern end of Hudson Park Road.

The Huguenot Yacht Club is on Neptune Island.

The New York Athletic Club is on Travers Island and occupies the entire island.

#### Public Parks

Harbor Island Park is situated at the head of Mamaroneck Harbor and occupies the whole point of land known as Harbor Island.

Larchmont Manor Park is situated at Umbrella Point in the Village of Larchmont.

City Park, City of New Rochelle, is situated near the eastern edge of the city north of the N. Y., N. H. & H. R. R. Fifth Avenue borders the park on its southern edge.

Hudson Park is situated on Beaufort Point on the west side of the entrance to Echo Bay. It lies within the City of New Rochelle.

Glen Island Park is situated on Glen Island which it occupies entirely. Glen Island is situated on the west side of the entrance to New Rochelle Harbor and lies within the City of New Rochelle.

A small section of Pelham Bay Park is shown at the extreme southwest corner of the sheet. This is part of the New York City park system. The Pelham Bay Public Golf Links mentioned under "Golf Courses" lies within this park.

Hunter Island, shown in the southwest corner of the sheet is now a part of the New York City park system and will be improved at some future date.

#### Terrain

The general character of the terrain between the shore and the Boston Post Road, which parallels it, is generally flat, the average elevation being about 20 feet. Between the Boston Post Road and the N. Y., N. H. & H. R. R., the land becomes more rolling and reaches an average elevation of 60 feet. North of the N. Y., N. H. & H. R. R. the land becomes quite broken and hilly with an average elevation of 120 feet and reaches an extreme elevation of 200 feet in the northeast corner of the sheet in the vicinity of triangulation station "Big" (Black Tank).

The country north of the railroad is naturally thickly wooded and in the main the trees have been left standing, except where necessary to make way for streets, houses or other buildings. The section shown in the northeastern part of this sheet is heavily wooded with outcropping ledges and ravines.

## Shore Line

The shore line covered by this sheet is very irregular and includes the harbors of Mamaroneck, Larchmont, Echo Bay and New Rochelle.

Starting at the east the fore shore at the upper end of Mamaroneck Harbor consists of mud flats interspersed with some grass. The western shore of the harbor, approaching the mouth, is sand with some boulders until it reaches Orienta Point, which is ledge rock. Following along in a generally southwesterly direction, the shore is sandy with some boulders and small sections of ledge as far as Crab Island. Crab Island, located just south of latitude  $40^{\circ} 56'$  and east of longitude  $73^{\circ} 43' 30''$ , is connected to the mainland by a narrow strip of land. The shore of Crab Island consists of ledge rock at both the eastern and western ends, with sand and boulders between. Ninety (90) meters off the shore of Crab Island is a ledge which bares at mean low water.

Continuing along the shore in a westerly direction around Delancey Pt., the shore is sand and gravel interspersed with boulders.

At the head of the cove formed between Delancey Point and "Satan's Toe" the fore shore is sand.

The fore shore of "Satan's Toe" is sand for its entire length except for small sections along the eastern shore which are ledge rock with grass inside.

The fore shore from "Satan's Toe" to Greacen Point is generally sand and gravel with grass at the northern end.

The fore shore of Greacen Point is generally sand with rock ledge extending out from the extreme point.

Continuing from Greacen Point through Delancey Cove and along in a westerly direction around Cedar Island the fore shore is generally sand, strewn with a few boulders.

Continuing from Cedar Island in a southerly direction, the western shore of Larchmont Harbor is generally gravel with boulders near the high water line and frequent patches of ledge rock extending out to the low water mark.

The entire shore around Umbrella Point between high and low water is ledge rock.

Continuing along the shore in a southwesterly direction from Umbrella Point to Premium Point the fore shore is largely ledge rock, with some patches of sand.

The foreshore around the extreme end of Premium Point consists of ledge rock. Continuing along the inside of Premium Point, the shore is sand and gravel at each end with ledge rock in the middle.

The fore shore of the entire head of Echo Bay between high and low water is a mud flat. The low water edge of this mud flat extends in a nearly east and west direction passing through the southern end of Clifford Island.

The inlet just north of Beaufort Point is lined with docks on both sides.

From Beaufort Point continuing along the west shore of Echo Bay in a southerly direction, the shore is sand and gravel extending between the high and low water marks.

The southern shore of Davenport Neck is ledge rock with occasional patches of sand and gravel. At the southerly tip of Davenport Neck is a fine sand bathing beach.

The fore shore along the inside of Davenport Neck, which forms the eastern shore of New Rochelle Harbor, consists of mud flats between the high and low water lines.

The fore shore along the western side of New Rochelle Harbor from the head of the harbor south past Neptune Island and as far as the northern end of Travers Island, consists of mud flats.

From the northern end of Travers Island continuing in a south-westerly direction to the limit of the sheet, the fore shore is mud flats except for a short distance along the front of Travers Island where a retaining wall makes a very short fore shore with practically no difference between the high and low water lines.

The fore shore of Davids Island is ledge rock nearly all the way round.

The fore shore along the east side of Glen Island is largely gravel with patches of ledge rock. At the southeast end of the island is a fine sand bathing beach. The western shore is gravel with a stretch of mud at the northern end.

The fore shore of Hunter Island is generally mud with some patches of gravel and ledge rock.

#### Lakes and Ponds

Several small fresh water ponds and lakes are shown on this sheet.

Along the shore, Premium Mill Pond, located just north of Premium Point, is formed by impounding the water by means of a dam.

At the head of New Rochelle Harbor is Titus Mill Pond. Sometime in the past a pond was formed here by impounding the water by means of a dam and tide gates. The tide gates are now destroyed and the tide flows in and out leaving mud flats at low water.

CONTROL

#### Sources

1st Order Triangulation	1933	by	C. D. Meaney
2nd Order Triangulation	1932	by	R. W. Woodworth
2nd Order Triangulation	1933	by	H. A. Cotton
3rd Order Triangulation	1933	by	H. A. Cotton
Theodolite 3 Point Fixes	1934	by	G. C. Mattison

All were adjusted to the North American Datum Plane of 1927.

### Errors

An error in the position of station "Turret" was found by the radial plot. Station "Turret" was the northeast turret on the roof of an apartment house and was cut in from stations "Pershing", "Light" and "Pel". The error in position is probably due to not sighting on the same turret from all stations. The station was not used for control of radial plot. ok.

### Other Sources of Control

No other sources of control were used.

## COMPILATION

### Method

The photographs were adjusted by means of the radial plot method. The scale of the sheet as drawn is 1:11,905, and a scale factor of 0.84 was used. Computations covering these factors are included in the report covering Sheet #5264.

### Adjustment of Plot

It was necessary to supply additional control in order to satisfy the requirements for orienting certain photographs. Four points were located, "Pel" and "Light" by three point theodolite fixes and "Turret" and "Westchester Stack" were cut in as intersecting stations. These stations were not marked on the ground and are not shown on this sheet. These stations are situated off the northwestern edge of this sheet.

Due to the difficulty in pricking certain of the stations on the photographs, eccentric stations were established at these stations by sextant angle and tape measurements as follows:

Station "C" at triangulation station "Eight".

Station "B" at triangulation station "Con".

Station "A" at triangulation station "Mont".

Station "D" at triangulation station "Gut".

Station "Mon" at triangulation station "Hudson".

These stations were pricked on the photographs and used to control the radial plot.

There was considerable distortion on the wing prints along the upper edge of the sheet especially in the vicinity of Glenwood Lake and triangulation station "Big". This was due to the country being sharply hilly obtaining an elevation of 200 feet in some places. The

adjustment necessary to trace the detail between control points was accomplished by interpolating between points and checking with several photographs taken from different angles. The northern boundary of the sheet represents detail covering approximately two thirds of the "C" prints.

### Interpretation

Some difficulty was experienced in interpreting the detail near the northern edge of the sheet. This was due to the leaves on the trees obscuring the detail and the blurred condition of some of the "C" prints. In sections, where the detail could not be seen with sufficient clearness to be drawn in direct from the photographs, a visit was made to that section and the detail marked on a photograph covering that area.

Brooks where their course is somewhat uncertain or where for a distance they flow in conduits underground are shown with a broken line.

The field inspection was made by Mr. Charles More, who walked the entire length of the shore line and is assisting in writing this report.

Checking the existence of certain brooks, roads etc. in the field was done by Mr. L. B. Walker.

High water lines on beaches were drawn in on a line which appeared to be the mean of the debris lines (disregarding the debris line for extreme high tides) together with an approximation from daily curves computed from the tide tables.

The location and wording of cable crossing signs and pipe line signs, where noted, are shown on the overlay.

No electric street railways are shown on this sheet as many of those shown on town maps for this vicinity have been discontinued or are only being operated in part.

There is only one bridge over navigable water within the limit of this sheet, namely the drawbridge connecting Glen Island with Neptune Island. This is a bascule bridge the clearances of which are given in H. A. Cotton's memorandum covering sheet #6025. These clearances check with those given in the 1933 edition of the Coast Pilot.

### Conventional Signs

Only the usual graphic symbols as approved by the Board of Surveys and Maps were used except as follows:

Bascule type bridge is shown thus



Fixed bridges are shown by the road symbols crossing over the waterway.

A full double line indicates well traveled roads having a good or fair surface. Roads of lesser importance or poor surfaced roads

are shown by a double broken line.

A very poor road, trail or walk is indicated by a single broken line. The width of the road is in some cases slightly exaggerated to prevent crowding detail.

The railroad yards appearing on this sheet are shown in outline form and there are actually more tracks than those shown.

The entire area covered by this sheet is a highly developed business and residential district and, except in the northeastern corner around "Big" (Black Tank), is covered with residences and commercial or public buildings. Inland, only some of the larger buildings which stood out in the photographs are shown. Along the shore, all buildings which could be identified in the photographs and did not obscure other detail are shown.

#### Character of Marshes

Only small patches of marsh land appear on this sheet and they are in general covered by salt grass.

Where a definite berm line exists, as at the upper part of Little Harbor Sound, the high water line is taken at that point. In places where no berm line exists it is taken at the line back of the tall grass.

#### Information From Other Sources

The low water line was taken from photostats of aluminum sheets 6024 and 6025 made by Lieutenant Commander H. A. Cotton in the summer of 1933 after noting from his memorandum that: "it was necessary to visit the entire low water area during periods of low water and to locate the low water line with due regard to existing tidal conditions". Before using this information the position and shape was checked with the photographs which were taken at 1 foot of tide.

No field inspection was made of the following islands: Echo, Harrison, Little Hassock, Big Hassock, Pine, Huckleberry and Pea, also offshore rocks, shoals etc. Both the high and low water lines for these places were put in from the photostats of aluminum sheets 6024 and 6025, after comparing with the photographs.

The street layouts were checked with town maps for this area. Some discrepancies exist due to the town maps showing, in some cases, projected streets which have not yet been put through, and are not shown on this sheet. Streets which could not be identified from the photographs or located in the field with a reasonable degree of accuracy are not shown on the sheet.

The recovered U. S. E. stations which could be spotted on the photographs were pricked by L. B. Walker and located on the sheet by means of radial plot.

Six street maps accompany this sheet, namely Village Engineers Map Village of Mamaroneck, Street Map of Mamaroneck, Comprehensive

Map of Harbor Island, Map of City of New Rochelle, Election District Map Town of Pelham and Map of City of Mount Vernon.

Some differences in the names of streets is noted between the Village Engineers Map of the Village of Mamaroneck and the Street Map of Mamaroneck by Foote & Stevens. In most of the cases, where checked, the Village Engineers Map gave the correct name. Where differences have been checked the correct name is shown on both maps.

Some incorrect street names were noted on the Map of the City of New Rochelle. The correct name has been substituted.

Considerable work is being carried on at present in the park areas shown on this sheet. New retaining walls, roads and walks are being constructed. In some places brooks are being placed underground in pipe or culverts.

The New York City Park Department is constructing a retaining wall from the southerly end of Hunter Island west to Rodman Neck. For a more detailed explanation of this wall see the report covering Sheet T-5264, the last paragraph, page six.

#### Lights

A system of lights is maintained by the Larchmont Yacht Club on their property from approximately May 10th to September 10th.

A fixed red light is shown from the large flagpole in front of the club house. The flagpole is station "Weather" on this sheet. The principal landing in front of the club is lighted by two white lights on poles at the end of the permanent pier. The outer end of the float is lighted by red and green lights, the green light being on the right when facing the outer end of the float, from the pier.

The outer edge of a ledge just south of the back or service float is marked by a black spindle with no light. This spindle was not in position and could not be located on the photographs when inspection of this point was made.

Larchmont Harbor Light is shown as triangulation station "Long".

Aunt Phebe Rock Light, situated northwest of Davids Island cannot be spotted on the photographs and so cannot be plotted. It was, however, located by H. A. Cotton on planetable sheet T6025 as station "Beek" (see memorandum accompanying sheet T6025).

#### Geographic Names

Except as noted below, there were no changes of names on the U. S. C. & G. S. charts for this area.

The Washington Office forwarded a chart No. 222 with additional names taken from G. M. Hopkins' Atlas of Westchester County N. Y. (1929) Volume I. The additional and conflicting names appearing on this chart were verified as follows:

Additional Names. The following were verified at the of-

office of the Assessor for the Town of Mamaroneck:

Mamaroneck River, Orienta Point, Crab Island, Greagen Point, Little Knob, Monroe Inlet, Little Harbor Sound, Spanish Cove, Normandy Bay, Cedar Island, Premium River, Premium Mill Pond.

The small island situated in Premium Mill Pond and attached to the mainland by a bridge, has a sign at the entrance to the bridge reading "Oak Island".

The pond at the head of New Rochelle Harbor is known as Titus Mill Pond. This name was confirmed by a local inhabitant who has resided in this vicinity for the past forty years.

The small island in New Rochelle Harbor just north of Neptune Island is known as Oak Island. (See H. A. Cotton's memorandum for sheet 6025.)

The small island between Glen Island and Hunter Island is known as Hog Island. (See H. A. Cotton's memorandum for sheet 6025.)

Conflicting Names. The following were verified at the office of the Assessor for the Town of Mamaroneck:

The neck of land shown on chart #222 as Long Beach Pt., is known as Satan's Toe and the outermost point is known as Edgewater Point, both of which are so shown on the tax map. On a street map of the Town of Mamaroneck compiled by Foote & Stevens, the entire neck of land is shown as Edgewater Point. Rock Island, shown on chart #222 in Larchmont Harbor, is known as Great Knob.

Goat Island shown on chart #222 in Echo Bay, is shown on the street map prepared by the Department of Public Works, City of New Rochelle, as Clifford Island. It is also known locally by that name. See also H. A. Cotton's memorandum for sheet 6025 confirming this name.

The outer end of Premium Point shown as Gut Island on chart #222 is not locally known as such.

#### COMPARISON WITH OTHER SURVEYS

##### Junctions

This sheet matches the adjoining sheets to the east and west with no differences. All junctions are satisfactory.

##### Changes

Only previous charts and photostats of aluminum sheets 6024 and 6025 were available for comparison. Discrepancies noted are as follows:



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Discrepancies Topographic Sheet T-6024 & T-6025. In general where there are differences between the position of the high water line on this sheet and sheets T-6024 and T-6025, it appears that a higher high water line was chosen on sheets T-6024 and T-6025 than on this sheet.

On the east shore of Mamaroneck Harbor, topographic sheet T-6024 shows a small point of land just east of the creek which lies east of U. S. E. #6. This point can be seen in the photographs but is covered at high water. A reinspection was made to check this point.

The small point of land on the north shore of Mamaroneck Harbor lying between U. S. E. #6 and U. S. E. Rock shows on topographic sheet T-6024 to project approximately fifteen meters further out than is shown on this sheet. A reinspection of this point was made and the position as shown on this sheet is correct.

The small dock shown at the eastern end of Harbor Island just at the end of the road has been torn down. A new jetty is being constructed further east, the approximate position being shown on this sheet with a broken line. See Village Engineers Map of Harbor Island accompanying this report.

Slight differences in the position of the high water line along the west shore of Mamaroneck Harbor and both shores of the inlet west of Harbor Island are noted. A reinspection of the high water line confirms the position as shown on this sheet.

The same conditions as noted above exist along the shore from Orienta Point to Crab Island. A reinspection of the high water line confirms the position as shown on this sheet.

At the northwest corner of the cove west of Delancey Point, the high water line on sheet T-6024 is located about twenty meters west of the same line shown on this sheet. This difference is believed to be due either to the high water line as shown on sheet T-6024 being located at the perigee tide high water mark or to the beach having changed during the winter of 1933-34, as this is a sand beach. A reinspection of this high water line confirms the high water line as shown on this sheet.

Just south of the section mentioned in the paragraph above, the high water line on sheet T-6024 is slightly displaced to the west of the position shown on this sheet. The high water line for this section is controlled by a stone wall and the position as shown on this sheet is believed to be correct.

On the southeast shore of "Satan's Toe" approximately 200 meters from the southern end, a wall has been built and the area behind it filled in except for the shore occupied by a swimming pool. This does not show on the photographs or on aluminum sheet T-6024, having been built since these were made. The position and size of this fill were established by means

of a three point sextant fix taken at the northeast corner and by taped measurements.

The high water line at Edgewater Point as shown on sheet 6024 appears to be displaced to the east of the position shown on this sheet. The high water line at this point is controlled by a stone wall and sufficient radial control points were used to locate its position. It is believed that the position shown on this sheet is correct.

Some difference in the position of the high water line around the small neck of land at the head of Delancey Cove is noticed. It is believed that the shore line as shown by the photographs are sufficiently clear on this point to confirm the high water line as shown on this sheet.

The high water line at Spanish Cove and Normandy Bay varies considerably from that shown on sheet 6024. The high water line for this area which is located at the center of the B print, is controlled by a stone wall. It is believed the position as shown on this sheet is correct.

Some difference is noticed in the position of the high water line at the southwestern shore of Larchmont Harbor north of station Shin. Reinspection confirms the shore line as shown on this sheet.

On the shore south of Umbrella Point and west of station Um, sheet 6024 shows a shallow cove approximately ninety five meters wide in an easterly and westerly direction. Reinspection of the high water line shows this cove to be narrower and as shown on this sheet.

The high water line at the east shore of Horseshoe Harbor does not check with sheet 6024. Reinspection at this point confirms the shore line as shown on this sheet.

The shape of the breakwater near the tip of Premium Point varies somewhat from that shown on sheet 6025. The shape of this breakwater as shown in the photographs is sufficiently clear to confirm the shape as shown on this sheet.

The photostat of aluminum sheet 6025 shows a point of land just north of Pine Island. On the photographic compilation the high water line is shown inside this point with three exposed boulders and ledge covered at high water. A three point sextant fix at this point confirms the high water line as shown on this sheet.

At the cove just north of Oak Island, in New Rochelle Harbor there is a slight difference in the position of the high water line. A reinspection of this area confirms the position as shown on this sheet.

On the west side of the tip of Davenport Neck, there is a small difference between the position of the high water as shown on this sheet and sheet 6025. Sufficient control points were used to trace this detail and a reinspection was made to confirm the high water line as shown on this sheet.

The high water line on this sheet at the bathing beach on the southeast side of Glen Island is located slightly east of that shown on sheet T-6025. This is a sand beach and the difference is probably due to the high water line of a perigee tide being used on sheet T-6025.

A slight difference in the shore line on the south side of Travers Island from that shown on topographic sheet T-6025 is shown. A reinspection of the shore at this point confirms the high water line as shown on this sheet.

On the northern shore of Hunter Island a small point of land shows on this sheet which does not show on topographic sheet T-6025. This point is covered with short marsh grass and is only covered at extremely high tides. It is therefore believed that the high water line as shown on this sheet is correct.

On the northeast shore of Hunter Island, just south of Hog Island, a considerable difference in the position of the high water line between this sheet and sheet T-6025 is noted. On the most eastern extremity is a small knoll which is overgrown with small trees. Immediately west of this knoll is a small area of marsh land covered with short grass. It is believed from the type of vegetation on the knoll that this area is never under water, while the marsh to the west is probably covered during extreme high tides but not during normal tides. A sextant three point fix was taken at the eastern end of the stone wall which is at the high water line at this point.

In checking over this sheet with the photostat of aluminum sheet T-6025, it was found that the position of station "Pea" on this sheet did not check with that on the photostat. The geographic position of Pea was determined by B. H. Rigg in 1930 and is given as latitude  $40^{\circ} 52'$  - 1130.7 meters, longitude  $73^{\circ} 45'$  - 1136.3 meters adjusted to the North American 1927 datum. The position as shown on the aluminum sheet appears to be about thirty (30) meters south of the position as given above.

In looking over the photostat of sheet T-6025, a small white dot can be seen in what appears to be the correct position for station "Pea". It is thought that possibly the triangle has been placed about the wrong point.

Station "Pea" was not used in making the radial plot and was not inked on this sheet.

The position of triangulation station "Gut" as shown on photostat of sheet T-6025 appears to be about seven (7) meters to the north and six (6) meters to the west of the position as shown on this sheet. The position as plotted is latitude  $40^{\circ} 54'$  - 772.9 meters, longitude  $73^{\circ} 45'$  - 911.1 meters, which is the position determined by H. A. Cotton in 1933.

Discrepancies With Chart #222. The small dock at the eastern end of Harbor Island does not exist now and should

be removed. In its place a new dock is now being constructed at the northeastern end of the island. See Village Engineers Map of Harbor Island accompanying this sheet. The approximate position of this dock is shown on this sheet with a broken line.

The area back of Harbor Island, in Mamaroneck Harbor, has been filled in. The shore line at present being as shown on this sheet. See H. A. Cotton's memorandum accompanying sheet 6024.

An inlet approximately 160 meters in length is shown on the western shore of Mamaroneck Harbor. This inlet does not appear on chart #222.

The roads as shown on chart #222 in the section south of the Boston Post Road and west of Mamaroneck Harbor are shown somewhat different from the layout as shown on this sheet. The street layout on this sheet is correct.

Crab Island lying between Orienta Point and Delancey Point does not appear on chart #222. See H. A. Cotton's memorandum for sheet 6024.

The road shown running from Orienta Avenue east along the shore to "Flagstaff" does not exist now.

The road along the shore at "Satan's Toe" does not now exist.

The small island just north of Crab Island and connected to the mainland by a stone breakwater and a wooden foot bridge shown on this sheet does not appear on chart #222.

The shape of Little Harbor Sound at the northern end, varies considerably from that shown on chart #222.

There is some difference in the location and general shape of the streams in the area covered by the Larchmont Harbor Golf Club and vicinity.

The road layout for the Larchmont section shown on chart #222 varies somewhat from that shown on this sheet. The layout on this sheet is correct.

The brook shown on chart #222 north of the Post Road flowing into the west branch of Premium River does not now exist. The brook flowing into the east branch flows in a conduit for a distance north of the Post Road. (See overlay.)

The small island shown off the eastern part of Clifford Island on chart #222 is now a part of Clifford Island. (See planetable sheet 6025.)

The roads as shown on chart #222 on Davenport Neck vary somewhat from those shown on this sheet. The layout shown on this sheet is correct.

The mouth of the long narrow inlet shown on chart #222 at the tip of Davenport Neck has been filled in forming a lake as shown on this sheet. See also H. A. Cotton's memorandum with sheet 6025.

No roads, buildings or other structures have been shown on Davids Island as the entire island is a military reservation known as Fort Slocum.

A small point formerly retained by a wooden bulkhead on the west side of Davenport Neck has now disappeared. See H. A. Cotton's memorandum for sheet 6025.

The shore line around Neptune Island and Travers Island has been somewhat changed. See H. A. Cotton's memorandum for sheet 6025.

There have been some changes in the shore line of Davids Island. See H. A. Cotton's memorandum for sheet 6025.

Several shoal areas shown on chart #222 could not be seen on the photographs and do not appear on this sheet.

Rock southwest of Black Tom at approximately latitude  $40^{\circ} 56'$  and longitude  $73^{\circ} 43' 15''$  mentioned in the Atlantic Coast Pilot Section B, 1933 edition, page 226 paragraph 5 and shown on chart #222 cannot be seen on the photographs and does not appear on topographic sheet 6024. *This rock is shown on H 5413a*

U. S. E. Survey Mamaroneck Harbor, New York

No grid system is shown for this harbor as no data was available for laying out this grid. The origin for this harbor is Scotch Caps which appears on sheet 5258.

<u>U. S. E. Station</u>	<u>Coordinates in Feet USE</u>	<u>Coordinates in Feet Radial Plot</u>	<u>Comparison in Meters</u>	<u>Remarks</u>
Scotch Caps	N 0.0	N 0.0	0.0	Triangulation Station
	W 0.0	W 0.0	0.0	
#6	N 2489.1	N 2482.2	-2.1	Recovered and Pricked
	W 7031.7	W 7031.0	-0.2	
Rock	N 2749.66	N 2740.2	-2.9	Recovered and Pricked
	W 7353.97	W 7335.9	-5.5	
Coast	N 3934.83	N 3931.2	-1.1	Recovered and Pricked
	W 8772.13	W 8759.7	-3.8	

<u>U. S. E. Station</u>	<u>Coordinates in Feet USE</u>	<u>Coordinates in Feet Radial Plot</u>	<u>Comparison in Meters</u>	<u>Remarks</u>
#2	N 4610.40 W 7795.73			Not Recovered
Yacht	N 1957.73 W 7985.91			Not Recovered
#4	N 2330.7 W 8944.6			Not Recovered
#10	N 2621.0 W 10453.8			Not Recovered
#11	N 3443.5 W 9950.3			Not Recovered
#5	N 3638.5 W 7561.4			Not Recovered
Harbor	N 3426.06 W 8107.08			Not Recovered

All of the above stations check favorably with the exception of "Rock" which is located close to the center of the line of flight. The intersection was flat and therefore hard to prick the true center.

U. S. E. Survey Echo Bay, New York

No grid system is shown for this harbor as no data was available for laying out this grid.

No definite information concerning the origin of these stations was available. However by plotting back it appeared that Execution Rocks was the origin and it was so considered.

<u>U. S. E. Station</u>	<u>Coordinates in Feet USE</u>	<u>Coordinates in Feet Radial Plot</u>	<u>Comparison in Meters</u>	<u>Remarks</u>
Hughes	N 12273.62 W 8740.11	N 12254.6 W 8743.7	-5.8 +1.1	Recovered and Pricked
Vince	N 12329.69 W 9114.24	N 12329.4 W 9118.2	-0.1 +1.2	Recovered and Pricked
#3	N 11928.00 W 8357.1			Not Recovered
#4	N 11456.9 W 7908.8			Not Recovered
#5	N 11102.6 W 8281.7			Not Recovered

<u>U. S. E. Station</u>	<u>Coordinates in Feet USE</u>	<u>Coordinates in Feet Radial Plot</u>	<u>Comparison in Meters</u>	<u>Remarks</u>
#6	---	---		Not Recovered
#7	---	---		Not Recovered
"A"	N 10707.9 W 9279.2			Not Recovered
Joe	N 12621.42 W 9326.65			Not Recovered

All of the above stations check favorably with the exception of the north coordinate of Hughes. A control point had previously been pricked on the outside edge of the wall so close to station Hughes that it was impossible to prick another point.

U. S. E. Survey New Rochelle Harbor, New York

See note under Echo Bay with reference to grid system and origin.

<u>U. S. E. Station</u>	<u>Coordinates in Feet USE</u>	<u>Coordinates in Feet Radial Plot</u>	<u>Comparison in Meters</u>	<u>Remarks</u>
Houé1	N 4368.98 W 11430.22	N 4366.7 W 11428.3	-0.7 -0.6	Recovered and Pricked
#11	N 7505.18 W 10612.51	N 7504.20 W 10603.0	-0.3 -2.9	Recovered and Pricked
#7	N 6240.63 W 11248.48	N 6248.8 W 11240.9	+2.5 -2.3	Recovered and Pricked
#3	N 5480.31 W 11951.60	N 5482.0 W 11946.0	+0.5 -1.7	Recovered and Pricked
#1	N 4778.14 W 12229.56	N 4773.9 W 12237.8	-1.3 +2.5	Recovered and Pricked
#4	N 5068.82 W 11255.19	N		Not Recovered
#6	N 5631.94 W 10976.16			Not Recovered
#8	N 5945.96 W 10835.99			Recovered but could not prick
#10	N 6598.53 W 10557.65			Recovered but could not prick
#12	N 7249.75 W 10119.21			Recovered but could not prick

The following U. S. E. stations located in New Rochelle Harbor, N. Y., which were recovered in the field but could not be pricked on the photographs, have been plotted on this sheet using positions figured from the U. S. E. coordinates.

## Origin - Execution Rocks

U. S. E. Station	Coordinates in Feet USE	Coordinates in Meters U. S. E.	GPs Calculated From			84% Factor Meters
			U. S. E. Coordinates	Lat.	Long.	
#8	N 5945.96	N 1812.32	Lat. 40 53	1215.9		(533.3)
	W 10835.99	W 3302.81	Long. 73 46	898.3		1021.4 (425.1) 754.6
#10	N 6598.53	N 2011.23	Lat. 40 53	1414.8		(366.3)
	W 10557.65	W 3217.98	Long. 73 46	813.5		1188.4 (496.4) 683.3
#12	N 7249.75	N 2209.72	Lat. 40 53	1613.3		(199.5)
	W 10119.21	W 3084.34	Long. 73 46	679.8		1355.2 (608.7) 571.0
#5	N 5907.20	N 1800.51	Lat. 40 53	1204.1		(543.3)
	W 11599.49	W 3535.53	Long. 73 46	1131.0		1011.4 (229.7) 950.0



<u>U. S. E. Station</u>	<u>Coordinates in Feet USE</u>	<u>Coordinates in Feet Radial Plot</u>	<u>Comparison in Meters</u>	<u>Remarks</u>
#9	N 6738.08 W 11021.53			Not Recovered
#5	N 5907.20 W 11599.49			Recovered but could not prick

All of the above stations check favorably.

#### Changes in Navigational Features

The building on the end of the pier at Delancey Point just south of triangulation station "Com" has been demolished. It is believed that this is the pier mentioned in the Atlantic Coast Pilot, Section B, 1933 Edition, page 226, paragraph 5.

#### Land Marks

Lists of land marks for charts, on form #567, for the area covered by this sheet, were submitted by Lieutenant Commander H. A. Cotton in November, 1933.

The objects representing the land marks covered by Lieutenant Commander H. A. Cotton's report and shown on charts 222, 223 and 1213, have been checked with the photographs and are still in existence, with the exception of station "One" topographic sheet 6025 (Higher Chimney Chart #222) which was torn down about April 15, 1935. This land mark is the taller of two chimneys on a power house at the head of Echo Bay, latitude 40° 54' - 1337 meters, longitude 73° 46' - 554 meters, N. A. Datum

#### RECOMMENDATIONS FOR FUTURE SURVEYS

##### Error of Compilation

The compilation is believed to have a probable error of three (3) meters in the position of well defined detail of importance for charting. At points adjacent to the northwest edge of the sheet, the probable error is six (6) meters, as this area falls beyond the 2/3 point of the wing prints and the elevation ranges to 200 feet in some places. *Back edge of the drawing not printed Bgg.*

##### Work Incomplete

The work is complete within the limits of this sheet and no additional survey is necessary, except as regards the retaining wall being constructed from Hunter Island west to Rodman Neck. See paragraph under "Information From Other Sources".

To the best of my knowledge and belief, this sheet is complete in all detail of importance for charting purposes within the accuracy stated above and that no additional surveys are required except as noted in the paragraph entitled "Work Incomplete" under the heading "RECOMMENDATIONS FOR FUTURE SURVEYS".

Respectfully submitted,

Assisted by:

*Charles More*  
Charles More,  
Surveyor, U. S. C. & G. S.

*L. B. Walker*

L. B. Walker,  
Draftsman, U. S. C. & G. S.

At the suggestion of Lieutenant O. S. Reading during his visit to this office on May 10th and 11th, landmarks as reported by Lieutenant Commander H. A. Cotton were plotted on this sheet. The positions of the various landmarks were taken from copies of Form #567 included with his report covering sheets #6024 and #6025. All of the landmarks reported by Lieutenant Commander H. A. Cotton which fell within the limits of this sheet were plotted, with the exception of station "One" which has been destroyed as reported under "Landmarks" in this report and also on Form #567.

The positions of these landmarks agrees with the photo-compilation.

✓

STATISTICS

- 1. Area of land detail inked                      15.8 Square Statute Miles
- 2. Length of shore line (more than  
200 meters from nearest opposite  
shore)    24.6 Statute Miles \*
- 3. Length of shore line (rivers and  
sloughs less than 200 meters wide)    12.2 Statute Miles

\* Includes both sides of New Rochelle Harbor up to the dam, and also the shore line of Premium Mill Pond.

Scaled by: L. B. Walker

Checked by: Lloyd E. Marsh.

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

~~TO BE CHARTED~~ } STRIKE OUT ONE  
TO BE DELETED

Bridgeport, Conn. May 7 1935

I recommend that the following objects which have ~~(been not)~~ been inspected from seaward to determine their value as landmarks, be charted ~~on~~ (deleted from) the charts indicated.  
The positions given have been checked after listing.

O. O. Mattison  
Chief of Party.

GENERAL LOCALITY	NAME AND DESCRIPTION		POSITION				METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED	
			LATITUDE		LONGITUDE								DATUM
			°	'	°	'							
	40	54	1337	73	46	554	N.A.	Topo.	11/11/35			222 ✓ 1213	
	NOTE: This chimney was torn down about April 15, 1935												

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

## REVIEW OF AIR PHOTO COMPILATION NO.

Chief of Party: *G. Mattice*Compiled by: *L. B. Walker*Project: *H. T. - 150*Instructions dated: *8/10/59*

- ✓ 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)
- ✓ 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)
- ✓ 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)  
*Only control is that from common street intersections and buildings.*
- ✓ 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)
- ✓ 7. High water line on marshy ~~and low~~ 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, ~~coast 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 50, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 57)  
*For U.S. E. tables only.*
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)
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)  
*Covered in Coast Pilot*
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.A. 1927* and the reference station is correctly noted. *adjusted*
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. *Some too large*
- ✓ 4. Closely spaced lines are drawn sharp and clear for printing.
- ✓ 5. Topographic symbols for similar features are of uniform weight. *Slight variations*
- ✓ 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:

✓ 18. Examined and approved;

*May 16, 1935*

*G.P. Mattison*  
Chief of Party

19. Remarks after review in office:

Reviewed in office by:

*L.C. Lande 9/15/37*

*Bob Jones*

Examined and approved:

\_\_\_\_\_  
Chief, Section of Field Records

\_\_\_\_\_  
Chief, Section of Field Work

\_\_\_\_\_  
Chief, Division of Charts

\_\_\_\_\_  
Chief, Division of Hydrography  
and Topography.

Applied to CHS 223 - May 1938 - D. S. P.

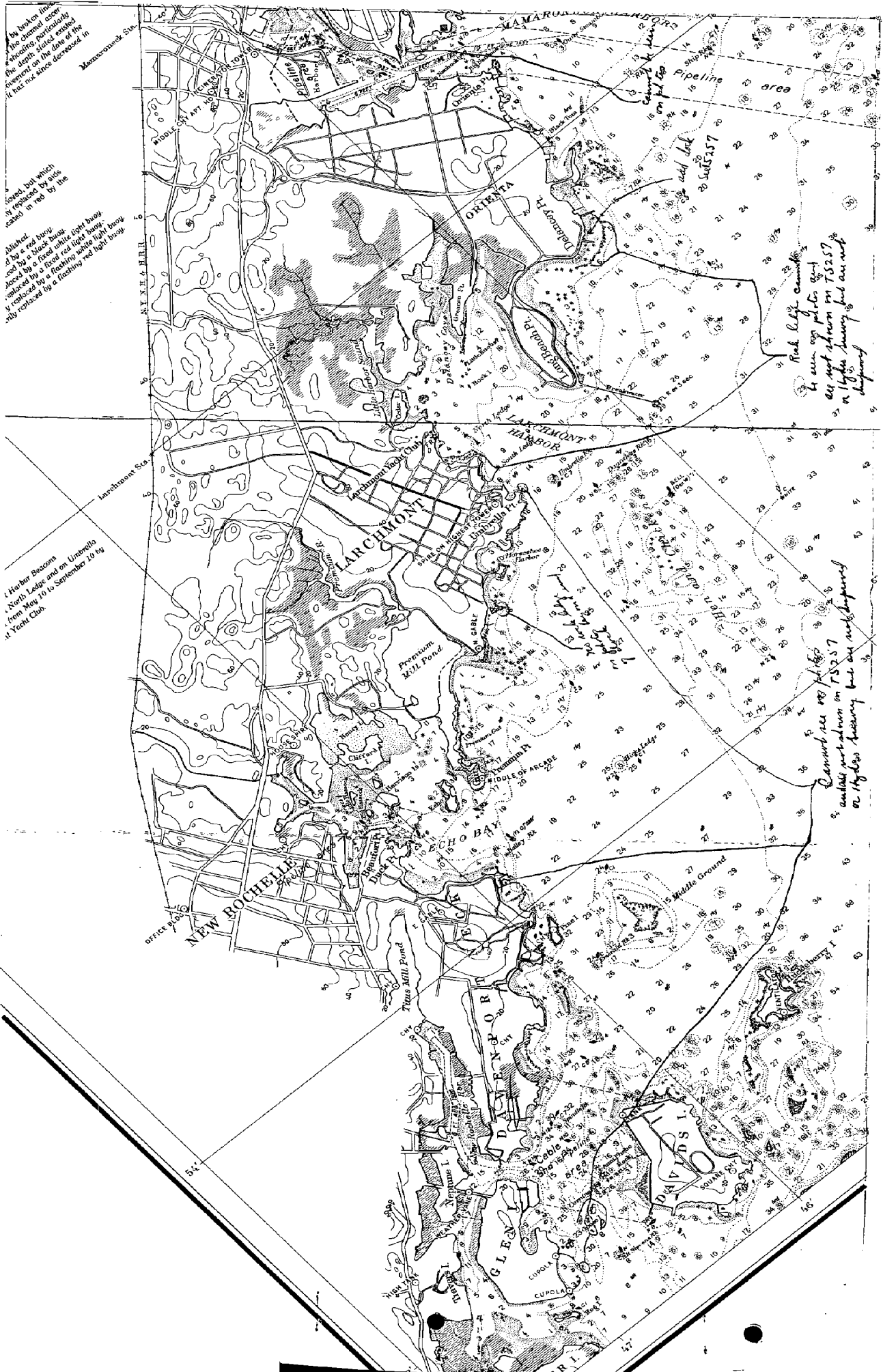


by broken lines  
the change occurs  
the length, particularly  
movement on the date of the  
it has not since decreased in

covered, but which  
is replaced by blue  
etched in red by the

blinded  
by a red buoy  
by a black buoy  
by a fixed red light buoy  
by a flashing white light buoy  
by a flashing red light buoy

Harbor Beacons  
North Lodge and Mt. Utracotta  
from May 10 to September 10 by  
at Yacht Club.



Red light cannot  
be seen on p. 10  
as not shown on TSS 57  
in light buoy but an  
obscure

Can not see red light  
as not shown on TSS 57  
in light buoy but an  
obscure

54

167

Lost Station.

U. S. E. #4.

Mamaroneck Harbor, N.Y.

See attached photostat for sketch and description.

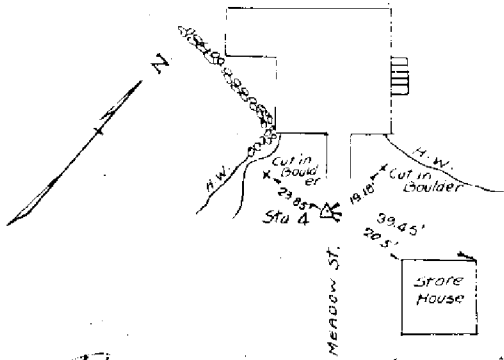
Recovered store house only. Could not find station or other ties.

*Not shown in T 6024*

Tri. Sta. 4.  
Book 62 Page 15

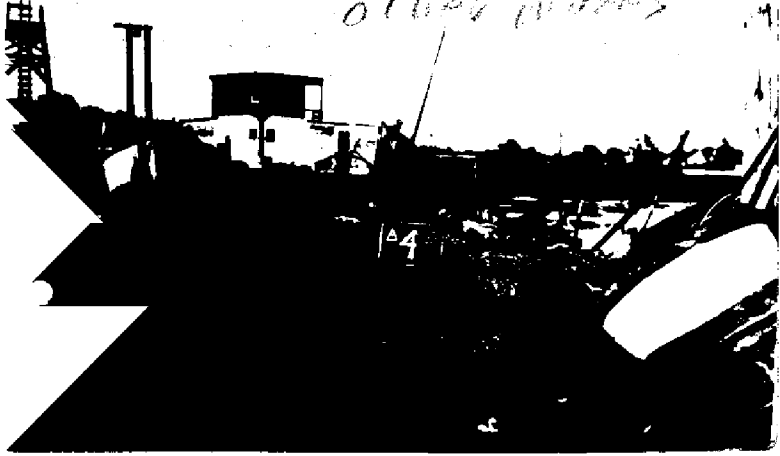
10  
Elev. 8480' N 2340'  
C. 2340' N. 2340' E

The station is a 1/2" brass pipe in center of concrete monument marked U.S. 4 feet of Meadow St. 20.5 feet to N.W. corner of stone house and 39.45 feet to S.E. corner of same. 19.18 feet N. to cut in boulder, 23.85 N. . to cross cut in boulder. Est. by F.I. Angell Surveyor 1911.



8/29/3

Recovered stone house  
only could not find  
other marks



The following U.S.E. stations in Echo Bay, N.Y. are located on islands and were not visited.

- U. S. E. # 3. *not shown on T 6025*
- U. S. E. # 4. *not shown on T 6025*
- U. S. E. # 6. *shown on T 6025*

See sketches and descriptions on attached photostats.

*mm.  
Not to station*

ECHO BAY.

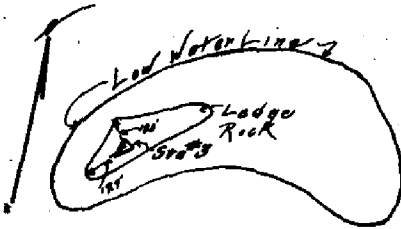
N. 11928.00  
W. 8357.1

Station # 2.

Station is a 3/4" hole drilled in high part of ledge rock on the south end of Little Nonesuch Island 17.7' from the west end and 600' from north edge of ledge.

Azimuth to Sta B	Bearing	Dist.	Distance
" " " 1	15°-15'-26"	"	682.40'
" " " 2	50°-24'-22"	"	1082.11'
" " " 3	60°-39'-34"	"	671.40'

Sheet 6 page 14.



KCHO WAY.

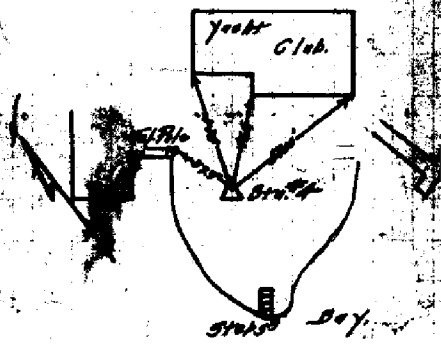
N. 11456.9  
W. 7908.8

Station 4.

Station is on the south-west corner of Harrison Island near the New Rochelle Yacht Club. Sta. on a 3/4" hole with a triangle around it in ledge rock there is another 3/4" hole with triangle around it 2.5' to the west. It is 57.7' from telegraph pole to the north east 34.2' to the north-west of club house 48.0' from north-west corner of club house of variously many of same had 59.00' from south-west corner of club house.

Station to Sta. 3 79°-15'-16" Dist. 653.78'

Sheet 2 page 16.



ECHO BAY.

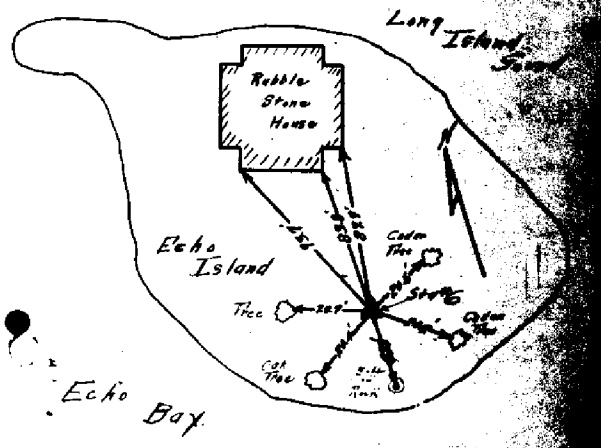
1-300-000  
26

Station # 6.

Station is a 3/4" hole drilled in crest of ledge rock on Echo Island. It is 67.3' from bolt in rock to south 24.2' to cedar tree to south-east 20.4' to oak tree to west 22.7' to tree to north-west and 20.6' to cedar tree to north-east. It is 93.7' from south-west corner of south wing of rubble stone house 83.8' from south-east corner of south wing of same and 87.9' from south-east corner of east wing of same stone house.

Azimuth to sta. 5.	111°-54'-27"	Dist.	1861.55'
" " " 7	100-19'-16"	"	1695.71'

Book 6 page 12.



Lost Station.

U. S. E. #4.

New Rochelle Harbor, N.Y.

See attached photostat for sketch and description.

Buried under debris. May be possible to recover by digging.

*Shannon T. Goetz*



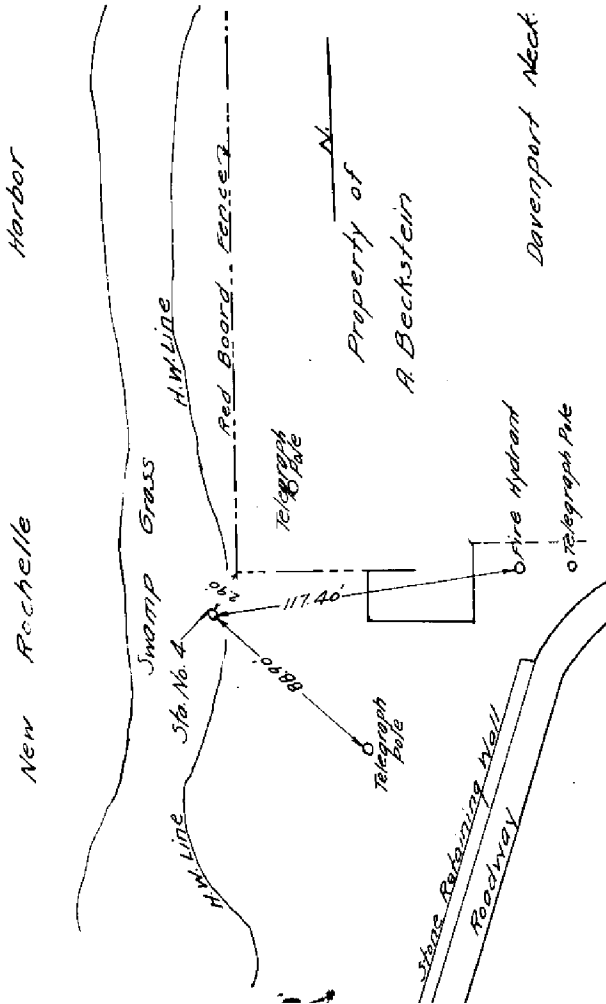
New Rochelle Harbor

1-580.3A

△ No. 4

Is the center punch mark in a 1/2" x 10" brass rod cemented in a pipe. It is on the East side of the creek directly opposite the Neptune Boat Club and near the south west corner of the board fence adjoining the property of A. Beckstein.

Book 4016 Page 32



N. 5068.82

M. 11235.19

Lost Station.

U. S. E. #6. New Rochelle Harbor, N.Y.

See attached photostat for sketch and description.

Station covered by fill and rubbish.

*Station # 6025*

NEW ROCHELLE HARBOR

1-06-34

Δ Station 6

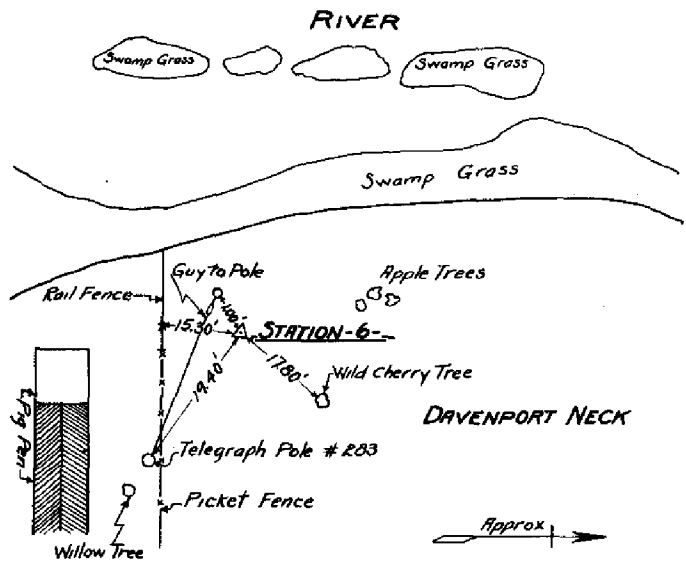
Co. Ordinance N. 5651.94  
I. 10976.16

It is marked by the centre of + cut in the head of a 1/4"x3" brass screw cemented in a 1/2"x8' pipe driven 0.30' below surface of ground and surrounded by concrete marked U.S.E.D. Δ 6.

It is on the E. side of creek & opposite property of D.W. Noyes.

It is 19.40' from copper tack in telegraph pole # 283, N. of pig pen S.E. of sta.; 15.30' from copper tack in end fence post of picket fence N. of pig pen S. of Sta.; 17.80' from copper tack in blaze of wild cherry tree N.E. of sta.; and 1.0' from ringbolt of guy to telegraph pole W. of sta.

Established by F.C. Sohn Sept. 1923. Book 1016 pages 39 & 40



Lost Station.

2

U. S. E. #9. New Rochelle Harbor, N.Y.

See attached photostat for sketch and description.

Stone wall has been capped with cement and station buried under additional fill.

*See T 6 1 5*

NEW ROCHELLE HARBOR

Section

Station 9

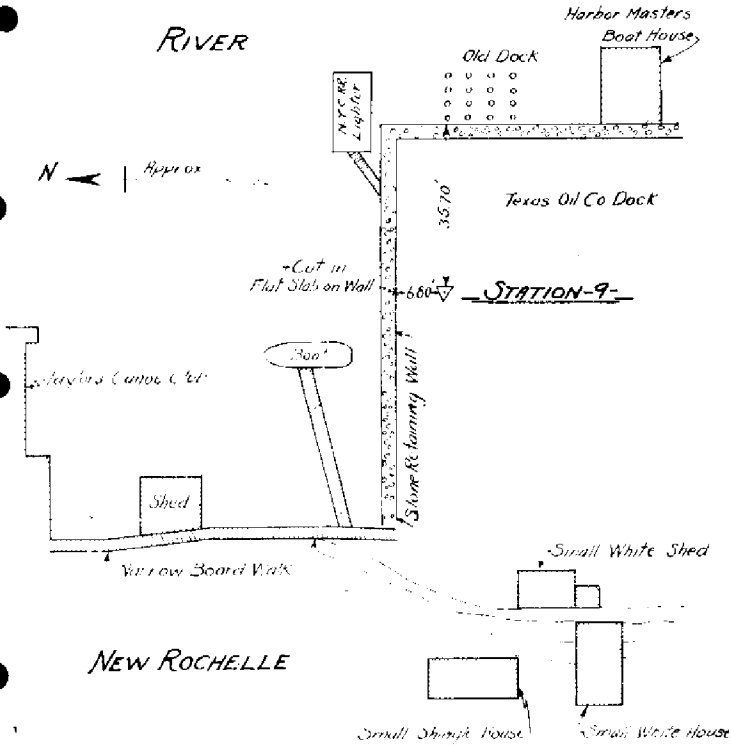
Co-Ordinates ... 0726.08  
... 11621.87

Is marked by a centre punch mark in a 1/4" x 10" brass rod cemented in a 3" pipe driven 0.30' below surface of ground and surrounded with concrete marked U.S.E.D. Δ9

It is on the W. side of creek on the filled in dock of The Texas Oil Co., near the N stone retaining wall N of the J.A. Mahlstedt Coal Co

It is 6.80' from +cut in large flat slab on top of stone retaining wall on N side of dock, and 35.70' at right angles to sta, from the outside face of E. stone retaining wall of dock.

Established Sept. 1923 by F.C. John Book 4016 pages 34 & 35



Lost Station.

U. S. E. Joe.            Echo Bay Harbor, N.Y.

See attached photostat for sketch and description.

Station either removed or covered with fill during reconstruction work in this locality.

*not shown on T 6025'*

ECHO BAY HARBOR

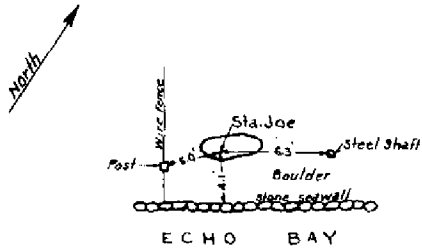
10

Sta. Joe

Field Co ord.  
N. 12621.42  
W. 9326.65

Is a 1 inch drill hole in top of large boulder. It is 4.1' N.W. of edge of placed stone seawall, 5.0' N.E. of first post in wire fence and 6.3' W. of 1 1/2" steel shaft driven into ground.

Est. June 1932  
Book No. 6572





Lost Station.

U. S. E. #7.

Echo Bay Harbor, N.Y.

See attached photostat for sketch and description.

Unable to recover station from this description.

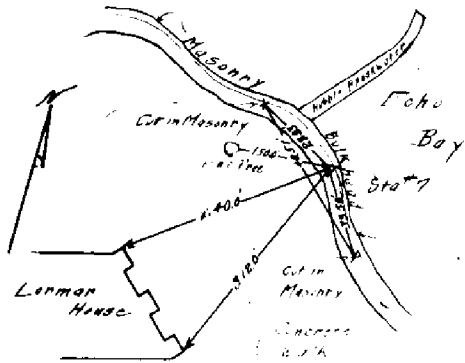
*at Echo Bay Harbor*

Station # 7.

Station is a triangle cut in concrete walk near rubble breakwater  
 on Mr. M.E. Lenmar's property. The concrete walk is 7' wide and follows  
 the masonry bulkhead around the shoreline of property. 22.83' from  
 east end of walk to west end and 18.26' from east end of walk to south  
 corner. 180.0' from a pine tree to the west 240.0' and 312.0' from the  
 north-west and north-east corners of the house.

North to Ch. Sp. # 1	102°-50'-02"	Dist.	5121.55'
" " Ch. Sp. # 3	122°-56'-05"	"	4758.42'
" " Ch. # 5	158°-12'-08"	"	2169.36'

Ref 2 page 108 and book 6 page 10.



Lost Station

U.S.E. "A"

Echo Bay Harbor, N.Y.

See attached photostat for sketch and description.

Station could not be found. Lamp post gone. Parking and curbing changed.

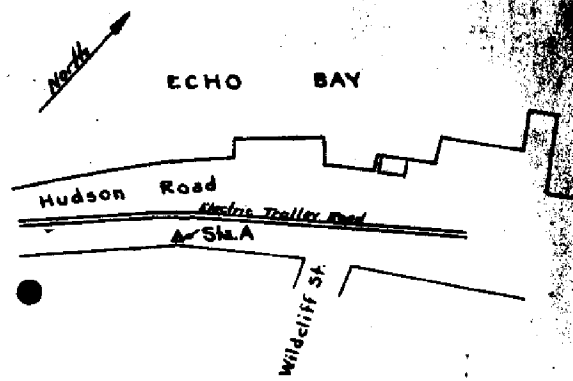
*[Handwritten signature]*

ECHO BAY HARBOR

AS 10. A

Is a 1/2" pipe. It is 5' from the edge of parking and sidewalk across the road and about 120' W. of Wildcliff St.

Est. 1910  
Taken from Echo map #700E



Lost Station.

U. S. E. #5.

Echo Bay Harbor, N.Y.

See attached photostat for sketch and description.

Station lost. Filled in with cement due to recapping bulkhead.

RCNO BAY.

1-5ac-34  
5

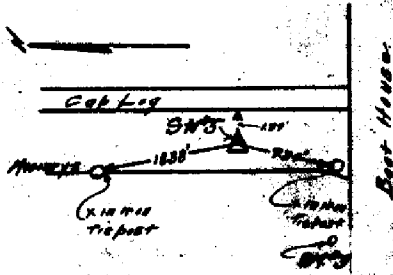
N. 11102.6  
W. 8281.7

Station # 1.

Station is a 1/2" hole in masonry bulkhead with triangle cut around it at Redon Park (Dunfort Pt.) near New Rochelle Boat club. It is 1.39' from inside face of wharf 18.36' from cut in iron tie post to north 9.34' to cut in iron tie post to south-west cuts are 18" and 20" from the ground the tie posts consist of iron pipe filled with concrete.

Asker's to sta B	113°-03'-30"	Dist.	304.57'
" " " 3	274°-46'-41"	"	288.89'
" " " 4	226°-27'-30"	"	284.38'

Book 2 page 118.



Lost Station.

U. S. E. #10. Mamaroneck Harbor, N.Y.

See attached photostat for sketch and description.

Could not recover station at location indicated by ties. Stone wall appears to have been repaired and station lost.

*This shown on T 6044*

N 799.4  
W 13188.4

MAKARONECK.

Co-ords: N. 2621.0  
W. 10453.8

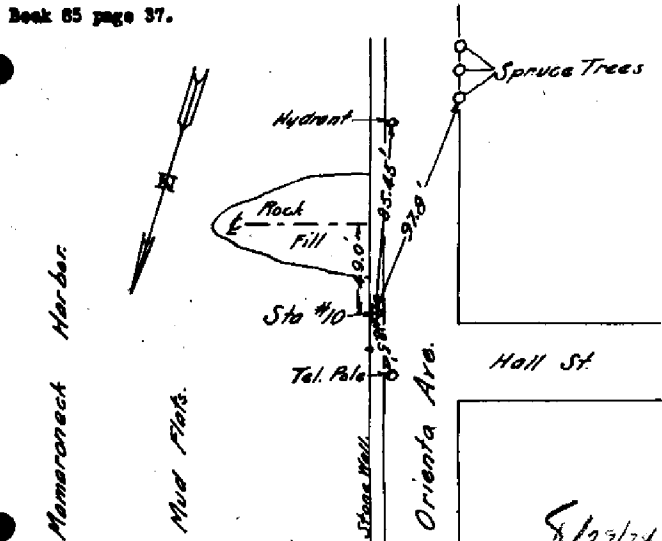
Station 10.

3/8" drill hole in  $\Delta$  on top of retaining wall W. side of harbor  
on the E. side of Orienta Ave. 97.8' from the most northerly of three  
spruce trees on the W. side of Ave. 2.75' from outside edge of wall  
18.8' from Tel. pole to the W. and 85.45' from hydrant to the S.  
49.0' N. from center of rock fill.

Asimuth to Sta.	1	228°58'17"	Dist.	2157.8'
"	3	246°29'14"	"	2120.3'
"	4	280°53'12"	"	1586.9'

Est. by F.I. Angall Surveyor 1913.

Book 85 page 37.



could not recover  $\Delta$  at Location  
indicated by ties

8/27/34



OK 7-7-25 H.W.F

Lost Station.

U.S.E. Yacht

Memaroneck Harbor, N.Y.

See attached photostat for sketch and description.

Recovered large stone used for ties.  
Stone with station mark could not be found.

W 2435.7  
Tri. Sta. YACHT.  
Book # 841

MAMARONECK

I-Sec-37

21

Co-ords. N. 1957.73  
W. 7985.91

The station is a cross inside of a triangle with U.S. on the outside chiseled on a square stone on the N.E. side of a small cove for a yacht Building Plant, 32.40 feet from the S. corner, 27.20 feet from the N. corner and 29.65 feet from the W. corner of another stone to the S. of the Monument.



Lost. 8/29/34

Found large G.C.M.  
stone used for  
ties.



Lost Station.

U. S. E. #11. Mamaroneck Harbor, N.Y.

See attached photostat for sketch and description.

Locality has been altered. Could not find mark or reference marks.

*not shown on T6024*

A 1827  
17

MAMARONECK.

to Sec. 5  
17

Co-ords N 3443.5  
W 9950.3

Station 11.

is a + cut within a  $\triangle$  in center of curb on the S. side  
of Boston Post Road in line with the center of Fenimore Road.

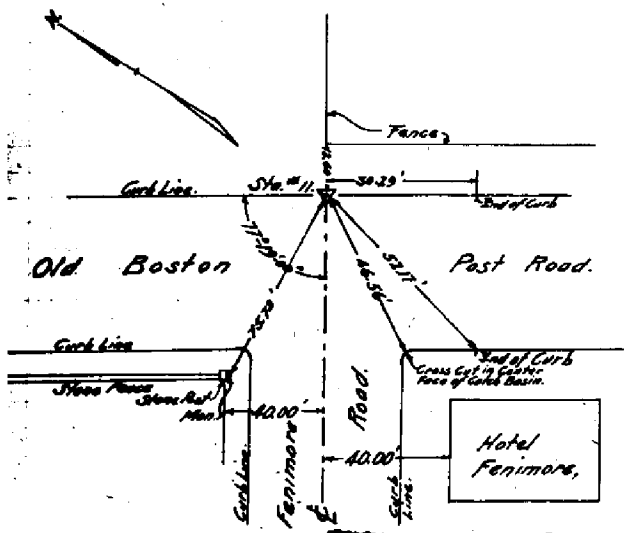
The sta. is marked U  $\triangle$  S.

Azimuth to Sta. $\odot$ 2	284°57'40"	Dist.	2687.4'
" " " 3	269°04'06"	"	1441.0'
" " " 4	317°53'30"	"	1499.9'

Est. by F.I. Angell Surveyor 1913.

Book 641 pages 1 & 2.

8/28/24



Lost Station.

U. S. E. #5

Mamaroneck Harbor, N.Y.

See attached photostat for sketch and description.

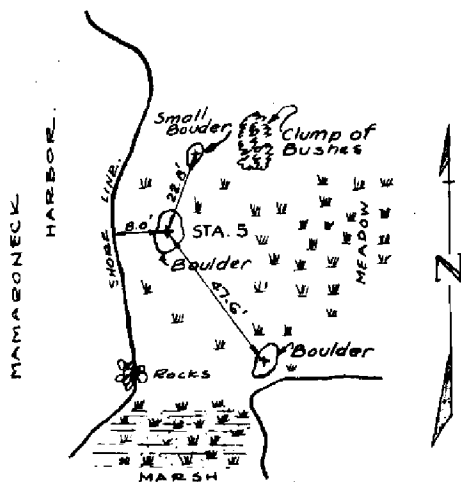
Found one boulder with +. Could not find others. Fill has altered location so it could not be determined which boulder was located.

*not shown on T 6024*

Tri. Sta. 5.  
 Est. by F.I. Angell 1913  
 Book 85 page 36.

Co-ords: N. 3638.5  
 W. 7561.4

The station is a 3/8" drill hole in + out on boulder on E. side of harbor opposite Harbor Island on the Bonner estate. It is 47.6 ft. from + out on rock to S.E. and 22.8 ft. from + out on small rock to N.E. Also 8.0 ft. from H.W. line. The station is probably covered with new fill.



8/29/34

Found one boulder with  
 +, could not find others

Fill has altered location so  
 it could not be determined  
 which boulder was located.

GEOGRAPHIC NAMES

Survey No. T 5257

Name on Survey	On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List		
	A,	B,	C,	D	E	F	G	H		K
<u>Clifford Island</u>										1
<del>New Rec</del> <u>Oak I</u>				-45.6						2
<u>Premium Mill Pond</u>										3
<u>Horseshoe Harbor</u>										4
<u>Umbrella Point</u>										5
<u>Long Island Sound</u>										6
<u>Larchmont Manor Park</u>										7
<u>Premium River</u>										8
<u>Larchmont</u>										9
<u>Larchmont Harbor</u>										10
<u>Edgewater Point</u>										11
<u>Satans Toe</u>										12
<u>Great Knob</u>										13
<u>Little Knob</u>										14
<del>Greacen</del> <u>Greecian Point</u>			Correct on T 5257							15
<u>Delancey Cove</u>				-50.7						16
<u>Monroe Inlet</u>				-46.6						17
<u>Cedar Island</u>										18
<u>Little Harbor Sound</u>										19
<u>Normandy Bay</u> <del>Cove</del>			Correct on T 5257							20
<u>Spanish Cove</u>				-50.7						21
<u>Larchmont Hbr. Golf Club</u> <del>Club</del>				44.7						22
<u>Delancey Point</u>										23
<u>Crab Island</u>										24
<u>Black Tom</u>										25
<u>Oriente Point</u>										26
<u>Mamaroneck Harbor</u>										27



GEOGRAPHIC NAMES  
Survey No. T 5257

Name on Survey	Source										
	A	B	C	D	E	F	G	H	K		
<u>Hunter Island</u>											1
<u>Twin Island</u>											2
<u>Hog Island</u>											3
<u>Glen Island</u>											4
<u>Goose Island</u>											5
<u> Davids Island</u>											6
<u>Pea Island</u>											7
<u>Huckleberry I.</u>											8
<u>Pine Island</u>											9
<u>Davenport Neck</u>											10
<u>New Rochelle Hbr.</u>											11
<u>Neptune Island</u>											12
<del>Trakers Island</del>											13
<u>Pelham Country Club</u>											14
<u>Pelham</u>											15
<u>Holy Sepulchre Cem.</u>											16
<u>Beechwoods Cem.</u>											17
<u>New Rochelle</u>											18
<u>Titus Mill Pond</u>											19
<u>Echo Bay</u>											20
<u>Echo Island</u>											21
<u>Premium Point</u>											22
<u>Duck Point</u>											23
<u>Beaufort Point</u>											24
<u>Harrison Island</u>											25
<u>Big Hassock I.</u>											26
<u>Little Hassock I.</u>											27

delete name in T 5257  
no longer an island - However used  
by USFD on Bps.

} omit I in T. 5257

GEOGRAPHIC NAMES

Survey No. T 5257

Name on Survey	A. On Chart No.	B. On previous survey No.	C. On U. S. quadrangle Maps	D. From local information	E. On local Maps	F. P. O. Guide or Map	G. Rand McNally Atlas	H. U. S. Light List	K
<u>Mamaroneck</u>									1
<u>otter Creek</u>				-82.6 -43.4					2
<u>Harbor Island</u>									3
<u>shootfly Island</u>									4
<u>Mamaroneck River</u>									5
<u>Aunt Phebe Rock</u>									6
									7
									8
									9
									10
									11
									12
									13
									14
									15
									16
									17
									18
									19
names added									20
By JHE									21
Refer to File nos. 409 736									22
409 737									23
									24
									25
									26
									27

Section of Field Records

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-5257

Scale 1:10,000

Data Record

Triangulation to 1934  
Photographs to 1933  
Planetable surveys to 1933  
Hydrography to 1933  
Field inspection to 1935

Comparison with Contemporary Planetable Surveys

T-6024 (1933), 1:10,000  
T-6025 (1933), 1:10,000

The high water line shown on the above surveys does not agree with the compilation by from 0 to 10 meters. The photographs were taken in May 1933, the planetable surveys made in August 1933, the compilation together with a complete field inspection of the shoreline was made in 1935. For this reason the high water line shown on the compilation is of a later date than that on the planetable surveys. A list of the differences between the above surveys and the compilation can be found on pages 13 through 15 of the descriptive report. A careful comparison has been made with the planetable surveys and the photographs and T-5257 has been corrected where necessary.

Triangulation station Gut 1933 on T-6025 is plotted 10.0 m. too far west of the correct position. It is believed that the station was not used in orientation as the planetable details in this area agree substantially with T-5257. The described topographic stations shown on T-6025 have been added to the compilation in this office by L. C. Lande and checked by Frank R. Gollon.

Triangulation station Pea, Lat.  $40^{\circ} 52.6'$ , Long.  $73^{\circ} 45.8'$  is plotted 35 meters south of correct position on T-6025. The station, a flagpole, has been lost and is not shown on this compilation. It was apparently not used on T-6025 as the detail around it is correct.

All details on T-6024 and T-6025 within the area of this compilation, T-5257, are now shown on the compilation except:

1. Elevations of rocks awash. Only a few elevations (of the most important rocks awash) have been transferred to T-5257.
2. The day markers on T-6024 at Lat.  $40^{\circ} 55.5'$ , Long.  $73^{\circ} 44.6'$ .
3. Temporary topographic stations and magnetic meridian.

Comparison with Contemporary Hydrographic Surveys

H-5407 (1933), 1:10,000 )  
 H-5413a(1933), 1:10,000 ) These surveys have been applied to the charts.

There are numerous rocks and rock ledges all along the shores bordering this compilation which have been located by hydrography and shown on the above hydrographic surveys but cannot be seen on the photographs and are not shown on T-5257.

The high water line on these hydrographic surveys is from the contemporary topographic surveys and differs from this compilation as mentioned in the preceding paragraph.

Comparison with Former Topographic Surveys

T- 21 (1837), 1:10,000  
 T- 47 (1837), "  
 T-1515a (1882), "  
 T-1709 (1887), "  
 T-3248 (1912), "

The above surveys agree closely with this compilation along the shoreline. Since the time of the above surveys, some fills and breakwaters have been made. The interior is much more developed since the time of the above surveys.

This compilation does not cover all of the rocks awash on the former topographic surveys. However, this compilation in conjunction with the contemporary hydrographic surveys does cover all of the rocks awash shown on the old topographic surveys except for those noted on the chart section attached at the back of this report. The compilation together with the contemporary hydrographic surveys is adequate to supersede the sections of the previous topographic surveys which it covers, with the exception of rocks awash noted in red on the attached chart section, and contours.

Comparison with Charts 222 and 223

Most of the rocks awash and the shoals on this compilation are from T-6024 and T-6025 which have already been applied to the charts.

The high water line on T-6024 and T-6025 has also been applied to the charts. This compilation, therefore, contains numerous corrections to shoreline details as mentioned under a preceding paragraph, "Comparison with Contemporary Planetable Surveys". The most important of these corrections are noted on the attached sections of Charts 222 and 223.

This compilation shows numerous additions to details in the interior.

The rocks awash on T-5257 together with those on the contemporary hydrographic surveys cover most of the rocks awash on the present charts. Those not covered are noted in red on the attached chart section. The rocks so noted are not visible on the photographs but are not disproved by that fact and their existence and positions are not affected by T-5257.

Several small rock islands noted on the attached chart section are not visible on the photographs and are not islands but may exist as rocks awash.

~~T-5257 was applied to chart 223 prior to this review. A number of changes made on T-5257 since its application to chart 223 are noted in blue on the file copy of T-5257.~~

Remarks

Because of poor drafting in the field T-5257 has been entirely redrawn in the office.

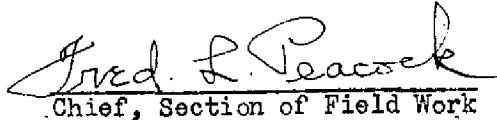
Reviewed by L. C. Lande

Inspected by B. G. Jones

Examined and approved



T. B. Reed  
Chief, Section of Field Records



Fred. L. Peacock  
Chief, Section of Field Work



K. T. Adams  
Chief, Division of Charts



G. H. Wade  
Chief, Division of H. & T.