

# 5258

Diag. Cht. No. 1213-3

Form 504

U. S. COAST AND GEODETIC SURVEY  
DEPARTMENT OF COMMERCE

## DESCRIPTIVE REPORT

Type of Survey Topographic

Field No. 6 Office No. T-5258

### LOCALITY

State NEW YORK- CONNECTICUT

General locality LONG ISLAND SOUND

Locality PORT CHESTER AND VICINITY

1943

CHIEF OF PARTY

G. C. Mattison

LIBRARY & ARCHIVES

DATE FEBRUARY 28, 1935

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Form 504  
Ed. June, 1928

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

State: NEW YORK - CONN. CONNECTICUT

DESCRIPTIVE REPORT

Topographic } Sheet No. T-5258  
Hydrographic }

LOCALITY

LONG ISLAND SOUND

RYE PORT CHESTER  
AND VICINITY

Photographs of May 17, 1933

~~photographs taken May 1933~~

CHIEF OF PARTY

G. C. MATTISON H. & G. ENGR.

chart 222

applied to chart 222 - g.H.S. 12/27/38.

reexamined for rocks, reef + low water detail only April 1949 RDG

DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY

REG. NO. 5258

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. 6

REGISTER NO. 5258

State New York - Conn.

General locality Long Island Sound

Locality ~~Eye~~ Port Chester and Vicinity

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

Date of Compilation February 14, 1935

Vessel Army Air Corps Airplane

Reviewed and recommended for approval:

Chief of party Lieutenant Commander G. C. Mattison

Photographs plotted by: Charles More & Lloyd E. Marsh January 31, 1935

Inked by Charles More & Lloyd E. Marsh January 31, 1935

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated August 10th and September 9th, 1933

Remarks: Compilation of aerial photographs Nos. M-449 to M-429 on scale of 1:11,905 and enlarged to scale 1:10,000 and printed by photo-lithographic process."

Ref. Sta. Great Captain Island Lighthouse 1882

Lat. 40° 58' 56.730" (1749.8 m) (unadjusted)  
Long. 73° 37' 26.562" (621.1 m)

DESCRIPTIVE REPORT

To accompany

PHOTO TOPOGRAPHIC SHEET NO. T-5258

FIELD NO. 6

NEW YORK

COUNTY of WESTCHESTER

GENERAL INFORMATION

Sheet No. T-5258 covers, in general, the area adjacent to the northerly portion of the Westchester County coast line on Long Island Sound and extends along the coast line from Field Point to Manaroneek Harbor. It also includes Hen Island, Scotch Caps, Manursing Island, Calf Islands, Great Captain Island, and the several smaller islands off their shores.

The photographs were received from the party of Lieutenant R. C. Bolstad, in December, 1933. Lieutenant Bolstad's party had trimmed the photographs, spotted the control points and mounted the photographs. The mounting of the photographs was checked by Mr. Charles More, and he re-mounted approximately one third of the prints. The field inspection and compilation was done by Mr. Charles More. *why?*

The work was done in accordance with instructions from the Director dated August 10th, 1933, and all circulars issued to and including November 19th, 1934.

A general report covering sheets in this area has not been made, and all information is contained in this report.

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-449 to M-429 inclusive, the numbering decreasing in the direction of flight, which was from east to west.

Data on the photographs and index sheet indicate this camera to have a focal length of six (6) inches and the pictures taken at a height of five thousand (5000) feet. They were taken May 17, 1933, the first exposure, M-449 being made 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

The sheet is comprised largely of territory in the County of Westchester, New York, together with a small portion of the County of Fairfield, Connecticut, that lies, in general, east of the Byram River.

That portion of the County of Fairfield, Connecticut, within the limits of this sheet, is the southwest corner of the Town of Greenwich. It includes Calf Island, Great Captain Island and the indefinite neighborhood areas Belle Haven, East Port Chester, Chickahomin and Penberwick.

These islands, neighborhood areas, and town and state boundaries are all shown on the white print of the Town of Greenwich that was forwarded with sheet No. F5259.

The portion of Westchester County within the limits of this sheet is sub-divided politically into the following towns and villages:

The Town of Rye includes the Village of Rye and the Village of Port Chester, and lies, in general, east of Beaver Swamp Brook and Blind Brook and west of Byram River. The Village of Port Chester is centered about Latitude  $41^{\circ} 00'$  and Longitude  $73^{\circ} 43'$ . The Village of Rye is the remaining portion of the Town of Rye, the greater part of which lies south of Latitude  $40^{\circ} 59'$  and includes the several islands off the shore.

The Town of Harrison lies, in general, north of Latitude  $40^{\circ} 58'$  between Beaver Swamp Brook, Blind Brook and the Mamaroneck River.

The Village of Mamaroneck, part of the Town of Mamaroneck, lies west of the following described boundary lines:

Beginning at Crane Island and running generally north to the intersection of Beaver Swamp Brook and a tributary at approximately Longitude  $73^{\circ} 43'$ , then northwesterly in the general direction of Latitude  $40^{\circ} 58'$ , Longitude  $73^{\circ} 44'$  to the Mamaroneck River thence following the Mamaroneck River to the limits of the sheet.

Two neighborhood areas in Mamaroneck, namely Greenhaven and Shore Acres are shown on the overlay.

All of the boundaries in the County of Westchester are shown on the white prints that accompany this sheet, with the exception of the white print of the Town of Mamaroneck, which will be forwarded with sheet No. F5257. The white prints of the Village of Port Chester, Village of Rye and Town of Mamaroneck are official maps and furnished by the engineers offices of the respective villages and towns.

### Railroads

Two railroads with adjoining road beds are within the limits of this sheet. The southerly road bed which crosses the entire sheet,

is the four track main line of the New York, New Haven & Hartford Railroad, and is represented on this sheet in outline form by the double track symbol. The northerly road bed, which terminates in Port Chester, is the two track road of the New York, Westchester & Boston Railroad and is represented on this sheet in outline form by the single track symbol. Both of the railroads are electrified overhead and therefore should be considered as high tension lines. There are three stations on each railroad located at corresponding points. They are namely, from east to west, Port Chester, Rye and Harrison stations. Further to the west, there is a fourth station on the New York, Westchester and Boston Railroad known as West Street Station.

#### Water Courses

Five water courses, flowing in a generally southerly direction, are within the limits of this sheet. The most easterly is the Byram River that is entered through Port Chester Harbor and is navigable to a point about 300 meters south of Mill Street Bridge.

Blind Brook crosses the central portion of this sheet and empties into Milton Harbor. West of the northerly portion of this brook is a pond, whose overflow runs into this brook.

Next westerly is Beaver Swamp Brook, with a tributary to the west that empties into Guion Creek. Beaver Swamp Brook forms two ponds at the northerly limits of this sheet. One of these lays in the Westchester Country Club golf course and the other in the Green Meadow Golf Club course.

At the extreme west is a small section of the Mamaroneck River that supplies a reservoir in the westerly corner of this sheet.

#### Development

The entire area is, in general, a highly developed suburban and commercial area with some industry on the banks of the Byram River and along the railroad in the Village of Port Chester.

North of the railroad, between triangulation stations "Biltmore" and "Water Tank White", there are three golf courses, namely Westchester Country Club, Green Meadow Golf Club and the Apawamis Club. There is also the Rye Country Club on the west shore and at the head of Milton Harbor.

Several park areas are within the limits of this sheet. John Lyon Park is just south of Latitude  $41^{\circ} 01'$  at Longitude  $73^{\circ} 40'$ . Byram Park is just north of Latitude  $41^{\circ} 00'$  and east of Longitude  $73^{\circ} 39'$ . Playland, a Westchester County Park is in the vicinity of triangulation station "Fun". Immediately adjoining Playland to the south is Rye Town Park. West of Mamaroneck Avenue in the most westerly corner of this sheet, is a portion of the Saxon Woods Park, another Westchester County Park.

#### Terrain

The entire terrain within the limits of this sheet is rolling with the exception of the area immediately surrounding Playland Lake. North of the railroad, the terrain within the limits of this sheet is generally high and rises to a maximum of 180 feet elevation at trian-

gulation station "Biltmore".

South of the railroad, the elevations range as follows: That section on the east known as Belle Haven rises from sea level to an approximate elevation of one hundred and twenty (120) feet just south of Latitude  $41^{\circ} 01'$ . Immediately east of the Byram River in the East Port Chester section, the terrain rises abruptly to an elevation of approximately sixty (60) feet. Further east, the terrain is somewhat flatter, although the elevation ranges to approximately sixty (60) feet. Between Byram River and Blind Brook, the terrain is very rolling and rises to a maximum elevation of approximately sixty (60) feet. Between Blind Brook and Beaver Swamp Brook, the terrain is gently rolling and rises to an elevation of approximately eighty (80) feet in the vicinity of triangulation stations "Twin Towers East & West" and the Rye Country Club Golf Course. Immediately west of Beaver Swamp Brook and Guion Creek, the terrain rises sharply to an approximate elevation of sixty (60) feet, then flattens somewhat, but maintains approximately sixty (60) feet elevation.

#### Shore Line

The shore line is very irregular and the fore shore ranges from mud and grass through sand and boulder beaches to rock ledge.

Field Point. From Field Point to Byram Harbor, the fore shore is sandy and strewn with some boulders except the beach in the cove at Longitude  $73^{\circ} 38'$  which is entirely sand.

Byram Harbor. The area between high and low water in Byram Harbor is mud except a section of the fore shore at Byram Park which is a sand beach.

East Port Chester. From Byram Harbor southwest to Byram Point, the shore line is rock ledge with nearly a vertical face. For this reason, the high and low water lines practically coincide. Byram Point has a sandy fore shore.

Byram River and Port Chester Harbor. South of U.S.E. Station #5 there is little difference between the high and low water lines. North of this station, there is a bulkhead on both shores, so there is no difference in the high and low water line with one exception in the vicinity of Latitude  $41^{\circ} 00'$ . The greater part of the area between high and low water in Port Chester Harbor, is mud with some grass. In the immediate vicinity of U.S.E. Station Gauthney, the fore shore is rock ledge, and just south, it is sandy with some boulders.

Manursing Island. The entire outer fore shore of Manursing Island is a boulder beach with the exception of the east central portion which is a fine sand beach with a small area of ledge rock to the north and a small area of marsh to the south.

Rye Beach and Vicinity. The fore shore in this area is a fine sand beach with the exception of the point off Playland that is ledge rock. Rye Beach is sheltered by a loose stone breakwater, a long wood-pier to the north and a loose stone breakwater to the south.

Peningo Neck. On the east side from Oakland Beach southwest to

*Rye Neck*



Milton Point and including Scotch Caps, the fore shore is, for the greater part, ledge rock. The intervening sand beaches and marsh areas are clearly designated, as are also the many off lying rocks and shoal areas.

Milton Harbor. In Milton Harbor, the southerly portion of the west fore shore of Peningo Neck is sandy, but the remaining area between high and low water in this harbor is mud and grass that extends west to a point opposite the northerly end of Hen Island. From this point west to triangulation station "Nine", which is at the westerly shore line limit of the sheet, the fore shore is generally sandy with several exceptions of ledge rock.

#### Lakes

Three salt water lakes have been formed by impounding the water with dams and gates. These are namely Kirby Pond, Playland Lake and Van Amringe Mill Pond.

#### Islands

The several islands namely Calf Island, Bowers Island, Great Captain Island, Hen Island, Pine Island, Spike Island and Crané Island were taken from photostat copies of the Aluminum Sheets Nos. F-6022, F-6023 and F-6024. Several points on each island were radial plotted so that the position was checked, but no field inspection was made, therefore comment regarding the topography and high and low water lines is reserved.

### CONTROL

#### Sources

1st Order Triangulation 1932 by C. D. Meaney  
2nd Order Triangulation 1933 by H. A. Cotton  
3rd Order Triangulation 1933 by H. A. Cotton

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

#### Errors

No errors in control were found by the radial plot.

#### 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. The scale factor as computed was 0.837 and the value 0.84 was used. The true distances used in the scale factor computations were calculated as the square

root of the sum of the squares of the latitude and longitude differences. Although these are not the exact true distances, they are within the necessary accuracy for these computations.

#### Adjustment of Plot

There was considerable distortion on the wing prints of pictures covering the area between triangulation stations "Water Tank White" and "Windmill". This was due to the fact that the elevations ranged to 180 feet in this area. The adjustment necessary in order to trace the detail, was accomplished by interpolation of the topography between radial plot control points, from two pictures whose radials for the same area made the largest angle between the radials. The detail along the northwest edge of this sheet was taken from the 2/3 point on the wing prints.

#### Interpretation

No great difficulty was encountered in deciding the character of photographic detail.

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.

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. Exception to this applies to the high water line between triangulation stations "Beach" and "Parsonage". This area was visited a second time at practically high tide and the high water line drawn in from the inspection.

The marsh areas at Byram Harbor, Port Chester Harbor, and Milton Harbor are mud and long grass with no definite berm line. Therefore the high water line is shown at the back of each of these areas.

No electric street railways are shown on the sheet as all lines have been replaced by bus lines.

There are no bridges over navigable waters within the limits of this sheet.

#### Conventional Signs

Only the usual graphic symbols, with one exception, were used as approved by the Board of Surveys and Maps.

This exception is the outline of a boat at Playland that has been sunk into the beach and is used as a dining and dancing pavilion. It is not a wreck, therefore it was thought best to symbolize it as a pier or dock using its particular shape.

A full double line indicates first class roads and a broken double line indicates roads of lesser importance and privately owned roads. A very poor road or trail is indicated by a single dashed line. The width of the roads is slightly exaggerated in order to keep the

detail clear.

Both the railroads, together with their yards and siding tracks, are shown in outline form and there are actually many more tracks in these yards than shown.

This is in general, a highly populated district with practically every street being occupied on both sides with residences and commercial buildings. It was therefore deemed practical to show only the outstanding buildings on the interior of the mainland. Along the coast, all buildings are shown, although along the banks of the Byram River no buildings were shown as they were not outstanding and clearly defined on the pictures.

The boundaries of shoal water areas were shown by a single dashed line. These were drawn in from inspection of the photographs only and may depart somewhat from true conditions.

#### Character of Marshes

The marsh areas are of mud and long grass with no definite berm line, therefore the high water line is drawn at the back of the long grass.

#### Information from Other Sources

The high water lines were drawn in the photographs from actual field inspection, and at questionable and critical points, a re-inspection was made.

The low water lines were taken from photostats of the Aluminum Sheets Nos. F6022, F6023 and F6024, made by Lieutenant Commander H. A. Cotton between April and July, 1933. The low water line was only used after carefully checking the position and shape on the photographs that were taken at one (1) foot of tide, and noting in the memorandum of Lieutenant Commander H. A. Cotton, "It was necessary to visit the entire low water area during the periods of low water and to locate the low water line with due regard to existing tidal conditions".

Following the same careful comparison as noted just above, all the offshore rocks were put in from the same photostats.

The water toboggan that appears on photograph #440-A at Playland has been removed and is not shown on this sheet.

The recovered U.S.E. Stations were picked on the photographs by Mr. Charles More and a photo radial plot made of these stations by Mr. Lloyd E. Marsh.

The street layout was checked against the town maps for this area, but projected streets that could not be seen on the photographs were omitted.

No field inspection was made of the islands on this sheet, therefore the high and low water lines were taken from the photostats of the aluminum sheets which agree favorably with the photographs for position and shape.

Three white prints accompany this sheet namely Building Zone map of the Village of Port Chester, map of the Village of Rye and Zoning Map of the Town of Harrison.

The two lights in Port Chester Harbor and the three lights at Playland were spotted on the photographs and a photo radial plot was made for them.

#### 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, New York (1929) Volume I. The additional names that appear on this sheet were verified by the village engineer of Rye, New York, and the correct names as noted below are shown on the overlay.

The two islands just north of Maries Neck, that were suggested as Pine Island or possibly Fine Island, have no common name in use.

#### New Names

The following new names were verified and are in common use, namely Kirby Pond, Bloomer Island, Playland Lake, Pine Island (east of Peningo Neck), Mill Pond, Blind Brook, Maries Neck, Van Amringe Mill Pond, Otter Creek, Guion Creek and Beaver Swamp Brook, and Spike Island. OK.  
H.B.

#### Conflicting Names

The following conflicting names were verified, and in each instance, the name taken from the above mentioned atlas was found to be correct. That is Rye, Rye Neck, Rye Point and Mill Creek are respectively known as Village of Rye, Peningo Neck, Milton Point and Milton Harbor.

*shows on Chart 222 to be removed*

There is no village, town or place known as Milton as shown on the present charts. This area is within the Village of Rye, New York. OK.  
H.B.

#### COMPARISON WITH OTHER SURVEYS

#### Junctions

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

The position of the several islands namely Calf Island, Bowers Island, Great Captain Island, Hen Island, Pine Island, Spike Island and Crane Island check very well with the photostat copies of the aluminum sheets Nos. J-6022, J-6023 and J-6024 of this area, made by Lieutenant Commander H. A. Cotton between April and July, 1933. No field inspection was made of these islands, therefore the high and low water lines were taken from the above mentioned photostats, and comparison with the pictures gives a very favorable check.

### Changes

Only previous charts and photostats of the aluminum sheets Nos. T-6022, T-6023 and T-6024 were available for comparison.

The Datum Plane is changed from that of North American Datum to North American Datum 1927.

From Field Point west, including Byram Harbor, the high water line checks with minor exceptions. On the east side of Byram Harbor, the difference is apparently due to interpretation and the high water line as shown on this sheet is at the back of the long grass. On the west side of Byram Harbor, there is a small difference at each of the two inlets, but each of these inlets is clearly defined by a retaining wall and a point on each was radial plotted for control. The high water line as shown is believed correct. Both the chart and the photostat show ledge rock on the west shore of Field Point, but field inspection shows this to be boulders.

Between Byram Harbor and Byram Point, there are only small differences. Numerous radial control points are immediately adjacent to the high water line in this area, therefore the high water line as shown is believed correct. This stretch of shore line is a slightly overhanging rock ledge that may account for these slight differences.

Byram Point is a sandy point that is easily changed by tide and storms. The high water line as shown is believed correct.

The Byram River differs only at the inlet just north of Latitude  $41^{\circ} 00'$ . Aluminum sheet No. T-6023 shows it displaced to the north about eight (8) meters. This inlet was plotted by using U.S.E. Stations No. 6, No. 9 and 27L all of which were radial plotted and their scaled positions check the geographical positions as computed from the U.S.E. Coordinates, within two (2) meters. Therefore the position of the inlet as shown is believed correct.

The shore of Port Chester Harbor checks Aluminum Sheet No. 6023 with only slight differences at the marsh areas. The high water line as shown is at the back of the long grass and mud. The fore shore immediately surrounding U.S.E. Station "Gauthney" is shown as sand on chart #222, but field inspection shows it to be ledge rock as is shown on this sheet and Aluminum Sheet No. T-6023.

The marsh areas shown on Manursing Island on chart #222 have been changed by flooding and filling in and are shown corrected on this sheet.

The northerly portion of the east shore of Manursing Island and the section adjacent to triangulation station "Man" is shown as ledge rock on chart #222 and Aluminum Sheet No. T-6023, but field inspection proves this beach to be a boulder beach with the exception of a small section of ledge rock. Part of the high water line as shown on the Aluminum Sheet is believed to be for extreme high tide only.

The high water line at Rye Beach as shown on Aluminum Sheet No. T-6023 is believed to be for extreme high tides only and the position of this line as shown on this sheet is believed to be correct.

Just south of Oakland Beach the fore shore is ledge rock and very irregular. The high water line as shown on Aluminum Sheet No. T-6023 agrees in shape with that shown on this sheet but it is displaced to the east. A second field inspection was made of this area and frequent radial control points minimize adjustment necessary for detailing, therefore the position of the high water lines as shown on this sheet is believed correct.

The creek and marsh area shown on chart #222 south of Oakland Beach, has been filled in.

On Peningo Neck, the remaining easterly shore and the westerly shore as far north as U.S.E. Station "Wainwright" compares favorably with Aluminum Sheet Nos. T-6023 and T-6024, with only slight differences that are apparently due to interpretation. There are two exceptions to this. The inlet as shown on Aluminum Sheet #6024 at approximately Latitude  $40^{\circ} 56'$  - 1260 meters, Longitude  $73^{\circ} 41'$  - 820 meters, does not show on the photographs and was not apparent on field inspection. Again the point just east of triangulation station "Rye" could not be verified in the field and is not apparent on the photographs.

The marsh areas back of the high water line as shown on chart #222 and Aluminum Sheet No. T-6024 along the easterly shore of Peningo Neck have all been filled in.

Just north of U.S.E. Station "Wainwright", the high water line on this sheet is drawn between the long and short grass and is shown further offshore than on Aluminum Sheet No. T-6024.

On the west shore of the projection of land next north, the high water line as shown on Aluminum Sheet No. T-6024 is believed for extreme high tides only and should be further offshore as shown on this sheet.

The island south of the dam has a definite berm line and the high water line is shown at this berm line. Chart #222 and Aluminum Sheet No. T-6024 shows this high water line back of the berm line.

The westerly shore line of Milton Harbor has, in general, only small differences believed due to interpretation. One exception to this is the projection of land south of Rye Country Club golf course. The high water line in this area is shown between the long and short grass and agrees with chart #222.

The marsh area back of the high water line on the west shore of Milton Harbor is now a lake with an island and connecting bridges, and is shown as such on this sheet.

The remaining shore line west to triangulation station "Nine" checks favorably with chart #222 and Aluminum Sheet No. T-6024 except the inlets opposite Crane Island and Spike Island. A re-inspection was made of both these inlets and the high water lines as shown is believed correct. Field inspection also showed that some of the fore shore symbols were not correct. The corrections have been made on this sheet.

North of Hen Island, the small island shown on chart #222 is

not shown on Aluminum Sheet No. F6024 and was not apparent during field inspection.

The foot bridge crossing Van Amringe Mill Pond as shown on Aluminum Sheet No. F6024 does not check the azimuth of the bridge as shown on this sheet. A careful orientation was made and the bridge as shown on this sheet is believed correct.

Development on the mainland has greatly increased the number of streets in this area so that the upland is almost entirely subdivided.

Comment is directed to the two stations "Rye" on Milton Point within approximately seventy (70) meters of each other. The most easterly is triangulation station "Rye" and the westerly one is U.S.E. Station "Rye".

The stream shown on chart #222 in the area of Byram Park on this sheet has been filled in.

The pond as shown on chart #222, just west of Byram River at Latitude 41° 00' has been filled in and the stream in this same vicinity, as shown on chart #1213, through the Village of Port Chester, is not traceable on the ground or on the photographs.

On <sup>Rye Neck</sup> Penning Neck the stream and marsh area, southwest of Pine Island, as shown on chart #222, has been filled in.

The pond and stream just west of Playland Lake, as shown on chart #222 has been filled in.

All streams shown on charts #222 and #1213 were traced on the photographs where clearly defined, and in the field if the photograph was blurred. They are shown in their entire length if within the limits of the sheet, otherwise extended to the limit of the sheet.

U. S. E. Survey of Milton Harbor, New York

The grid on this sheet is the same as that on the U. S. Engineers blue print of Milton Harbor, New York, which uses triangulation station "Scotch Caps" as the origin and is shown at 4000 foot intervals.

U. S. E. Station	Coordinates		Comparison in Meters	Remarks
	U. S. E.	Radial Plot		
Scotch Caps	0.0	0.0	0.0	Triangulation Station
	0.0	0.0	0.0	
Mill	N 8117.73	N 8102.0	-4.9	Recovered
	E 2965.21	E 2963.0	-0.7	
Barrett	N 3465.0	N 3457.0	-2.3	Recovered
	E 1435.95	E 1428.0	-2.5	
Rye	N 1651.09	N 1648.0	-0.8	Recovered
	E 618.53	E 616.0	-0.8	

Celluloid filed in Air Photo unit  
 This grid shown on original Feb copy printed on copies published here but not shown on

<u>U. S. E. Station</u>	<u>Coordinates U. S. E.</u>	<u>Coordinates Radial Plot</u>	<u>Comparison in Meters</u>	<u>Remarks</u>
Wainwright	N 6029.92 E 2170.64	N 6026.0 E 2171.0	-1.2 +0.1	Recovered
Golf	N 7177.99 E 1679.88			Recovered but could not pick on photographs.
Pipe	N 7154.26 E 2706.24			Lost
Rose	N 6546.05 E 1051.03			Boat job.
Hen	N 3327.70 E 362.47			Boat job.

All stations in this table show very good checks in the comparison of U. S. E. and radial plot coordinates.

U. S. E. Survey of Port Chester Harbor, New York

The origin for the U. S. E. Survey of the Byram River is triangulation station "Byram", (formerly U. S. E. Station #17). We had no blue print showing these stations and grid, therefore a grid for this survey is not shown on this sheet.

<u>U. S. E. Station</u>	<u>Coordinates U. S. E.</u>	<u>Coordinates Triangulation</u>	<u>Comparison in Meters</u>	<u>Remarks</u>
Byram	0.0 0.0	0.0 0.0	0.0 0.0	Triangulation station U. S. E. #17.
Sing	S 1674.99 W 150.29	S 1675.97 W 149.53	+0.3 -0.2	Triangulation station formerly U. S. E. E. Manursing.

<u>U. S. E. Station</u>	<u>Coordinates U. S. E.</u>	<u>Coordinates Radial Plot</u>	<u>Comparison in Meters</u>	<u>Remarks</u>
PCH #2 Mon	N 6161.28 W 250.02	N 6150.0 W 243.0	-3.4 -2.2	Recovered
Mallory	N 1913.62 W 122.07	N 1915.0 W 114.0	+0.3 -2.5	Recovered
Monument City	N 6189.12 W 407.49	N 6201.0 W 399.0	+3.6 -2.6	Recovered
Bridge	N 6155.15 W 263.69	N 6150.0 W 243.0	-1.5 -6.4	Recovered
PCH #1 Mon	N 6239.29 W 398.45	N 6244.0 W 391.0	+1.3 -2.3	Recovered



<u>U. S. E. Station</u>	<u>Coordinates U. S. E.</u>	<u>Coordinates Radial Plot</u>	<u>Comparison in Meters</u>	<u>Remarks</u>
8 A	N 1731.5 E 48.3	N 1739.0 E 46.0	+2.2 -0.6	Recovered .
PCH Mon #6	N 4476.97 W 359.03	N 4482.0 W 352.0	+1.7 -2.1	Recovered .
Ref. Bolt 168-B	S 61.08 W 1568.37	S 44.0 W 1559.0	-5.3 -2.9	Recovered .
Gauthmey	S 789.43 W 1636.61	S 773.0 W 1625.0	-5.0 -3.4	Recovered .
#27 L	N 5124.91 W 1054.51	N 5122.0 W 1051.0	-0.9 -1.0	Recovered .
#6	N 2722.10 W 637.74	N 2723.0 W 637.0	+0.4 -0.2	Recovered .
PCH Mon #9	N 2198.18 W 773.01	N 2192.0 W 770.0	-1.9 -0.9	Recovered .
#5	N 3714.70 W 653.59	N 3713.0 W 649.0	-0.5 -1.4	Recovered .
PCH Mon #7	N 3252.10 W 904.56	N 3248.0 W 903.0	-1.2 -0.5	Recovered .
Telephone	N 5545.52 W 1062.38	N 5544.0 W 1059.0	-0.5 -1.0	Recovered .
#10	N 1135.5 W 370.5	N 1129.0 W 368.0	-1.9 -0.8	Recovered .
G 2	N 4697.37 W 850.24			Recovered and plotted.
PCH Mon #10	N 431.02 W 408.03			Recovered could not pick on photographs.
Orrick	N 2395.06 W 488.08			Recovered could not pick on photographs.
Oak	N 1046.40 W 82.75			Recovered could not pick on photographs.
Railroad	N 6640.43 W 83.28			Recovered could not pick on photographs.
Estate	N 1535.32 E 115.57			Recovered could not pick on photographs
10 A	N 876.3 W 277.2			Recovered could not pick on photographs.

<u>U. S. E. Station</u>	<u>Coordinates U. S. E.</u>	<u>Coordinates Radial Plot</u>	<u>Comparison in Meters</u>	<u>Remarks</u>
PCH Mon #11	S 332.01 W 1723.86	Recovered		could not pick on photographs.
Purdy Grove	N 2568.51 W 766.20	Recovered		could not pick on photographs.
Standard	N 1215.88 W 187.18	Recovered		could not pick on photographs.
State Boundary Mark #168 A	N 1016.29 W 920.64	Recovered		could not pick on photographs.
Mertz	N 5141.59 W 500.22	Lost		- building demolished.
#27 K	N 5045.20 W 699.52	Lost		- filled in.
PCH #4	N 5640.27 W 246.79	Lost		- new walk has been laid.
#27 J	N 4770.02 W 627.85	Lost		- filled in.
#27 T	N 6185.13 W 393.69	Lost		- new walk laid.
#27 E	N 3902.68 W 474.08	Lost		- filled in
Shed	N 4029.90 W 503.16	Lost		- building demolished.
Kapp	N 3100.58 W 566.99	Lost		- roof repaired.
27 D	N 3406.95 W 538.11	Lost		
State Boundary Mark #166 A	N 1880.69 W 03.29	Lost		
#8	N 1914.1 W 123.3	Lost		
State Boundary Mark #165 A	N 2370.38 W 431.65	Lost		in garden.
#27 G	N 4472.36 W 363.81	Lost		p cross chipped out.
#8 B (New)	N 1802.79 W 233.71	Lost		

<u>U. S. E. Station</u>	<u>Coordinates U. S. E.</u>	<u>Coordinates Radial Plot</u>	<u>Comparison in Meters</u>	<u>Remarks</u>
Block	N 3173.59 W 711.05			Lost - excavated.
Mon PCH #3	N 5127.49 W 1068.18			Lost - filled in.
#27 P	N 5444.02 W 747.84			Lost.
#27 M	N 4241.04 W 859.73			Lost - excavated.
#7 B	N 2587.4 W 626.6			Lost - boulder gone.
Pipe	N 2236.42 W 620.98			Lost.
Refuse	N 1387.48 W 617.13			Lost - filled in.

In the above table, all stations check favorably with two exceptions. Station Bridge was considered the same as station PCH #2 Mon because it was difficult to pick two separate points so close together. This accounts for the large difference in the comparison of station Bridge. A point for radial control had already been picked and plotted at approximately the point of station Monument City. The control point was considered as the station and therefore accounts for the differences in the comparison.

#### Changes in Navigational Features

Playland 4 Light, in the 1934 Light List for this area, was found removed on field inspection. It is not shown on this sheet and does not appear on the present chart #222.

There is no important detail now shown on the chart that should be removed.

#### LAND MARKS

List 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 these land marks have been checked on the photographs and are still in existence. Also the objects representing the land marks as shown on chart #222 have been checked on the photographs and are still in existence.

#### RECOMMENDATIONS FOR FUTURE SURVEYS

##### Error of Compilation

The compilation is believed to have a probable error of three (3)

meters in 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 ranged to approximately 180 feet.

Work Incomplete

The work is complete within the limits of this sheet and no additional survey is necessary.

---

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.

Respectfully submitted,

*Lloyd E. Marsh*

Lloyd E. Marsh,  
Draftsman, U. S. C. & G. S.

Assisted by:

*Charles More*

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

✓

SCALE FACTOR COMPUTATIONS

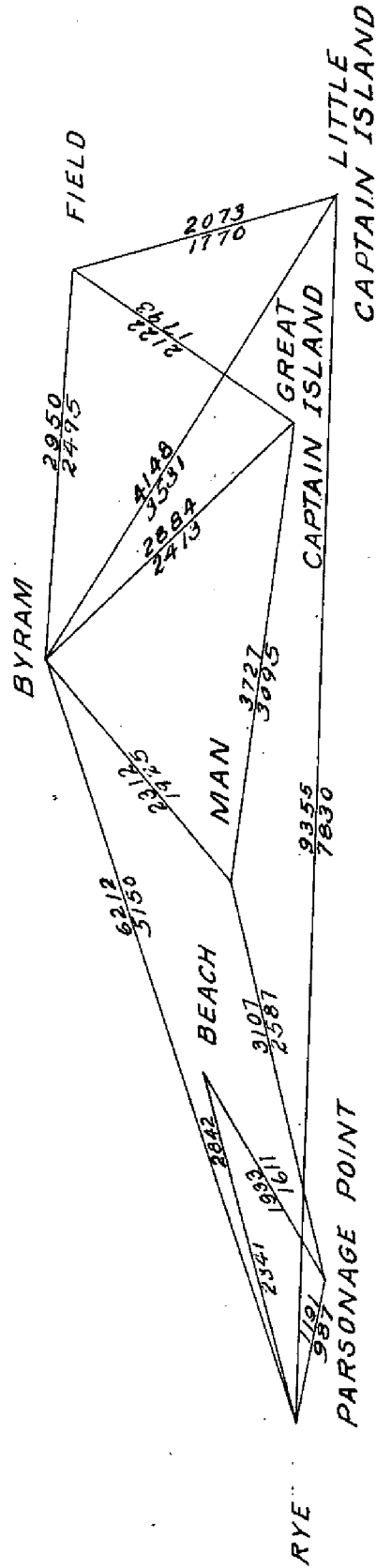
Photographs M-429 to M-449

	<u>Measured</u>	<u>Computed</u>	<u>Factor</u>
Rye to Byram	5150	6212	.830
Beach	2341	2842	.824
Parsonage Point	987	1191	.829
Little Captain Island	7830	9355	.837
Parsonage Point to Beach	1611	1933	.833
Man	2587	3107	.833
Byram to Man	1925	2312	.833
Great Captain Island	2413	2884	.837
Little Captain Island	3531	4148	.851
Field	2495	2950	.846
Field to Great Captain Island	1793	2122	.845
Little Captain Island	1770	2073	.854
Man to Great Captain Island	3095	3727	.831
		Average Factor	0.837
		Used Factor	0.84

Computed by: Charles More

Checked by: James F. Johnson

DIAGRAM FOR SCALE  
FACTOR COMPUTATIONS



STATISTICS

- |  |                           |
|--|---------------------------|
| 1. Area of land detail inked   | 18.3 Square Statute Miles |
| 2. Length of shore line (more than<br>200m. from nearest opposite shore) | 21.5 Statute Miles        |
| 3. Length of shore line (rivers and<br>sloughs less than 200m. wide)     | 23.5 Statute Miles        |

Scaled by: Lloyd E. Marsh

Checked by: S. Lebowsky

## JOB SHEET NO. 6

		Date
PHOTOGRAPHS TRIMMED BY:	Lieutenant (j.g.) R. C. Bolstad's New York Compilation Party	
FIELD INSPECTION BY:	Charles More	9/21/34
INTERSECTION AND CON- TROL POINTS MARKED BY:	Lieutenant (j.g.) R. C. Bolstad's New York Compilation Party	
PHOTOS MOUNTED BY:	Lieutenant (j.g.) R. C. Bolstad's New York Compilation Party & Charles More	
RADIAL LINES DRAWN BY:	Lieutenant (j.g.) R. C. Bolstad's New York Compilation Party	
PRELIMINARY RADIAL PLOT BY:	Charles More	12/12/33
SCALE FACTOR COMPU- TATION BY:	Charles More	12/13/33
SCALE FACTOR VERIFIED BY:	J. F. Johnson	12/13/33
POLYCONIC PROJECTION BY:	Charles More	12/14/33
POLYCONIC PROJECTION VERIFIED BY:	J. F. Johnson	12/14/33
TRIANGULATION STATIONS PLOTTED BY:	Charles More	12/16/33
TRIANGULATION STATIONS VERIFIED BY:	H. W. Jennings	12/16/33
SMOOTH RADIAL PLOT BY:	Charles More	12/18/33
TRACING OF PHOTOGRAPH- IC DETAIL BY:	Charles More & Lloyd E. Marsh	1/31/35
FINAL INSPECTION OF SHEET BY:	G. C. Mattison, Chief of Party	2/14/35
FORWARDED TO OFFICE:		2/20/35



T 5258

#1

Remarks

Decisions

	Remarks	Decisions
1		
2		
3		
4		
5		
6		
7	<i>unable to find this in monolog or cellu- loid, or any other reliable withouts.</i>	<hr/>
8		
9		
10		
11		
12		
13		
14		
15		
16		
17	<i>repetition</i>	
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		

GEOGRAPHIC NAMES

Survey No. T5258

#1

Name on Survey

	A	B	C	D	E	F	G	H	I	J
	On Chart No. 222	On previous survey No. 1213	On U.S. quadrangle Maps No. T6024	From local information	STATE MAP On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List	FUSCP	T5258
<u>Long Island Sound</u> ✓*	✓	✓	✓	✓	✓		✓	✓	✓	1
<u>Great Captain I.</u> ✓*	✓	✓	✓	✓				✓	✓	2
<u>Captain Harbor</u> ✓*	✓		✓					✓	✓	3
<u>Bowers I.</u> ✓*									✓	4
<u>Field Point</u> ✓*	✓			✓					✓	5
<u>Chickahomin</u> ✓				✓						*6
<del>Byram</del>										7
<u>Belle Haven</u> ✓*	✓			✓						8
<u>Byram Park</u> ✓				✓						*9
<u>Byram Harbor</u> ✓*	✓			✓					✓	10
<u>Huckleberry Is.</u> ✓*	✓			✓	✓				✓	11
<u>Wilson Head</u> ✓*	✓								✓	12
<u>Otter Rocks</u> ✓*	✓								✓	13
<u>Little Ross Rock</u> *									✓	14
<u>Great Ross Rock</u> *									✓	15
<u>Calf Is.</u> ✓*	✓	✓	✓	✓					✓	16
<del>Bowers I.</del>				✓						17
<u>Grassy Rocks</u> *									✓	18
<u>Great Captain Rocks</u> *									✓	19
<u>Jones Rocks Bn.</u> *								✓	✓	20
<u>Transport Rock</u> *	✓								✓	21
<u>Manursing I.</u> *	✓	✓	✓	✓					✓	22
<u>Kirby Pond</u>				✓						*23
<u>Channel Rocks</u> *									✓	24
<u>Port Chester Harbor</u> *	✓	✓						✓	✓	25
<u>Byram River</u> *	✓	✓	✓	✓			✓		✓	26
<u>East Port Chester</u> *			✓	✓						27

Names underlined in red approved  
by [Signature] on 8/19/36

T 5258

# 2

Remarks

Decisions

	Remarks	Decisions
1		
2		
3		
4	THE poetically inclined may call this the "Village of Port Chester," but seems inappropriate for a map name	<u>Port Chester</u>
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15	Rye Pt out; replaced by →	<u>Milton Pt.</u>
16	sometimes called Rye Pt. but DGN →	<u>Milton Pt</u>
17	Formerly Mill Cr	<u>Milton Harbor</u>
18	Rye Neck out, replaced by →	<u>Penguin Neck.</u>
19	DGN	" "
20		
21	see note for # 4 above. call it →	<u>Rye</u>
22	USGS has "Blind Creek" Chart 22 has "Blind Creek"	<u>Blind Brook</u>
23		
24		
25	make one word	<u>Greenhaven</u>
26		
27		

GEOGRAPHIC NAMES

Survey No. T5258

#2

Name on Survey

On Chart No. 222  
 On Review No. 1213  
 On Review No. 16024  
 On U. S. Quadrangle Maps  
 From local information  
 On local Maps  
 P. O. Guide or Map  
 Rand McNally Atlas  
 U. S. Light List  
 \*USCP  
 T5258

	A	B	C	D	E	F	G	H	
<u>Boston Post Road</u>				✓	✓				* <sub>1</sub>
<u>John Lyon Park</u>				✓					* <sub>2</sub>
<u>Pemberwick</u>				✓					* <sub>3</sub>
<u>Port Chester</u>	* ✓		✓	✓		✓		✓	4
<u>N.Y. W. &amp; B. R. R.</u>				✓		Ry. Guide			5
<u>N.Y. N. H. &amp; H. R. R.</u>		✓	✓	✓		Ry. Guide	✓		6
<u>Bloomer I.</u>				✓	✓				* <sub>7</sub>
<u>Playland Lake</u>				✓	✓				* <sub>8</sub>
<u>Playland</u>		✓		✓	✓			✓	* <sub>9</sub>
<u>Rye Town Park</u>				✓					* <sub>10</sub>
<u>Rye Beach</u>	* ✓	✓	✓	✓				✓	11
<u>Forlies Rocks</u>	* ✓							✓	12
<u>Pine I.</u>				✓					* <sub>13</sub>
<u>Scotch Caps</u>	* ✓	✓	✓	✓	✓			✓	14
<del>Rye Point</del>									15
<u>Milton Pt.</u>				✓					16
<u>Milton Harbor</u>				✓	✓				* <sub>17</sub>
<del>Rye Neck</del>							DGN		* <sub>18</sub>
<u>Peningo Neck</u>				✓			DBN		* <sub>19</sub>
<u>Oakland Beach</u>	* ✓	✓	✓					✓	20
<del>Rye</del>	* ✓			✓	✓				21
<u>Blind Brook</u>			✓	✓	✓				* <sub>22</sub>
<u>Harrison</u>	* ✓		✓	✓	✓	✓	✓		23
<u>Beaver Swamp Brook</u>				✓					* <sub>24</sub>
<u>Green Haven</u>				✓					* <sub>25</sub>
<u>Crane I</u>		✓		✓					* <sub>26</sub>
<u>Spike I</u>				✓					* <sub>27</sub>

Names underlined in red approved  
 by (signature) on 8/19/56

T 5258

# 3

Remarks

Decisions

	Remarks	Decisions
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13	now known as →	Milton Harbor
14		
15		a desc. term part of Blind Brook
16		
17	mouth of Byram River, Pabbeston.	
18	no practical name: see lines 4 & 8, sheet 2, for "Rye" and "Pabbeston"	
19		
20		
21		
22		
23		
24		
25		
26		
27		

GEOGRAPHIC NAMES

Survey No. T5258

# 3

Name on Survey

Name on Survey	On Chart 222 No. 1213		On <del>Tide</del> <del>Charts</del> <del>No. 76024</del>		On U. S. quadrangle Maps		From local information		On local Maps		P. O. Guide or Map		Rand McNally Atlas		U. S. Light List		KVSECP T5258
	A	B	C	D	E	F	G	H	I	J	K	L	M	N			
<u>Hen I.</u>	*	-	✓	-	✓	-	✓										1
<u>Pops Rocks</u>	*																2
<u>Mamaroneck Harbor</u>	*	✓	✓	✓	-					✓							3
<u>Parsonage Point</u>	*	-	✓	✓													4
<u>Maries Neck</u>					✓												* 5
<u>Van Amringe Mill Pond</u>					✓												* 6
<u>Otter Creek</u>					✓												* 7
<u>Shore Acres</u>					✓												* 8
<u>Guion Creek</u>					✓												* 9
<u>Mamaroneck River</u>	*	✓		✓	✓	✓											10
<del>Saxon Woods Park</del>	out				✓												* 11
<u>Mill Street Bridge</u>		✓															* 12
<del>Mill Street</del>																	13
<u>Byram Pt</u>	*	✓		✓													14
<u>Mill Pond</u>					✓	✓											* 15
<u>Mamaroneck</u>	*	-			✓	✓	✓	✓									16
<u>Fox I</u>	*				✓												* 17
<del>Village of Port Chester</del>					✓	✓											18
<u>Greenwich Harbor</u>																	19
<u>North Manursing I.</u>																	20
<u>Manursing Island Cr</u>																	21
<u>Shore Island</u>					"	"											22
<u>Isla Sonada</u>					"	"											23
																	24
																	25
																	26
																	27

Names underlined in red approved  
 by (Signature) on 8/19/36  
 L.H. 7-11-38

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-5258  
Scale 1:10,000

Data Record

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

The field inspection was largely for the interpretation of the photographs and spotting control.

The detail of this air photographic survey can be considered as of the date of the photographs.

Comparison with Contemporary Planetable Surveys

T-6022 (1933), 1:10,000  
T-6023 (1933), 1:10,000  
T-6024 (1933), 1:10,000

The shoreline of T-6022 does not agree by 0.0 mm to 0.8 mm in the vicinity of Huckleberry Islands. After examining the radial plot and the photographs the compilation has been accepted as correct. Some of this difference is probably due to the interpretation of the high water line.

Other differences between the compilation and the above planetable surveys are discussed on pages 9 to 11 of the Descriptive Report.

There are several places where the graphic control survey shows a dotted line shoal area and the hydrographic survey shows rock ledge. In each of these areas the symbol as shown on the hydrographic survey has been shown on the compilation.

Several landmarks and described stations have been added to the air photographic survey from the graphic control surveys in this office.

All information and detail shown on the above graphic control surveys is shown on this air photographic survey except temporary topographic signals, the magnetic meridian and elevations of rocks above mean low water.

Comparison with Contemporary Hydrographic Surveys

H-5402 (1933), 1:10,000  
H-5413 (1933), 1:10,000

The shoreline for the above hydrographic surveys was taken from the planetable surveys and the differences have been discussed in a previous paragraph.

The hydrographic surveys show some rocks and rock ledges which could not be seen on the photographs and are not shown on the air photographic survey but are not disproved.

Comparison with Former Topographic Surveys

T- 20 (1836), 1:10,000  
 T- 21 (1837), "  
 T- 47 (1937), "  
 T- 48 (1937), "  
 T-1708 (1885), "  
 T-1709 (1885), "  
 T-3763 (1912), "

The shoreline of the above topographic surveys agrees closely with that of this air photographic survey but the air photographic survey is more complete for interior detail.

The air photographic survey is complete and adequate to supersede the portion of the above surveys which it covers except for form lines and a few offshore rocks which could not be seen on the photos but are not disproved.

Comparison with Charts 222 and 1213

The rocks shown on the hydrographic surveys together with those shown on T-5258 cover most of the rocks on the existing charts. Those not covered by either T-5258 or the hydrographic surveys are indicated on the attached chart section. They do not show on the photographs but are not disproved and should be continued on the charts in so far as this survey T-5258 is concerned.

Remarks

In reviewing this survey in the office the plot was carefully checked. Corrections have been made to the shoreline in numerous cases after comparison with the graphic control surveys. All offshore details on the graphic control surveys have been added to T-5258 in this office. Considerable negative work was necessary in the Reproduction Branch.

July 13, 1938..

*L. C. Lande*  
 L. C. LANDE

*v. B. Jones*  
*Note 12/19/38. a copy of the finished drawing of T5258 is being applied to chart 222 at this time prior to registration of T5258. No further changes will be made on T5258 before it is registered.*



## REVIEW OF AIR PHOTO COMPILATION NO. 5258

Chief of Party: *G. Mattison*Compiled by: *C. Moore*Project: *H. T. 150.*Instructions dated: *Aug 10, 1933*

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, d, 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. ~~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)  
*Common street intersections from the only control.*
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 ~~marshy~~ 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." M-97

8. The representation of low water lines, reefs, ~~coral reefs~~ and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, ~~38~~, 39, ~~40~~, ~~41~~)
9. Recoverable objects have been located and described on Form 524 in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 57)
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. 168, 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)~~
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.
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. *Minor variations*
  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, 38, 37, ~~36~~, 39, ~~40~~, 41, 42, 43, 44, 45, 46, 48)

16. No additional surveying is recommended at this time.

17. Remarks:

18. Examined and approved; Feb. 21, 1935

J. Mattison  
Chief of Party

19. Remarks after review in office:

Reviewed in office by: L.C. Landy 6/13/38 Inspected B.G. Jones

Examined and approved:

Thos Baird  
Chief, Section of Field Records

Fred. L. Peacock  
Chief, Division of Charts

K.T. Adams  
Chief, Section of Field Work

G. Wade  
Chief, Division of Hydrography and Topography.

