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ORIGINAL

U. S. COAST & GEODETIC SURVEY
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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

DESCRIPTIVE REPORT
Photo
Topographic } Sheet No. T5091 T5333
Hydrographic }

LOCALITY

Northwestern Shore of

Long Island

T5091 - HEMPSTEAD HARBOR
Reynolds Sea Cliff

T5333 - Manhasset Neck Bay

Date of Photographs 1935 May 1933

CHIEF OF PARTY

Roswell C. Bolstad, Jr. H. & G. E.

T. 5191 - Applied to Chk 223 June 1938 J.H.S.
T. 5333 " " " " " " J.H.S.
" " " " Reexamined June 1949 - R.D.G.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

TOPOGRAPHIC TITLE SHEET

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

Field No. 41E

REGISTER NO. T5091

State New York

General locality Northwestern Shore of Long Island

Locality ~~Roslyn to Sea Cliff~~
HEMPSTEAD HARBOR

Scale 1:10,000 Date of ~~Survey~~ photographs May 17, 19 33

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

Chief of party ~~Roswell C. Bolstad~~
Roswell C. Bolstad

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

Inked by S.E. Sperry Jr.

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

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

Instructions dated November 15, 19 32

Remarks: Compiled on a scale of 1:11,765 and enlarged and printed on scale of 1:10,000 by Photo-lithography.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

TOPOGRAPHIC TITLE SHEET

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

Field No. 41W

REGISTER NO. T5333

State New York

General locality Northwestern Shore of Long Island

Locality Manhasset Neck Bay

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

Date of Compilation - May 30, 1935

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

Chief of party *Roswell L. Bolstad*
Roswell L. Bolstad

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

Inked by S.E. Sperry, Jr.

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

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

Instructions dated November 15, 1932

Remarks: Compiled on scale of 1:11,765 and enlarge and printed on scale of 1:10,000 by Photo-Lithography.

on

SHEET, FIELD NO. 41E, REG. NO. T5091

PHOTOS, NO. M491 (876-14) TO NO. M509 (876-14)

DATE OF PHOTOGRAPHS May 17, 1933 TIME 2:39 P.M.

	BY	DATE	
		From	To
ROUGH RADIAL PLOT	R. STEPHENSON R. Stephenson		4-23-34
SCALE FACTOR (0.850)	R. STEPHENSON R. Stephenson		4-24-34
SCALE FACTOR CHECKED	J. P. O'Donnell J. P. O'Donnell		4-25-34
PROJECTION	R.A. PHILLEO R.A. Philleo		5-9-34
PROJECTION CHECKED	W.D. AYERS W.D. Ayers		5-9-34
CONTROL PLOTTED	S.E. Sperry, Jr. S.E. Sperry, Jr.		6-27-34
CONTROL CHECKED	W.D. AYERS W.D. Ayers		6-28-34
TOPOGRAPHY TRANSFERRED	S.E. Sperry, Jr. S.E. Sperry, Jr.	9-13-34	9-14-34
TOPOGRAPHY CHECKED	J. P. O'Donnell J. P. O'Donnell	9-14-34	9-15-34
SMOOTH RADIAL LINE PLOT	S.E. Sperry, Jr. S.E. Sperry, Jr.	10-4-34	10-30-34
RADIAL LINE PLOT CHECKED	J. P. O'Donnell J. P. O'Donnell	11-7-34	11-10-34
DETAIL INKED	S.E. Sperry, Jr. S.E. Sperry, Jr.	10-30-34	5-28-35 (intermittent)
PRELIMINARY REVIEW	J. P. O'Donnell J. P. O'Donnell	5-20-35	5-27-35 ^{ly}

AREA OF DETAIL INKED 10.2 Sq. Statute Miles (Land area)
 AREA OF DETAIL INKED 0.0 Sq. Statute Miles (Shoals in water area)
 LENGTH OF SHORELINE (more than 200 m. from the nearest opposite shore)
8.4 Statute Miles
 LENGTH OF SHORELINE (rivers and sloughs less than 200 m. wide)
1.8 Statute Miles
 LENGTH OF STREETS, ROADS, TRAILS, RAILROADS, ETC.
130.0 Statute Miles
 GENERAL LOCATION Northwestern Shore Long Island

LOCATION Roslyn to Sea Cliff

DATUM North American 1927

STATION Brick Stack - 1934
Glenwood Ldg.

Lat. 40° 49' 37.398 1153.6
52.493 1230.0
 Long. 73° 38' 52.496* (1045.5) m.

field position unadjusted

- STATISTICS -

on

SHEET, FIELD NO. 41W, REG. NO. T5333

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

DATE OF PHOTOGRAPHS May 17, 1933 TIME 2:28 P.M.

	BY	DATE	
		From	To
ROUGH RADIAL PLOT	<u>R. STEPHENSON</u> R. Stephenson		<u>4-23-34</u>
SCALE FACTOR (0.850)	<u>R. STEPHENSON</u> R. Stephenson		<u>4-24-34</u>
SCALE FACTOR CHECKED	<u>J.P. O'Donnell</u> J.P. O'Donnell		<u>4-25-34</u>
PROJECTION	<u>R.A. PHILLO</u> R.A. Philleo		<u>5-9-34</u>
PROJECTION CHECKED	<u>W.D. AYERS</u> W.D. Ayers		<u>5-9-34</u>
CONTROL PLOTTED	<u>S.E. Sperry, Jr.</u> S.E. Sperry, Jr.		<u>6-27-34</u>
CONTROL CHECKED	<u>W.D. AYERS</u> W.D. Ayers		<u>6-28-34</u>
TOPOGRAPHY TRANSFERRED	<u>S.E. Sperry, Jr.</u> S.E. Sperry, Jr.	<u>9-13-34</u>	<u>9-14-34</u>
TOPOGRAPHY CHECKED	<u>J.P. O'Donnell</u> J.P. O'Donnell	<u>9-14-34</u>	<u>9-15-34</u>
SMOOTH RADIAL LINE PLOT	<u>S.E. Sperry, Jr.</u> S.E. Sperry, Jr.	<u>10-4-34</u>	<u>10-30-34</u>
RADIAL LINE PLOT CHECKED	<u>J.P. O'Donnell</u> J.P. O'Donnell	<u>11-7-34</u>	<u>11-10-34</u>
DETAIL INKED	<u>S.E. Sperry, Jr.</u> S.E. Sperry, Jr.	<u>10-30-34</u>	<u>5-28-35</u> (intermittent-ly)
PRELIMINARY REVIEW	<u>J.P. O'Donnell</u> J.P. O'Donnell	<u>5-26-35</u>	<u>5-27-35</u>

AREA OF DETAIL INKED 14.0 Sq. Statute Miles (Land Area)
 AREA OF DETAIL INKED 0.0 Sq. Statute Miles (Shoals in Water Area)
 LENGTH OF SHORELINE (more than 200 m. from the nearest opposite shore)
14.1 Statute Miles
 LENGTH OF SHORELINE (rivers and sloughs less than 200 m. wide)
7.8 Statute Miles
 LENGTH OF STREETS, ROADS, TRAILS, RAILROADS, ETC.
172.3 Statute Miles
 GENERAL LOCATION Northwestern Shore Long Island

LOCATION Manhasset Neck

DATUM North American 1927

STATION Krieder 1932 Lat. 40° 50' 16.504" (^{509.1}~~432.77~~)

Long. 73° 40' 34.808" (^{34.807 815.5}~~692.2~~)

final adjusted

COMPILER'S REPORT

for

AIR PHOTO TOPOGRAPHIC SHEETS FIELD NOS. 41E & 41W

T. 5091 and 15333

GENERAL INFORMATION

The Air Photo Field Inspection Report for the north shore of Long Island, attached to the Descriptive Report for Air Photo Topographic Sheet, Reg. No. T5088, furnished the necessary field data for the compilation of these sheets. Additional information was obtained from the notes on the field prints, supplemented by a final field inspection by Mr. S.E. Sperry Jr., Surveyor Party No. 12.

The accompanying Statistics Sheets detail all data bearing on the compilation of these sheets.

These sheets were compiled from photographs, Nos. M467 to M490 (876-14), and M491 to M509 (876-14), taken May 17, 1933 at 2:28 P.M. and 2:39 P.M. respectively, by 1st. Lieut. James F. Olive, Jr. of the U.S. Army Air Corps, with thier five lens camera, Model T-3A, No. 31-78.

The tide at Glen Cove, Hempstead Harbor, at the time photographs 491 to 509 were taken, was about two and one-half feet above low tide, as determined from the U.S. Coast and Geodetic Survey "Predicted Tide Tables"; while that at Execution Rocks Light, at the time photographs M467 to M490 were taken, was about two feet above low tide, also determined from the "Predicted Tide Tables".

Sheets 41E and 41W were compiled jointly and then cut and separated after the final review of the sheets had been made.

CONTROL

(A) Sources

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

- (a) Triangulation by Lieut. R.W. Woodworth in 1930-33, field positions unadjusted.
- (b) Triangulation by Lieut. B.H. Rigg in 1930.
- (c) Triangulation by Lieut. C.D. Meaney in 1932.
- (d) Triangulation by Lieut. I.E. Rittenberg in 1934.
- (e) 1933 Aluminum Control Sheet, by Lieut. Comdr. H.A. Cotton Reg. No. T-6028.
- (f) 1933 Aluminum Control Sheet, by Lieut. Comdr. H.A. Cotton Reg. No. T-6029.

All control was placed on the North American 1927 Datum before beginning the compilation. The adjustment was approximate; however, any final office adjustment should be unplottable at the scale of these sheets, 1:11,765.

Those topographic stations which were judged suitable, have been shown, on the celluloid topographic sheet, as recoverable topographic stations by a small black circle. The remaining topographic stations were shown by a double blue circle, thus (⊙), and the name (as shown on the aluminum control sheets) also in blue ink. Since blue ink will not photograph in the photo lithographic process, no record of these topographic signals (banners and flags) will appear on the finished sheets.

If it should be the desire of the Chart Section to have these latter signals shown, the usual circles and names may be inked in red by draftsmen in the Washington Office, since they will have all the data at hand.

The track traverse data of the Port Washington Division of the Long Island Railroad was used as supplementary control in the compilation of sheet 41W, while that of the Oyster Bay Division of the Long Island Railroad was used as supplementary control in the compilation of sheet 41E. T-5091

(B) Errors

In making the radial plot for this sheet, the following relocation of a spotted aluminum control signal resulted:

⊙ Greb - Lat. $40^{\circ} - 51'$ - 1647.3 m., Long. $73^{\circ} - 43'$ - 475.6 m.; new position as determined by the radial plot lies 18 meters distant on azimuth 96° (from north), from the position as obtained from the bromide of aluminum control sheet No. T-6027. No g.p. were available for this signal, and its position was obtained by transference from the above mentioned bromide. The geographic position listed above was obtained by scaling from the celluloid topographic sheet. The signal is the center of a small green bath house, which was spotted by the field inspection party and verified under the stereoscope. This signal is well surrounded by other control, all of which checks with the plot, and because of this it is believed that the station is in error as stated.

See Review T-5333

(C) Discrepancies

The Long Island Railroad track traverses checked correctly with the radial plot at street intersections, overhead crossings etc. and no adjustment of traverse or plot was necessary.

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

COMPILATION

(A) Method

The usual radial line method of plotting was used in the compilation of these sheets.

(B) Adjustment of Plot

Only a slight amount of tilt and scale fluctuation, due to the flying altitude, was encountered in the compilation of these

Note: ONT-5333, remove patches of sand shown on
several golf courses, to make this sheet consistent
with T-5091. FRG

(C) Interpretation

Additional Note: * Private Driveways.

There are many large estates in the area covered
by this compilation, through which long private driveways run.
Where these long driveways are roads of first class condition
they have been shown by a double full line, instead of the cus-
tomary double dashed line.

sheets. Considerable adjustment in detailing was necessary, however, because of variations in ground elevation. This latter difficulty was obviated in many instances by picking points closer together and making additional cuts in areas where such variation in ground relief exists. Where such proportioning was necessary, it was carefully done, and by holding to all the available control for these sheets, in the making of the smooth plot, excessive adjustment, to the extent of causing any appreciable error, was not necessary.

The control for these sheets is, in general, strong but in the south-east corner of sheet No. ~~412~~^{T584} the only existing control station is Topo. Station "Top". All radial intersections in this area were very good, however, and it is believed that the lack of control did not impair the accuracy of the compilation.

(C) Interpretation

The usual graphic symbols were used as approved by the Board of Surveys and Maps (1932) and for the most part no great difficulty was experienced in interpreting the photographic detail. It was only in the area to the west of and also to the south of Mott Point, as well as in heavily wooded areas, that such difficulty existed. In the former case, the area in the vicinity of Mott Point was covered by outer portions of the wing prints of both sets of photographs used in this compilation, and because the area was so far removed from the centers of all photographs the detail was not clear. In heavily wooded areas, difficulty was experienced in distinguishing between trees and houses. For this reason, not all the houses existing in heavily wooded areas may have been shown on this compilation.

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

The major part of the detail in the vicinity of Mott Point was traced not from the photographs in the flights mentioned on the Statistics Sheets of this report (page 2), but from photograph M520 (876-14) of the flight M520 (876-14) to M546 (876-14). The reason for doing this was because the detail on this particular picture was much clearer than on any other, and also because many of the roads in the vicinity of Mott Point were radial with the center of photograph M 520. This latter fact aided considerably in detailing these roads, for on all other pictures the images of the roads were displaced far out of their proper position because of the numerous and considerable variations in ground relief.

All railroad sidings, switch tracks etc. have been plotted, on this compilation, from track layout data furnished by the Long Island Railroad.

All buildings are shown, save in thickly populated areas such as the towns of Port Washington, Plandome, Manhasset, Roslyn and Sea Cliff, in which cases the omissions are indicated by appropriate labels.

**Additional Note:
(E) Conflicting Names**

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

That portion of Searingtown Road which lies between Northern Turnpike and Power House Road is somewhat obscured, on the photographs, by trees; yet, it is believed that the location as shown on this compilation is still within the allowable limits of accuracy.

Short driveways in town areas have been mostly omitted, in this compilation.

There are no bridges of importance to navigation shown on these sheets.

(D) Information from Other Sources

At the time this compilation was begun, Lieut. Rittenberg's a luminum control sheet of Manhasset Bay had been finished in pencil, but had not been inked. A celluloid tracing of the high water line on this sheet was made in Lieut. Rittenberg's field office by J.J. Lanigan, Draftsman Party No. 12, and a bromide of this tracing was then made, with the proper scale factor applied. The high water line as obtained from this bromide is shown on the reverse side of Sheet No. 41 W in blue ink.

T5333

Sunken rocks and rocks awash shown on these sheets were taken from the 1933 survey of Lieut. Comdr. H.A. Cotton and the 1934 survey of Lieut. I.E. Rittenberg. Those obtained from Lieut. Comdr. Cotton's survey were traced from the bromides of his aluminum control sheets, while those obtained from Lieut. Rittenberg's survey were scaled from a paper tracing (scale 1:10,000) of his aluminum control sheet. The paper tracing was made by Lieut. Rittenberg's party in its field office and then sent in to this office.

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

COMPARISON WITH OTHER SURVEYS

The junctions with all other adjoining sheets are satisfactory.

The high water line as determined by this compilation agrees satisfactorily with that obtained from the aluminum control sheets of Lieut. Rittenberg and Lieut. Comdr. Cotton, except in a small number of instances in which minor discrepancies occur and also except for the following more important discrepancies:

(1) At Lat. 40° 48', Long. 73° 42.5' there is a considerable difference between the shore line shown on this compilation and that run in by the field party. This area was reinspected and there is no doubt at all but that the shore line shown on this compilation is the correct one. It is believed the field party made a "bust" in this area of discrepancy; for if the shore line in this vicinity were rodded in with the instrument set up on the opposite shore of Manhasset Bay, an incorrect rod reading might result in a discrepancy such as now exists. The shore line as shown on this compilation agrees with that shown on U.S.C. & G.S. Chart 223.

(1) T-6109 is in error here and a note has been made in green on the survey for T-6109 to this effect. Ram. 12/19/25.

(2) At Lat. 40° 48.9', Long. 73° 42.2' the position of the high wa ter line shown on this compilation differs from that run in by the field party. This area was reinspected, the original spotting of the shore line was checked and it is believed that

The compilation was changed to agree with the survey for T-6109 here. This is a marsh area and if it was accurately rodded the PT. survey the survey T-6109 will be accepted here. Ram. 12/19/25.

T5333

LANDMARKS

T-5353

Additional Note:

Station "Heat" on Lieut. Comdr. Cotton's 1933 plane table sheet T6027, has been submitted by him on Form 567 as a landmark and listed therein as a Weathervane on Top of Sands Point Club House. Lt. Rittenberg, in 1934, cut in triangulation station Plum Pt., Sands Point Club, Cupola, 1934 which he locates about 2 meters from the weathervane. Apparently, they are the same point and therefore ^{the position of} the triangulation station ~~position and description have been used.~~ has

the position as shown on this compilation is the correct one. Here again, the shore line as shown on this compilation is more in agreement with that shown on Chart No. 223, than is the shore line run in by the field party.

(3) The more important of the minor discrepancies occurs at Lat. $40^{\circ} 50.1'$, Long. $73^{\circ} 42.3'$. The original spotting of the high water line on the field prints was checked by Mr. Sperry at the time of his final field inspection and it is believed that the shore line as shown on this compilation is the correct one. (On T-6109).

The compilation was changed to agree with survey for T-6109.

LAM.

The compilation was changed at Lat. $40^{\circ} 52.2'$ Long. $73^{\circ} 42.9'$ to agree with the survey for T-6109.

The discrepancy at Lat. $40^{\circ} 50.4'$ Long. $73^{\circ} 42.9'$ is an error on the plane table survey T-6109 where a note has been made in green to this effect.

L.A.M. 12/18/35

(4) At Lat. $40^{\circ} 52.2'$, Long. $73^{\circ} 42.8'$ the outline of East Creek, as run in by the field party, differs from that shown on this compilation, while the creek at Lat. $40^{\circ} 50.4'$, Long. $73^{\circ} 42.9'$ was not run in by the field party but is shown on this compilation. In the former case, it is believed that the discrepancy may be due in part to the fact that the high water line might have been changed by storm conditions and also to the fact that the sketching of the creek might have been done hastily, knowing that the air photo compilation which would follow would show all the details of the high water line. It is also believed that this latter reason would also account for the second mentioned creek not being run in. (* Refers to T-6027 and T-6109).

T5333

LANDMARKS

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

~~The following omission, however, should be noted.~~

~~There are shown on the present edition of Chart # 223, two Towers one at Lat. $40^{\circ} 51.6'$, Long. $73^{\circ} 41.9'$, the other at Lat. $40^{\circ} 51.8'$, Long. $73^{\circ} 42.1'$. Neither of these two towers is mentioned in Lieut. Woodworth's list of landmarks; nor are they sufficiently clear on the photographs to allow spotting. For these reasons they have been omitted from this compilation. (The foregoing statements no longer hold as these towers appear as Δ stations. LAM. 12/18/35)~~

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

RECOMMENDATIONS FOR FURTHER SURVEYS

See Review

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

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

Assisted by

J.J. Lanigan
J.J. Lanigan
Draftsman

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

Submitted by

S.E. Sperry, Jr.
S.E. Sperry, Jr.
Surveyor

LIST OF RECOVERABLE TOPOGRAPHIC STATIONS

CLASS (C) LANDMARKS

SHEET 41W T5333

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

Description	Latitude		Longitude		Method of Determination
	°	D.M. Meters	°	D.P. Meters	
Cupola on School	40 47	(1778) 73	73 42	(747) 660	1935 A.P.T.
Spherical Gas Tank	40 47	(1806) 45	73 42	(916) 491	1935 A.P.T.
Brick Chy. on House	40 48	(1227) 624	73 42	(509) 897	1935 A.P.T.
Large Chy. on House	40 48	(587) 1264	73 42	(628) 778	1935 A.P.T. <i>not shown position for white d shown instead.</i>
Cupola - Old Mill <i>M.I(d)</i>	40 48	(298) 1553	73 42	(1042) 364	1935 A.P.T. <i>T-6109</i>
East Gable - Coal Silo	40 49	(1123) 728	73 41	(1096) 310	1935 A.P.T.
South Gable - Airplane Hangar	40 50	(1356) 495	73 43	(859) 547	1935 A.P.T.
F.S. * North Hempstead Y.C. <i>All(d)</i>	40 50	(1379) 472	73 43	(1227) 179	1935 A.P.T. <i>T-6109</i>
Tank - Berg Oil Co. <i>S.I(d)</i>	40 50	(1300) 551	73 42	(844) 562 <i>561</i>	1935 A.P.T. <i>T-6109</i>
Chy. - Red Roof	40 50	(1332) 519	73 41	(7) 1399	1935 A.P.T.
Cupola- between 2 Chimneys	40 50	(1365) 486	73 41	(265) 1141	1935 A.P.T.
Low Tank	40 50	(1017) 834	73 40	(1385) 21	1935 A.P.T.
Beacon - Gangway Rock	40 51	(974) 877	73 44	(301) 1104	1935 A.P.T.

Note: A.P.T. denotes air photo topography.
For Classification of Class (C) landmarks see Descriptive Report for Topographic Sheet Reg. No. T5059, LANDMARKS AND REPORT ON REVIEW OF SHEET.

LIST OF RECOVERABLE TOPOGRAPHIC STATIONS

CLASS (C) LANDMARKS

SHEET 41E T-5091

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

Description	Latitude		D.M. Meters	Longitude		D.P. Meters	Method of Determination
	°	'		°	'		
Tank Top	40	47	(1818) 33	73	38	(252) 1155	1935 A.P.T.
Chimney	40	47	(1733) 118	73	38	(489) 918	1935 A.P.T.
Octagonal Spire- Presbyterian Ch.	40	47	(299) 1552	73	38	(272) 1135	1935 A.P.T.
Standpipe	40	48	(1843) 8	73	38	(680) 726	1935 A.P.T.
U.S.E. Willowmere	40	48	(317) 1534	73	38	(220) 1186	1935 A.P.T.
Cupola	40	49	(449) 1402	73	39	(623) 783	1935 A.P.T.
Clock Tower	40	50	(174) 1677	73	38	(411) 994	1935 A.P.T.

Note: A.P.T. denotes air photo topography.
 Two additional landmarks, Tall Windmill
 Lat. 40° 48.0', Long. 73° 36.8'; and Tall
 Windmill 40° 48.2', Long. 73° 36.2' are
 shown on this sheet by the customary black
 circle, although they fall off the detailed
 area of the sheet. Both of these landmarks
 have been submitted on Form 524, with the
 Descriptive Report for Topographic Sheet Reg.
 No. T5088.
 For Classification of Class (C) Landmarks see
 Descriptive Report for Topographic Sheet Reg.
 No. T5059, LANDMARKS AND REPORT ON REVIEW OF
 SHEET.

Review of Air Photo Compilation T 5091 (1935)

Comparison with T 6028 and T 6029 (1933), Topographic Aluminum Surveys, Scale 1:10,000

Several groins at Carpenter Point and other isolated piers that were not visible on the photographs and the low water line were added to the compilation.

Topographic stations described on Form 524 were transferred. Plotted by J. A. 3rd; checked by L. A. M.

Except for magnetic declination and temporary planetable stations, ~~the compilation is adequate to supersede T 6028 and T 6029 for the common area.~~ *all detail on is shown on the compilation*

Comparison with T 3677 (1917), Topographic Survey, Scale 1:10,000.

The compilation is adequate to supersede T 3677 for the common area.

Comparison with H 5545 (1934), Hydrographic Survey, Scale 1:10,000

The topographic detail is in substantial agreement but several piers, jetties and groups of inshore rocks are missing on H 5545 that appear on T 6028, T 6029 and the compilation. Inasmuch as H 5545 has been reviewed these have been noted on H 5545 in pencil and a reference filed with Mr. Bush.

Several shallow soundings plotted inside of areas shown on T 6028 as mud flats. The mud flat symbol was omitted on the compilation and marked as a shoal area in lieu thereof to avoid a conflict.

Comparison with Chart 223, Scale 1:20,000

All landmarks agree. A wreck at Lat. $40^{\circ} 48.7'$, Long. $73^{\circ} 39.3'$ does not appear on the compilation or surveys mentioned above but is not disproved.

General

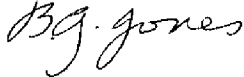
The projection has been checked and is satisfactory. Instructions have been complied with. The drafting is fair but very heavy and the sheet will have to be redrawn to meet acceptable standards. More than the usual amount of office work was required for this reason.

A better description of the accuracy stated on page 7 of the descriptive report is 2 to 5 meters for intersected points and 3 to 8 meters for other detail.

Respectfully submitted,


JOSEPH ANDREWS III

Inspected by:



... to V. ... no
... ..
... ..

... ..

... ..

... ..

P.M. at Manhasset N.Y. to Phila. 1/4/40 reports
Whitney Pond correct local usage per
authority Town clerk and Water Board
Whitney Pond on T5333 1/18/40.

Survey No. T-5333

GEOGRAPHIC NAMES

Date. Dec. 17, 1935Chart No. 223, 1213Diagram No. 1213

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

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

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

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	<u>Manhasset Neck</u>	same			
	<u>Manhasset Bay</u>	"			
	<u>Prospect Point</u>	"			
	<u>Sands Point</u>	"			
	<u>Mott Point</u>	? "		not on collection see tracing	
	<u>Barker Point</u>	"			
	<u>Plum Point</u>	"			
	<u>Tom Point</u>	none			
	<u>Port Washington</u>	same			
	<u>Leeds Pond</u>	none	?		
	<u>Mill Pond</u>	none	?		
	<u>Whitney Lake Pond</u>	none	?		
	<u>Plandome</u>	Plandome Village			
	<u>Flower Hill</u>	none		Oyster Bay Quad	
	<u>North Hills</u>	"	?		
	<u>N Hempstead Turnpike</u>	"			
	<u>Shelter Rock Road.</u>	"			
	<u>Sands Point Road</u>	"			
	<u>Middle Neck Road</u>	"			
	<u>Manhasset.</u>	"			
	<u>East Creek.</u>	none. empties into at Prospect		Long Island Sound Point 40° 51' 9" - 73° 42.7'	(T-5333)
	<u>Manor Haven</u>	?			Stick this up again so that it is one name not two

REVIEW OF AIR PHOTO COMPILATION T 5333 (1935)
1:10,000 scale

Comparison with Contemporary Graphic Control Surveys

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

The survey for T 6109 was made more than a year after the photographs were taken and some time after the field inspection of the photographs for this compilation. T 6109 shows complete waterfront detail. Considerable detail such as rocks, jetties, piles, dolphins, etc. not visible on the photographs has been transferred from T 6109 to this compilation in this office. Only the elevations of more dangerous outlying rocks as given on T 6109 have been transferred to this compilation.

Discrepancies between this compilation and the survey for T 6109 are listed in this report on pages 6 and 7. Disposition of these discrepancies is given in red directly opposite the discussion. Notes have been made in green on the survey T 6109 where T 6109 is in error. The compilation has been corrected where necessary.

Recoverable described stations were transferred from T 6109 to the compilation Dec. 6, 1935 by L. A. McGann; checked by R. M. Berry December 17, 1935. All detail on T 6109 is shown on this compilation over the common area with the exception of the magnetic declination and non-recoverable plane table positions. *Law, R.M.B.*

T 6027 (1933), 1:10,000

The survey for T 6027 was made about 5 months after the photographs were taken. All rocks awash, sunken rocks and other waterfront detail not visible on the photographs have been transferred from T 6027 to this compilation.

The ^{two} ~~one~~ discrepancy ^{ies} between T 6027 and this compilation is mentioned on page 7 ^{and page 7} of this report. *The compilation is accepted as correct after examination in this office and for reasons as stated on page 4 and page 7 of preceding report.*

Recoverable described stations were transferred from T 6027 to the compilation by the reviewer Dec. 6, 1935; checked by R. M. Berry Dec. 17, 1935. All detail on T 6027 is shown on this compilation with the exception of the ~~non-recoverable plane table positions~~ and the magnetic declination *and several plane table stations (small houses, flagpoles etc) located for Hydrography which have not been transferred due to the density of recoverable stations already on the compilation.*

Elevations are given on T 6027 for practically all rocks shown on that sheet. Only the elevations of the more important of these are shown on this compilation.

T 6029 (1933), 1:10,000

The survey for T 6029 was made about 5 months after the photographs were taken. Rocks awash and sunken rocks not visible on the photographs have been transferred. Only the elevations of the more dangerous outlying rocks as given on T 6029 have been transferred to this compilation.

There are no discrepancies in the position of the high water line between T 6029 and this compilation.

Recoverable described stations were transferred from T 6029 to this compilation by the reviewer Dec. 6, 1935; checked by R. M. Berry Dec. 17, 1935. All detail on T 6029 is shown on this compilation over the common area with the exception of ~~non-recoverable plane table positions and the magnetic declination.~~ *- R. M. Berry and several plane table stations (flag poles, house chimneys etc) which have not been transferred due to the number of such stations already on the compilation.*

Comparison with Previous Topographic Surveys

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

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

T 34 (1837), 1:10,000

The survey for T 34 covers Manhasset Neck. There are large changes of topographic detail but the shoreline is in essentially the same position as in 1837. T 34 is superseded by this compilation.

T 38 (1837), 1:20,000

Only a small portion of shoreline on T 38 is common to this compilation. The survey of T 38 for the most part covers an inshore area and is superseded by this compilation over the common area.

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

The survey for T 1515b covers the shoreline of Great Neck and Manhasset Neck. There are salient changes in the position of the high water line at Prospect Pt., Plum Pt. and Tom Pt. This compilation is adequate to supersede T 1515b except for location of certain rocks as discussed in the last two paragraphs under the section "Comparison with the Charts" on the following page.

T 1722 (1886), 1:10,000

The survey for T 1722 covers Hempstead Harbor. The shoreline between Mott Point and Prospect Point is the only detail falling within the common area. There is little change here. T 1722 is superseded by this compilation over the common area except for certain high water rocks as mentioned in the last two paragraphs under section "Comparison with the Charts" on the following page.

T 3677 (1917), 1:10,000

The survey for T 3677 covers Hempstead Harbor. Only the shoreline and waterfront detail are shown on T 3677. Over the common area of rocky coast for the most part there is little change. T 3677 is superseded by this compilation over this common area.

Comparison with H 5545 and H 5546 (1934), 1:10,000

This compilation at Parker Point, Sand Point, Prospect Point and between Mott Point and Prospect Point shows foul areas with a limiting line taken from the planetable control surveys and the photographs. Soundings on H 5546 extend inside these areas but do not conflict.

Comparison with Charts 223 and 1213

All landmarks including lights and beacons on the present charts in this area are shown on the compilation ~~except for the beacon on Success Rock (name on chart 223 only) which is not visible on the photographs and which was not located by the graphic control surveys.~~

New landmarks recommended by this compilation and the graphic control surveys are shown on the compilation.

Chart 223 shows high water rocks at the following localities which were not located by the recent graphic control surveys or the new hydrographic survey and which cannot be seen on the photographs. These rocks were apparently taken from T 1722 and T 1515b. The photographs are not sufficiently clear to disprove their existence:

Lat. $40^{\circ} 51.9'$, long. $73^{\circ} 44.05'$; 3 high water rocks, lat. $40^{\circ} 52.25'$, long. $73^{\circ} 42.9'$ to long. $73^{\circ} 43.3'$; lat. $40^{\circ} 52.2'$, long. $73^{\circ} 42.4'$; several at Mott Point and just south of Mott Point, lat. $40^{\circ} 51.2'$ to $51.6'$, long. $73^{\circ} 40.5'$ to $40.7'$.

Old Hen Rocks off Prospect Point shown on chart 223 and located on T 1515b and T 1722 are not shown on this compilation but have been located on H 5545.

Note: The section of this compilation west of Long. $73^{\circ} 43'$ and ~~East~~ ^{South} of Lat $40^{\circ} 50'$ was added from T5090 and this section of the projection is slightly out of line due to negative junction. The difference may be appreciable if used for a resurvey.

Leonard A. Milsam
V. B. Jones

December 18, 1935.

REVIEW OF AIR PHOTO COMPILATION NO. *T-5090*
T-5333.

Chief of Party: Roswell C. Bolstad

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

1. The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown on this compilation. (Par. 16a, b,c,d,e,g and i; 26; and 64)
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)
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 mangrove~~ coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)
T-5333: - High water line on sand beach obtained from plane table surveys T-6029 T-6027.

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. 16d, e; and 60)
List of Landmarks have been submitted with the plane table Surveys T-6109, T-6027, T-6028, T-6029 reports instead
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)
Draw. 12/17/35.
12. ✓ Geographic names are shown on the overlay tracing. The accepted local usage^{of} of new names has been determined and they are listed in the report, together with a general statement as to source of information and a specific statement when advisable. Complete discussion of place names differing from the charts and from the U. S. G. S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k)
13. ✓ The geographic datum of the compilation is N. American 1927 and the reference station is correctly noted.
14. ✓ Junctions with adjoining compilations have been examined and are in agreement. (Par. 68j)
15. ✓ The drafting is satisfactory and particular attention has been given the following:
1. Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report.
 2. The degrees and minutes of Latitude and Longitude are correctly marked.

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

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

16. ✓ No additional surveying is recommended at this time.

17. ✓ Remarks: Any additional notes and requirements affecting this area may be found upon referring to the report of Lieut. R.W. Woodworth which has been previously submitted. Also refer to the Air Photo Field Inspection Report attached to the descriptive report of sheet register number T-5088. Reference might also be made to the report of Lieut. I.E. Rittenberg, concerning his work done in the summer of 1934, which might have been sent to the Washington office but which was not sent to this office.

18. ✓ Examined and approved;

Preliminary review ---

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

Roswell C. Holstad
Roswell C. Holstad
Chief of Party

19. ✓ Remarks after review in office: *These sheets 5091 and 5333 were compiled from photographs considerably below true scale. The drafting was poor and the enlargement has magnified the heavy drawing. An excessive amount of office work has been required.*

Reviewed in office by:

T-5091 *Joseph Andrews, III* ✓ *B.G. Jones*

T-5333 *Leonard A. Nelson* ✓ *B.G. Jones*
December 18, 1935.

Examined and approved:

C.K. Green
Chief, Section of Field Records

L.O. Albert
Chief, Division of Charts

T.S. Borden
Chief, Section of Field Work

G. Wade
Chief, Division of Hydrography and Topography.

For

5333

See

5091

5333

5091

See