

5067

ORIGINAL

U. S. COAST & GEODETIC SURVEY  
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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. 17 W

REGISTER NO. T 5067

**5067**

State New York

General locality Eastern Long Island

JESSUP NECK

Locality South Shore of Peconic Bay, Rose Grove to Noyack

Scale 1:10,000 Photographs May 5  
Date of ~~survey~~ April 21, 1933  
Date of Compilation May 14, 1934

~~Vessel~~ Air Photo Compilation Party No. 12, New York City

Chief of party

Roswell C. Bolstad

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

Inked by H. L. Hawkins

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 1:11,001 and enlarged and

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

- NOTES ON COMPILATION -

SHEET NO. 17W

PHOTOS, NO. M105 (881-14) TO NO. M115 (881-14) TIME 10:50 A.M.

PHOTOS, NO. M32 (881-14) TO NO. M40 (881-14) TIME 10:40 A.M.

DATE OF PHOTOGRAPHS M105-M115 May 5, 1933

DATE OF PHOTOGRAPHS M32-M40 April 21, 1933

	BY	DATE
ROUGH RADIAL PLOT	W.F. von Buehren	10/10/33
SCALE FACTOR (0.909)	W.F. von Buehren	10/10/33
SCALE FACTOR CHECKED	S.E. Sperry, Jr.	10/11/33
PROJECTION	W.H. Burwell	11/11/33
PROJECTION CHECKED	J.P. O'Donnell	11/11/33
CONTROL PLOTTED	W.H. Burwell	11/18/33
CONTROL CHECKED	W.F. von Buehren	11/22/33
TOPOGRAPHY TRANSFERRED	M.S. Abramson	1/6/34
TOPOGRAPHY CHECKED	J.G. Albert	1/8-1/9/34
SMOOTH RADIAL LINE PLOT	G. Crowther	4/16/34
RADIAL LINE PLOT CHECKED	J.G. Albert	4/17 - 4/19/34
DETAIL INKED	H.L. Hawkins	4/20 - 5/14/34

AREA OF DETAIL INKED 12.4 sq. Statute Miles (Land Area)

AREA OF DETAIL INKED 0.0 sq. Statute Miles (Shoals in Water Area)

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

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

LENGTH OF BOATS, STREETS, TRAILS, RAILROADS 94.6 Statute Miles

COMPILER'S REPORT

for

T-5067

AIR PHOTO TOPOGRAPHIC SHEET FIELD NO. 17W

GENERAL INFORMATION.

The AIR PHOTO FIELD INSPECTION REPORT, 1933, of Lieut. L.C. Wilder for Eastern Long Island, N. Y. furnished the necessary field data for the compilation of this sheet. Additional information was obtained from the field prints and, in questionable areas, from Lieut. (j.g.) R.C. Bolstad who is familiar with the topography of this area.

The accompanying NOTES ON COMPILATION details all data in connection with the compilation of this sheet.

Two sets of photographs were used in this compilation. At the time the photographs, M105-M115 (881-14), used in the compilation of this sheet, were taken, May 5, 1933 at 10:50 A.M., the tide at Southold Landing, from predicted tide tables, was about 1.3 feet below high water. At the time the photographs, M32-M40 (881-14), also used in this compilation, were taken, April 21, 1933 at 10:40 A.M., the tide at Southold Landing, from predicted tide tables, was about  $\frac{1}{2}$  foot below high water.

This sheet, T 5067, and sheet T 5338 were compiled as one sheet, Field No. 17, and later cut to form two sheets.

This sheet was compiled from photographs taken by 2nd Lieut. James F. Olive, Jr. of the U. S. Army Air Corps with their five lens camera, model T-3A, No. 31-78, photograph numbers as given in paragraph three above, inclusive.

CONTROL.

(A) Sources.

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

- (a) Triangulation by Lieut. L.C. Wilder, in 1933, field positions unadjusted.
- (b) Triangulation by Lieut. C.D. Meaney, in 1932.
- (c) 1933 Aluminum Control Sheet (Lieut. L.C. Wilder's Field Sheet "B" Reg. No. T-6020)
- (d) 1933 Aluminum Control Sheet (Lieut. L.C. Wilder's Field Sheet "C" Reg. No. T-6019)
- (e) 1933 Aluminum Control Sheet (Lieut. L.C. Wilder's Field Sheet "D" Reg. No. T-6017)
- (f) 1933 Aluminum Control Sheet (Lieut. L.C. Wilder's Field Sheet "G" Reg. No. T-6018)

All control is on the North American 1927 Datum. The difference between the unadjusted and the final adjusted positions would be unplotable at the scale of this compilation (1:11,001).

Triangulation and topography (1:20,000 and 1:10,000 scale aluminum control sheets, showing control signals and some high water line) executed by the parties of Lieut. L.C. Wilder and Lieut. C.D. Meaney in 1933 and 1932 form the basis of control for this area.

In addition to the triangulation and high water line obtained from the aluminum control sheet, the following topographic signals (shown on the aluminum control sheet) were spotted on the photos and were used in controlling this sheet:-

Hed /

Mus /

Tuf /

Inn / (N.E. corner of Beach Inn)

They have been shown on the celluloid topographic sheet by a double blue circle (⊗) together with the name (as shown on the aluminum control sheets) in blue. As the blue will not photograph during the photo-lithographic process no record of these topographic control signals (banners and flags) will appear on the finished sheet.

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

All aluminum control stations used in the supplementary control of this sheet have been plotted from positions obtained from Lieut. L.C. Wilder's aluminum control sheets "B", "C", "D" and "E".

In the compilation of this sheet not all of the control stations shown on the aluminum control sheets were used as control since the field inspection took place before the aluminum control sheets had been finished by the field party and the field party had not established all of the control in this area. However, many natural objects used as control on the aluminum control sheets could be definitely spotted in the office with the aid of the stereoscope and these were used as supplementary control.

(B) Errors.

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

⊙ Inn - Lat.  $40^{\circ} 59.7'$ , Long.  $72^{\circ} 19.9'$  - new position as determined by the radial plot lies 7 meters distant on azimuth  $290^{\circ}$  (from north) from the position as given on the aluminum control sheet. This signal is the northeast corner of Beach Inn and can be clearly seen on the photographs, also verified under the stereoscope so it is believed to be correctly spotted.

⊙ Tuf - Lat.  $40^{\circ} 59.4'$ , Long.  $72^{\circ} 22.6'$  - new position as determined by the radial plot lies 6 meters distant on azimuth  $14^{\circ}$  (from north) from the position as given on the aluminum control sheet. This signal is a beach flag and may have been spotted incorrectly on the photographs since it could not be verified under the stereoscope but is believed to be correctly pricked.

The control on this sheet is, in general, strong and the radial plot gave good intersections so it is believed that the stations mentioned above are in error as stated. It is to be noted that the aluminum control sheet was executed on a scale of 1:20,000 whereas this sheet is on a scale of 1:11,001.

See Review

(C) Discrepancies.

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

COMPILATION.

(A) Method.

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

(B) Adjustments of Plot.

The photographs of this strip appear to have only a small amount of tilt and scale fluctuation due to a variation in the altitude of the airplane, making it necessary for the detailer to do a small amount of proportioning between radial points. Photograph Nos. M109 and M115 (881-14) showed some degree of tilt and scale fluctuation.

However, a sufficient number of radial points were taken so that the detail could be inked without excessive adjustment and should be well within the allowable limits for error.

(C) Interpretation.

Only the usual graphic symbols were used as approved by the Board of Surveys and Maps (1932) and no great difficulty was experienced in interpreting the photographic detail.

The double full line was used to indicate first order roads and the double broken line for private driveways and roads of lesser importance. An exceedingly poor road or trail was shown as a single dashed line. In most cases (unless labeled on the field inspection prints) the classification had to be determined by the appearance under the stereoscope and by personal knowledge of the vicinity by Mr. H.L. Hawkins. Unsurfaced highways shown on this sheet were represented by double broken lines.

<sup>central</sup>  
~~Section~~ The double line of long dashes across the ~~southerly~~ half of the sheet appears crooked in most photos but in photo No. M105 it appears straight and is known by Mr. H.L. Hawkins to be straight. The relief of that section makes it have the crooked appearance. The section is a clearing.

There were no shoal areas on this sheet except the uniform shoaling of the shore line which reaches the six foot depth quite rapidly and was not shown.

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

The shoreline on the west side of Mill Creek has been dredged since the photographs were taken and sand fill now replaces the meadow shown by the photographs. The west shoreline was therefore indicated as sand in the compilation. *See Review*

(D) Information from Other Sources.

The only high water line run in by the topographic party on the aluminum control sheet of this area is at Jessup Neck. Since this section fell far out on the wing prints of the photographs and was quite badly

blurred, the shoreline on the aluminum control sheet was taken as correct and used in this compilation.

(E) Conflicting Names.

There are no names on this sheet conflicting with the U.S.C. & G.S. Charts of this area.

Mill Creek is labeled Hill Creek on the U. S. Geological Survey Maps but the field inspection party verified the former name.

The new name "Trout Pond", a small pond flowing into Mill Creek has been verified and is known locally as such.

At Lat. 40°- 59.8', Long. 72°- 20.5' there is a real estate development known as "Pine Neck". This area has not been labeled on this sheet as the name is not widely known or well established.

(F) Miscellaneous.

The triangulation stations Jessup and Jessup Neck could not be identified on the photographs.

COMPARISON WITH OTHER SURVEYS.

The junctions with all adjoining sheets are satisfactory.

As the photographs were blurred on the section known as Jessup Neck, the high water line as given by Lieut. L.C. Wilder's topo sheet "C" was used and checks in the white strip of sand as obtained from the radial plot and was ~~assumed to be~~ <sup>accepted as</sup> correct.

LANDMARKS.

The list of landmarks in this area, including those to be expunged, has been previously submitted, November 4, 1933, by Lieut. L.C. Wilder. There are no other structures on this sheet suitable for landmarks.

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

RECOMMENDATIONS FOR FURTHER SURVEYS.

The compilation of this sheet is believed to have a probable error of not over 2 meters in well defined detail of importance for charting and of 4 meters for other data. It is understood that the widths of roads and similar objects may be slightly expanded in order to keep the detail clear and to avoid the closing up of the lines and photographing as a solid area in the photolithographic process. However, it is believed that in no case are the roads shown wider than the fence lines or actual width of right of way. Lee Review

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

Assisted by

*J. G. Albert*  
J. G. Albert

Draftsman

and

*A. K. Spalding*  
A. K. Spalding

Accountant

Submitted by

*H. L. Hawkins*  
H. L. Hawkins  
Draftsman



ADDITIONAL NOTE

The dock as shown in Lat.  $40^{\circ}-59.7'$ , Long  $72^{\circ}-20.0'$  on this sheet has been removed. About the latter part of October 1933 the dock was washed ashore during a storm. The dock, however, has been shown on this sheet as it is customary for the owners to rebuild it in the spring of each year. The exact location, however, should not be relied on as it may have been shifted somewhat in replacing.

*N. L. Hawkins*

R. L. Hawkins

*In view of this statement the pier has been removed from the compilation.*

LIST OF RECOVERABLE TOPOGRAPHIC STATIONS

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

<u>Description</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Height</u>	<u>Method of Determination</u>
	° , D.M. Meters	° , D.P. Meters		
N. E. corner Beach Inn	40 59 1262.0	72 19 1358.0		A.C.S. Reg. No. <u>T-6017</u>

Note: A.C.S. denotes aluminum control sheet.

Survey No. 1-5061

Date. 2-4-35

## GEOGRAPHIC NAMES

Chart No. 298-299

Diagram No. \_\_\_\_\_

- \*. Approved by the Division of Geographic Names, Department of Interior.  
 ✕. Not Approved by the Division of Geographic Names, Department of Interior.  
 R. Referred to the Division of Geographic Names, Department of Interior.

[illegible]

Review of Photo Compilation T-5067 (1933)

Comparison with Other Surveys: *and the charts:*

(a) Charts 298 and 299 show differences in shore line at the entrance of Mill Creek and a recession of the tip of Jessup Neck about 400 meters. These are apparently natural changes due to erosion. Otherwise there is a substantial agreement of detail.

(b) T-6017 (1933) 1:20,000 shows signals only.

T-6018 (1933) 1:10,000 shows signals only.

T-6019 (1933) 1:20,000 shows in addition to signals the shoreline and topography of Jessup Neck which was transferred by the compiler and is in agreement.

T-6020 (1933) 1:20,000 shows signals only and the descriptions submitted on Form 524 do not plot within the area of the compilation.

The errors discussed on page 4 concerning "INN" and "TUF" are minor and the compilation positions are accepted for the reasons given.

T-1772 (1887) 1:10,000 except for the recession noted above of Jessup Neck is in substantial agreement for the area it covers. A line of thirteen (13) rocks lying about 50 meters offshore at Latitude  $41^{\circ}-00.8'$  Longitude  $72^{\circ}-22.5'$  on T-1772 are not shown on the compilation and do not appear on the latest hydrographic survey H-5380. This area is noted on H-5380 as rocky..

T-1571 (1888) 1:10,000, except for changes mentioned above in Mill Creek and an enlargement in area of Sag Harbor Cove is substantially in agreement. The projection is satisfactory and the compilation is adequate to supersede T-1571 and T-1772 except for the rocks listed in the preceding paragraph.

H-5380 (1933) 1:10,000, comparison shows two minor differences at mouth of Mill Creek. On west bank two soundings, one 3 ft. and one 4 ft. plot above H. W. line and on the east bank two soundings of 5 ft. plot likewise.

Reference is made to bottom of page 5 for explanation of dredging operations at these points accounting in main for this difference. There is no reason to question the accuracy of the soundings, the H.W. line has been replotted on the lithographic proof dated Aug. 9, 1933 so these soundings fall outside H.W. line. This H.W. line is on a sand beach and was located by the compiler without field inspection which also accounts for part of the discrepancy

The statement of accuracy on page 6 is rather high for this area, a better estimate would be 3 to 4 meters for intersected points and 4 to 8 meters for other detail.

*Approved*  
K.T.A.

*V.B. Jones*

## REVIEW OF PHOTO TOPOGRAPHIC SURVEY NO. T 5067

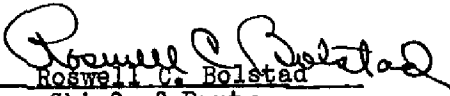
Title (Par. 56) (See enclosed Title Sheet)

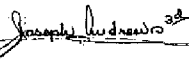
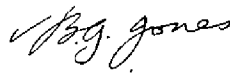
Chief of Party Roswell C. Bolstad Compiled by (See enclosed data sheet)

Project Air Photo Compilation Instructions dated Nov. 15, 1932  
Party No. 12


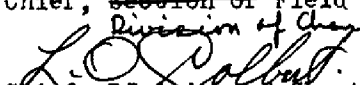
1. The survey and preparation for it conform to the requirements of the Topographic Manual. (Par. 8; and 16, a, b, c, d, e, g and i.) Paragraph 8 not applicable to this part. (see paragraph CONTROL in COMPILER'S REPORT)
2. The character and scope of the compilation satisfy the instructions and the "Notes on the Compilation of Planimetric Line Maps from Five Lens Aerial Photographs".
3. The control and adjustment of the radial plot were adequate. (Par. 12, 29.) (see COMPILER'S REPORT enclosed, paragraph, Adjustments of Plot under COMPILATION (B)).
4. There is sufficient control on maps from other sources that were transmitted by the field party for their application to the charts. (Par. 28.)
5. High water line on marshy ~~and mangrove~~ coast is clear and adequate for chart compilation. (Par. 16a, 43, 44.)  
*See Revisions made in Review*
6. 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.)
7. Important details shown on previous surveys and on the chart have been compared with this sheet and a statement has been entered in the report regarding the removal from the chart or change in position of important detail such as rocks, lights, beacons, prominent objects, bridges, docks, and structures along the water front. Only such changes as noted in the enclosed COMPILER'S REPORT, CONTROL (B); COMPILATION (C) and (E) and LANDMARKS have been made on this sheet.
8. ~~The spans, clearances and elevations of bridges are shown.~~ (Par. 16c.)  
There are no bridges on this sheet.
9. The data furnished by the Field Inspection is adequate.?


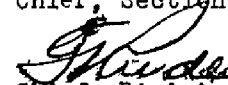
NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Use reverse side for extending remarks.

10. The descriptive report covers all details listed in the Manual, so far as they apply to this survey. (Par. 64, 65 and 66.)
11. The descriptive report also contains all additional information required in photo topography as prescribed in the instructions and in the "Notes on the Compilation of Planimetric Line Maps from Five Lens Aerial Photographs".
12. The descriptions of recoverable stations and references to shore line were accomplished on Form 524, and scaling of positions checked. (Par. 29, 30 and 57.) (see Remarks below, also reports of control party, Lieut. L.C. Wilder, 1933)
13. A list of landmarks for charts was furnished on Form 567 and scaling of positions checked. (Par. 16d, e, 60.) (Previously submitted by 1933 Field Party under Lieut. L.C. Wilder)
14. The geographic datum of the sheet is North American 1927 and the reference station is correctly noted. (Par. 34.) (See paragraph CONTROL in COMPILER'S REPORT)
15. Junctions with contemporary surveys are adequate.
16. Geographic names are shown on the sheet and are covered by the Descriptive Report. (Par. 64, 66k.)
17. The quality of the drafting is good. (Par. 31, 32, 33, 35, 36, 37, 38, 39, 40, 41, 42, 45, 46.)
18. No additional surveying is recommended.
19. Remarks: Any additional notes and requirements affecting this area are referred to Lieut. L. C. Wilder's Reports covering the topography executed in 1933 under his charge.
20. Examined and approved:   
Roswell C. Bolstad  
Chief of Party
21. Remarks after review in office:

Reviewed in office by:  

Examined and approved:

  
Asst Chief, Section of Field Records  
Division of Charts  
  
Chief, Division of Charts

  
Chief, Section of Field Work  
  
Chief, Division of  
Hydrography and Topography.

Applied to charts 298 and 299 J.M.A. Feb. 21, 1936  
" " " 1212 J.M.A. Apr. 1936