

5068

U. S. GOVERNMENT PRINTING OFFICE
LIBRARY AND ARCHIVES

JUN 4 1935

ORIGINAL

Acc. No. _____

5068

Applied to chart 298 J.M.A. Mar. 24, 1936

" " " 1212 J.M.A. Apr. 1936

" " " 1211 J.M.A. Feb. 1937

" " " 363 E.B.H. Nov. 1948

-1-
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. 18

REGISTER NO. T 5068

5068

State New York

General locality Eastern Long Island

Locality Threemile Harbor

Scale 1:10,000 Date of ~~survey~~ photographs April 21, 1933 and Sept. 19, 1933

Date of Compilation Aug. 28, 1934
Vessel Air Photo Compilation Party No. 12, New York City.

Chief of party Roswell C. Bolstad

Surveyed by See following data 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 1:11,628 and enlarged and printed on a scale of 1:10,000 by Photo Lithography.

- STATISTICS -

on

SHEET, FIELD NO. 18, REG. NO. T5068

PHOTOS, NO. M1 (881-14) TO NO. M22 (881-14) TIME 10:30 A.M.

PHOTOS, NO. M348 (880P-8) TO NO. M354 (880P-8) TIME 9:50 A.M.

DATE OF PHOTOGRAPHS M1 - M22, Five lens, April 21, 1933

DATE OF PHOTOGRAPHS M348 - M354, Single lens, Sept. 19, 1933

	BY	DATE FROM TO
ROUGH RADIAL PLOT	<u>S.E. Sperry, Jr.</u>	<u>10/10 - 10/10/33</u>
SCALE FACTOR (0.860)	<u>S.E. Sperry, Jr.</u>	<u>10/10 - 10/10/33</u>
SCALE FACTOR CHECKED	<u>W.F. von Buehren</u>	<u>10/11 - 10/11/33</u>
PROJECTION	<u>E.W. Fickenscher</u>	<u>12/19 - 12/19/33</u>
PROJECTION CHECKED	<u>W.E. Hackett</u>	<u>12/21 - 12/21/33</u>
CONTROL PLOTTED	<u>W. Barasch</u>	<u>1/8 - 1/8/34</u>
CONTROL CHECKED	<u>H.T. Steffensen</u>	<u>1/8 - 1/8/34</u>
TOPOGRAPHY TRANSFERRED	<u>G. Crowther</u>	<u>5/18 - 5/18/34</u>
TOPOGRAPHY CHECKED	<u>H.L. Hawkins</u>	<u>5/18 - 5/18/34</u>
SMOOTH RADIAL LINE PLOT	<u>G. Crowther</u>	<u>5/18 - 6/7/34</u>
RADIAL LINE PLOT CHECKED	<u>H.L. Hawkins</u>	<u>6/7 - 6/7/34</u>
DETAIL INKED	<u>H.L. Hawkins</u>	<u>8/13 - 8/28/34</u>
PRELIMINARY REVIEW	<u>R.C. Bolstad</u>	<u>9/19 - 9/20/34</u>

AREA OF DETAIL INKED 18.5 sq. Statute Miles (Land Area)

AREA OF DETAIL INKED 0.5 sq. Statute Miles (Shoals in Water Area)

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

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

LENGTH OF ROADS, STREETS, TRAILS, RAILROADS 125.0 Statute Miles

GENERAL LOCATION Eastern Long Island

LOCATION Threemile Harbor

DATUM North American 1927

Latitude 41°- 02'- 40.10" (1237.0 m.)

STATION Goose, 1933 Longitude 72°- 14'- 19.47" (454.7 m.)

COMPILER'S REPORT

for

AIR PHOTO TOPOGRAPHIC SHEET FIELD NO. 18

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 STATISTICS SHEET details all data in connection with the compilation of this sheet.

At the time the photographs for this sheet were taken, April 21, 1933, at 10:30 A.M., the tide at Acabonack Harbor was about one foot below high water for that day, as determined from the U.S. Coast and Geodetic Survey Predicted Tide Tables.

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 Nos. M1 to M22 (881-14) inclusive and from a single lens flight in the north westerly corner of the sheet, photograph Nos. M348 to M354 (880P-8) inclusive, taken on September 19, 1933 at 9:50 A.M.

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.K. Green, 1928.
 - (c) Triangulation in 1911.
 - (d) 1933 Aluminum Control Sheets (Lieut. L.C. Wilder), Field Letters "G" and "D".
 - (e) 1928 ~~Aluminum~~ ^{T-28} Control Sheet (Lieut. C.K. Green), Reg. No. 4425. ✓
- B = T-6099
D = T-6017
G = 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 (1:11,628).

The above triangulation and the topography (showing control signals and high water line) form the basis of control for this sheet.

In addition to the triangulation and high water line, obtained from the aluminum control sheets, the following topographic signals (shown on the aluminum control sheet) were spotted on the photographs and were used in the control of the plot:

WAT - ✓ Box (Light on east jetty) ✓ Lion (Lionhead Rock)
 ✓ Roof ✓ Bone (Rock)

These signals have been shown on the celluloid topographic sheet by a double blue circle (⊙) together with the name as shown on the aluminum control sheets. As the blue ink will not photograph during the photolithographic process, no record of these topographic control signals 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.

The aluminum control sheet stations used for supplementary control of this sheet were plotted from positions scaled directly from the aluminum control sheets.

In the compilation of this sheet all of the topographic stations shown on the aluminum control sheets were not used since they had not been picked up on spotted by the field inspection party due to the fact that the topography was executed after the field inspection was made.

(B) Errors

The topographic signals used as control on this sheet fitted well and the triangulation could easily be held. No errors were found.

(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 have but a slight amount of tilt and the scale is quite good except for the first three or four photographs of the flight. These photographs, at the beginning of the flight, Nos. 1, 2 and 3, are quite a bit out of scale and are somewhat tilted.

In spite of the fact that there was little topographic control, there were sufficient and well spaced triangulation stations to adequately control the radial plot.

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

(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, the double broken line for private drive-ways 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 topographic sheet, Reg. No. 4425, of Lieut. C.K. Green in 1928 showed some shoreline along the northeastern coast and the entrance to Acabonack Harbor. This shoreline differed in several places from the shoreline on the photographs, and is shown on the back of the celluloid sheet in blue ink. The shoreline on the photographs was easily seen and it is believed that the 1928 topo sheet is in error.

Triangulation station Three Point was established by the U. S. Engineer's Department but was located by Lieut. L.C. Wilder in his triangulation scheme of 1933.

U.S.C. & G.S. Chart No. 298 shows a dock at Northwest Harbor,

*line on this sandy
a different interpretation
is changed - The
error in the*

REVIEW OF AIR PHOTO COMPILATION NO. T5068

Chief of Party: Roswell C. Bolstad

Compiled by: (See page 2,
Des. 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)
See paragraph (C) page 4, also COMPARISON WITH OTHER SURVEYS, page 5.
3. Ground surveys by plane table, sextant, or theodolite have been used to supplement the photographic plot where necessary to obtain complete information, and all such surveys are discussed in the descriptive report. (Par. 65; and 66 d,e)
See paragraph CONTROL (A), page 3.
4. Blue-prints and maps from other sources which were transmitted by the field party contain sufficient control for their application to the charts. (Par. 28)
See paragraph CONTROL (A) page 3.
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.
There are no differences on this sheet.
6. The control and adjustment of the photo plot are discussed in the descriptive report. Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 12b; 44; and 66 c,h,i)
See paragraph CONTROL (A), page 3 and paragraph (B), page 4, also COMPILATION (B) page 4.
7. High water line on marshy ~~and mangrove~~ coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)
See paragraph (D) page 5.

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Refer also to the pamphlet "Notes on the Compilation of Planimetric Line Maps from Five Lens Air Photographs."

8. The representation of low water lines, ~~reefs~~, ~~reef~~ ~~reefs~~ and ~~reefs~~, 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)
See report of Control Parties, Lieut. C.K. Green in 1928 and Lieut. L.C. Wilder in 1933. *Now submitted on form 524*
10. A list of landmarks was furnished on Form 567 and instructions in the Director's letter of July 16, 1934, Landmarks for Charts, complied with. (Par. 16d, e; and 60)
Previously submitted by 1933 Field Party under Lieut. L.C. Wilder.
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)
There are no bridges of importance to navigation shown on this sheet.
12. Geographic names are shown on the overlay tracing. The accepted local usage of new names has been determined and they are listed in the report, together with a general statement as to source of information and a specific statement when advisable. Complete discussion of place names differing from the charts and from the U. S. G. S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k)
See paragraph (E) page 5.
13. The geographic datum of the compilation is North American and the reference station is correctly noted. ¹⁹²⁷
See page 2. *2 and is unadjusted.*
14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j)
15. The drafting is satisfactory and particular attention has been given the following:
 1. Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report.
 2. The degrees and minutes of Latitude and Longitude are correctly marked.

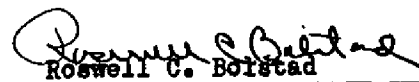
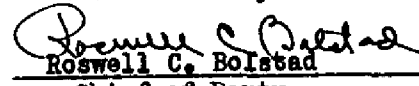
3. All station points are exactly marked by fine black dots.
4. Closely spaced lines are drawn sharp and clear for printing.
5. Topographic symbols for similar features are of uniform weight.
6. All drawing has been retouched where partially rubbed off.
7. Buildings are drawn with clear straight lines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

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

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

17./ Remarks: Any additional notes and requirements affecting this area are referred to Lieut. L.C. Wilder's Reports covering the topography executed in 1933 under his charge.

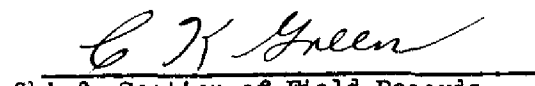

18./ Examined and approved;
Preliminary Review:


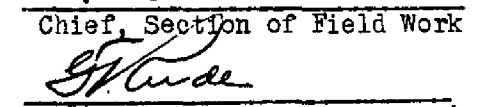

Roswell C. Borstad
Chief of Party

Roswell C. Borstad
Chief of Party

19. Remarks after review in office:

Reviewed in office by: ^{J.A.³} *B.g. Jones*
her following pages

Examined and approved:


Chief, Section of Field Records

Chief, Division of Charts


Chief, Section of Field Work

Chief, Division of Hydrography
and Topography.

REVIEW OF PHOTO COMPILATION T-5068 (1934)

Comparison with other Surveys:

1. Chart No. 298 shows a landmark (CHY) at lat. 41°01'.8, long 72°08'.2 not shown on compilation. No mention is made in the Descriptive Report of this chimney. (Refer to report of L.C. Wilder on landmarks in this area- November 4, 1933.) *No longer charted S.A. 3/24/36*

2. T-6099 (1933) 1:10,000 shows the position of two (2) rocks awash at H.W., one at lat. 41°02'.4, long. 72°12'.9 and the other at lat. 41°02'.6, long. 72°13'.4. These were transferred to the compilation in the office.

3. Comparison with T-4425 (1928) 1:10,000 shows a general agreement of detail with exception of the configuration of shoreline mentioned in Descriptive Report on page 6. An offlying rock shown at lat. 41°02'.8, long. 72°10'.6 is missing on the compilation. Comparison with H-5514 (1933) 1:20,000 showed this position to be the end rock ledge which is shown on H-5514. It was not transferred to the compilation. Comparison with other hydrographic sheets H- 5381 (1933) 1:10,000; H-5383 (1933) 1:20,000 and H-5516 (1933) 1:10,000 show no conflict with the compilation further than a doubtful delineation of the shoal area lines. These shoal areas were removed from the compilation where questionable.

4. Comparison with T-1570 (1884) 1:10,000 shows offlying rocks not shown on the compilation or on the new planetable or hydrographic surveys:

Lat. 41°02'.8	Long. 72°08'.9
" 41°02'.7	" 72°10'.7
" 41°02'.1	" 72°12'.5
" 41°02'.7	" 72°13'.8

The shoreline is in substantial agreement the only important differences being the improvement at the entrance of Three Mile Harbor, *? East Hampton* lat. 41°02'.0, long. 72°11'.3 and the channel dredged into Southampton Town Wharf at lat. 41°00'.4, long. 72°11'.2 and original marshy areas adjacent thereto having been filled with dredged material.

5. Comparison with T-1571 (1884) 1:10,000 shows some difference in shoreline at Cedar Point, ~~also several large buildings missing on the compilation just east thereof at lat. 41°02'.6, long. 72°14'.6.~~

6. The compilation is in agreement with T-6017, T-6018 and T-6099 ~~all in~~ (1933) 1:10,000 planetable surveys for photo control; and except for the rocks mentioned above it is adequate to supersede the older surveys, *T-1570 and T-1571*

New Names

Powder Hill, Grassy Hollow, Barcelona Neck, Barcelona Point and Kingston were added in the office from the G.S. Sheets.

Accuracy

A better estimate of accuracy than given on Page 6 of the report would be 3 to 5 meters for intersected points and 3 to 8 meters for other detail.

B. J. Jones

Survey No. _____

Chart No. 298 1211

Date: _____

Diagram No. _____

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

Under investigation. Q

[illegible]