

5072

ORIGINAL

U. S. COAST & GEODETIC SURVEY
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DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

R. S. Patton, Director

Applied to chart 298 J.M.A. Mar. 13, 1936
" " " 1212 J.M.A. Apr. 1936
" " " 1211 J.M.A. Jan. 1937
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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. 22WREGISTER NO. T5072 **5072**State New YorkGeneral locality Eastern Long IslandLocality Orient PointScale 1:10,000 Date of photographs Apr. 21, 1933
Date of Compilation July 31, 1934~~Wessex~~ Air Photo Compilation Party No. 12, New York CityChief of party Roswell C. BolstadSurveyed by See data sheet enclosed in Descriptive Report for this sheet.Inked by G. CrowtherHeights in feet above ----- to ground to tops of treesContour, Approximate contour, Form line interval ---- feetInstructions dated November 15, 1932Remarks: Compiled on scale of 1:11,111 and enlarged and
printed on scale of 1:10,000 by Photo Lithography.

- STATISTICS -

on

SHEET, FIELD NO. 22W, REG. NO. T5072

PHOTOS, NO. M64 (880-14) TO NO. M79 (880-14)

DATE OF PHOTOGRAPHS April 21, 1933 TIME 10:07 A.M.

	BY	DATE From To
ROUGH RADIAL PLOT	<i>J. Reynolds</i> J. Reynolds	11/10 - 11/10/33
SCALE FACTOR (0.900)	<i>J. Reynolds</i> J. Reynolds	11/10 - 11/10/33
SCALE FACTOR CHECKED	<i>J.P. O'Donnell</i> J.P. O'Donnell	11/10 - 11/10/33
PROJECTION	<i>W.E. Hackett</i> W.E. Hackett	11/22 - 11/22/33
PROJECTION CHECKED	<i>J.P. O'Donnell</i> J.P. O'Donnell	11/22 - 11/22/33
CONTROL PLOTTED	<i>J.G. Albert</i> J.G. Albert	4/12 - 4/12/34
CONTROL CHECKED	<i>W.E. Hackett</i> W.E. Hackett	4/13 - 4/13/34
	<i>J.G. Albert</i>	4/13 - 4/13/34

COMPILER'S REPORT

for

AIR PHOTO TOPOGRAPHIC SHEET FIELD NO. 22W

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 these photographs were taken, April 21, 1933 at 10:07 A.M., the tide at Orient Point was practically midway between high water and low water, according to the Predicted Tide Tables of the U.S. Coast and Geodetic Survey.

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. M64 to M79 (880-14) 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) 1933 Aluminum Control Sheet (Lieut. L.C. Wilder's Field Sheet "E".) Reg. No. 6015
- (c) 1932 Triangulation by H.C.D. Meaney.

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 (1:11,111).

In addition to the above triangulation which forms the basis of control for this sheet, the following topographic signals (shown on the aluminum control sheet) were spotted on the photographs and were used in controlling this sheet:-

Ren	Doc
Al	South Gable Wh. Bungalow
Gab	Chime

These signals have been shown on the celluloid topographic sheet by a double blue circle (⊙) together with the name, given on the aluminum control sheet, also in blue. As the blue ink 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.

In the compilation of this sheet all the topo stations shown on the aluminum control sheet could not be used as control since the field inspection took place before the aluminum control sheet had been finished by the field party and consequently before all of the control had been established. Descriptions obtained from the field party were not sufficient to enable the compiler to pick up further control from the photographs which were somewhat indistinct.

The topo stations used for supplementary control of this sheet have been plotted from positions scaled directly from the aluminum control sheet.

(B) Errors

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

- ② Gab - Lat. $41^{\circ} - 07.8'$, Long. $72^{\circ} - 15.9'$ - new position as determined by the radial plot lies 14 meters distant on azimuth 275° (from north) from the position as given on the aluminum control sheet. This signal is the south gable of a bathhouse which could be clearly seen on the photographs and verified under the stereoscope so it is believed to be correctly spotted.

The control for this sheet is, in general, strong and the radial plot gave good intersections so it is believed that the station mentioned above is 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 1:11,111.

(C) Discrepancies

See review of the book.
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 area appear to have very little tilt, and little scale fluctuation due to variation in altitude of the airplane, making it necessary for the detailer to do but a small amount of proportioning between radial points.

(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 stereoscope.

The road into Orient Beach State Park from Route 25 was under construction at the time the photographs of this area were taken, April 21, 1933, but the position was spotted by the field inspection party as far as a point near triangulation station Bens, and has been shown by a double full line to this point. The road through the park and the parking space has not been shown.

The high water line along both sides of the narrow strip east of triangulation station Bens and the north shore of Long Beach directly south of Peters Neck Point, also in the vicinity of Orient Point, was indistinct on the photographs because of a wide sandy beach area. This high water line was furnished Lieut. W.D. Patterson for his 1934 hydrographic work in this area. Since no word has been received regarding errors in this shoreline it is believed to be correct as shown on this compilation sheet.

Directly south of Peters Neck Point and Browns Point, photograph No. 68, "C" print, shows a channel and shoal. The channel is well defined from Browns Point to Peters Neck Point but west of the latter no limits appear on the photograph mentioned. The channel has been shown as far as it is well defined, no attempt being made to trace it from that point on. The shoal area is not well defined and consequently has not been shown.

In the vicinity of triangulation station "Browns Hill" there are numerous rocks scattered off shore. Some of these have been shown but because of difficulty in distinguishing them definitely on the photographs it is believed that some have been omitted. For more accurate data concerning these rocks reference should be made to the hydrographic sheets of this area.

See review of the lock
(D) Information from Other Sources

No information was available from other sources with the exception of the Air Photo Field Inspection Report, 1933, of Lieut. L.C. Wilder.

(E) Conflicting Names

There are no names on this sheet conflicting with those on the U.S.C. & G.S. Charts of this area and no new names to be added. ~~No new names are shown~~
One new name, Orient Beach State Park, has been retained pending

COMPARISON WITH OTHER SURVEYS *Mr. Brown's division p. 3.*

The junctions with all adjoining sheets are satisfactory. There was no shoreline run in on the aluminum control sheets of this area by Lieut. L.C. Wilder.

LANDMARKS

The list of landmarks for this area, including those to be expunged, has been previously submitted, November 4, 1933, by

See also page 3 of the review of the lock

Lieut. L.C. Wilder.

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 keep it from photographing as a solid area in the photo-lithographic process.

See revision of book
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.

Submitted by

G. Crowther
G. Crowther

Surveyor

Assisted by

J. G. Albert
J. G. Albert
Draftsman

A. K. Spalding
A. K. Spalding
Surveyor

LIST OF RECOVERABLE TOPOGRAPHIC STATIONS

CLASS (C) LANDMARKS

(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.)

<u>Description</u>	<u>Latitude</u>			<u>Longitude</u>			<u>Height</u>	<u>Method of Determination</u>
	°	'	D.M. Meters	°	'	D.P. Meters		
Windmill	41	09	(497) 554	72	14	(331) 1068		A.C.S., 1933 Reg. No. _____

Note: A.C.S. denotes aluminum control sheet.
For classification of Class (C) landmarks
see Descriptive Report for air photo topo-
graphic sheet Reg. No. T5059, paragraphs
LANDMARKS and REPORT ON REVIEW OF SHEET.

REVIEW OF AIR PHOTO COMPILATION NO. T5072

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) Interpretation, page 4.
3. Ground surveys by plane table, sextant, or theodolite have been used to supplement the photographic plot where necessary to

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

8. The representation of low water lines, ~~reefs~~, ~~reef~~ ~~reefs~~ and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41)
See paragraph COMPILATION (C), Interpretation, page 5 regarding rocks.
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 Party, Lieut. L.C. Wilder in 1933.
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. *See review of book*
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. There are no conflicting names or new names on this sheet.
13. The geographic datum of the compilation is North American and the reference station is correctly noted. ¹⁹²⁷
See page 2. *Datum station is the unadjusted position*
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:

J. G. Albert
J. G. Albert

Roswell C. Bolstad
Roswell C. Bolstad
Chief of Party

19. Remarks after review in office:

See following page

Reviewed in office by: *B. G. Jones*

Examined and approved:

E. K. Green
Chief, Section of Field Records
L. C. Lobnitz
Chief, Division of Charts

J. S. Borden
Chief, Section of Field Work
G. H. Hude
Chief, Division of Hydrography
and Topography.

Review of Air Photo Compilation T-5072 (1934)

Comparison with other Surveys.

1. T-6015 (1933) scale 1:20,000, planetable control survey, shows only location of signals for Hydrography. One recoverable station U.S. Engineer's Mark, at lat. $41^{\circ}09.6'$, long. $72^{\circ}14.1'$ has been transferred to the compilation from T-6015 in this office.

① G^gOB, mentioned on page 4 of the preceeding report is not shown as a topographic station on this compilation but the boat house is shown. No change in position has been made on the compilation which is adequately controlled. The difference is not accounted for, but since the compilation is well controlled and on a larger scale it is accepted as correct. The difference has been called to the attention of the verifier on H-5383 but it is not likely to have any appreciable effect on the Hydrography.

① Cupola at lat. $41^{\circ}09.5'$ long. $72^{\circ}14.6'$ shown on T-6015 has not been transferred to the compilation and should be removed from the charts as recommended in the landmark list of W.D.Patterson, chart letter , 1934. This cupola has been torn down according to information obtained by correspondence with the compilation party. It was formerly an 1882 triangulation station. The field inspection party was able to spot on the photograph the position on the hotel roof of the former cupola and it was used as control. The planetable position on T-6015 which plots just ^{South} ~~North~~ of the triangulation position of the former cupola is apparently the location of a dormer or small projection on the roof of the hotel.

Review of Air Photo Compilation T-5072 (1934)

2. T-6096 (1934)- Described topographic station "Flagpole on Cupola", lat. $41^{\circ}-09'$, long. $72^{\circ}15'$, has been transferred from this survey to the compilation. The description is filed under T-6096 (1934)

3. H-5513 and H-5514- These Hydrographic sheets show additional rocks offshore which are not shown on this compilation .

4. T-1577a (1884) -Comparison with the compilation shows small changes in the shore line and addition of structural detail . The compilation is adequate to supersede T-1577a, except for location of rocks along the North shore. See page 5, par., 5 of the preceeding report. The compilation shows the rocks that could be identified on the photos, but ~~undoubtedly~~ does not show all ^{existing rocks} ~~of them~~. ⁽¹⁹³³⁾ H-5514 shows additional rocks slightly off shore. However, this is a boulder STREWN shore line and the compilation and H-5514 together probably do not show every detached large boulder. T-1577a shows several additional such rocks which are too close inshore to be of any importance, but which probably exist as small rock islands at Highwater, ~~and are~~ ^{not located by this compilation or # 5514.}

Control: Control was adequate, but the ^{estimate} ~~survey~~ of 2 to 4 meters given on page 6 is too high. A better estimate for work on this scale is an accuracy of location of 3 to 5 meters for intersected points and 3 to 10 meters for other detail.

B. G. Jones

Survey No. T-5072

Chart No. 298&I2I2

Diagram No. I2I2-2

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

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

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

W J Woods

5/1/35.

(M 100)