

5082

U. S. COAST & GEODETIC SURVEY
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DEPARTMENT OF COMMERCE	
U. S. COAST AND GEODETIC SURVEY	
R. S. Patton, Director	
<div style="border: 1px solid black; width: 100px; height: 80px; margin: 10px auto;"></div>	
State: New York	
DESCRIPTIVE REPORT	
Topographic Hydrographic	Sheet No. T5082
LOCALITY	
South Shore of Long Island	
Outer Coast between Tiana Beach	
and Quantuck Bay	
1933	
CHIEF OF PARTY	
Roswell C. Bolstad, Jr. H. & G. E.	

U. S. GOVERNMENT PRINTING OFFICE: 1931

5082

72° 40' 72° 20'

40° 40' 72° 40'

ATLANTIC OCEAN

LONG ISLAND

QUOGUE

HAMPTON BAYS

CANOE PLACE

SOUTHAMPTON

GORMORANT PT

SHINNECOCK BAY

EAST QUOGUE

V-38 (881)

V-419 (881)

AIR PHOTO TOPOGRAPHIC MAP

T 5082

ALUMINUM CONTROL SHEET

AREA COVERED

CENTERLINE OF FLIGHT STRIP

CHART 52

AIR PHOTO TOPOGRAPHIC MAP

T 5082

ALUMINUM CONTROL SHEET

--

AREA COVERED

CENTERLINE OF FLIGHT STRIP —

$$\begin{array}{r} 40^{\circ} 40' \\ \hline 72^{\circ} 40' \end{array}$$
$$\begin{array}{r} 40^{\circ} 40' \\ \hline 72^{\circ} 20' \end{array}$$

CHART 5.2

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO. 5082

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. 31

5082

REGISTER NO. T 5082

State New York

General locality South Shore of Long Island

Locality Outer Coast between Tiana Beach and Quantuck Bay

Scale 1:10,000 Photographs Date of ~~survey~~ Feb. 22, 1933
Date of Compilation Oct. 30, 1933

Vessel Air-photo Compilation Party No. 12
Reviewed and recommended for approval - Roswell C. Bolstad
Chief of party Roswell C. Bolstad, Jr. H. & G. E.

Surveyed by U. S. Army Air Corp., (Captain Willis R. Taylor)

Inked by J. R. Reynolds Oct. 30, 1933

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

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

Instructions dated November 15, 1932

Remarks: Actual scale of celluloid sheet is 1:9,479. Final sheet to be reduced to 1:10,000 scale by photo-lithographic process.

Polyconic Projection by	E. L. Fitch	Sept. 21, 1933
Projection Verified by	R. C. Bolstad	Sept. 21, 1933
	A. K. Spalding	
Control Plotted by	A. K. Spalding	Sept. 22, 1933
Control Verified by	R. C. Bolstad	Sept. 22, 1933
	E. L. Fitch	

FIELD REPORT
for
AIR PHOTO TOPOGRAPHIC SHEET FIELD NO. 31

No report has been submitted by the field inspection party for this area. Reference is made to the notes submitted in the field report as listed in the descriptive report for Air-photo Topographic Sheet, Reg. No. T5080.

CONTROL.

Triangulation and topography (1:10,000 and 1:20,000 scale aluminum control sheets, showing high water line and control signals) executed by the party of Lieut. A. P. Ratti in 1933 forms the basis of control for this area.

LIST OF NAMES.

No new names were submitted nor labeled on the field print photographs by the field inspection party.

MISCELLANEOUS.

Any additional notes and requirements affecting this area are referred to the reports of Lieut. A. P. Ratti covering the topography executed under his charge during 1933.

Submitted by


Roswell S. Bolstad
Jr. H. & G. E.

- NOTES ON COMPILATION -

SHEET NO. 31

PHOTOS, NO. V-49 (881-8) TO NO. V-67 (881-8)

DATE OF PHOTOGRAPHS Feb. 22, 1933

TIME 11:18 A.M.

	BY	DATE
ROUGH RADIAL PLOT	<u>A. K. Spalding</u>	<u>9/1/33</u>
SCALE FACTOR (1.055)	<u>A. K. Spalding</u>	<u>9/2/33</u>
SCALE FACTOR CHECKED	<u>Samuel Beards</u>	<u>9/3/33</u>
PROJECTION	<u>E. L. Fitch</u>	<u>9/21/33</u>
PROJECTION CHECKED	<u>R. C. Beards & A. K. Spalding</u>	<u>9/21/33</u>
CONTROL PLOTTED	<u>A. K. Spalding</u>	<u>9/22/33</u>

COMPILER'S REPORT
for
AIR PHOTO TOPOGRAPHIC SHEET FIELD NO. 31

GENERAL INFORMATION.

The only available aids in the compilation of this sheet have been secured from the notes on the field prints, the preceding report on field inspection, and additional information furnished by Lieut. (j.g.) R. C. Bolstad in questionable areas.

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

There is very little tide in Shinnecock Bay and its affect was neglected. Along the outer coast the tide was about 2 feet below mean high water (from predicted tide tables) at the time these photographs were taken but the interpretation of the high water line from the photographs was not affected by this as explained in the field report inclosed in the descriptive report for Air-photo Topographic Sheet Reg. No. T5080.

This sheet was compiled from the photographs taken by Captain Willis R. Taylor of the U. S. Army Air Corps with their single lens camera and covers the compilation of photograph Nos. V-49 (881-8) to V-67 (881-8) inclusive.

CONTROL.

(A) Sources.

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

- (a) Triangulation by A. P. Ratti in 1933.
- (b) 1933 Aluminum Control Sheet, Reg. No. 4764
- (c) 1933 Aluminum Control Sheet, Reg. No. 4765

The field party's geographic positions were used; these are on the N. A. 1927 Datum. The difference between the unadjusted and the final adjusted positions would be unplotable at the scale of this compilation (1:9,479).

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

Rub	Peak of Roof	Hug
Now	F. P.	Gun
Bal	No name (Chimney)	Ben
Dor	Taxi	Chimney
Zev	Zel	Mil
Chimney	Hog	Goo
Bag	Ros	Sil
Zoo	Bed	Kip
Bur	Gas	Gen
Tit	Row	Out
Obo	Lue	Hot

Junk	Why	Cut
Fly	Wet	Ear
Hic	Pan	Tank
Fry	Yon	Fob
Kay	Rob	Gun
Kin	Saw	Mop
Lop	No name (Banner)	

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.

In the above list of topographic signals those shown as "no name" were not named on the Aluminum Control Sheets but were spotted on the field prints by inspection party and were described as shown in parenthesis.

(B) Errors.

In making the radial plot for this sheet the following relocations of spotted Aluminum Control Sheet signals resulted:

⊙ Cut - new position as determined by the radial plot lies 11 meters distant on azimuth 160°- 00' (from north) from the position as given on the aluminum control sheet. As this signal is the peak of roof of a small shack which shows up well on the photographs, there can be no question as to its spotted location.

⊙ Gun - new position as determined by the radial plot lies 12 meters distant on azimuth 140°- 00' (from north) from the position as given on the aluminum control sheet. As this signal lies very close to the road and other detail which shows up very clearly on the photographs in this locality, it is very unlikely that this signal may have been spotted wrong by the field party. A triangulation station lies a short distance to the westward and the radial plot is very strong for this region.

⊙ Fly - new position as determined by the radial plot lies 8 meters distant on azimuth 240°- 00' (from north) from the position as given on the aluminum control sheet. This signal is the end of a dock and there could be no question as to its spotting on the photographs. There are two other topographic signals (Fry and Junk) in this vicinity which agree with the radial plot.

⊙ No name (Chimney)* - (south of signal Taxi) - new position as determined by the radial plot lies 21 meters distant on azimuth 210°- 00' (from north). This signal is a chimney on a house and can be readily identified by the aid of the stereoscope so there could be no question as to its spotting. All other control stations in this locality agree with the radial plot.

The control is strong for this sheet and the radial plot gave good intersections. It is felt that all the above listed signals are in error as listed. 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 1:9,479.

*This is signal "Bay" on Planetable control sheet T4164 and has been used as a Hydro. Signal on H 5024. See also the review report.

(C) Discrepancies.

No other 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 in this strip appear to be free of excessive tilt and scale fluctuation and the radial plot required no unusual adjustments.

(C) Interpretation.

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

The ridge of sand dunes running along the outer coast were clearly evident under the stereoscope although the exact boundaries, as shown, may be somewhat in error.

The double full line was used to indicate first order roads and the double broken line used 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.

All boundaries of shoal water areas (shown by single broken line) on this sheet were so indicated because of appearance on the photographs and they may be expected to have departure from actual conditions.

(D) Information from Other Sources.

The high water line and marsh line was run in by the topographic party on the aluminum control sheets.

(E) Conflicting Names.

There are no names on the sheet conflicting with names shown on the U. S. C. & G. S. Charts of this area. All new names shown were taken from the recent editions of U. S. Geological Survey Maps of that locality.

COMPARISON WITH OTHER SURVEYS.

The junctions with all adjoining sheets are satisfactory. The high water line as shown on the aluminum control sheets

agrees with the high water line as shown on this Air-photo Topographic Sheet. The inner shore line and marsh line agree well in general with variations where a rugged shore line occurs.

The small island just to the northeast of a larger marsh island in latitude $40^{\circ}-49.7'$ and longitude $72^{\circ}-32.6'$ has been shown wrong on the aluminum control sheet which is evidently due to wrong sketching by the topographer.

Also in the locality latitude $40^{\circ}-49.5'$ and longitude $72^{\circ}-33.4'$ the marsh line appears to be in error. Although the exact high water line is not clear in this locality, under stereoscopic observation the topography appears to be the same as that just to the east, where a similar error in the marsh line location has apparently been made.

LANDMARKS.

There are no lists of landmarks available within this area which have been recommended either by the field inspection party or the combined operations party under Lieut. A. P. Ratti operating in this vicinity.

With the assistance of Lieut. (j.g.) R. C. Bolstad who is familiar with this locality and by the aid of the stereoscope the objects listed under LANDMARKS (Form enclosed) are submitted. They are grouped according to the following classification:-

- Classification (A) Extremely prominent - can be seen from a long distance - to be shown on both large and small scale charts.
- Classification (B) Prominent - can be readily identified at close range but may lose prominence at a distance (about 3 miles) - to be shown on large scale charts only.
- Classification (C) ~~Landmarks~~ ^{Objects} of minor prominence - these are recoverable objects which can be identified at close range (about 1 to 2 miles) and may be used by the Light House Service - these should not be charted except on exceptionally large scale charts or where the hydrography is to be done on the regular air-photo topographic sheet.

There are no Class (A) ^{or (B)} Landmarks on this sheet.

There are ~~also~~ many other objects (such as shacks and houses, etc.) which are located within the accuracy specified in the following chapter, 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.

See also page 9 of this report.

RECOMMENDATIONS FOR FURTHER SURVEYS.

The compilation of this sheet is believed to have a probable error of 2 meters in well defined detail of import-

ance for charting and of 4 meters for other data. It is understood that the widths of roads and bridges 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 additional surveys are required.

Submitted by J. P. O'Donnell

J. R. Reynolds
J. R. Reynolds

Assisted by Roswell C. Bolstad
Jr. H. & G. E.

In addition to the list of recoverable
topographic stations listed on page 8
the following station is shown on this sheet:

<u>Description</u>	<u>Approx. Location</u>	<u>Remarks</u>
Water Tank	$40^{\circ}49.5'$, $72^{\circ}32.2'$	shown on A.C.S. Reg. No. T4765 as Station Tank

all recoverable objects shown on this
sheet were located on the aluminum
planetable control sheets except for
topographic station "Center of Bridge Control House"
listed on opposite page. Bgg. 4/14/34

LIST OF RECOVERABLE TOPOGRAPHIC STATIONS

CLASS (C) ~~POINTS~~ ^{objects}

Description	Position						Datum	Method of determination
	Latitude			Longitude				
	°	'	D.M. Meters	°	'	D.P. Meters		
(Fry) N. E. Gable of Mansion (C)	40	48	(562) 1289	72	34	(45) 1362	N.A. 1927	1933 A.C.S..

Control House (C) 40 48 1360.1 72 35 681.5 " A.C.S.

REVIEW OF PHOTO TOPOGRAPHIC SURVEY NO. T5082

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

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

Project New York 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 party.
(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.)
- ✓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.) *None submitted*
- ✓5. High water line on marshy ~~and mangrove~~ coast is clear and adequate for chart compilation. (Par. 16a, 43, 44.)
- ✓6. The representation of low water lines, ^{sand bars and shoal areas} ~~reefs, coral reefs and~~ rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41.) *See par. C, Page 5 of desc. report.*
- ✓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



12. All recoverable topographic stations shown on this sheet were located on aluminum planotable control sheets T4764 and T4765 except for station "Center Bridge Control House". No description on Form 524 was submitted for this station which is described briefly on page 8 of the disc. report.

15. On page 8 of the disc. report are listed four topographic stations shown on the A. P. C. sheets T4764 and T4765 which have been relocated on this sheet.

The radial plot was well controlled and there was no question of the accurate spotting of the points on the planotable.

On sheets T4764 and T4765 the holes punched for the stations are very large and in many cases the directions for locating stations do not intersect at a common point. The holes punched for the triang. stations are too large for accurate orientation of the planotable. The station point for station "Cut" is punched about 0.4 mm off the point of intersection of the directions. These sheets do not indicate careful planotable work.

The positions shown on this sheet are the correct ~~and~~ positions for

- ✓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 enclosed Field Report and Remarks below) *See opposite page*
- ✓13. A list of landmarks for charts was furnished on Form 567 and scaling of positions checked. (Par. 16d, e, 60.) Submitted for this area by A.P. Ratti, 1933. *See also page 6 of the desc. report and Page 9 of desc. report.*
- ✓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. *See opposite page*
- ✓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. A. P. Ratti's reports covering the topography executed in 1933 under his charge.

20. Examined and approved:

Roswell C. Bolstad
Roswell C. Bolstad
 Chief of Party

21. Remarks after review in office:

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

Examined and approved:

R. O. Pollock
 Chief, Section of Field Records

W. H. P. [Signature]
 Chief, Division of Charts

J. B. Borden

Chief, Section of Field Work

G. H. [Signature]
 Chief, Division of
 Hydrography and Topography.

REPORT ON REVIEW OF SHEET

Air-photo Topographic Sheet, Reg. No T5082, has been re-viewed together with the Descriptive Report and all requirements are satisfied in accordance with requirements of the U. S. C. & G. S. Topographic Manual and pamphlet NOTES ON THE COMPILATION OF PLANIMETRIC LINE MAPS; 1933.

No additional surveying is recommended.

ADDITIONAL NOTES.

(1) Landmarks.

The list of landmarks for this sheet was not received until after the completion of both the sheet and the Compiler's Report. All the necessary chartable landmarks were submitted by Lieut. A. P. Ratti, August 1, 1933 and includes only four objects:*

- ✓ Tiana Coast Guard Flagstaff
- ✓ Quogue Coast Guard Cupola
- ✓ Gairs Flagstaff
- ✓ Watertank

The position of Watertank was carefully scaled directly from the Aluminum Control Sheet and found to be slightly different from that submitted by Lieut. A. P. Ratti in his list of landmarks, August 1, 1933. The correct position is:-

		(945)
Latitude	40°- 49'-	906
		(1091)
Longitude	72°- 32'-	315

In addition to the above the enclosed list of Class (C) ^{objects} ~~landmarks~~ is submitted. These should not be charted but have been shown on this sheet (with a small black circle) as they are prominent enough on this scale (about 1:10,000) and may be used to obtain hydrographic "fixes". They were spotted on the photographs by the field inspection party and were also used for supplementary control (since many of them were located on the Aluminum Control Sheet).

(2) Control.

○

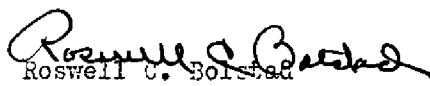
All aluminum control stations used for supplementary control on this sheet have been plotted from the scaled positions obtained directly from the A. C. Sheets.

In regard to the last paragraph under CONTROL, (A) Sources, in the preceeding COMPILER'S REPORT, 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.

(3) Bridges.

All bridges on this sheet have been shown as drawbridges according to the notes on the Aluminum Control Sheet of this area (lieut. A. P. Ratti, Reg. No. 4764). According to the data obtained from the U. S. Army Engineers and the field inspection party the bridge near Triang. Sta. "Quogue Coast Guard" is a swing bridge.. The bridge near Triang. Sta. "Gair's Flag Staff" was described only as a bridge by the field inspection party but the U. S. Army Engineers termed it a swing bridge. The third bridge, at latitude 40°- 48' plus, longitude 72°- 35' plus, is correctly designated a drawbridge (bascule) on the above mentioned aluminum control sheet, which is in accordance with both the U. S. Army Engineers' and the field inspection party's data.


Roswell C. Bolstad
Chief of Party, C. & G. S.