

# 5107

## SUPPLEMENTAL T

Original

This Report includes the Air Photo Field Inspection Report  
for Staten Island.

Form 504  
Ed. June, 1923

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY  
R. S. Patton, Director

State: New York

**DESCRIPTIVE REPORT**  
Photo  
Topographic } Sheet No. T5107  
~~Hydrographic~~

LOCALITY  
NEW YORK  
~~Southwestern Staten Island~~  
~~NEW YORK HARBOR~~  
Great Kills to Red Bank and to  
STATEN ISLAND  
Kreischerville  
(Southern part)

1934

CHIEF OF PARTY  
Bolstad, Jr. H. & G. Engr.

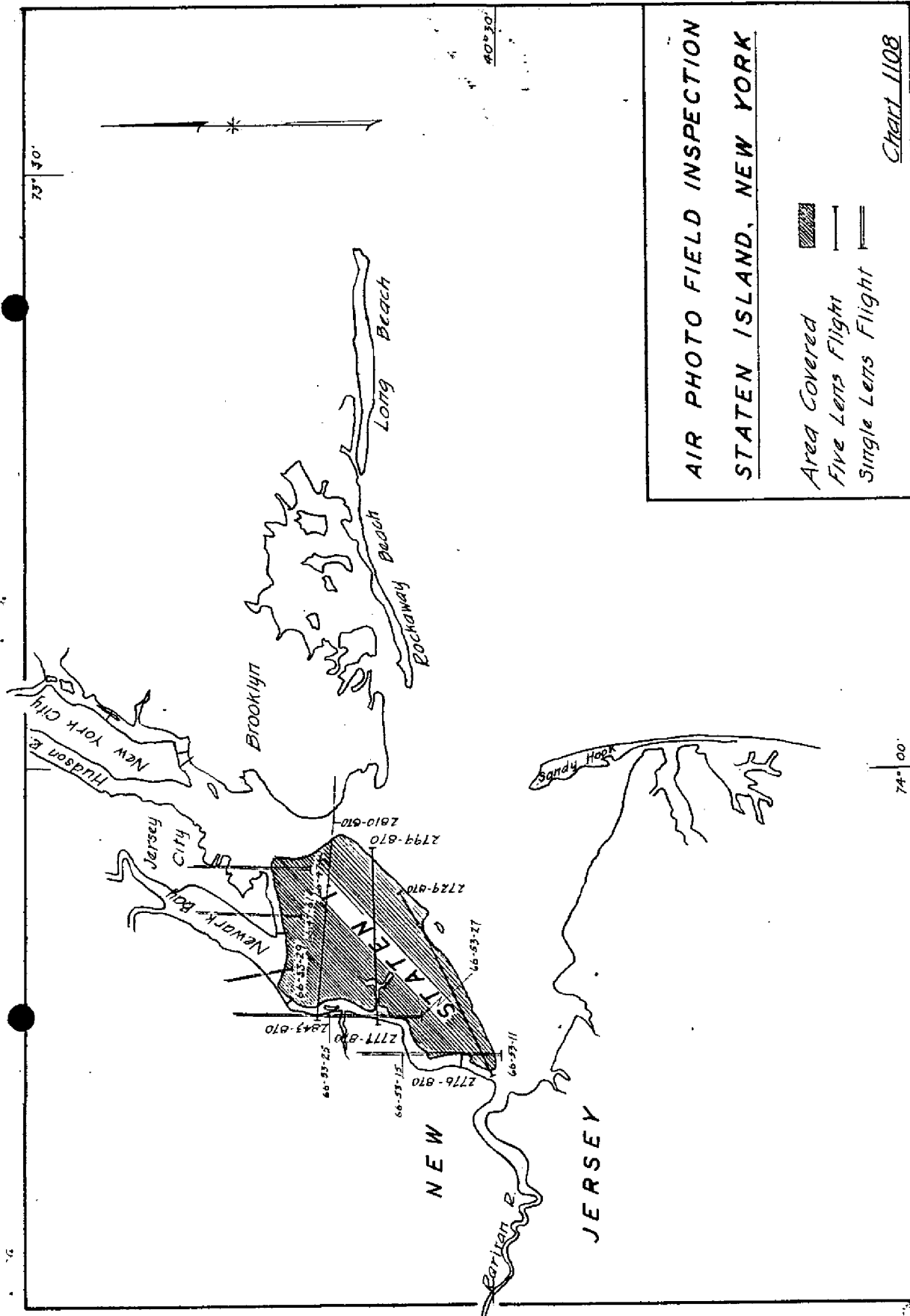
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ORIGINAL

AIR PHOTO FIELD INSPECTION REPORT

FOR

STATEN ISLAND, NEW YORK



# AIR PHOTO FIELD INSPECTION REPORT

for

## STATEN ISLAND, NEW YORK

During the latter part of March, 1934, a field inspection was made of all photographs covering Staten Island, New York (area of 47 square statute miles) by two members of Party No. 12, New York City, with U. S. C. & G. S. truck No. 202.

### PHOTOGRAPHS.

Flight lines of photographs involved are indicated on the preceding index map and the numbers and times at which the photographs were taken are given below.

#### Five Lens Photos.

<u>Number</u>	<u>Date</u>	<u>Time</u>
2729 (870-14) to 2776 (870-14)	Oct. 12, 1933	9:40-9:47 A.M.
2777 (870-14) to 2799 (870-14)	Oct. 12, 1933	9:50-9:56 A.M.
2810 (870-14) to 2843 (870-14)	Oct. 14, 1933	10:58-11:03 A.M.

#### Single Lens Photos.

66-53-11 to 66-53-15	} ( Spring 1932	Date + Time not favorable July 21, 1932 ?
66-53-25 to 66-53-27		
66-53-29 -		
66-47-59 and 66-47-60		
66-47-61 and 66-47-62		

The five lens photos were taken by the U. S. Army Air Corps, 2nd Lieut. James F. Olive, Jr., using their camera No. 31-78.

The single lens photographs are enlargements to approximately 1:10,000 scale from 1:20,000 scale single lens photographs taken by the Aero Service Corporation, 1612 Chancellor St., Philadelphia, Pa. with their 8 inch focal length "Orthomessar" lens camera.

### GENERAL DESCRIPTION OF TOPOGRAPHY.

The following general characteristics are given to supplement the notations made on the field prints. On the north east portion of the island sharp bluffs rise from the shore (note Fort Wadsworth particularly) and a series of ridges run S.S.W. to the central part, varying from 100 ft. in elevation to 400 ft. at Toot Hill (triangulation station "Bogart"). The southern half consists of low hills averaging 100 ft. in elevation.

The drained marsh lands along the western side of Staten Island are in general fairly firm ground (wet and marshy during the rainy season) with brush and marsh grass a foot or two above the water level of the numerous ditches draining this area. Vegetation is mostly marsh grass, brush, sand and deciduous trees with few evergreens. There are numerous truck farms in the west central portions. New construction of several parks, new Marine Hospital and Sea View Hospital buildings, by-road at approach to

Goethals Bridge, razing of buildings and piers in the defunct Downey Shipyards, have been noted on the field prints. Among the prominent features along the shore line may be mentioned the factories, shipyards with floating drydocks, and numerous barge wrecks and old piles on the north shore; the twenty-one large Municipal piers on the north east shore; the plants of the Gulf Refining Co. and Proctor and Gamble in the north west portion; and the beaches, summer colonies and camps on the south east shore. Sufficient notes on cultivation, vegetation, etc. have been made on the field prints to enable the office draftsmen to interpret all details without question.

# CONTROL.

## (1) Triangulation.

Triangulation performed by the party of Lieut. R.W. Woodworth during 1930-1933 forms the basis of control for this area. The unadjusted field positions are available; these are on a North American Datum. An approximate correction to reduce these positions to a North American 1927 Datum should be applied as follows: lat. -12.0 m., Long. +3.5 m.. These corrections will be within any plotable limits.

## (2) Topography.

In addition to the above listed control the following topographic sheets may be used as an aid in the compilation of sheets in this area.

<u>Reg. No.</u>	<u>Date</u>	<u>Scale</u>
T 1712	1886	1:10,000
T 1711	1886	1:10,000
T 1710	1886	1:10,000
T 1576	1896	1:10,000
T 1579	1896	1:5,000
T 3431	1913	1:10,000
T 3540 ✓	1915	1:10,000
T 3544 ✓	1915	1:10,000

## (3) Traverses.

The S.I.R.R. traverse data on the south east side of Staten Island and the B. & N.Y.R.R. traverse data on the north side were obtained from the B. & O. Railroad and may be used as supplementary control.

## (4) Stations Spotted on Photos.

Number of triangulation stations spotted	119
Number of other points spotted (landmarks, topo stations)	171
Total number of points spotted	290

On this project 290 landmarks, prominent objects, topographic stations, and triangulation stations were visited and spotted on the photographs. This gives a station intensity of 6.2 per square statute mile.

No recovery cards were written for triangulation stations except where original description was in-

sufficient or where changes had occurred. There are only two stations (New Creek and N.E. Base) not recovered on this inspection but which probably can be recovered (Recently, further information obtained from the Borough Engineer's Office may enable these stations to be found now. New Creek description gave wrong street and N.E. Base is buried in a field. Stations were not visited again after this data was obtained.)

When actual point of the triangulation station was not picked on print, reference data is given on sketches on field print which will determine the location. Landmarks and topographic stations have been circled and briefly described on field prints. Many of these are designated as Class C landmarks (see Air Photo Topographic Sheet Descriptive Report, Reg. No. T5059).

#### NAMES.

Any new names in this area have been labeled on the field prints and were obtained from people in the locality as being those in common use.

#### BRIDGES.


No measurements of clearances of bridges connecting Staten Island with the mainland were made because of the heights of these bridges. Information furnished in the U. S. C. & G. S. "Coast Pilot Notes" are assumed to be correct since no recent changes have been made.

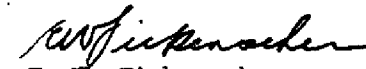
#### COAST PILOT NOTES.

No discrepancies with the present edition of the Coast Pilot notes have been noted by this inspection party.

Submitted by

April 17, 1934

  
H. T. Steffensen  
Draftsman

  
E. W. Fickenscher  
Draftsman

COMPILER'S REPORT

for

AIR PHOTO TOPOGRAPHIC SHEET

FIELD NO. 57

REGISTER NO. T5107

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. 57

REGISTER NO. T5107

State New York

NEW YORK HARBOR

General locality ~~Southwestern Staten Island~~  
(Southern Part)

Locality ~~Great Kills to Red Bank and to Kreischerville~~

Scale 1:10,000 photographs Oct. 12 1933  
Date of survey July 31 1932

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

Chief of party Roswell C. Bolstad

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

Inked by W. E. Brown

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 1:10,638 and enlarged and  
printed on scale of 1:10,000 by Photo Lithography.



STATISTICS-

on

SHEET FIELD NO. 57 , REG. NO. T5107PHOTOS, NO. M 2736 (870-14) TO NO. M2770 (870-14) TIME 9:45 A.M.PHOTOS, NO. M 2777 (870-14) TO NO. M2785 (870-14) TIME 9:50 A.M.PHOTOS, NO. M (66--53) - 11 TO NO. (66 - 53) - 15 TIME not availableDATE OF PHOTOGRAPHS M2736-2770 and M2777-2785, Oct. 12, 1933DATE OF PHOTOGRAPHS 66-53-11 to 66-53-15, July 31, 1932

	BY	DATE	
		From	To
ROUGH RADIAL PLOT	<u>G.C. McGlosson</u>	4/2	- 4/2/34
SCALE FACTOR (0.94)	<u>G.C. McGlosson</u>	4/2	- 4/2/34
SCALE FACTOR CHECKED	<u>W.E. Hackett</u>	4/2	- 4/2/34
PROJECTION	<u>G.C. McGlosson</u>	4/4	- 4/4/34
PROJECTION CHECKED	<u>E.W. Fickenscher</u>	4/4	- 4/4/34
CONTROL PLOTTED	<u>G.C. McGlosson</u>	4/5	- 4/6/34
CONTROL CHECKED	<u>W.E. Hackett</u>	4/7	- 4/9/34
TOPOGRAPHY TRANSFERRED	None		
SMOOTH RADIAL LINE PLOT	<u>W.E. Hackett</u>	4/14	- 4/19/34
RADIAL LINE PLOT CHECKED	<u>A.K. SPALDING</u>	4/20	- 4/23/34
(Shoreline)	<u>W.D. Ayers</u>	5/19	- 5/19/34
DETAIL INKED	<u>W.E. Brown</u>	8/3	- 10/23/34
PRELIMINARY REVIEW	<u>J.P. O'Donnell</u>	1/28	- 2/6/35

AREA OF DETAIL INKED 15.9 sq. Statute Miles (Land Area)

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

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

13.0 Statute Miles

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

9.5 Statute Miles

LENGTH OF ROADS? STREETS, R.R. etc. 191.0 Statute Miles

GENERAL LOCATION Southwestern Staten Island

LOCATION Great Kills to Red Bank and to Kneischerville

DATUM North American 1927

STATION South Radio Mast Latitude 40° - 32' - 40.74" (1256.7 m.)

(WBBR) 1930

Longitude 74° - 12' - 8.06" (189.8 m.)

Field Computations Unadjusted.

COMPILER'S REPORT

for

AIR PHOTO TOPOGRAPHIC SHEET NO.57(FIELD NO.)

GENERAL INFORMATION

The 1934 Air Photo Field Inspection Report, dated <sup>Apr.</sup> May 17, 1934, made by a Party No.12 inspection party and attached to this report, furnished the necessary field data for the compilation of this sheet.

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

At the time the five lens photographs for this sheet were taken, October 12, 1933 at about 9:47 A.M., the average tide along the outer coast was about 0.7 feet above low water with a tide range of 2.8 feet. The Predicted Tide Tables of the U.S. C. & G.S. for the stations at Great Kills and at Princess Bay Light were used for this data. As no time is known for the single lens photos, the condition of the tide could not be determined for them.

This sheet was compiled from photographs taken by the U.S. Army Air Corps with their five lens camera, Model T-3A, No.31-78; photographs M2736 to M2771(870-14) and M2777 to M2785(870-14), and from single lens photos 66-53-11 to 66-53-15 taken by the Aero-Service Corp. of Phila., Penn.

CONTROL

(A) Sources

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

- (a) Triangulation by Lieut. R.W. Woodworth (1930-33)-  
Field computations unadjusted.
- (b) Topography in the vicinity of triangulation station MARINE by Lieut. McCarthy in 1934.

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 this compilation, 1:10,638.

Triangulation station MARINE 1932, although shown on the compilation, was not picked up by the field inspection party as it spotted the control stations in the field. However, it was plotted and used to control the tracing of the sand spit on which it is located when the high water line of the spit was traced from the aluminum control sheet of Lieut. McCarthy.

(B) Errors

The compilation was satisfactorily tied in to all triangulation. Except for the area near triangulation station MARINE, no recent topography was available.

(C) Discrepancies

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

## COMPILATION

### (A) Method

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

### (B) Adjustments of plot

There was practically no tilt or scale fluctuation on the five lens photographs. The single lens photos were about 5% off scale but these photos were used mainly to aid in the interpretation of topographic features occurring on the indistinct portions of the five lens photos. The plot was very well controlled by many triangulation stations so that it is believed to be within the specified limits of accuracy.

### (C) Interpretation

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 by a single dashed line. In most cases, unless labelled on the field inspection print; the classification of these roads had to be determined under the stereoscope by comparison in appearance with labeled roads.

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

At latitude  $40^{\circ}-33.4'$ , longitude  $74^{\circ}-13.6'$ , a wreck \* *see additional note.* has been shown by the standard symbol. This wreck was circled on photo 66-53-14 by the field inspection party. No wreck is visible on the photos but they are not very distinct in this area. The position shown on the compilation is at the center of this circle made by the field inspection party on the photos and may be in error slightly as no field measurements were taken to locate it accurately.

The existence of the ship graveyards shown at longitude  $74^{\circ}-14.9'$ , latitude  $40^{\circ}-32.1'$  and at longitude  $74^{\circ}-13.9'$ , latitude  $40^{\circ}-33.3'$  was verified by Mr. W.E. Hackett, who made an inspection of this area.

### (D) Information from other sources.

No information from other sources than those listed under paragraph (A), CONTROL, was used.

### (E) Conflicting Names

Triangulation station FLAGPOLE HOSPITAL-1930 is misnamed. According to the field inspection ("A" print, photo M2778), these buildings form a boy's camp, not a hospital.

## COMPARISON WITH OTHER SURVEYS.

The junctions with other air-photo topographic sheets are satisfactory.

Although the high water line shown on the compilation is believed to be within the allowable limits of accuracy, there may be slight errors at some places inasmuch as the field inspection party did not make actual field measurements to the high water line, except at a few places.

There are several differences between this compilation and U.S. C. & G.S. charts. At the following places along the outer coast there are piers shown on chart 286 which do not appear on the photos and which were not mentioned as existing by the field inspection party; -one at longitude  $74^{\circ}-10.4'$ , two at longitude  $74^{\circ}-10.8'$  and one at  $74^{\circ}-10.9'$ . These have not been shown on the compilation. *See Review*

At the easterly end of the compilation, there is a considerable discrepancy between the high water line appearing on the compilation and that shown on chart 369. As the only topography available in this area was done in 1886, by R.M. Bache- Reg. No. T-1710 and T-1711, it appears that the marsh area now existent has been built up since that time. A definite vertical bank appears on the photos (M2741 and M2743) when examined under the stereoscope and the high water line was therefore shown along this bank in accordance with Topographic Manual instructions. The field party did not, in this area, actually make measurements to the high water line when they were spotting the control for the sheet. It is believed, however, that the high water line has been located within the required accuracy by the stereoscope examination without the added cost of an additional field inspection. The two islands (small and sandy) at latitude  $40^{\circ}-32.7'$  longitude  $74^{\circ}-07.7'$  appear to be shoal areas, and have been so shown.

#### LANDMARKS

The list of landmarks for this area has been previously submitted by Lieut. R.W. Woodworth in February, 1931. *See Review*

There are many other objects such as houses, ends of docks, and the like which are located within the accuracy specified under the following headings, 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 they may be expanded somewhat.

#### RECOMMENDATIONS FOR FURTHER SURVEYS

The compilation of this sheet is believed to have a probable error of not more than two (2) meters in well defined detail of importance for charting and of not more than 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. *See 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 further surveys are required.

Assisted by

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

Submitted by

*W. E. Brown*  
W.E. Brown  
Draftsman

REVIEW OF PHOTO COMPILATION T-5107, (1934)

Comparison with T-6220b, (1934). Graphic Control Survey, 1:10,000

1. All stations described on Form 524, and ten undescribed recoverable stations in the common area were transferred to the compilation. Other undescribed recoverable stations remain on T-6220b, (flag poles, houses, etc.) not transferred because of their density. Plotted by *Ja<sup>3</sup>*, checked by *P.V.*
2. The compilation and planetable survey are in excellent agreement.
3. A barge at latitude 40° 32.0', longitude 74° 08.9' was transferred to the compilation.
4. The position of triangulation station "Flagpole, (Yacht Club), 1930 was in error on the compilation 12 meters; the compilation was revised to show it correctly. The correct position was used in making the radial plot but the field draftsman inked the triangle around the wrong point.
5. Refer to pages 2 and 3 of descriptive report of T-6220b for discussion of U. S. E. coordinates and comparison of G.P's as computed from Eng. Triangulation and as determined by our triangulation and planetable.
6. Except for buoys, the stations mentioned above, temporary planetable stations, and magnetic declination all information on T-6220b in the common area now shows on the compilation.

Comparison with T-6218b, (1934) Graphic Control Survey, 1:10,000

1. The same statement applies as in paragraphs 1 and 2 above for T-6220b, except only five undescribed stations were transferred. Plotted by *Ja<sup>3</sup>*, checked by *P.V.*
2. A bulkhead at latitude 40° 32.7', longitude 74° 14.8' was transferred to the compilation.
3. A wreck at latitude 40° 32.2', longitude 74° 14.9' was added to the compilation from the photographs.
4. The marsh shown on the compilation at Kriescherville was revised to agree with T-6218b which showed it to have been filled in.
5. A dashed line was added to enclose the wrecks at latitude 40° 32.2', longitude 74° 14.9'.
6. Refer to page 3 of the descriptive report of T-6218b for discussion of U.S.E. grid system in Arthur Kill.

Review of Photo Compilation T-5107, (1934) - 2.

7. Except for buoys, temporary planetable stations and magnetic declination all information on T-6218b in the common area is now shown on the compilation.

Comparison with T-3540, T-3544, (1915) Planetable Surveys, 1:10,000

1. These surveys are superseded by the compilation in the common area.

Comparison with T-1720, T-1712, T-1711, (1886) Planetable Surveys, 1:10,000

1. Large differences show on these surveys. Particular attention is called to the changes south of Great Kills; and to the boulder strewn beach at longitude  $74^{\circ} 13.0'$  and longitude  $74^{\circ} 14.0'$ , also a ledge at latitude  $40^{\circ} 30.1'$ , longitude  $74^{\circ} 13.7'$ , and several submerged rocks at latitude  $40^{\circ} 32.7'$ , longitude  $74^{\circ} 08.4'$  that do not show on the compilation or latest hydrographic survey H-5637.
2. Except for form lines, rocks and ledge mentioned above the compilation is adequate to supersede these surveys.

Comparison with H-5637, H-5636 (1934) Hydrographic Surveys, 1:10,000

1. Except for minor differences all topographic detail is in agreement with the compilation.

Comparison with Chart 286 (1:15,000) Chart 369 (1:40,000)

1. See discussion on page 5 of the Descriptive Report for differences in H.W.L. and positions of piers.
2. A pier at latitude  $40^{\circ} 31.2'$ , longitude  $74^{\circ} 10.6'$  no longer exists.
3. The shape of Crocks Island is entirely changed.
4. An island and point of land at latitude  $40^{\circ} 32.6'$ , longitude  $74^{\circ} 07.6'$  should be removed. *No longer exist as evident from examination of the photographs.*
5. A landmark "Sch. Ho. Cup" at latitude  $40^{\circ} 33.0'$ , longitude  $74^{\circ} 12.7'$  is not shown on the compilation. It is not identified on the photographs but not disproved.
6. The railroad track near "Tallest Stack" at latitude  $40^{\circ} 30.25'$ , longitude  $74^{\circ} 16.75'$  is north of the landmark on Chart 369 and south on Chart 286. Note error in spelling "Tallist Stack".

Review of Photo Compilation T-5107, (1934) - 3.

7. There is a landmark "Standpipe" on Chart 369 that agrees with the compilation at latitude  $40^{\circ} 31.6'$ , longitude  $74^{\circ} 10.6'$  but does not agree with "Standpipe" on Chart 286 which plots 400 metres easterly. No evidence of a standpipe is discernible at the latter position on the photographs.
8. Two range lights at latitude  $40^{\circ} 32.5'$ , longitude  $74^{\circ} 14.8'$  on Chart 369 are not shown on the photographs. They do not show on the compilation or Chart 286 or 1935 Light List.

General

1. A better description of the accuracy as stated on page 5 of the Descriptive Report is .3 to .5 mm for intersected points and .3 to .8 mm for other detail.
2. Instructions for the project have been complied with, the projection is satisfactory and the compilation well controlled and the drafting is good.

Respectfully submitted,

*Joseph Andrews III*  
Joseph Andrews III  
2/12/35

Inspected by

*B.G. Jones*

*additional note. a temporary copy of T 5107 was registered in 1935. The finished what-mans copy was not filed until October 1938 after T 5107 had been completely redrawn. In redrawing T 5107 changes were made in the buildings. These changes were made after T 5107 was applied to chart 286. changes affecting chart 286 have been noted on the standard on this date 10/5/38*

*B.G. Jones*

## GEOGRAPHIC NAMES

Survey No. T 5107Date. 10/29/35Chart No. 369 and 286

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

\*, 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.

Sta	Name on Survey	Name on Chart		New Names in local use	Names assigned by Field	Location
		369	286			
	<u>Arthur Kill</u>	Same	Same			
	<u>Kreischerville</u>	"	"			
	<u>Mill Creek</u>	"	"			
	<u>Tottenville</u>	"	"			
	<u>Staten Island</u>	"	"			
	<u>Woodrow</u>		"			
	<u>Richmond Valley</u>	Same	"			
	<u>Mt. Loretto</u>	"	"			
	<u>Red Bank</u>	"	"			
	<u>Princess Bay</u>	<del>"R.R. Sta. and Bay 676"</del>				
	<u>Pleasant Plains</u>	"	"			
	<u>Rossville</u>	"	"			
	<u>Bloomingview</u>	"				
	<u>Huguenot</u>	"	Same			
	<u>Prince Bay</u> ?	"	"			
	<u>Wolfe Bay Pond</u>	"	"			
	<u>Saguine Pt.</u>	Same	"			
	<u>Annadale</u>	"	"			
	<u>Eltingville</u>	"	"			
	<u>Huguenot Beach</u>	"	"			
	<u>Arbutus Lake</u>		"			
	<u>Seaside</u>	Same	"			



## Survey No. \_\_\_\_\_

Chart No. \_\_\_\_\_

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

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

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

(M 190

REVIEW OF AIR PHOTO COMPILATION NO. T5107

Chief of Party: Roswell C. Bolstad

Compiled by (See pg. 2,  
Des. Report)

Project: New York Air Photo Compilation Instructions dated: Nov. 15, 1934  
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)  
See Paragraph "COMPARISON WITH OTHER SURVEYS", Page 5.
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 "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)  
None were used.
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 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)

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, 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)  
See report of Control Party, Lieut. R.W. Woodworth, Feb. 1931.
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 1931 Field Party under Lieut. R.W. Woodworth.
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)  
No bridges of importance.
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)  
No changes.
13. The geographic datum of the compilation is North American 1 and the reference station is correctly noted. 1927  
See page 2.
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:

18. / Examined and approved;

Préliminary Review

*J. P. O'Donnell*  
J. P. O'Donnell

Surveyor

*Roswell C. Boisted*  
Roswell C. Boisted

Chief of Party

19. / Remarks after review in office:

Reviewed in office by: *Joseph Andrews III*

*B. G. Jones*

Examined and approved:

*E. H. Green*  
Chief, Section of Field Records

*L. O. Delbut*  
Chief, Division of Charts

*H. B. Borden*  
Chief, Section of Field Work

*G. M. de*  
Chief, Division of Hydrography  
and Topography.

DESCRIPTIVE REPORT FOR SUPPLEMENTAL T-5107

1. Details shown in red applied 9/19/40. These corrections were plotted in this office without field inspection from nine lens photographs taken 7/5/40.

*B.G. Jones*  
~~Note: cathoid print with new details shown~~  
~~in black filed 7/5/40~~

Applied to Chart 286 March 14-1938 Chas R Bush  
Original plan of Life of John K. Chas 286. 7/27/41 J.R.B.  
" " " " Chas 369 3/24/41 P.B.C.