

## RECOVERY #22

### *A brief report on the activities of the Colvin Crew Long Lake, Hamilton County, N.Y. February 26, 2011*



In an effort to break up the “winter blues” and to try something not heretofore attempted, a winter recovery was proposed for Long Lake. Since our namesake performed all of his baseline measurements on the ice, I thought it would be interesting to follow in his footsteps by performing a recovery utilizing the ice as an efficient way to search a large area. Unfortunately, due to the heavy snow received this winter, bare ice was not to be found and with the addition of 12” of new snow the day before, conditions were less than ideal to say the least. It should be noted that this trip was cancelled last year due to poor ice conditions. In any event, a die-hard

team of six crewmembers showed up with two machines that could be used for transport. Our goal was to recover as many bolts as possible along a line extending from the southerly end of Long Lake to “outlet point” located at the northerly end of the lake. Additionally, two township lines cross the lake and where they intersect the shoreline, bolts were to be found. The crew expended four hours in pursuit of this recovery.

An incomplete history of V. Colvin’s Long Lake activities: -----

Based solely upon the copies of V. Colvin’s notes that fellow crewmember Jim Schaller had sent me some years ago now, there appears to be two separate, but connected bodies of work in this area. The first was Colvin’s re-tracement of the township lines common to lots 21, 22 and 50 in the Totten and Crossfield Purchase. This “interior work” was performed by Asst. Daniel Lunch under Colvin’s direction in the spring and early summer of 1896.

Hillard D. Lockwood (Asst. in charge) performed the second body of work with J. Laprarie and E. Hoffman as helpers in April of 1896 upon the ice of Long Lake. This “ice baseline” traverses the length of the lake from Moose Island on the south to Outlet Point near to the north end. Seven stations were set along the way with a total measurement distance of  $11.6\pm$  miles. The largest single measurement of 15,559.84 feet being between Watch Rock and Ferris Island. This baseline was partially tied (at the time it was run) into the intersecting township lines so as to allow for a connection into Colvin’s main body of work.



**Recovery notes of the “Colvin Crew” -----**

Saturday, February 26, 2011 Six members of the Colvin Crew, including the superintendent, assembled at the N.Y.S. boat launch at the end of Dock Lane at 9:00 am. Camp Clerk, Mike Webb brought along his



Tundra snowmobile and a sled, which when combined, was able to accommodate four individuals. The Superintendent brought his 4-wheeler that could carry a rider so there was transportation for all. We traveled northerly up the lake making brief stops to look for Bolt R and the Township line common to Lots 21 and 22. With the deep snow encountered along the shoreline, nothing was recovered. While traveling northerly up the lake towards Watch Rock, an area of exceptionally deep snow and slush was encountered that was just too much for the 4-wheeler to overcome. The crew then split into two teams whereby the 4-wheeler would restrict its travel to the southerly end of the lake and the Tundra would continue on to the north. After a lengthy (and chilly) drive southerly, the Superintendent and Historian reached Moose Island and within seconds of commencing a search, recovered Colvin’s point. They continued on to “Helm’s Point”

L to R: Steve Sehnert, Larry Rathman, Mike Webb, Randy Paquin, Nate Paquin. Jim Vianna behind camera.

and were also able to recover “B-1”. Both points being simple flat headed plugs, heavily defaced and with no visible markings. The Superintendent was then informed by radio that the northern party had returned to the boat launch having found the snow to deep to allow for a decent search. By 1:00 pm the crew had re-assembled in the Superintendent’s van for a thawing out/lunch break. Following lunch, the machines were loaded and the crew traveled to the Long Lake Hotel for some refreshment and to place a phone call to a local book collector that we were suppose to meet last year. Much to our surprise, he was in town and available to meet with the crew on short notice and show us his extensive collection of Colvin material. This turned out to be the highlight of the trip with many pristine and rare reports being shown to us. Additionally, a few pictures that do not exist in the reports were also viewed. Of note is one picture showing a younger Colvin sitting under a *metal* signal tower making triangulation observations. To the best of my knowledge this is the only *metal* signal tower I am aware of that Colvin constructed.



Moose Island plug

Parting notes:

With the snow conditions being less than desirable, many more points await recovery and so the crew will have to return at a future time to finish this recovery.

Respectfully Submitted,  
James M. Vianna, LS  
Superintendent, Colvin Crew

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**VERPLANCK COLVIN**  
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