

5260

Form 524

1213-3

Form 504  
Rev. Dec. 1933  
DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY  
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Photo  
Topographic  
Hydrographic

Sheet No. 7-5260

5260

State CONNECTICUT

LOCALITY  
Long Island Sound  
DARIEN AND VICINITY

1935

CHIEF OF PARTY

G. C. MATTISON, H. & G. ENGINEER

Applied to dwg. chart 221 June 6, 1938 J.M.C.

" " " " " revision of rocks, reefs + low water  
detail only - 5/6/49 R.C.C.

DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY

REG. NO.

AIR PHOTO  
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. 4

REGISTER NO. F 5260

State Connecticut

General locality North Shore of Long Island Sound

Locality Darien and Vicinity

Scale 1:10,000 Date of Photographs May 17, 1933  
Date of ~~survey~~ Compilation Mar. 9, 1935

Vessel Army Air Corps Airplane  
Reviewed and recommended for approval:

Chief of party Lieutenant Commander G. C. Mattison  
Photographs radial plotted by:

~~Surveyed by~~ J. F. Johnson Jan. 3, 1935  
Photographic detail traced by:

Inked by S. Lebowsky Mar. 9, 1935

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated August 10th and September 9th, 1933

Remarks: Compilation of aerial photographs Nos. M-18-875-14 to M-35-875-14 on scale of 1:11,364 and enlarged to scale 1:10,000 and printed by photo-lithographic process.

*Note* in printing this map details east of long. 73°25' and the Norwalk islands have be transferred to T 5261.

DESCRIPTIVE REPORT

To accompany

PHOTO TOPOGRAPHIC SHEET NO. 75260

FIELD NO. 4

CONNECTICUT

DARIEN and VICINITY

GENERAL INFORMATION

Sheet No. 75260 covers the area in the vicinity of Darien, Connecticut and extends along the coast from the vicinity of the Norwalk River to Westcott Cove, including several of the Norwalk Islands lying westerly of meridian 73° 24'.

*Section East of long. 73°25' and Norwalk islands transferred to T 5261. B99*

The photographs were received from the party of Lieutenant M. H. Reese in August, 1933, and they had been trimmed in the New York Office.

The field inspection was done by Mr. J. C. McGuire and Mr. J. F. Johnson.

The mounting, spotting of control points, etc., was originally done by draftsmen in the Bridgeport Office as part of a training course directed by Mr. J. P. O'Donnell who was temporarily transferred from the New York Office. It was necessary to re-mount nearly all of the pictures, due to slippage, prior to the final compilation.

The smooth radial plot was made by Mr. J. F. Johnson and the tracing done by Mr. S. Lebowsky.

The sheet was made in accordance with instructions from the Director dated August 10th, 1933 and supplemental instructions dated September 9th, 1933.

A general report covering this area has not been made and all information is contained in this report.

PHOTOGRAPHS

5 Lens

The photographs used were taken by the Air Corps Model T3A Camera AC31-78. The flight was designated 875-14 and the pictures were numbered M-35 to M-18 inclusive, the numbering decreasing in the direction of flight which was from east to west.

✓

Data on the photographs and index sheet indicate this camera to have a focal length of six (6) inches and the pictures taken at a height of 5000 feet. They were taken May 17, 1933, the first exposure, M-35 being made at 10:51 A. M. The stage of the tide was computed from the tide tables as being 1.4 feet.

### Single Lens

These photographs were taken November 1, 1933, the first exposure, V-236, being made at 12:38 P. M. This flight was designated 875-L-8. The photographs used were from 233 to 236 inclusive. The focal length of the camera was 8.25 inches, and the indicated height flown was 6875 feet. The stage of the tide was computed from the Bridgeport tide gauge as being 6.0 feet. The scale factor of these photographs is 1.000. A set of these photographs were reduced to a 0.88 scale factor and used in tracing the Norwalk Islands.

### GENERAL DESCRIPTION OF TOPOGRAPHY

*most of Norwalk on TS261*  
This sheet comprises territory located in Fairfield County, composed of portions of the political divisions known as the City of Norwalk, the Town of Darien and the City of Stamford, in a direction from east to west.

*CONTSL59*  
The boundary between Norwalk and Darien is the Five Mile River; the boundary between Darien and Stamford is the Noroton River and it continues on a line that divides Holly Pond through its center.

The shore line is deeply indented and presents a very irregular appearance.

Offshore there are numerous islands, reefs, rocks and sand bars.

The area between the railroad and the shore is gently rolling country.

The territory north of the railroad is rolling, hilly terrain of higher elevation.

### Norwalk River

*all on TS261*  
Very little of the Norwalk River is shown on this sheet. The general description of this river is covered in the report on the adjoining compilation #5261.

### City of Norwalk

The town and city of Norwalk are consolidated. The City of Norwalk is further divided into sections or localities. They are, in a direction from east to west: East Norwalk, Norwalk, South Norwalk, Rowayton and West Norwalk. Only portions of South Norwalk and Rowayton are shown on this compilation. Boundaries or limits of these localities are shown on the city map of Norwalk which has been forwarded with the adjoining sheet #5261. *City map filed in Air Photo Section*

*most of this area on TS261*

The portion of the City of Norwalk as shown on this sheet is almost entirely residential in character.

Harborview, a section of South Norwalk, is shown on the extreme easterly portion of the sheet. This area is generally flat, is laid out in streets and occupied by dwellings. Harborview is occupied by a summer settlement and has a sandy beach along its east shore. } on TS261

The area south of Harborview and extending as far south as Manresa Island, consists of salt marsh. } on TS261

~~Manresa~~ <sup>Key Keyser Manresa</sup> Island is joined to the mainland by a narrow neck of land and a causeway across the marsh. The island is developed and privately owned and is occupied by a church order. The institution is known as Manresa Institute. } on TS261

The north and east shores of this island consist of salt marsh, the southeast shore is sandy and the south and west shores consist of gravel, cobblestones and boulders. } on TS261

The area adjacent to the shore, in the vicinity of the inlet between Manresa Island and Wilson Pt., is low and marshy.

Wilson Point, with the exception of the extreme westerly side, is residential in character and consists of several country estates. The roads throughout this area are privately maintained. The west side of Wilson Point has an old coal and oil receiving wharf and a railroad yard which are in a state of disrepair and are no longer maintained. At present there is a pipe line in this area serving the Standard Oil Company. The oil company plant is shown on this sheet directly north of Wilson Point.

Rowayton is that section of the City of Norwalk which is adjacent to the east shore of the Five Mile River. The portion of Rowayton on the east side of the river near its mouth, contains the business district of this locality. This area is flat and is laid out in streets and occupied by dwellings and small commercial enterprises.

Bell Island is the name applied to that portion of Rowayton which is connected to the mainland by a narrow strip of land. This section is flat and laid out in streets and occupied by dwellings. It has a sandy beach and is occupied by a summer settlement. The extreme southern tip of Bell Island is called Noroton Point.

Pine Point, just westward of Noroton Point, has a pier which accomodates excursion steamers from New York during the summer time.

West of Pine Point, the neck of land is known as Roton Point. This area contains a large amusement park and bathing beaches.

#### Norwalk Islands

The Norwalk Islands are a group of islands, rocks and shoals which extend from one to two miles off the north shore of Long Is- } on TS261

land Sound and have a length of six miles from George Rock to Greens Ledge Lighthouse. However, only Sheffield Island, Ram Island and a few smaller islands are shown on this sheet. Sheffield Island contains several landings and is occupied by several dwellings. Ram Island contains no dwellings. The fore shore of both Ram and Sheffield Islands on the north side is sand and gravel strewn with large cobblestones. On the south side, the fore shore is strewn with small boulders.

Tavern Island has a number of small houses and two piers. Across the cove, on the southwest shore, is a masonry wall. Little Tavern Island is bare and is joined to Tavern Island at low tide.

Cedar Hammock has one house on it and a private landing on its northeast side.

### Five Mile River

Five Mile River is a narrow inlet between the Town of Darien and the section of the City of Norwalk known as Rowayton. The navigable portion is about one mile long, from 100 to 300 yards wide and shallow except in the dredged channel. The river is used mostly by oyster boats and other small craft. The banks along this river consist of gravel, mud and grass.

### Town of Darien

The Town of Darien is divided into the following neighborhood localities: Tokeneke, Darien, Noroton and Noroton Heights in order from east to west. The town is essentially residential in character with only business facilities incidental to the conduct of a retail business allowed in certain specified areas as noted on the zoning map for the Town of Darien. These business areas are located along the railroad and Boston Post Road in the localities of Darien, Noroton and Noroton Heights. \* Filed in Air Photo Section.

Tokeneke Park is a locality and private development north of Butler Island and is wooded in sections. It is occupied by many estates whose owners have maintained their own roads and police protection without aid from the Town of Darien. This area is purely residential in character.

Contentment Island and Butler Island which lie south of the Tokeneke Park area are also residential in character. The north shores of these areas are marshy in character while the southerly shores are rugged, consisting of rock ledge with the exception of several sandy beaches between these localities.

Scott Cove is a shallow inlet between Great Island and Contentment Island and is suitable only for launches and small craft. A dredged channel favors the west side of the cove. There are two reefs near the middle of the lower part of the cove which bare at low water. The banks of the cove are lined with mud and grass.

The Fish Islands consist of a group of islands in a southerly direction from Contentment Island near the mouth of Scott Cove. They are composed of rock ledge and salt marsh and are not occupied

by dwellings.

The large projection of land between Scott Cove and the Darien River has on its easterly and northeasterly sides, the areas called Hay Island and Great Island, each of which is connected to the mainland by a narrow neck of land. This entire area is residential in character and consists of many large estates. The largest estate in this vicinity is that owned by Mr. W. Ziegler of which Great Island is a part. These residences, for the most part, are used as summer homes. Most of the roads in this area are privately owned and maintained.

The south shore of Great Island and the northeast and south shores of Hay Island are ledge rock with a sand beach on the southeast shore of Great Island. The cove just west of Hay Island is covered with salt marsh.

From a point on the southerly side of Hay Island around Long Neck Point to Pear Tree Point, the fore shore consists of gravel and rocks strewn with boulders. There are a number of boat landings along the shore. The shore about Pear Tree Point is sandy.

#### Darien River

Darien River is a small, shallow stream on the west side of Long Neck Point. North of Pear Tree Point the river is practically dry at low water. The banks of this river consist of mud and marsh.

#### Noroton Neck

The neck of land bounded on the east by the Darien River and on the west by Holly Pond and Cove Harbor is known as Noroton Neck and is part of the locality known as Noroton. The projection of land joining the dam at the mouth of Holly Pond is known as Brush Island. The island joined to the mainland by a narrow strip of land on the extreme southerly tip of Noroton Neck is known as Pratt Island. The area just north of Pratt Island has been hydraulically filled and developed with a street system and occupied by some dwellings.

*now Nash Island?  
suburban! SEE ERH.*

#### Holly Pond

Although this pond is dammed from Long Island Sound, the tide gates are no longer maintained and the waters of the sound back into the pond at high tide.

#### Stamford

For a general description of the City of Stamford, see the report covering the adjoining sheet (#5259) on the west. } TS259

The shore, from a point at the mouth of Holly Pond to the westerly side of this sheet consists of sand and gravel except about the island on which triangulation station "Ray" is located which consists of ledge rock.

Glenbrook, a locality which is a small suburb of Stamford and is on the northwesterly corner of this sheet, is just west of Noroton



## Control Adjustment

Since the G.P. of a reference station was not noted on sheet, or in report, it is not known by the reviewer whether the 1932 triangulation by S.B.G. appearing on this sheet was plotted from office adjusted positions or field positions adjusted to 1927 datum in the field from factors.

The 1st order Triangulation 1932, one station of which, Ziegler 1932, appears on this sheet, was available in office adjusted form at the time of the compilation, whereas the 1931 triangulation is not even yet (in 1937) available in the office adjusted form.

Two of the 3rd order, 1932 stations were checked using the g.p. as office adjusted, and since they were found to have been plotted accurately, it was assumed that either the office adjusted position was used originally, or the field adjustment was made within plottable accuracy.

T.M.P.

River. It is laid out in a definite street system and is residential in character. The New Canaan Branch of the N. Y. N. H. & H. Railroad branches off the main line in this locality.

### Cove Harbor

Cove Harbor is a small dredged basin just south of Cove Mills. The dye works which formerly occupied this harbor has burned and it is no longer maintained. The area about the harbor contains numerous rocks and shoals.

## CONTROL

### Sources

1st Order Triangulation 1932 by C. D. Meaney  
 3rd Order Triangulation 1932 by S. B. Grenell  
 Theodolite 3 Point Fixes 1933 by G. C. Mattison  
*4 Triangulation stations dated 1931*

All were adjusted to the North American Datum Plane of 1927.

*← see opposite page*

### Errors

No errors in control were found by the radial plot.

### Other Sources of Control

No other sources of control were used.

## COMPILATION

### Method

The photographs were adjusted by means of the radial plot method. The scale of the sheet as drawn is 1:11,364 as the scale factor was computed 0.881 and it was decided to use the value 0.88 in laying out the projection

Where the single lens flight overlaps the 5 lens flight, points common to both were picked. The topographic detail was traced in from the single lens photographs by adjusting between these points as determined by the 5 lens photographs.

### Adjustments of Plot

It was necessary to supply additional control in order to satisfy the requirements for orienting certain photographs. There were four points determined by theodolite three point fix. Three of these points are tanks and the fourth a ground station and is not marked on the ground. A sketch showing the ground station is attached herewith. These tanks are described on form 524.

It was difficult to pick triangulation station Ziegler on the photographs, so an eccentric point was picked on the photographs and a sextant angle and distance was measured in the field and plotted on the sheet by protractor and measurement. A sketch is submitted herewith of this eccentric station.

Interpretation

No great difficulty was encountered in deciding the character of photographic detail except as noted below.

Some difficulty was encountered in tracing some of the smaller streams due to the amount of foliage from the trees and the blurred effect near the outer end of the wing prints. A field inspection of these streams was made and were sketched on the photographs. A few minor tributaries were omitted due to the fact that it was impossible to trace these out on the photographs. *Parts of streams originally shown were removed after the review.*

In the Tokeneke Park section the foliage from the trees was so heavy as to totally obscure certain roads. Some of these roads appear on the map of Darien\* and it is known from field inspection that they exist but cannot be traced on the photographs. Only roads that appear on the photographs are shown on this sheet. \* Filed in Air Photo Section

The field inspection on this sheet was made by Mr. J. C. McGuire from Westcott Cove to Hoyt Island and from this point to Harborview was made by Mr. J. F. Johnson. A reinspection of the high water line was made by Mr. J. F. Johnson with the exception of Long Neck Point. The reinspection of the high water line was used in the compilation of this sheet.

High water lines on the marshes are difficult to delineate accurately as the marshes are indefinitely flooded at high tide. In general, the line between the short salt meadow grass and high grass, which generally grows below the high water line, was used to define the high water line.

Low water has been shown as far as possible from indications on the photographs as they were taken near low water. *Also see review at back. 5 lens photos taken near low water but single lens photos taken near high water. Low water line as shown on compilation cannot be accepted as true low water line throughout, as proved by comparison with hydrographic surveys. T.M.P.*  
Conventional Signs  
Except as noted below, only the usual graphic symbols as approved by the Board of Surveys and Maps were used.

A full double line indicates good motor roads and a broken double line indicates poor motor roads. A very poor road or trail is indicated by a single dashed line.

Boundaries of shoal areas are shown by a single dashed line. This was drawn in from inspection of the photographs only, and may depart somewhat from true conditions. *Dashes removed except where indicated channel in Scott Cove and Five Mile River, and vicinity Hoyt I., and changed as necessary to agree with hydrography. T.M.P.*

The main line of the New York, New Haven and Hartford Railroad is a four track line. Only two tracks are shown to avoid overcrowding the detail. It is electrified overhead and should be considered as a transmission line. *At extreme NE Point at Harborview a stone breakwater outside the H.N.H. is shown thus: ooooo This conforms with U.S.E. representation of this feature.*

Fixed bridges are indicated by the road crossing the body of water, no symbol being used. *Symbols to be added.*

Solid single or double lines projecting into a body of water represent piers, groins or jetties. When in dashed lines, they represent notes are ~~to be~~ added, and the very small groins removed in order to avoid possible misinterpretation of groins for piers. *T.M.P.*

Inform. from other sources:

The breakwater around the point  
NE of Harbor view. This could be seen  
on the photos and its position and relation  
to H.W.L. was taken from the photos  
but the nature of the feature  
was deduced from U.S.E. Survey of  
Entrance to Morwalk Harbor, Blue Print No. 30365,  
(1937.) T.M.P.

A number of rocks awash which did not  
show on the photos were transferred from  
T 4696 4697 & 4698 upon review, also portions of  
bluff lines, l.w.l., landmarks were taken from  
other sources. See Review attached to this report.

where these ruined piers consisted of a line of rocks they ~~will~~ <sup>are now</sup> be shown by an appropriate rock symbol rather than dashed lines. T.M.P.

resent the above covered at high water.

No buildings are indicated on this sheet except those along the waterfront and some few other large buildings further inland.

The conventional sign for trees has been omitted in the heavily populated areas but actually many of the streets and roads are bordered by trees.

Trolley lines in this area have been abandoned or removed and bus service substituted, and therefore tracks are not shown.

There are numerous mosquito drainage ditches in the marshy areas represented by solid lines. In the area north of Hoyt Island at the head of the stream, these ditches were not shown due to the fact that they did not show up very clearly on the photographs.

The double dashed line in a southeasterly direction from the Standard Oil Company plant and in the Bell Island area, represents an abandoned right of way formerly used by the electric street railway known as the Connecticut Company.

Cable Areas

There are no signs indicating cable and pipe line areas as noted on chart #221 and therefore are not shown.

Character of Marshes

The marsh areas in general were covered by salt grass and are, as a rule, barely covered at extreme high or flood tides.

Information From Other Sources

← see opposite page

There is forwarded with this sheet a map issued by the Zoning Commission of Darien.\* This map was used in verifying locations of streets. However, no streets appearing on the map were shown which did not appear on the photographs. Therefore no projected streets are shown on this sheet. However some streets that appear on the photographs do not show on the map but are shown on this sheet if they exist.

For information regarding streets not covered by this map, maps of Stamford and Norwalk\* were referred to but which were shipped with their respective compilations (#5259 and #5261).

All bridges over navigable waters on this sheet are as listed in the U. S. Engineers "List of Bridges over Navigable Waters", 1927 edition and in the 1933 Coast Pilot. The only movable bridge shown on this sheet is in the Harborview area.

The only bridge listed in the above references is the bascule bridge at Harborview. Clearances as given by U.S.E. list:  
Geographic Names [Coast Pilot gives 30ft. horizontal clearance. U.S.E. data used on sheet] Horizontal 26 ft. Vertical 6 ft. at H.W. draw closed. T.M.P.

Except as noted below there are no changes of names on the U. S. C. & G. S. charts for this area.

\* Filed in Air Photo Section



Conflicting Names

Note that the Darien River, Gorham's Pond and Goodwives River are the names applied to different parts of the same waterway.

*chart #221 "Gorham's Pond"*

*0.15*

New Names

Cove Mills, Brush Island, Pratt Island, Hay Island, Great Island, Contentment Island, Pear Tree Point and Goodwives River are new names. These names were taken from the Building Zone Map\* of the Town of Darien and are shown in parentheses on the overlay.

*C. K. S. G. E. R. H. 15*

*\* Filed in Air Photo Section*

COMPARISONS WITH OTHER SURVEYS

Junctions

This sheet matches the adjoining sheet on the east and west with no differences and all junctions are satisfactory.

*} connections were necessary in the office 1398*

Changes

Discrepancies from chart #221 are apparently only those due to changes in datum and artificial and natural changes in detail.

Certain marshy areas indicated on the sheet have been reclaimed and filled.

Photostats of topographic survey #4696, 4697 and 4698 made by S. B. Grenell in the summer of 1932 were used as a basis of comparison.

The high water line in the vicinity of Harborview checked closely with topographic survey #4696, with the exception of the marsh area which differed slightly. This may be due to interpretation of the mean high water line which is sometimes quite difficult in marshy areas. Reinspection confirms the compilation.

From a point in the vicinity of triangulation station "Marsh" to the northeast corner of ~~Manresa~~ <sup>Keyser</sup> Island, the high water line varies only slightly due to the reasons stated above. A reinspection confirmed the compilation.

The high water line on the east side of ~~Manresa~~ <sup>Keyser</sup> Island differed as much as twenty meters from topographic survey #4697. The nature of the shore is mud and grass. A reinspection was made in the field and it is believed that the compilation is correct.

*Keyser Island*

*} area was East of 73° 25' from T5261*

From ~~Manresa~~ <sup>Keyser</sup> Island following the shore line west to Wilson Pt., the compilation agrees with topographic survey #4697 with slight differences. These differences occur on the north shore of the inlet which is northeast of Hoyt Island and on the upper part of the inlet due north and adjoining the Nash Engineering Company shown along the railroad spur. Reinspection shows the compilation to be correct. The nature of the shore where these differences occur is marsh and mud.

The high water line on the west shore of the inlet west of Wilson Point differs about fifteen meters with topographic survey #4697.

The pictorial representation that appears on the B print of photograph M31 very clearly shows that there is no definite cove in this area. Reinspection in the field confirms the compilation.

In the vicinity of the bath houses just north of Bell Island at the mouth of the inlet, the high water line differs about ten meters with topographic survey #4697. This is a fine sand beach and has probably been built out.

The high water line in the area of the inlet west of Bell Island varies somewhat from topographic survey #4697 but reinspection confirms the compilation. The nature of the shore is marsh and mud.

The high water line on the northeast corner of Bell Island differs from topographic survey #4697. This is attributed to the building of sea walls and the filling in of this area.

From triangulation station "Bell Island" to the first pier just northwest of this station, the high water line differs from topographic survey #4697 by about eight (8) meters from the compilation. A reinspection confirms the compilation.

At Roton Point, the high water line shown on topographic survey #4697 shows a small cove. The pictorial representation that appears on photograph M30 (A print) very clearly shows that there is no cove at this point. A reinspection in the field also shows the compilation to be correct.

The topographic survey #4697 shows a point of land just east from the mouth of the Five Mile River. Field inspection shows that this point is ledge rock and the outermost portion is entirely surrounded by water at high tide, thereby forming a small island. This point was visited about high water and confirms the compilation.

The high water line of both the east and west banks of the Five Mile River differs only slightly with topographic survey #4697. Reinspection shows the compilation to be correct.

In the Tokeneke Creek area north of Butler Island, the high water line varies somewhat from topographic survey #4697. Here again it was difficult to determine the high water line due to the nature of the shore which is marsh and mud. Reinspection confirms the compilation.

From a point on the east end of Butler Island to the west corner of Contentment Island, the high water line on the topographic survey agrees rather closely with the compilation.

In the Scott Cove area, from a point on the extreme west end of Contentment Island to the northeast corner of Great Island, the high water line agrees fairly well with that of topographic survey #4697. The only large difference is in the projection of land at the head of the channel. This is marsh area and is overgrown with short grass which is not usually covered at high water. It is possible that an exceptional high or storm tide may flood this area. It is therefore believed that the high water line as shown on this sheet is correct.

On the north side of Great Island is a small inlet and an off-lying island. These do not appear on topographic survey #4697. This area also consists of marsh and mud and the line of demarkation between the short meadow grass and the high grass, which generally grows below the high water line, has been used to define the high water line and is believed to be shown correctly on the compilation.

In the cove on the south side of Great Island, there is a small dam. The dam appears on the B print of photograph M25. The dam forms a small pool which is used for bathing. On topographic sheet #4697 this dam is not shown.

At the cove on the south side of Great Island, a small pier is shown on topographic sheet #4697. Field inspection reveals this to be a float and is not shown on this sheet.

The small pond just west of Great Island has a different shape on topographic survey #4697 than shown on the compilation. The limits of this pond is well defined by a stone wall and exists as shown on this sheet.

The high water line in the cove west of Hay Island compares favorably with topographic survey #4697 with only slight differences. This area is composed of mud and marsh. A reinspection was made in the field and it is believed that the compilation is correct.

At the cove back of the breakwater just southwest of Hay Island, the high water line on the compilation differs considerably with topographic survey #4697. A reinspection in the field confirms the compilation.

The shore line from Hay Island around Long Neck Point to Pear Tree Point compares favorably with topographic survey #4697 and #4698, with the exception of the east side of the neck in the vicinity of the two piers. Reinspection in the field confirms the compilation. It is possible that the sea wall was used as the high water line by the topographers or the beach might have been built out. Actual field inspection shows the high water line to be about six to eight meters from the wall.

Both the east and west banks of the Darien River compare quite favorably with topographic survey #4698 with the exception of the inlet on the west side of the river. This area is salt marsh and it is possible that an exceptional storm may flood a portion of this marsh. A careful reinspection was made in the field and it is believed that the compilation is correct.

In the vicinity of the cove just west of Pratt Island, the high water line varies considerably from topographic survey #4698. The pictorial representation, which appears on photograph M22 (A print) very clearly shows that the shape as shown on this compilation is more nearly correct. A reinspection in the field confirms the compilation.

On the southwest shore of Noroton Neck, the high water line compares favorably with topographic sheet #4698 with the exception of several small breakwaters which appear on this compilation.

Lat 41° 02.5'  
Long 73° 29.4'



The position of the breakwater just south of the dam at Holly Pond differs slightly in position from topographic survey #4698. Several points were picked on the photographs in this immediate vicinity and located by radial plot. This vicinity is very close to the center of the B print. It is therefore believed that the position as shown on the compilation is correct.

In the vicinity of a point about 300 meters north of triangulation station "Grass", the high water line on this compilation differs with topographic survey #4698. At this point, the high water line is defined by a stone wall and at the end of this wall, a break in the high water line occurs. This does not show on topographic sheet #4698. This point was visited in the field a second time and shows the compilation to be correct.

The high water line in the vicinity of the point about triangulation station "Grass" differs with topographic sheet #4698. Reinspection was made in the field of this area and confirms the compilation.

In the marshy inlet on the west side of Cove Harbor and west of triangulation station "Grass", the high water line differs with topographic survey #4698. A careful reinspection was made in the field of this area and shows the compilation to be correct.

On the west side of Cove Harbor just north of triangulation station "Ray", several jetties or groins appear on the compilation that do not appear on topographic sheet #4698.

The high water line around the island on which triangulation station "Ray" is situated differs with topographic sheet #4698. This is a rock ledge shore and a careful reinspection in the field was made and confirms the compilation.

The high water line of Sheffield Island agrees favorably with topographic survey #4697, with some small differences at the north-easterly end of the island. A careful field inspection was made of these islands. It is therefore believed that the compilation is more nearly correct.

The high water line of Ram Island agrees favorably with topographic sheet #4696 with the exception of the extreme tip of the point or neck of land on the west side of the island. The topographic sheet shows a small island just offshore at this point, while the compilation shows this island to be joined to the mainland by a narrow strip of land above high water. A very careful field inspection was made of this area and it is believed that the compilation is correct.

The high water line of the small island just south of Ram Island appears different in shape from topographic sheet #4697. This island is low and very flat and is covered with cobble stones. A very careful field inspection was made of this island and it is believed that the compilation is more nearly correct.

The large island connecting Ram Island and Sheffield Island also seems to differ in shape with that of topographic survey #4697.

A very careful field inspection of this island was made in the field and it is believed that the compilation is correct.

Little Hammock differs from topographic survey #4697 in respect to the high water line. The topographic sheet shows the island to be split in two parts at high water, while field inspection shows these two small islands to be connected at this time.

The high water line of the middle island of the Fish Island group varies somewhat from topographic survey #4697. Reinspection and several sextant fixes at the high water line confirms the compilation.

Dog Island varies in shape and size from topographic survey #4697. It appears as two islands on the topographic sheet at high water, while actual inspection at high tide shows the island to be as shown on the compilation.

Several sextant fixes were taken at or near the high water line on the offlying islands on this sheet. These fixes are listed below:

Fix taken on the high water line at the north central portion <sup>on TS261</sup> of Ram Island:

Cup (cupola)	89° 20'
Long Beach Beacon	113° 24'
Copps Id. 2	

Fix taken on the high water line at the most westerly point <sup>on TS261</sup> of Ram Island:

Cup (cupola)	95° 15'
White Rock Beacon	81° 44'
Eva (pole)	

Fix taken on a point 14 meters inshore from high water on the <sup>on TS261</sup> most southerly tip of Ram Island:

Norwalk Island L. H.	97° 26'
Golden Hill Tank	95° 49'
Copps Id. 2	

Fix on end of pier on north end of Sheffield Island: <sup>on TS261</sup>

Norwalk Island L. H.	84° 03'
Cup (cupola)	107° 34'
White Rock Beacon	

Fix on end of pier at west end of Sheffield Island: <sup>on TS261</sup>

Greens Ledge L. H.	64° 57'
Cup (cupola)	20° 50'
Star	

Fix taken at a point about 8 meters inshore from the high water line on the most southwesterly corner of Sheffield Island: <sup>on TS261</sup>

Greens Ledge L. H.	87° 18'
Star	52° 42'
White Rock Beacon	

Fix taken at center of the end of concrete pier which is the most northerly pier on Tavern Island:

Greens Ledge L. H.	75° 58'
Star	80° 33'
H. & B. Tank	

Fix at end of pier on Cedar Hammock:

H. & B. Tank	79° 17'
White Rock Beacon	88° 52'
Norwalk Id. L. H.	

Fix taken at a point about 10 meters inshore from the northerly point of the island which is just south of Cedar Hammock:

H. & B. Tank	59° 54'
White Rock Beacon	103° 07'
Norwalk Id. L. H.	

Fix on end of pier of Little Island Hammock:

Norwalk Id. L. H.	100° 42'
Golden Hill Tank	92° 12'
Copps Id. 2	

Fix taken on the high water line at west central side of the middle island of the Fish Island group:

Square	94° 23'
Son (flag pole)	85° 08'
Norwalk Id. L. H.	

Fix taken on the high water line on the south side of this same island:

Square	88° 01'
Son (flag pole)	88° 53'
Norwalk Id. L. H.	

Fix taken on the high water line at the southeast side of this same island:

Square	82° 40'
Son (flag pole)	94° 37'
Norwalk Id. L. H.	

Fix taken on the high water line at the southwest end of the island upon which triangulation station "Fish" is situated:

Square	103° 53'
Ben	97° 44'
Greens Ledge L. H.	

Fix at about high water line at northeast tip of same island:

Square	101° 01'
Ben	105° 55'
Greens Ledge L. H.	

Fix taken at a point about 20 meters inshore from the high water line on the east end of the large island which is just east of Sheffield Island: m. 74261

Norwalk Id. L. H.	88° 20'
Golden Hill Tank	83° 24'
Copps Id. 2	

Fix taken on the west tip of the same island about 6 meters inshore from high water line:

Norwalk Id. L. H.	103° 59'
Golden Hill Tank	87° 21'
Copps Id. 2	

Sextant fix at high water line on grass spit on west side of Wilson Pt.:

Club	22° 01'
Star	57° 12'
Last	

Sextant fix taken a short distance north of last fix at the high water line:

Club	13° 40'
Star	35° 44'
Last	

Sextant fix taken at the northerly end of Bell Island at the high water line:

Club	76° 49'
White Rock Beacon	73° 21'
Norwalk Id. L. H.	

The geographic positions of the topographic stations used in the above fixes were taken from topographic sheets #4696, #4697 and are not shown on this sheet. These are as follows:

Cup (Red cupola)  
 Eva (White pole)  
 Star (White flag pole)  
 Son (Flag pole)  
 Ben (Flag pole)  
 Club (Cupola at yacht club)  
 Last (White flag pole)

#### U. S. E. Stations

A blue print of the U. S. E. Stations along Five Mile River was received from the U. S. Engineers Office at Providence, Rhode

Island. Most of the stations have disappeared and those that were recovered could not be picked on the photographs very well. A new survey has since been made by the U. S. Engineers but to date we have not received a blue print of the survey. Therefore no U. S. E. Stations are shown on this sheet.

#### Changes in Navigational Features

There is no important detail on the chart that should be removed.

#### Landmarks

The list of landmarks as shown on chart #221 dated February, 1935, is satisfactory. *see review for additional landmarks.*

### RECOMMENDATIONS FOR FUTURE SURVEYS

#### Error of Compilation

Compilation is believed to have a probable error of four (4) meters in position of well defined detail of importance for charting and six (6) meters for other data.

---

To the best of my knowledge and belief, this sheet is complete in all detail of importance for charting purposes within the accuracy stated above and that no additional surveys are required.

Respectfully submitted,



S. Lebowsky,  
Draftsman, U. S. C. & G. S.

JOB SHEET

PHOTOGRAPHS TRIMMED BY:	Lt. Reese's New York Office	8/20/33
FIELD INSPECTION BY:	J. C. McGuire & J. F. Johnson	11/30/33 10/26/34
INTERSECTION AND CONTROL POINTS MARKED BY:	J. P. O'Donnell	9/1/33
INTERSECTION AND CONTROL POINTS CHECKED AND RE-PRICKED BY:	J. F. Johnson	11/30/34
PHOTOS MOUNTED BY:	J. Andrews 3d, H.W. Jennings, C. More	9/4/33
PHOTOS REMOUNTED BY:	J. F. Johnson	10/2/34
RADIAL LINES DRAWN BY:	J. Andrews 3d, H.W. Jennings, C. More	9/5/33
PRELIMINARY RADIAL PLOT BY:	J. C. McGuire	10/25/33
SCALE FACTOR COMPUTATION BY:	J. C. McGuire	11/1/33
SCALE FACTOR VERIFIED BY:	E. F. Kummer	11/3/33
POLYCONIC PROJECTION BY:	J. F. Johnson	9/12/34
POLYCONIC PROJECTION VERIFIED BY:	H. W. Jennings	9/12/34
TRIANGULATION STATIONS PLOTTED BY:	J. F. Johnson	9/17/34
TRIANGULATION STATIONS VERIFIED BY:	H. W. Jennings	9/18/34
SMOOTH RADIAL PLOT BY:	J. F. Johnson	1/3/35
TRACING OF PHOTOGRAPHIC DETAIL BY:	S. Lebowsky	3/9/35
PRELIMINARY INSPECTION OF SHEET BY:	G. C. Mattison	3/28/35
FINAL INSPECTION OF SHEET BY:	G. C. Mattison, Chief of Party.	4/13/35
FORWARDED TO OFFICE		4/22/35

*Datum N.A. 1927  
 Ref. Sta. Greens Ledge Light house, 1904  
 Lat. 41-02-29.596 (913.0 m.) adjusted  
 Long. 73-26-39.444 (921.3 m.)*

STATISTICS

- |  |      |                      |
|--|------|----------------------|
| 1. Area of land detail inked   | 14.2 | Square Statute Miles |
| 2. Length of shore line (more than 200 meters from nearest opposite shore) | 22.5 | Statute Miles        |
| 3. Length of rivers and sloughs (less than 200 meters wide)                | 31.3 | Statute Miles        |

Scaled by: S. Lebowsky

Checked by: L. E. Marsh

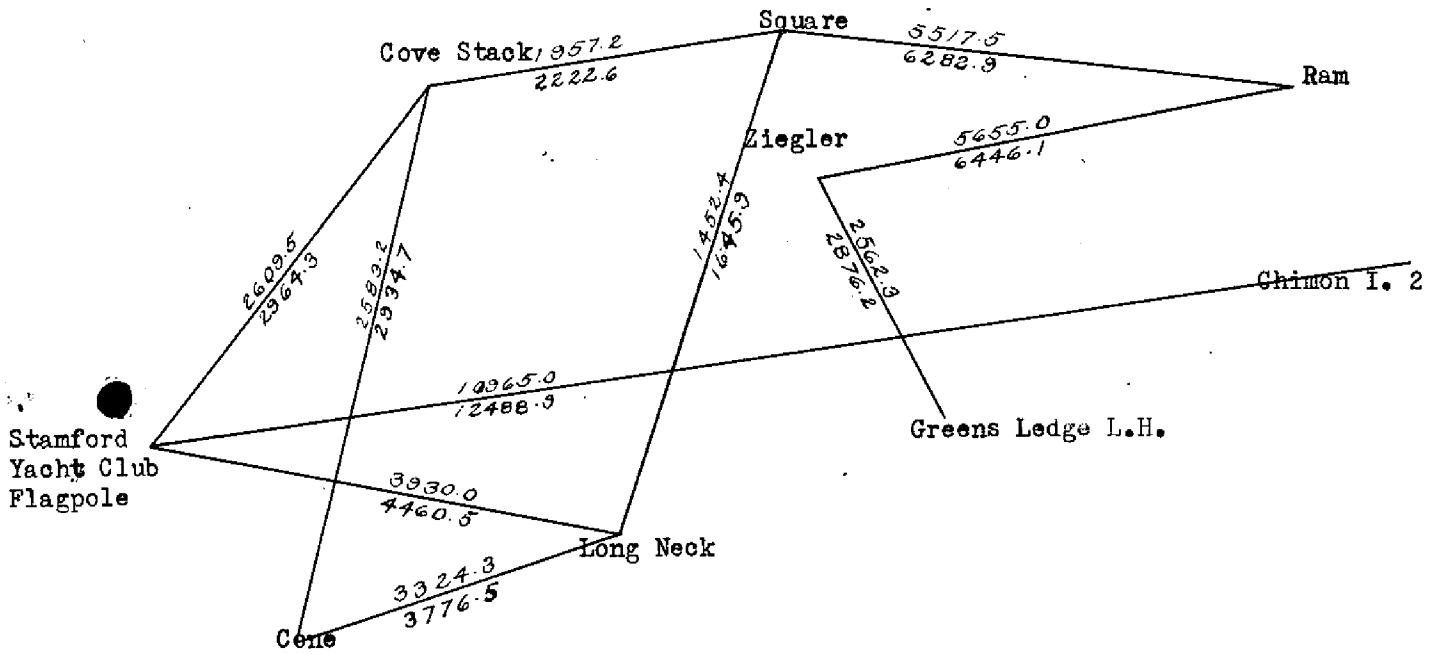
SCALE FACTOR COMPUTATIONS

	<u>Measured</u>	<u>Computed</u>	<u>Factor</u>
Cove-Stack to Cone	2583.2	2934.7	0.882
Stamford Yacht Club F. P.	2609.5	2964.3	0.880
Square	1957.2	2222.6	0.881
Square to Long Neck	1452.4	1645.9	0.882
Ram	5517.5	6282.9	0.878
Ziegler to Greens Ledge L. H.	2562.3	2876.2	0.890
Ram	5655.0	6446.1	0.877
Stamford Yacht Club F. P. to Chimon Id.	10965.0	12488.9	0.878
Long Neck	3930.0	4460.5	0.881
Cone to Long Neck	3324.3	3776.5	0.880
Average Factor	0.8809		
Used Factor	0.88		

NOTE: Although triangulation station "Long Neck" was used to determine the scale factor, it was not used on the compilation due to the fact that the triangulation station, which was a flag pole, has since been removed.



SCALE FACTOR DIAGRAM.



Note:

Figures in black are measured distances.

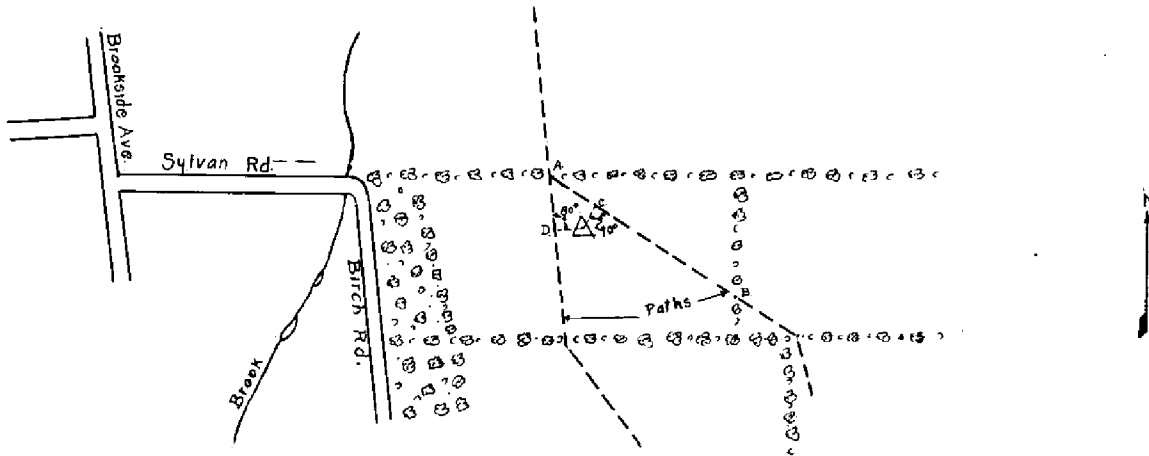
Figures in red are computed distances.

This diagram is not to scale.

### Bridle ( 3 Pt. Fix)

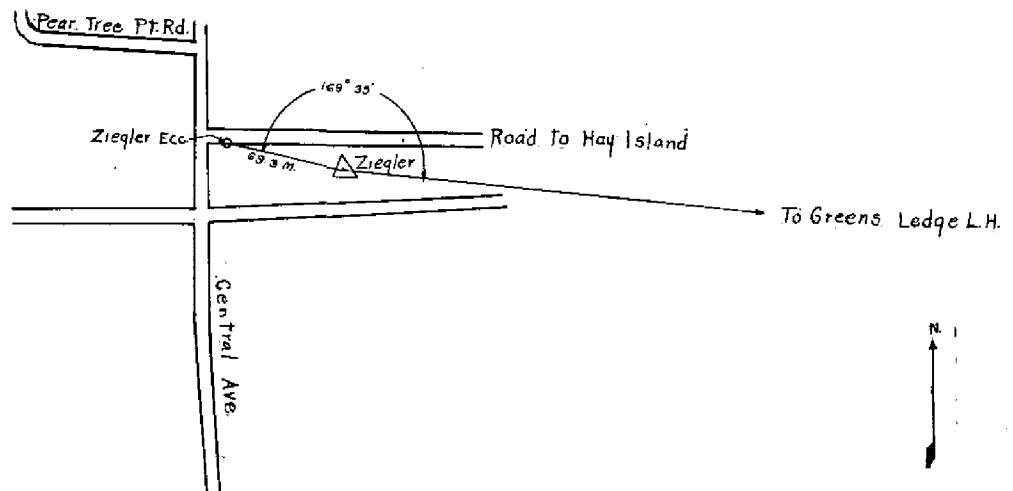
Bridle is a wooden stake driven in the ground near the intersection of the two paths, as shown on accompanying sketch, in the Town of Darien.

- A to  $\Delta$  = 41.0 meters
- C to  $\Delta$  = 8.2 meters
- D to  $\Delta$  = 22.3 meters
- A to B = 115.0 meters



### Ziegler Eccentric

Ziegler Eccentric is the northerly masonry gate post of the portion of the masonry entrance located on the south side of the road leading to the peninsula or island known as Hay Island in the Town of Darien.



GEOGRAPHIC NAMES  
 Survey No. T5260  
 # 1

Name on Survey

A On Chart 227 No. 1213  
 B On previous survey No. T4696-7-8  
 C On U. S. quadrangle Maps  
 D From local information  
 E On local Maps  
 F P. O. Guide or Map  
 G Rand McNally Atlas  
 H U. S. Light List  
 K *USCP*

	A	B	C	D	E	F	G	H	K	
<i>✓✓</i> Long Island Sound	*	✓	✓	✓	✓	✓	✓	✓	✓	1
<i>✓✓</i> Norwalk Is.	*	✓	✓	✓	✓	✓	✓	✓	✓	2
<i>✓✓</i> Great Reef Bn.	*	✓	✓	✓	✓	✓	✓	✓	✓	3
<del>Norwalk Is.</del>										4
<i>✓✓</i> Greens Ledge L.H.	*	✓	✓	✓	✓	✓	✓	✓	✓	5
<i>✓✓</i> Fish Is.	*	✓	✓	✓	✓	✓	✓	✓	✓	6
<i>✓✓</i> Long Neck Pt.	*	✓	✓	✓	✓	✓	✓	✓	✓	7
<i>✓✓</i> Hay I.				✓	✓					* 8
<i>✓✓</i> Pear Tree Pt.				✓	✓					* 9
<i>✓✓</i> Noroton Neck	*		✓	✓	✓	✓				10
<i>✓✓</i> Pratt I.				✓	✓					* 11
<del>Noroton Neck</del>										12
<del>Pratt I.</del>										13
<i>✓✓</i> Cove Mills				✓	✓					* 14
<i>✓✓</i> Cove Harbor	*	✓		✓	✓				✓	15
<i>✓✓</i> Holly Pond	*	✓	✓	✓	✓		✓			16
<i>✓✓</i> Boston Post Road				✓	✓					* 17
<i>✓✓</i> Noroton	*	✓	✓	✓	✓	✓	✓			18
<i>✓✓</i> Darien River	*	✓	✓	✓	✓	✓			✓	19
<i>✓✓</i> Gorham Pond	*			✓	✓					20
<i>✓✓</i> Goodwives River-89				✓	✓					* 21
<i>✓✓</i> Great I.				✓	✓					* 22
<i>✓✓</i> Scott Cove	*	✓	✓	✓	✓	✓			✓	23
<i>✓✓</i> Contentment I.				✓	✓					* 24
<i>✓✓</i> Tokeneke Creek	*	✓		✓	✓					25
<i>✓✓</i> Butler I.	*	✓		✓	✓					26
<i>✓✓</i> Five Mile River	*	✓	✓	✓	✓		✓			27

Names underlined in red approved  
 by *C. P. M. D.* on 7/30/36

T 5260  
#1

	Remarks	Decisions
1		
2		
3		
4	Confusing under this name: there is no light there now. the designation "old tone" of chart 22 is sufficient.	—
5		
6	Got 4 oyster & state maps have Fish I (singular)	Fish Is (plural)
7		
8		
9	Oyster Bed, Map has "Norroton", 41113416.	<u>Noroton</u>
10		
11	this older name should be retained. intentionally left off compilation T.C.P. see B.G.J.	<u>Pratt I.</u>
12	I do not think "Wash" is popularly accepted as a new name for "Pratt I" see E.R.H. 15.	<u>Pratt I</u>
13	not an island name; name seems inappropriate	
14		
15		
16	Oyster map has "Holly's"	<u>Holly</u>
17		
18		
19	Oyster map has Darlen River; not the other two names. USGS " " " " " " " " " " " "	
20		<u>Garham</u>
21	SEE E.R.H. 15	<u>Goodwives</u>
22	does not appear completely an island.	
23		
24		
25		
26		
27	USCP has "Five mile" make one word	<del>FIVE MILE</del> <u>Five mile</u>

GEOGRAPHIC NAMES

Survey No. T5260

# 2

Name on Survey

	A	B	C	D	E	F	G	H	K	
	On Chart No. 221	On previous survey No. T4696-7-8	On U. S. quadrangle Maps	From local information	On 51st & 57th St. B. & W. P. O. Maps 5797e 1722P	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List	U.S.C.P.	T5260
✓✓✓ Roton Pt.	*	✓		✓			✓		✓	1
✓✓✓ Pine Pt.	*	✓	✓	✓	✓				✓	2
✓✓✓ Bell I.	*	✓	✓	✓	✓					3
✓✓✓ Noroton Pt.	*	✓	✓	✓	✓				✓	4
✓✓✓ Wilson Pt.	*	✓	✓	✓	✓		✓		✓	5
✓✓✓ Tavern I.	*	✓	✓	✓	✓				✓	6
✓✓✓ Little Tavern I.	*	✓		✓					✓	7
✓✓✓ Sheffield I.	*	✓	✓	✓	✓		✓		✓	8
✓✓✓ Sheffield I. Harbor	*	✓		✓	✓					9
✓✓✓ Tres Hammock	*	✓		✓	✓					10
✓✓✓ Sandy Hammock	*	✓		✓	✓					11
✓✓✓ Deep Hole Hammock	*	✓		✓	✓					12
✓✓✓ Dog I.	*	✓		✓	✓					13
✓✓✓ Ram I.	*	✓	✓	✓	✓		✓			14
✓✓✓ Wood I.	*	✓		✓	✓					15
✓✓✓ Little Hammock	*	✓		✓						16
✓✓✓ Little I. Hammock	*	✓		✓						17
✓✓✓ White Rock	*	✓		✓	✓			✓	✓	18
✓✓✓ Long Beach	*	✓		✓	✓			✓	✓	19
✓✓✓ Harborview	*	✓		✓	✓					20
<del>XXXXXXXXXX</del>	*	✓		?	?					21
✓✓✓ Keyser Pt.	*	✓		✓	✓					22
✓✓✓ Cedar Hammock	*	✓		✓	✓				✓	23
✓✓✓ Hoyt I.	*			✓	✓					24
✓✓✓ Rowayton	*	✓		✓	✓		✓	✓	✓	25
✓✓✓ Tokeneke Park	*	✓		✓	✓					26
✓✓✓ N.Y.N.H. + H. R.R.	*	✓		✓	✓		✓			27

Names underlined in red approved  
 by [Signature] on 7/30/96

P. O. Guide

T 5260

# 2

Remarks

Decisions

	Remarks	Decisions
1		
2		
3		
4	Oyster maps has "Norrotan" state map has "Norton", an obvious error.	Noroton
5	Oyster map has "Wilson"	<u>Wilson</u>
6		
7		
8		
9	also known as "Kornwall" harbor	<u>Sheffield I. Harbor</u>
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21	called "Keyser I" on State map. USGS "Kornwall" quad. See # 3 line 10.	
22	name corroborated by State map with Keyser I.	
23	USCP has "Cedar Hammock I" (synonym for hummock, small mound, islet.)	<u>Cedar Hammock</u>
24		
25		
26		
27		

GEOGRAPHIC NAMES

Survey No. T 5260

# 3

Name on Survey

	A	B	C	D	E	F	G	H	I	J
	On Chart No. 221	On previous survey No. 746-76-78	On U.S. Quadrangle Maps	From local information	By State Dept. Map	On local Maps 57-97-67-77-97	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List	USGP
✓ ✓ ✓ Darien	* ✓		✓	✓	✓	✓	✓			1
✓ ✓ ✓ Stony Brook 8/7			✓	✓						* 2
✓ ✓ ✓ Noroton Heights	* ✓			✓	✓	✓				3
✓ ✓ ✓ Noroton River	* ✓		✓	✓	✓		✓			4
✓ ✓ ✓ Glenbrook	* ✓		✓	✓	✓	✓	✓			5
✓ ✓ ✓ Norwalk River	* ✓	✓	✓	✓	✓		✓			6
✓ ✓ ✓ South Norwalk	* ✓	✓	✓	✓	✓	✓	✓			7
<del>White Rock</del>								✓	✓	8
<del>White Rock</del>								✓	✓	9
✓ ✓ ✓ <del>Keyser</del> <u>Manrissa I</u>			✓	* ✓	✓	✓				10
✓ ✓ ✓ <u>The Gut</u>	no no	Yes	no			Approved on T-4698			Yes	11
✓ ✓ ✓ <u>Raymond Rocks</u>	yes no	no	no			charts 251				12
✓ ✓ ✓ <u>Rogers Reef</u>						Approved on T-4696				13
✓ ✓ ✓ <u>Fitch Reef</u>						do				14
✓ ✓ ✓ <u>Yellow Rocks</u>	✓	✓				charts 221				15
✓ ✓ ✓ <u>Old Baldy</u>						Approved on T-4697				16
✓ ✓ ✓ <u>Hiding Rocks</u>						" " "				17
✓ ✓ ✓ <u>Yellow Rock</u>			no	authority in office	for name records					18
✓ ✓ ✓ <u>Ballast Reef</u>	✓	7-3222 ✓				Approved on T-4697				19
✓ ✓ ✓ <u>Bald Rock</u>						Approved on T-4698				20
✓ ✓ ✓ <u>Smith Reef</u>						" " "				21
✓ ✓ ✓ <u>Great Reef</u>						Approved on T-4697				22
										23
										24
										25
										26
										27

Names used here  
by (Signature) on 7/30/36

Stony to Wash  
 applies to Wash  
 stream above  
 the fork. See  
 USGS + Darien Map  
 T.M.P.

T 5260  
 # 3

Remarks

Decisions

	Remarks	Decisions
1		
2	State map has "Stang" or "Slang" Brook SEE E.R.H. 15.	<u>Stony Brook</u>
3	Shown on name overlay & stuck up south of R.R. Recommend change to north of R.R. according to Darien Zoning Commission Map 1932. T.M.P.	
4		
5		
6		
7		
8	USCP 1145 "Reef Light"	
9	USCP has "Long Beach Light"	
10	Met May 29, 1909. See Report of Postmaster South Norwalk, Conn. 1211 see #2 line 21	<del>Keyser</del> KTA
11	on T-3222 added to T-5260 T.M.P.	
12	on T-1537 (1884); T-2984 (1901-09) as <u>Raymonds Rocks</u> on H-1751 (1914) as <u>Raymonds Rock</u>	
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		



REVIEW OF AIR PHOTO COMPILATION T-5260  
Scale 1:10,000

Data Record

Triangulation to 1932

Recoverable stations of less than 3rd order accuracy to 1933

Photographs of Connecticut shore to May 1933

Photographs of Norwalk Islands to November 1933

Planetable topographic surveys to August 1932

Field inspection to October 1934

The field inspection was for the interpretation of the photographs. Except for the rocks, bluff lines, recoverable stations, and sections of low water line taken from the 1932 planetable surveys, and small portions of low water line from the 1932 hydrographic surveys, the detail of this compilation is of the date of the photographs.

Comparison with Recent Graphic Control Surveys

The following recent surveys are filed as topographic surveys but have been treated as graphic control surveys in this review:

T-4697 (1932), 1:10,000

T-4698 (1932), 1:10,000

T-4697

- (1) The dam northeast of Scott Cove is 10 m. too far north. The end of the high water line above dam is 30 m. too far east. Compilation accepted as correct.
- (2) Lat.  $41^{\circ} 03.1'$ , long.  $73^{\circ} 27.9'$ . Some difference in representation of rocks at entrance to Scott Cove between T-4697 and H-5222. The photographs showed the latter to be correct in cases of difference.

T-4698

- (1) Darien River above lat.  $41^{\circ} 03'$  bodily out of position 20 m. too far northwest. Compilation accepted as correct.
- (2) South shore Holly Pond, dam and breakwater bodily out of position 20 m. too far north. Compilation accepted as correct.
- (3) West shore Darien River 10 m. too far west. Marsh as depicted on west side of river not entirely correct. Compilation accepted as correct.
- (4) Triangulation station Cove Stack, 1931, now reported lost.

General

Besides the above differences there are a number of others discussed in the descriptive report of this sheet (T-5260) and described as having been investigated in the field and shown correctly on the compilation.

The low water sand symbol on these planetable sheets cannot be taken as always representing a sand bottom, but may also represent a rock ledge, stones, marsh or otherwise.

These planetable sheets were carefully compared with the compilation together with the photographs, current and previous hydrographic sheets, and previous topographic sheets. During the review the compilation was corrected against these sources of information. In case of any differences between the above planetable sheets and the compilation the latter should now be taken as correct.

All detail on T-4696, T-4697 and T-4698 within the area of the compilation is now shown on the compilation, (including certain rocks shown in red on the recent planetable sheets which were brought forward from old topographic surveys), except

- (a) Detail proved in error or no longer existing as discussed above,
- (b) Temporary topographic stations,
- (c) Certain undescribed recoverable topographic stations such as flagpoles, house chimneys, etc. located as control for hydrography, and having no value as landmarks for charting. These have not been transferred to the compilation as the distribution of control already shown is adequate.
- (d) Buoys.
- (e) Elevations of rocks awash. All rocks have been transferred to the compilation but elevations are shown for only the most important rocks.
- (f) Magnetic declination.

Comparison with Previous Topographic Surveys

Except for those surveys treated above as graphic control surveys, the following list gives all previous topographic surveys including the area covered by the compilation. All are on 1:10,000 scale.

T- 19 (1835)  
 T- 20 (1836)  
 T- 49 (1838)  
 T- 50 (1838)  
 T-1537 (1884)  
 T-1737 (1885-6)  
 T-1707 (1885-6)  
 T-2984 (1908-9)  
 T-3222 (1910)

This compilation is adequate to supersede the former topographic surveys listed above for the area covered except for the following:

- (1) The low water line was not sufficiently developed by the hydrographic surveys, H-5221a and H-5222, the graphic control surveys or the compilation to make its delineation possible in all cases without reference to previous surveys. The outer limit of the sanding and reef and similar symbols on the compilation cannot be taken as always indicating the low water line.
- (2) Certain rocks on the previous topographic surveys are not shown on the compilation. These are noted in red on the section of chart attached to this review. They were not visible on the photographs and have not been located on the planetable surveys or developed by the recent hydrography but are not disproved by this compilation.
- (3) A number of rocks and reefs on the previous topographic surveys are not visible on the photographs and are not on this compilation but are developed by the recent hydrography and reference back to the old topographic surveys is not necessary.
- (4) All roads and houses are not shown. The main roads, and the buildings immediately adjacent to the waterfront, can be taken as superseding previous surveys.
- (5) Streams and lakes located in woods are not complete on the compilation but those shown can be taken as superseding previous surveys.
- (6) Contours and some bluffs.

#### Comparison with Recent Hydrographic Surveys

H-5221a (1932), 1:10,000

H-5222 (1932), 1:10,000

Except for the following items, there are no conflicts between the compilation and the above hydrographic surveys:

- (1) Detail transferred to the hydrographic sheets from recent planetable sheets where this detail was found to be in error as already discussed in comparisons between the compilation and the graphic control surveys. These have been reported to the reviewing unit.
- (2) The rock island located about 50 m. southwest of the southwest point of Butler Island was transferred to the hydrographic sheet 9 m. too far north. The compilation is correct.
- (3) Fish Islands; Small rock island at lat. 41° 02.95', long. 73° 27.72' is 20 m. too far west on H-5222. Compilation is believed correct.

General:

The compilation should not be taken as authority for low water line, because the outer limit of the sanding and rock ledge symbol was taken from its photographic appearance, except in a few cases where it was taken from the graphic control surveys or 1932 hydrographic surveys.

Comparison with Chart 221 (Ed. 4/27/37) and Chart 1213

Because these charts were prepared largely from the 1932 topographic surveys and 1932 hydrographic surveys, the differences discussed in connection with those surveys apply also to the charts. The major differences have been summarized on the section of chart 221 that accompanies this review.

Other Comparisons.

The following sources of information have been compared with the compilation and no conflicts remain which are errors in the compilation: City Maps of Darien and Norwalk; U. S. G. S. Norwalk and Stamford Quadrangles; U. S. E. surveys, Five Mile River (Blueprint No. 27752), 1934, and Entrance to Norwalk Harbor (Blueprint No. 30365), 1937; U. S. Coast Pilot, Atlantic Coast, Section B.

Changes in Coast Pilot notes have been brought to the attention of that Section.

RemarksLandmarks

The landmarks which are not triangulation stations were added to the compilation by transfer from the 1932 planetable sheets.

Control

Triangulation station Wallack, 1882 was added to the compilation after its receipt in the office as no recovery note stated it lost.

The triangulation control together with the three point fixes taken by the compilation party provided ample control for an accurate radial plot. In general the plot appeared correctly made, and the statement of probable error as given in the report is believed to be a good mean estimate.

Recoverable Topographic Stations

Recoverable topographic stations which are described, are filed under the number of this compilation.

General

There have been numerous corrections and additions to this sheet upon review. The extreme northern portion of the original compilation and the upper portion of certain streams were removed because of questionable accuracy. The entire compilation has been redrafted in this office. Although known to be incomplete for buildings, roads and streams, it is considered preferable to use the compilation for chart compilation without reference to previous surveys for these features. Thereby nothing of importance will be lost and nothing will be included that is incorrect.

Additional Work

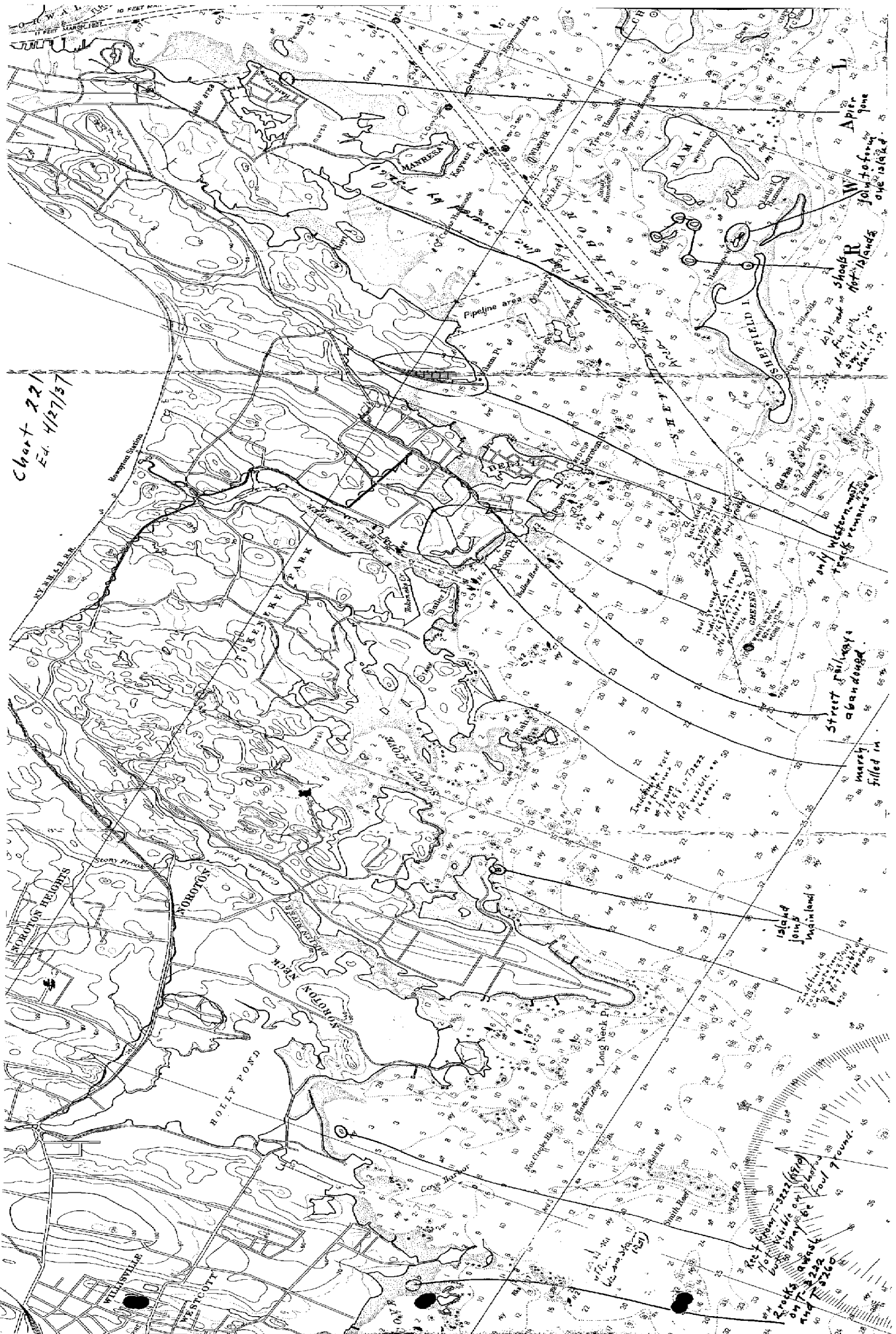
When new work is done in this area the rocks noted in red on the attached section of chart 221 should be investigated as they can probably be disproved.

May 20, 1937.

*T. M. Price, Jr.*  
T. M. Price, Jr.

*Bggones*

Chart 221  
Ed. 4/27/57



W Pier  
Join to form  
one island.

Shoals R  
2 1/2 m wide on  
N.W. side  
at low tide  
depth 17 fms.

only Western  
Tide gauge remains

Street railways  
abandoned.

marsh  
filled in

Island  
joined  
mainland

2-3000 fms  
to 2-3000 fms  
depth 17 fms

2-3000 fms  
to 2-3000 fms  
depth 17 fms

## REVIEW OF AIR PHOTO COMPILATION NO. 5260

Chief of Party: G. C. Mattison

Compiled by: S. Lebowsky

Project: N.T. - 150

Instructions dated: Aug 10, 1933

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)
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)  
*Plane table surveys of 1932 were used to supplement the photographs for certain rocks offshore, low water line, bluffs, upon review. see review for further discussion. landmarks T.P.P.*
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)  
*Only control provided by common street intersections.*
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.
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).
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~~) *Offshore limit of sounding and reef symbol on compilation cannot be taken as always representing low water line.*
- 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)  
*Bridge(d) described in report but no card 524, object and ties very temporary nature. Removed from sheet altogether. See Burntank(d) will not appear in published Greenhouse Tank(d) sketch on form 524 gave distances obviously in error, and as measurements not important for this object they were removed from sketch. T.M.P.*
- 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)
- 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)  
*Only the draw bridge is marked by a note. The clearances added when sheet reviewed at Washington.*
- 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)
- 13. The geographic datum of the compilation is *NIA 11427* and the reference station is correctly noted.  
*Reference station not noted on the sheet or in report in field. T.M.P.*
- 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: *a survey of Little River was made by the U.S.G.S. during the past summer. A request was made on them for a copy of the stations, and to date none have been received.*  
 Blue Print No. 27752 Dated May 1934. Comparison made when reviewed in Wash. for detail, but as were not transferred. T.M.P.

✓ 18. Examined and approved; *April 19, 1935*

*R.M. Mattison*  
 Chief of Party

✓ 19. Remarks after review in office:

Reviewed in office by: *B.G. Jones*  
*T.M.P. Price*  
*May 20, 1937*

Examined and approved: *W.R.*

*K.T. Adams*  
 Asst Chief, Section of Field Records  
 Division of Charts  
*L.O. Colburn*  
 Chief, Division of Charts

*Fred. L. Peacock*  
 Chief, Section of Field Work  
*G. W. ...*  
 Chief, Division of Hydrography and Topography.