

5262

U. S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES

SEP 30 1935

Acc. No. _____

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. T- 5262

State Connecticut

LOCALITY
LONG ISLAND SOUND
~~Coast of Connecticut~~
SOUTH PORT
~~Between the Vicinity~~
AND VICINITY
~~of Black Rock Harbor~~
and Sherwood Pond

Photographs ~~1935~~ taken 1933

CHIEF OF PARTY

G. C. Mattison, H. & G. Engineer

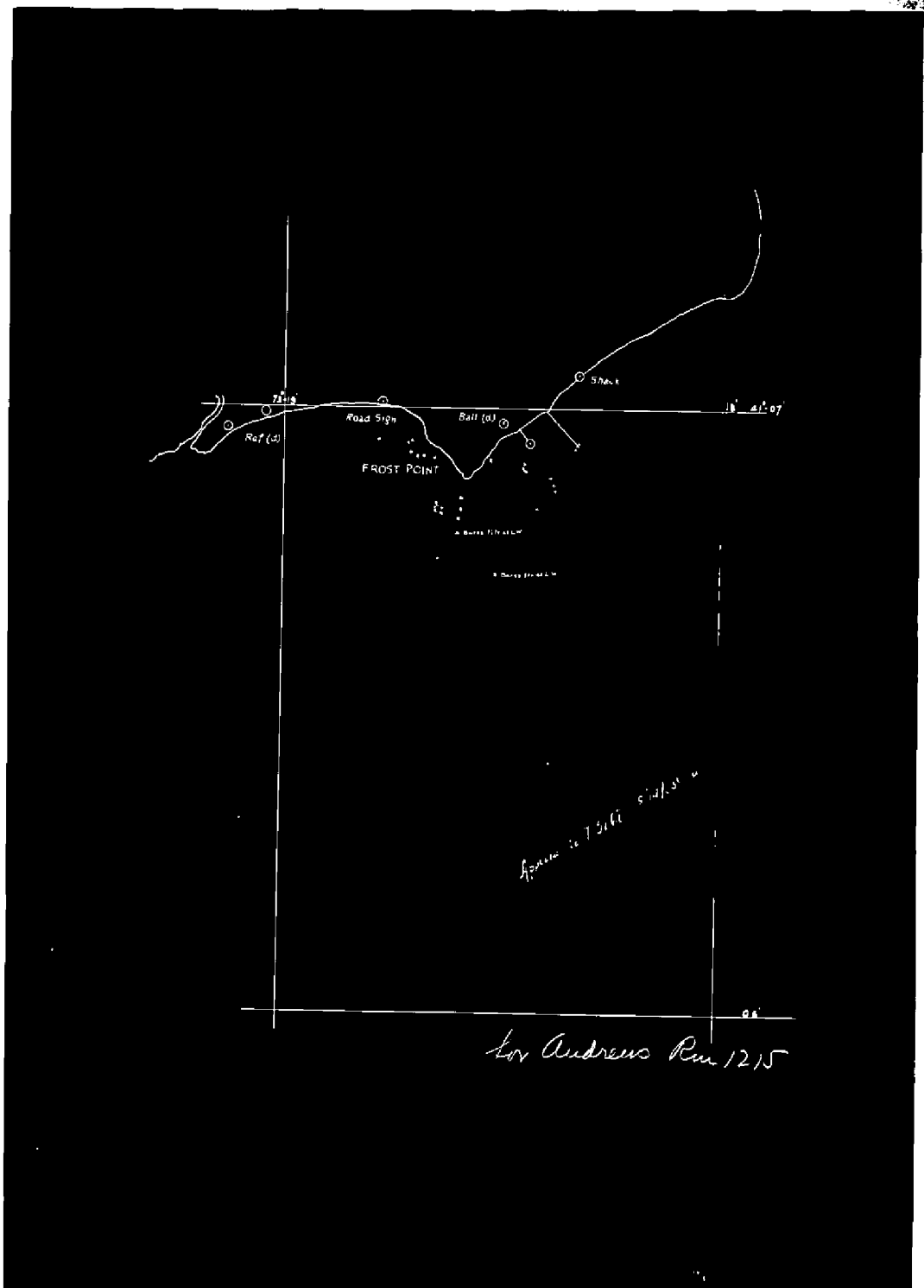
U. S. GOVERNMENT PRINTING OFFICE: 1934

5262

Applied to chart Cor. 220 January 17, 1938. H. MacEwen
" " " " 221 June 8, " E. M. Albert

Fill with OR

T. 5262



Additional Work of Lt. Comdr. G. C. Matteson
 See D. R. T-5262

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. 2

REGISTER NO. 5262

State Connecticut

General locality ~~Southwestern Coast~~ LONG ISLAND SOUND

Locality Fairfield County SOUTH PORT

Date of Photographs May 17, 1933

Scale 1:10,000 Date of ~~survey~~ Compilation Nov. 23, 1933

Vessel Army Air Corps Airplane

Reviewed and recommended for approval:

Chief of party Lt. Cdr. G. C. Mattison

Photographs plotted by:

~~Surveyed by~~ Charles More Nov. 23, 1933

Inked by Charles More Nov. 23, 1933

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-48-875-14;

M-67-875-14 on scale of 1:11,364 and enlarged to scale 1:10,000

and printed by photo-lithographic process.

DESCRIPTIVE REPORT

To accompany

PHOTO TOPOGRAPHIC SHEET NO. 5262

FIELD NO. 2

CONNECTICUT

FAIRFIELD and VICINITY

GENERAL INFORMATION

Sheet No. 5262 covers the area in the vicinity of Fairfield, Connecticut, and extends along the coast from the vicinity of Black Rock Harbor to Sherwood Pond.

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 made by Mr. Charles More, and the mounting and spotting of control points, etc., was done by new draftsmen as part of a training course directed by Mr. J. P. O'Donnell who was temporarily transferred from the New York Office.

The sheet was made in accordance with instructions from the Director dated August 10, 1933, and all circulars issued to and including November 19, 1934.

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-67 to M-48 inclusive, the numbers 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 on May 17, 1933, the first exposure, M-67, being made at 10:36 A. M. The stage of the tide was computed from the Tide Tables as being 1.2 feet.

Single Lens

These photographs, composing three flights, were taken November 1, 1933 and were not received until after the compilation was completed, and they were used to confirm a few doubtful areas on the wing prints.

The scale factor of these three flights were determined and points common to the 5 lens photos were picked thereon for the purpose of comparison. The data is as follows:

Flight	Scale Factor
V173-V177 875 P-8	
V178-V182 875 L-8	0.993
V183-V186 875 L-8	
V187-V191 875 P-8	0.968
V214-V216 875 P-8	
V217-V227 875 L-8	0.977

The focal length of the camera was 8.25" and the indicated height flown was 6875 feet. No information was received as to the number of the camera. The stage of the tide was computed from the Tide Tables as being 1.2 feet.

7.2 (Revised per instructions of G.C. Mattison in letter dated Mar. 4, 1935.)

GENERAL DESCRIPTION OF TOPOGRAPHY

The area of this sheet comprises territory lying in Fairfield County, Connecticut. The political subdivisions shown on this sheet are Bridgeport, Fairfield and Westport in the order named westward from the easterly end of the sheet.

The City of Bridgeport lies to the east of Ash Creek and the Town of Fairfield on the west. Sasco Brook is the westerly boundary of Fairfield and the easterly boundary of Westport.

The terrain is gently rolling with the exception of portions adjacent to the marshes.

Bridgeport

Only a small portion of the City of Bridgeport is shown on this sheet. The southerly portion of this area is gently rolling land that rises to an approximate elevation of 60 feet above the shore and is locally known as Grover Hill. To the north of Grover Hill, the section is fairly well developed and is known as Black Rock.

Fairfield

The town is open, low and flat south of the railroad tracks, except a small portion adjacent to Southport Harbor, both sides of which rise to an approximate elevation of eighty (80') feet above the shore. The rise on the east bank of the harbor is locally known as Sasco Hill. The area between Sasco Hill and Southport Harbor is low and flat, and is used as a golf course.

North of the railroad tracks, the terrain is gently rolling and is wooded in sections.

Adjoining Ash Creek on the west, there is a large area of salt marsh. Extending from this point, in a general westerly direction to Mill River, is a very fine strip of sand and gravel beach which is well developed for summer residents.

Southport Harbor

To the eastward on entering the harbor is a stone rip-rap break-water. The Pequot Yacht Club is located on the west bank about 1/4 mile

upstream. This section on the west bank is locally called Southport, although there is no political subdivision known as such. At the head of this river, about $\frac{3}{4}$ of a mile upstream, there is an old tide mill which is now being used as a tavern, called Tide Mill Tavern.

Part of the marsh adjacent to the east bank has been reclaimed and is now used as a golf course. In filling this marsh, they left a portion open which now forms a salt pond that is connected to Mill River by a tide gate. *Review*

The west bank has changed slightly due to improvements along the shore front.

Westport

The town is located in a gently rolling country which is occupied by many country estates.

Extending from Southport Harbor to the westerly end of the sheet, there is a sand and gravel beach which is occasionally strewn with boulders.

At the entrance to Sherwood Pond, there is quite a shoal area, and at low tide, the beach is bare for an approximate distance of 300 meters offshore.

On the westerly edge of the sheet, there is quite a knoll that is locally called Compo Hill. It is well developed and used principally by summer residents.

CONTROL

Sources

1st Order Triangulation	1932	by	C. D. Meaney	✓
2nd Order Triangulation	1932	by	M. H. Reese and C. H. Egner	
2nd Order Triangulation	1933	by	G. C. Mattison	✓
3rd Order Triangulation	1933	by	G. C. Mattison	✓
Theodolite 3 Point Fixes	1933	by	G. C. Mattison	

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

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 sheets as drawn is 1:11,364 as the scale factor was

computed 0.883 and it was decided to use the value 0.88 in laying out the projection.

Adjustments of Plot

It was necessary to supply additional control in order to satisfy the requirements for orienting certain photographs, and two of these control points were located by theodolite 3 point fix. They were not marked on the ground and are not shown on the sheet. A sketch showing location of these fixes is attached herewith.

Interpretation

No great difficulty was encountered in deciding the character of photographic detail.

The field inspection was made by the compiler who walked the entire length of the shore line.

The coast line of the area between high and low water is generally sandy with some gravel with the exception of a stretch at Black Rock and also between Southport Harbor and the westerly limits of the sheet, where there are occasional patches of boulders and rocks. The area between high and low water in Ash Creek, Pine Creek and Mill River is slimy mud.

High water lines on beaches were drawn in on a line which appeared to be the mean of the debris lines together with an approximation from daily curves computed from the Tide Tables.

There is quite a rise in the terrain at Black Rock and also at Mill River where both sides rise to a high elevation of approximately 80 feet.

There are no bridges over navigable waters on this sheet.

Conventional Signs

Only the usual topographic symbols were used as approved by the Board of Surveys and Maps.

Comment is directed to the great number of mosquito and drainage ditches in the marshy area and their interference with the conventional sign for marsh land.

A full double line indicates first class roads and a broken double line indicates roads of lesser importance and privately owned roads. A very poor road or trail is indicated by a single dashed line.

Through the towns and heavily populated areas, the conventional signs have been omitted, but actually, many of these streets and roads are bordered by trees.

Only the buildings and structures adjacent to the shore line are shown. Some of the small buildings were omitted where they interfered with the hydrographic signal symbol.

The small pond shown at Kensie Point is intermittently connected to Long Island Sound at extreme high tides.

The shoal areas are shown by a single broken line where different shades were visible on the photographs.

High water lines in the marsh areas are defined by definite berms and breaks in the banks, but at extreme high tide, these areas are just barely covered by water. Low water line has been shown so far as possible from indications on the photographs and west of Sherwood Point, the low water line was determined by planetable on a separate tracing and on the field photographs, and has been transferred to this sheet.

The electric street surface railroad on the Boston Post Road is shown by a single line without cross ties.

The four track railroad shown is electrified overhead and should be considered as a high tension line.

Some of the small streams near the northern border of the sheet are shown with a broken line as their location could not be definitely spotted on the photographs. These streams are marked on the overlay thus "approximate (only) position of stream".

Character of Marshes

The marshes in general are covered by salt grass and are, as a rule, covered at an extreme high tide. The grass is cut and used by the owners where it can be harvested.

Information from Other Sources

There is forwarded with the sheet, two white prints, one being a map of the Town of Fairfield, the other an index of streets and roads in the Town of Fairfield. A map of the Town of Westport will accompany the adjacent sheet (#5261) to the west.

Some of the streets that appear on these maps do not show up on the photos. They are no doubt projected streets and are not shown on this sheet.

Geographic Names

Except as noted below, there were no changes with names on the U. S. C. & G. S. Charts for this area.

Conflicting Names

Fairfield Bar (so called on the chart for this area) is known as Penfield Reef by local inhabitants. This is also confirmed by the fact that the road going down there is called Reef Road. The local spelling of Greens Farm is Greens Farms. It is also spelled Greens Farms in the local telephone directory. *See Review*

New Names

The area east of Southport Harbor is locally called Sasco Hill. The road in this area is called Sasco Hill Road. The outer portion of Mill River is locally called Southport Harbor and is so called on the Fairfield Town Map.

The State of Connecticut has developed an area in the vicinity of Sherwood Point, and is shown on the overlay as Sherwood Island State Park.

Comparison With Other Surveys

Junctions. This sheet matches the adjoining sheets to the east and west with no differences. All junctions are satisfactory.

A planetable survey was made to determine the positions of the hydrographic signals from Black Rock Harbor to Shoal Point. A planetable survey was made on a boat sheet from Shoal Point to the western extremity of this sheet, to determine the positions of the hydrographic signals.

Some of this work was found to be in error and was rejected. Several 3 point theodolite fixes were then made along the shore eccentric to the hydrographic signals. A rough radial plot was made with the single lens photographs and the intermediate signals were adjusted between those that were determined by a 3 point fix.

These signals were plotted on this sheet from positions that were determined as outlined above. The normal distance from the high water line to the signal was measured on the single lens photographs and checks with the same distance as shown on this sheet.

Changes. The course of the trolley tracks west of Ash Creek has been changed with the new cut off that has been established on the Boston Post Road.

The fore shore at Grover Hill near the eastern extremity of this sheet is shown on chart #220 as a sand beach strewn with a few boulders. This beach is now strewn with many more large rocks and boulders than shown on the chart.

There is a question whether or not the bar off Pine Creek Point should be called an island, although it is locally known as Flat Island. This bar is only bare at low water. See Review

The windmill shown on charts 220 and 221 at Compo Hill has been demolished and should be removed on these charts. See Review

A comparison was made with a photo-lithographic print of Topographic Survey No. T-4695 reduced to the scale of this sheet, and the differences are as follows: T-4695 is 1:20,000, this compilation 1:11,364 must be enlarged.

The small cove at the eastern extremity of this sheet has been partially filled in, building the shore line out.

Just east of Ash Creek, two small, rough, stone jetties have been built and the high water line in this area is somewhat changed from Topographic Survey No. T-4695.

In the area adjacent to the mouth of Ash Creek, the high water line is constantly changing due to storm tides rushing in and out of the narrow inlet. The shoals in this area likewise change frequently.

At a point about 150 meters north of Shoal Point, the high water line on this sheet is about 15 meters west of the high water line

7

shown on Topographic Survey No. T-4695. The shape as shown agrees with chart #220. This point was visited a second time and a careful inspection was made with respect to the photographs to verify this discrepancy.

The high water line from Shoal Point to Pine Creek Point, as shown on this sheet, is 15 meters north of the same line shown on Topographic Survey #4695, although the normal distance to the shore line from the hydrographic signals check. The hydrographic signals were plotted independently of the radial plot from geographic positions that were determined by various methods. The normal distance to the high water line from each signal was determined from the single lens photographs, and agrees with this sheet. It is therefore believed that the geographical positions of both the high water line and the hydrographic signals are in error on Topographic sheet #4695.

About 150 meters northeast of Pine Creek Point, the high water line on this sheet is about 25 meters northwest of the same line shown on Topographic sheet #4695. This point was visited a second time to verify the position as shown on this sheet. The pictorial representation on the photographs, shows the point to have quite a sharp definite angle and not rounded as shown on Topographic sheet #4695.

From Pine Creek Point to the westerly tip of the peninsula just east of Kensie Point, the high water line on this sheet is about 10 meters north of the same line shown on Topographic sheet #4695. This area was visited a second time to verify the position. The normal distance to the high water line from the hydrographic signals on the single lens photographs agrees with this sheet. The signals were plotted independently of the radial plot.

The high water line on this sheet, just east of Kensie Point, is about 30 meters north of the same line shown on Topographic sheet #4695. The shape and position is the same as shown on chart 220. Hydrographic signal "Fens" is about 7 meters south of the high water line as shown. This signal was plotted independently of the radial plot for this sheet.

At Kensie Point, the high water line has been built out by tidal action and storms washing up sand on the beach. There is a small intermittent pond formed at this point that fills up when a storm tide washes over the mean high water line.

← Gabe

The dock where hydrographic signal "Ebag" is located is a new one. The old dock extended in a more easterly direction and was a little longer.

The point in the vicinity of $41^{\circ} - 07'$ latitude and $73^{\circ} - 18'$ longitude is shown with a sharp rounded curve on this sheet which agrees with both the pictorial representation shown on photograph #54 and chart #220. This point was visited a second time to verify the shape as shown. On Topographic Survey #4695, this point is shown with a flat curve.

At a point about 550 meters east of Frost Point, the high water line on this sheet is about 15 meters north of the same line on Topographic Survey #4695. The normal distance to the high water line from the hydrographic signals at this point was taken from the single lens photographs and agrees with this sheet. The hydrographic signals were plotted independently of the radial plot.

At the docks just east of Frost Point, the high water line has been built out, probably due to tidal action and storms.

The shape and position of Frost Point is different on this sheet compared to Topographic sheet #4695, the whole point being about 20 meters southwest of the same point shown on Topographic sheet #4695. A theodolite 3 point fix was made at this point and this was used as a hydrographic signal named "Frost". The position of this fix plots about 4 meters inside the high water line, which verifies the location of this point as shown on this sheet. Also the small point about 100 meters northwest of Frost Point is shown very flat on Topographic Survey #4695 compared to the pictorial representation shown on picture 53-A.

Changes in Navigational Features

There is no important detail now shown on the chart that should be removed, except as previously noted.

RECOMMENDATIONS FOR FUTURE SURVEYS

Error of Compilation

Compilation is believed to have a probable error of three (3) meters in position of well defined detail of importance for charting, and six (6) meters for other data, especially that area adjacent to the northern border of the sheet, as this area falls near the outer extremities of the wing prints.

Work Incomplete

Some of the small streams or brooks may not be shown to their extremities inasmuch as they did not show up very clearly in the wooded areas on the photographs.

It was impossible to pick control points on Penfield Reef, hence there is a possibility that there may be an error in the location as it was drawn by adjusting between a point on the shore and Penfield Reef Light House. Likewise, it was impossible to pick points on the shoal areas and there is that same probable error in their position as shown.

These shoal areas were all determined later by the hydrographic party. See hydrographic smooth sheet for correct locations. H-0123

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,

Charles More

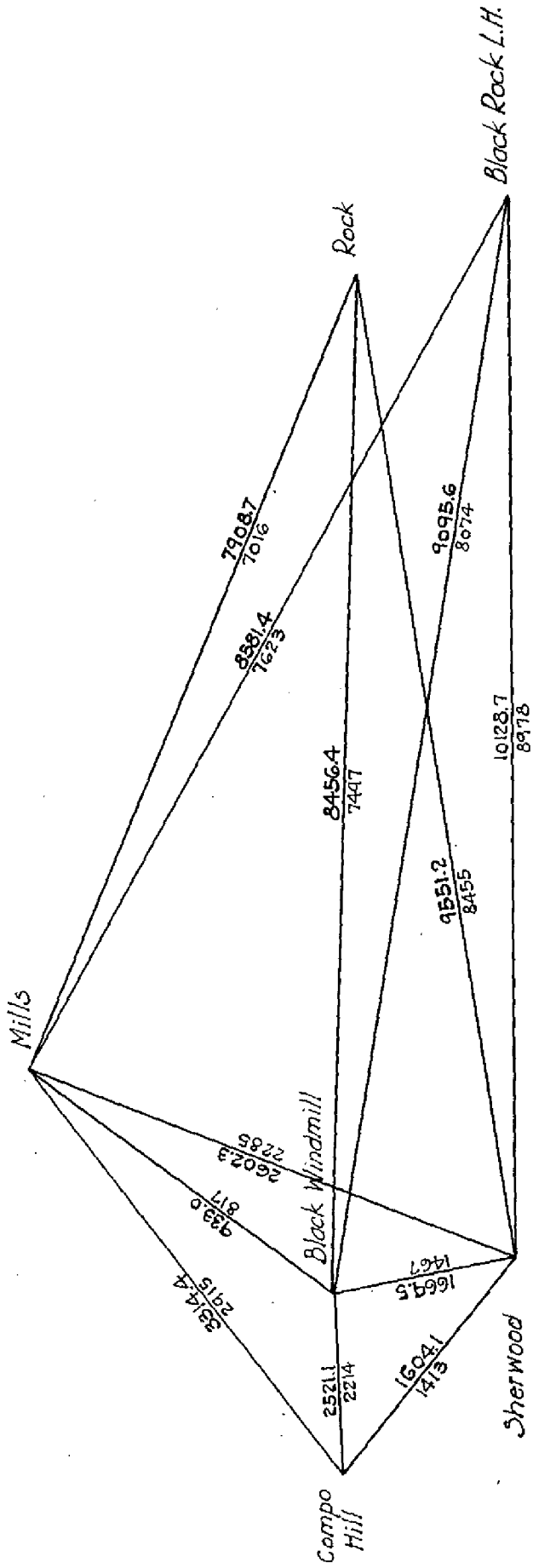
Charles More,
Surveyor, U. S. C. & G. S.

SCALE FACTOR COMPUTATIONS

	<u>Measured</u>	<u>Computed</u>	<u>Factor</u>
Sherwood to Compo Hill	1413	1604.1	.880
Mills	2285	2602.3	.878
Black Windmill	1467	1669.5	.878
Rook	8455	9551.2	.885
Black Rock L. H.	8978	10128.7	.887
Compo Hill to Mills	2915	3314.4	.880
Black Windmill	2214	2521.1	.879
Mills to Black Windmill	817	933.0	.876
Rook	7016	7908.7	.887
Black Rock L. H.	7623	8581.4	.887
Black Windmill to Rook	7497	8456.4	.887
Black Rock L. H.	8074	9095.6	.888

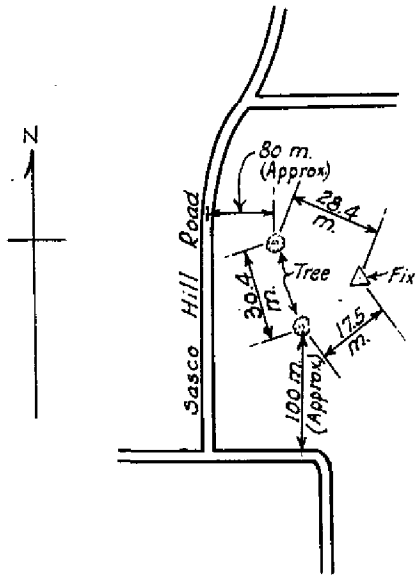
Average Factor .883

Used Factor .88



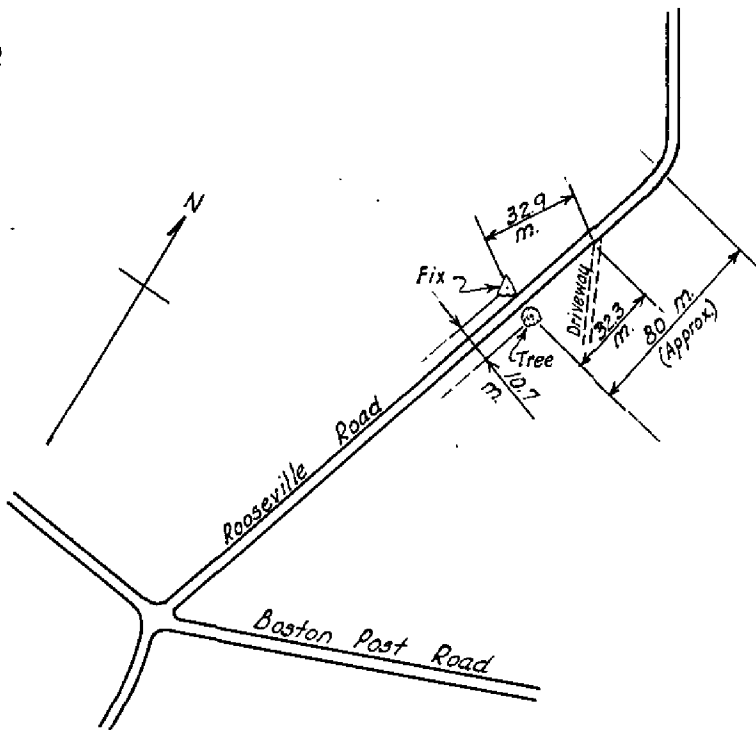
Sketch Showing Location of Station "Sasco"

3 Point Theodolite Fix



Sketch Showing Location of Station "Roosevelt Ave."

3 Point Theodolite Fix



STATISTICS

- | | |
|--|---------------------------|
| 1. Area of land detail inked | 20.5 Square Statute Miles |
| 2. Length of shoreline (more than
200 meters from nearest shore) | 9.6 Statute Miles |
| 3. Length of rivers and sloughs
(less than 200 meters wide) | 20.8 Statute Miles |

Scaled by: Charles More

Checked by: Joseph Andrews 3d

NOTE: All rivers and inlets on this sheet are considered less than
200 meters wide.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
LANDMARKS FOR CHARTS

Bridgeport, Conn.

January 10, 1935

DIRECTOR, U. S. COAST AND GEODETIC SURVEY:

The following determined objects are prominent, can be readily distinguished from seaward from the description given below, and should be charted:

Chief of Party.

DESCRIPTION	POSITION					METHOD OF DETERMINATION	CHARTS AFFECTED
	LATITUDE		LONGITUDE		DATUM		
	°	'	D. M. METERS	°			
(Sta. White Spire) SPIRE (Greens Farms)	41	08	286.8	73	19	1182.6	N. A. 1927 Triangulation 220, 1213 221
TANK (ELEVATED) (Sta. Bullard Tank)	41	09	1331.4	73	13	1260.4	" " 220, 1213
The landmark listed below is now shown on chart as "TANK" and should be called							
"WATER TOWER".							
WATER TOWER (Sta. Black Windmill)	41	07	849.8	73	19	575.6	N. A. 1927 Triangulation 220, 221, 1213
NOTE: These landmarks were seen from the beach and not from seaward.							
The landmark listed below has been demolished and should be removed from the chart.							
WINDMILL	41	06.8		73	21		221

A list of objects carefully selected because of their value as landmarks as determined from seaward, together with individual descriptions, must be furnished in a special report on this form, and a copy of such report must be attached by the Chief of Party to his descriptive report.

The selection, determination, and description of these points are an important factor in the value of the chart. Landmarks selected at appropriate intervals can be clearly charted. However, when none is outstanding, a group of two or three objects may by their interrelationship provide positive identification. A group so selected should be indicated.

The description of each object should be short, but such as will clearly identify it; for example, a standpipe, elevated tank, gas tank, church spire, tall stack, red chimney, radio mast, etc. Assign numerals to landmarks to indicate: (1) Offshore, (2) inshore, (3) harbor, 1, 2, 3 would be a mark useful on all charts. Generally, flagstaffs and like objects are not sufficiently permanent to chart.

JOB SHEET NO. 2

		Date
PHOTOGRAPHS TRIMMED BY:	Lt. Reese's New York Compilation Party	Rec'd 8/20/33
FIELD INSPECTION BY:	Charles More	9/27/33
INTERSECTION AND CONTROL POINTS MARKED BY:	J. P. O'Donnell, H. W. Jennings and Charles More	9/10/33
PHOTOS MOUNTED BY:	Charles More and H. W. Jennings	9/15/33
RADIAL LINES DRAWN BY:	Charles More and H. W. Jennings	9/20/33
PRELIMINARY RADIAL PLOT BY:	Charles More	9/24/33
SCALE FACTOR COMPUTATION BY:	Charles More	9/25/33
SCALE FACTOR VERIFIED BY:	Joseph Andrews 3d	9/25/33
POLYCONIC PROJECTION BY:	Charles More	9/26/33
POLYCONIC PROJECTION VERIFIED BY:	Joseph Andrews 3d	9/26/33
TRIANGULATION STATIONS PLOTTED BY:	Charles More	10/ 6/33
TRIANGULATION STATIONS VERIFIED BY:	H. W. Jennings	10/ 7/33
SMOOTH RADIAL PLOT BY:	Charles More	10/ 9/33
TRACING OF PHOTOGRAPHIC DETAIL BY:	Charles More	11/15/33
PRELIMINARY INSPECTION OF SHEET BY:	G. C. Mattison	1/ 3/35
FINAL INSPECTION OF SHEET BY:	G. C. Mattison, Chief of Party	1/10/35
FORWARDED TO OFFICE		1/25/35

15

SUPPLEMENT TO DESCRIPTIVE REPORT

PHOTO-TOPOGRAPHIC SHEET #5262

The shoreline of this sheet was covered in 1932 by a planetable survey (Sheet #4695) on a scale of 1:20,000. We assumed that no additional control would be necessary. When hydrography was started, it was necessary to identify the hydrographic signals, and this could not be done by field inspection. In order to be sure of the stations, a new planetable survey was run on the boat sheet by Mr. M. O. Nelson. He found several differences in location. In addition to the planetable work, he recorded sextant angles at most of the signals. His planetable locations on the boat sheet were not considered unless they were verified by sextant angles.

An aluminum sheet was surveyed by Mr. W. N. Martin between Black Rock Harbor and Pine Creek Point. This was later re-run in part by Mr. J. Andrews 3d.

A final control survey along this shoreline was made by myself, and consisted of three point fixes with a theodolite, cuts with theodolite and sextant, and a planetable location of signals.

A radial plot was also made, using single lens photographs.

These various operations were carried on to find the reasons why the photo-topographic compilation did not check the other work. It is now acknowledged that it would have been advisable to have established additional triangulation stations along the beach at the beginning of the work, but we were not then aware of the possibility of errors in graphic control by the planetable method.

Mr. B. Jacoby, a draftsman, carefully plotted on a hydrographic smooth sheet all of these observations, giving the greatest weight to theodolite fixes and cuts, and tying in all traverses and sextant cuts to them. His final compilation checked the photo-compilation of the five lens photographs.

It is my opinion that the hydrographic smooth sheet and the photo-topographic sheet are correct. The weakness of the planetable surveys is due to the fact that too great reliance was placed on supplemental control. Three point fixes were necessary for control, and the results of a comparison of the surveys by five different topographers, indicate that this method is not accurate enough for our work. Three point fixes with a theodolite check the photo-compilation, but do not check the planetable surveys.

G. C. Mattison

G. C. Mattison,
Chief of Party, C. & G. S.

REVIEW OF PHOTO COMPILATION T-5262 (1935)

Comparison with T-4695 (1932), Topographic Survey, Scale 1:20,000.

See pages 6, 7 and 8 of the Descriptive Report for detailed discussion of differences. The compilation is accepted. See discussion on page 15 of the Descriptive Report regarding control stations. The compilation is accepted. Except for magnetic declination and temporary plane table stations all information on T-4695 is now on the compilation.

Comparison with T-2936 (1910), Topographic Survey, Scale 1:10,000.

Many rocks offshore at Pine Creek Point, Flat Island, Kensie Point, Alvord Beach and Frost Point are not shown on the compilation or latest hydrographic survey H-5223. Except for these rocks, magnetic declination and form lines the compilation is adequate to supersede T-2936. It is understood that the rocks mentioned above are being developed by the hydrographic survey now in progress.

Comparison with T-2837 (1910), Topographic Survey, Scale 1:10,000.

Many rocks offshore at Grover Hill and isolated rocks known as The Cows and Little Cows lying between Black Rock Beacon and south end of Fairfield Bar also two rocks just west of Penfield Reef Lighthouse are not shown on the compilation or latest hydrographic survey H-5223. Except for these rocks, magnetic declination and form lines the compilation is adequate to supersede T-2837.

Comparison with H-5223 (1932), Hydrographic Survey, Scale 1:10,000.

The topographic detail on H-5223 is in substantial agreement with the compilation. Attention is called to the tracing of a later hydrographic survey attached to this report as transmitted from Lieutenant-Commander G. C. Mattison March 14, 1935, showing the position of additional rocks off Frost Point. These were added to the compilation pending receipt of the hydrographic survey of this area now being made in the field.

H-6123 c

Comparison with Charts 220 and 221, Scale 1:20,000.

The detail is in substantial agreement except where the marsh east of Southport Harbor has been reclaimed.

A landmark "Windmill" at lat. 41° 06.8', long. 73° 21.0' should be removed from Charts 220 and 221. This has been demolished. See pages 6 and 13 of the Descriptive Report for discussion.

Names:

off chart limit

The map of Fairfield submitted with the compilation was the source of street names. See page 5 of the Descriptive Report.

-2-

The name "Fairfield Bar" as shown on the Chart has been retained. This is a long sand bar bare at Low Water leading out to Penfield Reef which is always submerged.

The name "Flat Island" shows on T-2936 but does not appear on the Chart. This is not an island but a sand bar only exposed at Low Water. The name is omitted on the compilation.

The projection has been checked and is satisfactory. Instructions have been complied with. The drafting is too heavy and the sheet will have to be redrawn to meet acceptable standards.

Respectfully submitted,

Joseph Andrews III

Joseph Andrews III
Reviewer.

Inspected by:

V.B.G. Jones

Approved
K.T. Adams

Additional note entered 8/4/37: This compilation T 5262 is now being completely redrawn for printing and publication. Upon completion of the printing the existing temporary file copy will be replaced by a finished Whatmans copy.

Certain rocks awash at Sweet Point; Sherwood point, and at the point next west of Sherwood Point as marked in blue on the temporary file copy T 5262 will not be shown on the final showing as they are more completely covered by # 6213a and should be taken from # 6213a.

At this writing ~~T 626~~ 5262 has not been applied to the charts.

B.G. Jones 8/4/37
The date of substitution of the ~~final~~ finished Whatmans copy for the original chart paper copy will be shown below the title.

GEOGRAPHIC NAMES

Survey No. T-5262

Date. 2-8-35

Chart No. 220-221

Diagram No. _____

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

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

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

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	<u>Bridgeport</u> ✓	✓			
	<u>Black Rock</u> ✓	✓			
	<u>Black Rock Harbor</u> ✓	✓			
	<u>Grover Hill</u>	✓			
	<u>Fairfield Beach</u> ✓	✓			
	<u>Shoal Point</u>	✓			
	Fairfield ✓	✓	Used pending decision	<u>Penfield Reef</u>	Per revision 5/6/41, all Penfield Reef from Shoal Pt-1 m. S.E. Ward
	<u>Fairfield</u> ✓	✓			
	<u>Ash Creek</u> ✓	✓			
	<u>Little Danbury</u> ✓	✓			
	<u>Pine Creek</u> ✓	✓			
	<u>Pine Creek Point</u> ✓	✓			
	<u>Flat Island</u>	Shows as Flat Island on T-2936	This is now a sand bar covered at H.W.	✓	Not used See Review
	<u>Mill River</u> ✓	✓			
	<u>Southport</u>	✓			
	<u>Southport Harbor</u> ✓			✓	
	<u>Sasco Hill</u> ✓			✓	
	<u>Kensie Point</u> ✓	✓			
	<u>Kensie Beach</u> ✓	✓			
	<u>Sasco Brook</u> ✓	✓			
	<u>LONG ISLAND SOUND</u>	✓			
	<u>FROST POINT</u> ✓	✓			

80
POST-OFFICE ADDRESS: P. O. Box 898, Bridgeport, Conn.

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

see
clear
M/22
03276

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

March 14, 1935

1935 MAR 15 11:40:20

Director,
U. S. Coast & Geodetic Survey,
Washington, D. C.

From: G. C. Mattison, Lieutenant Commander,
U. S. Coast & Geodetic Survey.

Subject: Air photo compilation T-5262.

Reference: Director's letter, reference 80-SD, dated March 5th.

There is enclosed a tracing from the hydrographic smooth sheet of the rocks off Frost Point. One of the rocks shown on the tracing forwarded by you does not appear on the hydrographic sheet. This will be checked in the field the first time that weather and tide conditions are favorable.

The celluloid drawing is returned in a separate package.

It is believed that the poor appearance of the sheets submitted was due to the fact that they were the first ones completed by this party. They were practically completed a year before they were forwarded. They were first held up to check the discrepancies with the planetable sheets. They were again delayed when instructions were received to show the U. S. E. grids. The sheets were held as long as possible pending receipt of the result of recent surveys by the U. S. Engineers, and finally had to be forwarded with incomplete U. S. E. data.

G. C. Mattison
G. C. Mattison

80-SD

March 5, 1935.

To: Lieutenant -Commander G. C. Mattison,
U. S. Coast and Geodetic Survey,
P. O. Box 898,
Bridgeport, Connecticut.

From: The Director,
U. S. Coast and Geodetic Survey.

Subject: Air photo compilation T-5262.

Review has been made of the air photo compilations recently submitted by you and the drafting is not as satisfactory on these sheets as might be expected.

There is forwarded under separate cover a printed copy resulting from your compilation T-5262. Please compare work performed by your party with the printed compilations of T-5209 and T-5373 from other parties.

The celluloid drawing which is enclosed must be returned by March 15th. Please note on it the information called for on the tracing paper print in regard to the off-shore rock at Frost Point.

(Signed) R. S. PATTON

Director.

POST-OFFICE ADDRESS: P. O. Box 898, Bridgeport, Conn.

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

22
423
out 16

20
16

MAR 5 - PM 12:28

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

March 4, 1935

To: Director,
U. S. Coast & Geodetic Survey,
Washington, D. C.

From: G. C. Mattison, Lieutenant Commander,
U. S. Coast & Geodetic Survey.

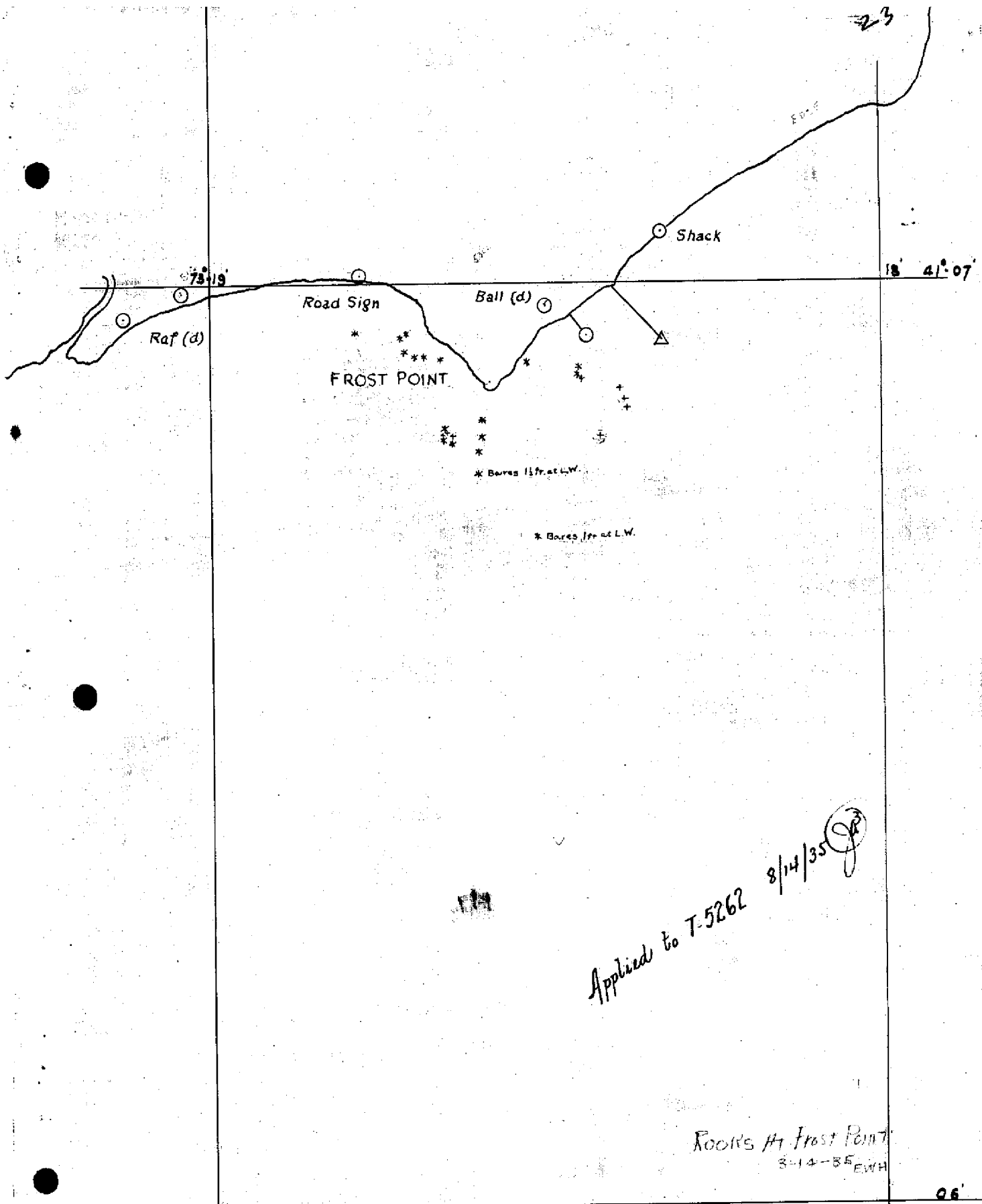
Subject: Descriptive Report, Sheet #5262.

The following correction should be made in the descriptive report for Sheet #5262. The report was forwarded recently.

On page 2, 11th line - Change 1.2 feet to read 7.2 feet.

G. C. Mattison
G. C. Mattison

✓
45 96



for Andrews Run 1213

REVIEW OF AIR PHOTO COMPILATION NO. 5262

Chief of Party: *G. C. Mattison* Compiled by: *C. Moore*Project: *H. 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)
- ✓ 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)
Common road intersections furnish the only control.
- ✓ 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." M-97

- ✓ 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)

- ✓ 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)

- ✓ 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 *N.A., 1927* and the reference station is correctly noted.

- ✓ 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. *Some variation in 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:

The forwarding and completion of this sheet was held up pending receipt of U. S. E. data on Southport Harbor. A new survey was made by them early in 1934, but to date we have been unable to obtain any copies.

✓ 18. Examined and approved;

Jan. 24, 1935

J. C. Mathison
Chief of Party

✓ 19. Remarks after review in office:

✓ Reviewed in office by: *Joseph Andrews* ³⁰ *W. G. Jones*

Examined and approved:

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

F. S. Borden
Chief, Section of Field Work
G. Wade
Chief, Division of Hydrography and Topography.