

5265

U. S. COAST & GEODETIC SURVEY
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JUN 23 1935

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

DESCRIPTIVE REPORT

Photo
Topographic } Sheet No. T-5265
Hydrographic }

State CONNECTICUT

LOCALITY

~~LONG ISLAND SOUND~~

HOUSATONIC RIVER

DERBY AND VICINITY *Ansonia*
~~LONG ISLAND TO SEPLEAN~~

1935

CHIEF OF PARTY

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

U. S. GOVERNMENT PRINTING OFFICE: 1934

5265

T

Partially applied to drawing of Chart 219- 6/14/37 - J.F.W.
→ completely applied by Todd 8/12/38

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. 13

T5265

REGISTER NO. T-5265

State Connecticut

General locality Long Island Sound

DERBY AND VICINITY
Long I. to Ansonia

Locality Housatonic River

Date of Photographs Nov. 1, 1933

Scale 1:10,000 Date of ~~survey~~ compilation June 1, 1935

Vessel Army Air Corps Airplane

Reviewed and recommended for approval:

Chief of party Lieutenant Commander G. C. Mattison

Photographs plotted by: Edward M. Tierney May 25, 1935

~~Surveyed by~~ Edward M. Tierney May 25, 1935

Inked by Edward M. Tierney May 25, 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. V125 to V141

on scale of 1:10,000 and printed by photo-lithographic process.

..

DESCRIPTIVE REPORT

To accompany

PHOTO TOPOGRAPHIC SHEET No. T5265 (*Southern portion*)

FIELD NO. 13

CONNECTICUT

HOUSATONIC RIVER

GENERAL INFORMATION

Sheet No. 5265 comprises the Housatonic River from Long Island and Popes Flat to Two Mile Island and the land adjacent thereto in the Towns of Stratford and Shelton in the County of Fairfield and the Towns of Milford and Orange in New Haven County.

The compilation was made from single lens photographs which were received from the Washington Office.

The spotting of control points was done by Joseph Andrews 3d and Edward M. Tierney. The photographs were mounted and the smooth radial plot was made by Edward M. Tierney.

The field inspection was done by Edward M. Tierney.

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

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

PHOTOGRAPHS

The photographs used were taken by the Army Air Corps November 1, 1933 about 11:50 A. M. at approximately high tide. The focal length of the camera was 8.25 inches and the indicated height flown was 6875 feet. No information was received as to the number of the camera.

The flight was designated 875-O-8 and 875-P-8 and the pictures running south to north numbering V125-V141 were used in the compilation.

GENERAL DESCRIPTION OF TOPOGRAPHY

The boundary line of the political subdivision of Milford and Orange are shown on the Price & Lee Map of Milford and Orange, while the boundary line for Stratford and Shelton are shown on maps of their respective towns.

Practically the whole area included in this sheet is farm land. The most highly developed residential section is at the northern end of the sheet and this includes the area in close proximity to Riverside Cemetery. Camp sites in propinquity to Far Mill River are in the process of development.

The terrain is in general very hilly on both sides of the river with the exception of the few meadows and marshes shown.

Corum Hill, the site of Laurel Heights State Tuberculosis Sanitorium, is approximately 400 feet in elevation. This is the highest point appearing on this sheet.

The main highway from Stratford to Shelton runs along the western bank of the river. The trolley line formerly connecting these towns has been abandoned. A cross country road from Orange to East Derby appears on the eastern extremity of the sheet. A double track branch line of the N. Y., N. H. & H. R. R. runs along the eastern bank from Devon to Derby and points north. The single track line appearing on the northern end of the sheet is a branch of the N. Y., N. H. & H. R. R. coming in from Orange and is not used very extensively.

The few islands showing on the sheet are low and flat with a few trees sprinkled here and there on several of the islands. An inspection from adjacent shore lines was deemed sufficient to determine the character of these islands. The eastern side of Two Mile Island is given over to cultivation and its extent is shown by one of the standard graphic symbols.

In general the shore line tends towards abruptness and in some cases the banks are very steep. A definite berm line was followed in all cases. However in several places it was deemed advisable to use mean high water line because of the indefiniteness of the berm line.

A large salt marsh at the southern end of the sheet is a hunting area for ducks. The marshes to the south of Far Mill River and on the east bank opposite Great Flats are utilized in that the salt hay is cut and used for bedding and for packing.

Numerous small streams appear in this area and the more important ones were traced in the field. Of all these the Far Mill River is the largest and is the dividing line of the Towns of Stratford and Shelton.

CONTROL

Sources

2nd Order Triangulation 1934 G. C. Mattison
3rd Order Triangulation 1934 G. C. Mattison

Errors

No errors in control were found by radial plot.

Other Sources of Control

Supplementary control by planetable 1934, G. C. Mattison.
Information was taken from this sheet and the sheet was discarded. It was not of sufficient accuracy to file as a topo COMPILATION survey jam.

Method

The photographs were adjusted by means of the radial plot method. The scale of the sheet as drawn is 1:10,000. The scale factor as computed was 0.986.

The true distance used in the scale factor computation was calculated as the square root of the sum of the squares of the latitude and longitude differences.

Interpretation

In general no great difficulty was encountered in deciding the character of photographic detail.

Delineation of the shore line was found very difficult in places due to the overhanging trees.

Conventional Signs

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

In five places on the west side of the river, full cross hatching was used to designate vinyards.

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. The width of the roads is slightly exaggerated in order to keep detail clear.

Trolleys

~~Trolley lines within the limits of the sheet have been removed.~~

Railroads

The branch line of the N. Y., N. H. & H. R. R. from Devon to Derby is a double track road. The branch line from Orange is a single track road.

Transmission Lines

The power lines emanating from the Connecticut Light and Power Company running west and northeast on the sheet are shown by a dashed line with the approximate location of the towers, symbolized by a T, intervening. *Changed to proper symbol*

The telephone line crossing the upper part of the sheet was not shown on the sheet but appears on the overlay as a dot and dash line. The cables are submerged where they cross the river and aerial over land. *not shown*

Character of Marshes

The marshes are in general covered by salt grass and are as a rule covered at higher tides, but the grass always projects except at flood stages.

Information From Other Sources

There is forwarded with this sheet a white print of the Town of Stratford and a blue print of the Town of Shelton. These maps were used to verify locations of streets and roads which were rather indefinite on the photographs. A Price and Lee Map of Milford and Orange was forwarded with sheet #5266. This map was used to verify some of the roads appearing on the sheet.

United States Engineers Stations

All recovered U. S. E. stations are shown on this sheet. Their computed geographic positions did not agree favorably with the triangulation, hence they were adjusted to our scheme and appear on this sheet in their adjusted positions as listed below.

Station	Coordinates Feet	GEOGRAPHIC POSITIONS				
		From U.S.E. Coordinates	Meters	Correction in Meters	Triangulation Meters	Adjusted Position Meters
Stratford N	0.00					
Point L.H. W	0.00					
U.S.E. 19	N 25585.26 W 1258.30	41 13 73 06	604.1 700.2			
U.S.E. 20	N 25806.54 W 3036.07	41 13 73 06	671.5 1242.1	- 0.5 + 0.3	671.0 1242.1	
U.S.E. 24	N 29579.93 W 1490.96	41 13 73 06	1821.8 771.1	- 4.5 - 1.9	1817.3 769.2	
U.S.E. 25	N 32357.35 E 1942.13	41 14 73 05	817.3 1122.0	- 5.0 - 2.0		812.3 1120.0

Station	Coordinates Feet	GEOGRAPHIC POSITIONS					
		From U.S.E. Coordinates		Meters	Correction in Meters	Triangula- tion Meters	Adjusted Position Meters
U.S.E. 32	N 37446.78	41	15	517.6	- 6.3	511.3	
	E 3780.40	73	05	561.4	- 2.8	561.4	
U.S.E. 36	N 40908.55	41	15	1572.7	- 7.0		1565.7
	E 3639.34	73	05	604.0	- 3.0		601.0
U.S.E. 42	N 46247.03	41	16	1349.0	- 8.0		1341.0
	E 4576.83	73	05	318.0	- 4.0		314.0
U.S.E. 45	N 47951.27	41	17	17.5	- 8.0		9.5
	E 6959.59	73	04	988.0	- 4.0		984.0
U.S.E. 46	N 48879.75	41	17	300.4	- 8.0		292.4
	E 7111.68	73	04	941.7	- 5.0		936.7
U.S.E. 48	N 49261.17	41	17	416.7	- 8.0		408.7
	E 8111.49	73	04	636.9	- 5.0		631.9
U.S.E. 51	N 49976.02	41	17	634.6	- 8.4	626.2	
	E 9854.73	73	04	105.6	- 5.3	100.3	
U.S.E. 55	N 52682.21	41	17	1459.4	- 8.0		1451.4
	E 10813.96	73	03	1208.3	- 6.0		1202.3

Geographic Names

There were no changes of names on the U. S. Coast and Geodetic Survey charts for this area.

COMPARISON WITH OTHER SURVEYS

Junctions

This sheet matches the adjoining sheets to the north and south with no differences except the joining of the transmission lines on sheet #5266 which are shown, as they should appear, on this sheet.

It was considered futile to attempt to make a comparison with the survey of 1838. Very little disagreement was noted however, except that due to natural and artificial changes in topographic detail.

RECOMMENDATIONS FOR FUTURE SURVEYS

Error of Compilation

The compilation is believed to have a probable error of 3 to 6 meters in position of well defined detail of importance for charting and from 3 to 10 meters for other data.

Work Incomplete

The work is complete within the limits of this sheet and no additional survey is necessary.

It was found impossible to locate the Range Marks on the photographs and their temporary character did not warrant the considerable field work necessary to locate them by any other means.

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

Respectfully submitted,

Edward M. Tierney
Edward M. Tierney,
Draftsman, U. S. C. & G. S.

✓

STATISTICS

- | | |
|---|---------------------------|
| 1. Area of land detail inked | 5.5 Square Statute Miles. |
| 2. Length of shoreline | 18.5 Statute Miles. |
| 3. Length of rivers and sloughs. (Not navigable and less than 200 meters wide.) | 10.25 Statute Miles. |

Compiled by: E. M. Tierney

Checked by: L. B. Walker

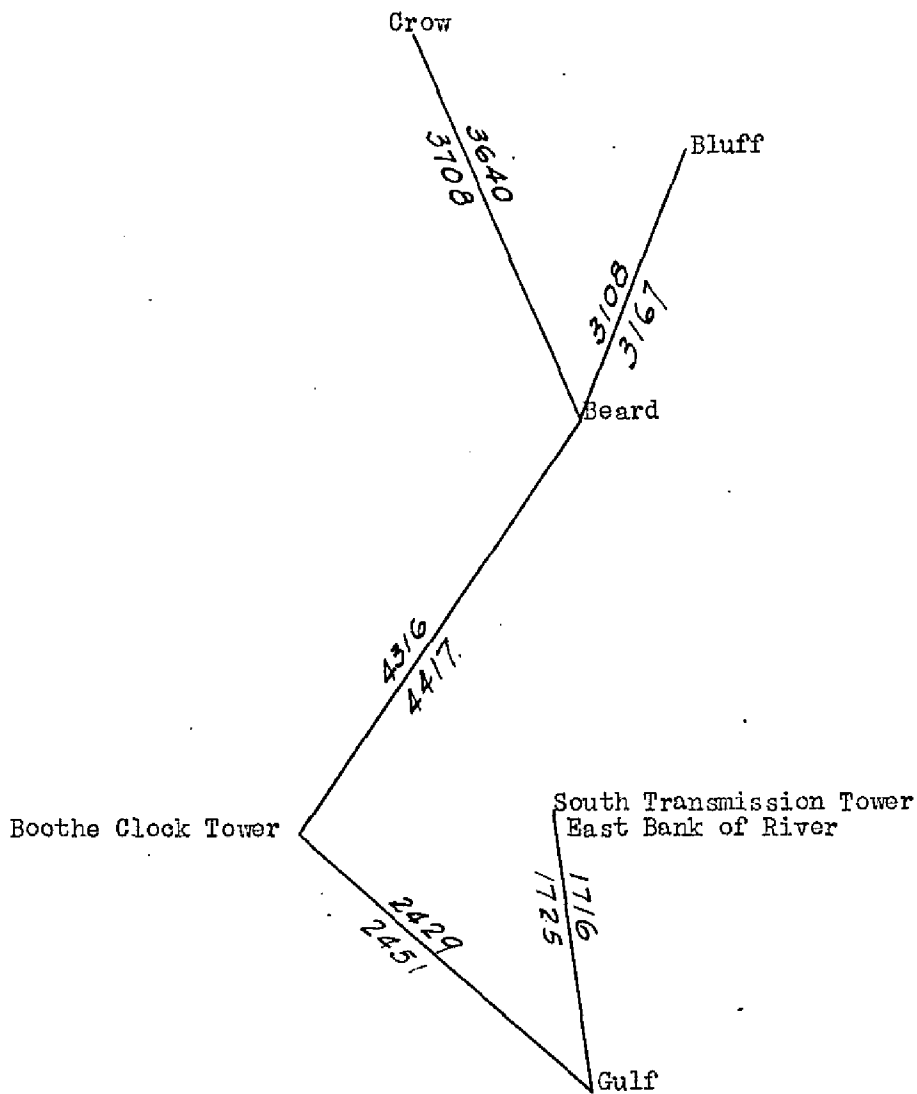
JOB SHEET

FIELD INSPECTION BY:	E. M. Tierney	12/5/34
INTERSECTION AND CONTROL POINTS MARKED BY:	J. Andrews 3d and E. M. Tierney	8/30/34
RADIAL LINES DRAWN BY:	E. M. Tierney	9/ 1/34
PRELIMINARY RADIAL PLOT BY:	E. M. Tierney	9/20/34
SCALE FACTOR COMPUTATION BY:	E. M. Tierney	9/21/34
SCALE FACTOR VERIFIED BY:	J. Andrews 3d	9/21/34
POLYCONIC PROJECTION BY:	E. M. Tierney	9/27/34
POLYCONIC PROJECTION VERIFIED BY:	J. Andrews 3d	9/27/34
TRIANGULATION STATIONS PLOTTED BY:	E. M. Tierney	9/28/34
TRIANGULATION STATIONS VERIFIED BY:	J. Andrews 3d	9/28/34
SMOOTH RADIAL PLOT BY:	E. M. Tierney	1/ 2/35
TRACING OF PHOTOGRAPHIC DETAIL BY:	E. M. Tierney	5/25/35
FINAL INSPECTION OF SHEET BY:	G. C. Mattison, Chief of Party	6/ 1/35
FORWARDED TO OFFICE:		

SCALE FACTOR COMPUTATIONS

	<u>Measured</u>	<u>Computed</u>	<u>Factor</u>
Gulf to S. Transmission Tower, East	1716	1725	0.995
to Boothe Clock Tower	2429	2451	0.991
Boothe Clock Tower to Beard	4316	4417	0.978
Beard to Bluff	3108	3167	0.984
to Crow	3640	3708	0.982
		Average Factor	0.986
		Scale Factor Used	1.000

SCALE FACTOR DIAGRAM



NOTE: This diagram is not to scale.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

TO BE CHARTED } STRIKE OUT ONE
~~TO BE CHARTED~~

Bridgport, Conn.

Page 21, 1936

I recommend that the following objects which ~~have~~ (have not) been inspected from seaward to determine their value as landmarks, be charted on (~~charts from~~) the charts indicated.
The positions given have been checked after listing.

G. C. Mattison

Chief of Party.

GENERAL LOCALITY	NAME AND DESCRIPTION	POSITION				METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED					
		LATITUDE		LONGITUDE												
		°	'	°	'							DATUM				
	South Tower, Transmission (Δ South Transmission Tower West Bank of River)	41	23	1459.0	73	08	980.0	N. A. 1927	Triangulation	1934					219 2212	
	South Tower, Transmission (Δ South Transmission Tower East Bank of River)	41	15	1501.6	73	08	725.9	N. A. 1927	Triangulation	1934					219 2212	
	Tower, Clock (Δ Hoobbe Clock Tower)	41	14	261.0	73	08	981.0	N. A. 1927	Triangulation	1934					219 2212	
	Bank, Steel, Elevated (Δ Corner Bank)	41	17	1529.0	73	06	22.6	N. A. 1927	Triangulation	1934					219 2212	

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

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.....

REGISTER NO. T-5270 ⁵²⁶⁵

State..... Connecticut

General locality..... Long Island Sound

Locality..... Housatonic River ^{Derby & Vicinity}

Date of Photographs Nov. 1, 1933.

Scale..... 1:10,000 Date of ~~Survey~~ Compilation Aug. 30, 1935

Vessel..... Army Air Corps Airplane

Reviewed and recommended for approval:

Chief of party..... Lieutenant-Commander G. C. Mattison

Photographs plotted by:
~~Surveyed by~~..... Edward M. Tierney August 28, 1935

Inked by..... Edward M. Tierney August 28, 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 V142-V150 and V151-V160 on scale of 1:10,000 and printed by photo-lithographic process.

*The original
Note T5270 is shown
as an insert on T5265*

DESCRIPTIVE REPORT

to accompany

PHOTO TOPOGRAPHIC SHEET No. ~~T5270~~

5265 (modern feature)

CONNECTICUT

HOUSATONIC RIVER

GENERAL INFORMATION

Sheet No. ⁵²⁶⁵~~5270~~ comprises the Housatonic River from Two Mile Island north including Shelton, Derby, East Derby, Ansonia and the Naugatuck River.

The compilation was made from single lens photographs which were received from the Washington Office.

The spotting of control points was done by Joseph Andrews 3d and Edward M. Tierney. The photographs were mounted and the smooth radial plot was made by Edward M. Tierney.

The field inspection was done by Edward M. Tierney.

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

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

PHOTOGRAPHS

The photographs used were taken by the Army Air Corps November 1, 1933 about 11:50 A.M. at approximately high tide. The focal length of the camera was 8.25 inches and the indicated height flown was 6875 feet. No information was received as to the number of the camera.

The flight was designated 875-0-8 and the pictures running south to north numbering V-142-V-150 and V-151-V-160 were used in the compilation.

GENERAL DESCRIPTION OF TOPOGRAPHY

The boundary lines of the political subdivisions of Orange, East Derby, Derby, Shelton and Ansonia are shown on the map forwarded with the sheet.

Shelton is on the western side of the Housatonic River and is connected with Derby by two bridges, one highway and one railroad bridge. It is an important manufacturing center.

Derby lies between the Housatonic and Naugatuck Rivers and is more of a residential city.

East Derby is connected to Derby by one highway and one railroad bridge, and is not a very highly developed residential section, its area being taken up mainly with farm and grass lands.

To the south of East Derby lies the city of Ansonia. This includes areas on both sides of the Naugatuck River. It has a highly developed street system and is an important industrial center.

The terrain is, in general, very hilly, the flattest section being that on the western side of the Naugatuck River from its mouth north to Bridge Street.

Branch lines of the N.Y., N.H. & H. R.R. run from Devon to Shelton, Derby and Ansonia, and are shown by the standard symbols. The main highway from Stratford to Shelton runs along the western bank of the river. The main highway from New Haven to Derby comes in at the lower easterly side of the sheet. The single track line appearing on the southern end of the sheet is a branch of the N.Y., N.H. & H. R.R. coming in from Orange.

In general the shore line tends towards abruptness and in some cases the banks are very steep.

Numerous small streams appear in this area and the more important ones were traced in the field.

CONTROL

Sources

2nd Order Triangulation 1934, G. C. Mattison
3rd Order Triangulation 1934, G. C. Mattison

Errors

No errors in control were found by radial plot.

Other Sources of Control

Supplementary control by planetable 1934, G. C. Mattison.

*This sheet not considered of sufficient accuracy
to file as a topo survey. Discarded.*
Jam

COMPILATION

Method

The photographs were adjusted by means of the radial plot method. The scale of the sheet as drawn is 1:10,000. The scale factor as computed was 0.992.

The true distance used in the scale factor computation was calculated as the square root of the sum of the squares of the latitude and longitude differences.

Interpretation

In general no great difficulty was encountered in deciding the character of photographic detail.

Delineation of the shore line was found very difficult in places due to the overhanging trees.

Conventional Signs

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

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. The width of the roads is slightly exaggerated in order to keep detail clear.

Trolleys

Trolley lines within the limits are shown by a full line.

*Cross ties
added in
office*

Railroads

Branch lines of the N.Y., N.H. & H. R.R. shown are double track roads. The branch line from Orange coming in on the lower end of the sheet is a single track road.

Information from other sources

There is forwarded with this sheet a blueprint of a small section of Shelton and a lithographic map of the towns of Shelton, Derby, East Derby and Ansonia.

United States Engineers Stations

All recovered U.S.E. stations are shown on the sheet were out in by triangulation.

Geographic names

Names were taken from the map forwarded with drawing.

COMPARISON WITH OTHER SURVEYS

Junctions

This sheet matches the adjoining sheet to the south with no differences.

It was considered futile to attempt to make a comparison with the survey of 1838. Very little disagreement was noted however, except that due to natural and artificial changes in topographic detail.

RECOMMENDATIONS FOR FUTURE SURVEYS

Error of Compilation

The compilation is believed to have a probable error of 3 to 6 meters in position of well defined detail of importance for charting and from 3 to 10 meters for other data.

Work Incomplete

The work is complete within the limits of this sheet and no additional survey is necessary.

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

Respectfully submitted,

Edward M. Tierney
Edward M. Tierney,
Draftsman, U.S. C. & G. S.

STATISTICS

- | | |
|--|---------------------------|
| 1. Area of land detail inked | 5.4 square statute miles. |
| 2. Length of shoreline | 6.4 statute miles. |
| 3. Length of rivers and sloughs
(not navigable and less than
200 meters wide). | 4.8 statute miles. |

Compiled by: E. M. Tierney

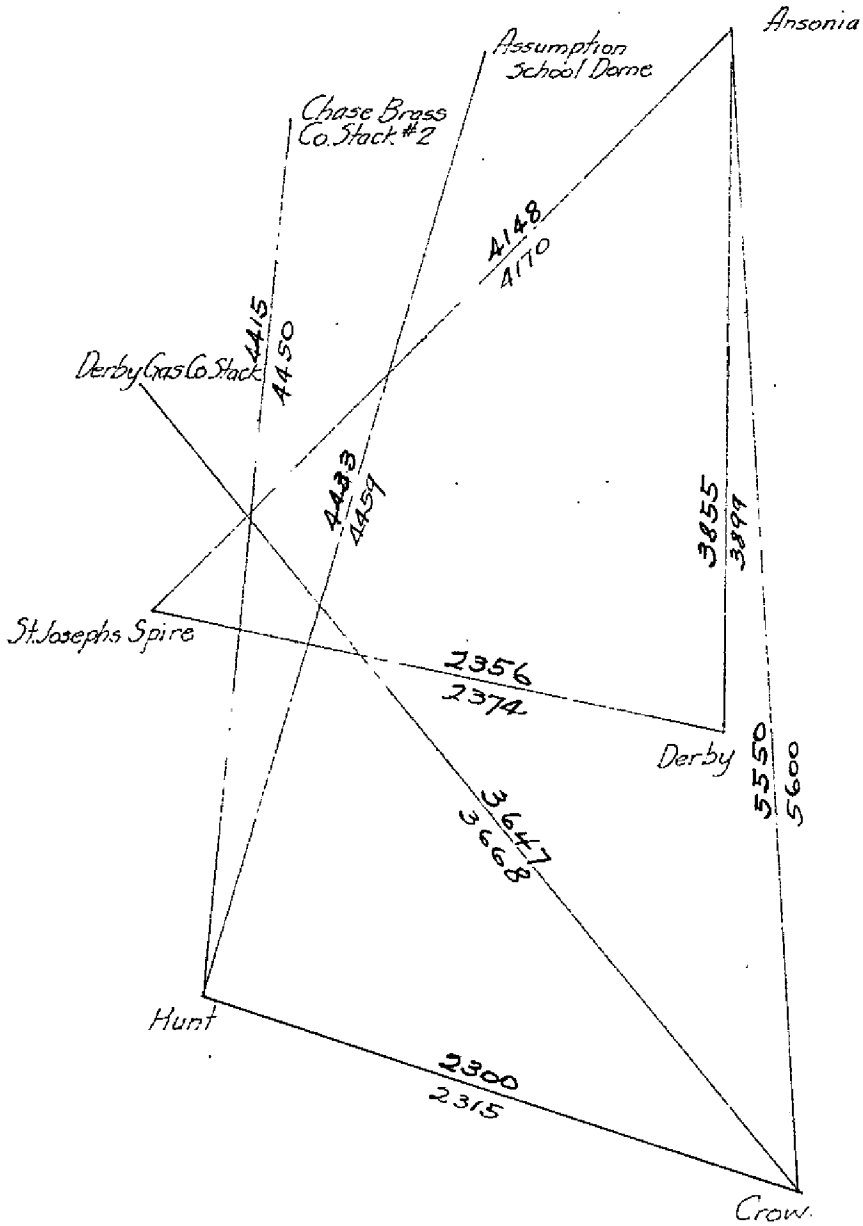
JOB SHEET

FIELD INSPECTION BY:	E. M. Tierney	12/5/34
INTERSECTION AND CONTROL POINTS MARKED BY:	J. Andrews 3d & E.M.Tierney	8/30/34
RADIAL LINES DRAWN BY:	E. M. Tierney	9/1/34
PRELIMINARY RADIAL PLOT BY:	E. M. Tierney	9/20/34
SCALE FACTOR COMPUTATION BY:	E. M. Tierney	9/20/34
SCALE FACTOR VERIFIED BY:	J. Andrews 3d	9/21/34
POLYCONIC PROJECTION BY:	S. Lebowsky	5/20/35
POLYCONIC PROJECTION VERIFIED BY:	E. M. Tierney	5/20/35
TRIANGULATION STATIONS PLOTTED BY:	S. Lebowsky	5/23/35
TRIANGULATION STATIONS VERIFIED BY:	L. B. Walker	5/24/35
SMOOTH RADIAL PLOT BY:	E. M. Tierney	6/24/35
TRACING OF PHOTOGRAPHIC DETAIL BY:	E. M. Tierney	8/28/35
FINAL INSPECTION OF SHEET BY:	G. C. Mattison, Chief of Party	8/30/35
FORWARDED TO OFFICE:		

SCALE FACTOR COMPUTATIONS

	<u>Measured</u>	<u>Computed</u>	<u>Factor</u>
Derby to Ansonia	3855	3899	0.988
" " St. Josephs Spire	2356	2374	0.992
Crow to Ansonia	5550	5600	0.991
" " Derby Gas Co. Stack	3647	3668	0.994
St. Josephs Spire to Ansonia	4148	4170	0.994
Hunt to Assumption School Dome	4433	4459	0.994
" " Chase Brass Co. Stack No. 2	4415	4450	0.990
" " Crow	2300	2315	0.993
	Average Factor		0.992

SCALE FACTOR DIAGRAM



This diagram is not to scale

T 5265

Remarks

Decisions

	Remarks	Decisions
1		
2		
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5		
6		
7	USGS has "Fowlers"	<u>Fowler</u>
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11		
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16		
17		
18		
19		
20	OK for charting see GN 12 (1937)	OK for Air Photo Compilation only
21		
22	also "on D.P. of Hunting 22521	
23		
24		
25		
26	Quillinan Reservoir	- corrected 2/18/47 LH
27		

GEOGRAPHIC NAMES
Survey No. T5265

Name on Survey	<div style="display: flex; justify-content: space-between; font-size: small;"> 1272 On Chart 1213 No. 219 Geographical survey No. B.P. On U. S. quadrangle Maps From local information On local Maps P. O. Guide or Map Rand McNally Atlas U. S. Light List </div>											
	A	B	C	D	E	F	G	H	K			
<u>Long Island Sound</u>	✓	*		✓	✓	✓		✓			1	
<u>Housatonic R.</u>	✓	✓	*	✓	✓	✓		✓			2	
<u>Long I.</u>	✓	*		✓	✓	✓					3	
<u>Popes Flat</u>	✓	*			✓	✓					4	
<u>Milford sheet</u>	✓	*		✓	✓	✓		✓			5	
<u>N.Y.N.H.+H.R.R.</u>	✓	✓	*	✓	✓	✓		✓			6	
<u>Fowler I.</u>	✓	*		✓							7	
<u>Stratford off</u>	✓	*		✓	✓	✓	✓	✓		✓	8	
<u>Far Mill R.</u>		*			✓	✓					9	
<u>Great Flats</u>		*			✓			✓			10	
<u>Orange sheet</u>		*		✓	✓	✓	✓				11	
<u>Turkey Hill Brook</u>		*									12	
<u>Wooster I.</u>		*									13	
<u>Shelton</u>	✓	*		✓	✓	✓	✓	✓		✓	14	
<u>Pecks Mill</u>	✓	*									15	
<u>Twomile I</u>		*									16	
Corum Hill				*	✓						17	
Additional Names added 3/19/37 by GHE											18	
<u>East Derby</u>						✓					19	
<u>Island Park</u>		Shelton I.		22821 Shelton I.		✓					20	
<u>Riverview Park</u>						✓					21	
<u>Naugatuck R.</u>		✓		✓		✓		✓			22	
<u>Derby</u>	✓	✓		Birmingham		✓		✓		✓	23	
<u>Beaver Br</u>						✓					24	
<u>Ansonia</u>	✓			✓		✓					25	
<u>Quinton Lake</u>						✓					26	
<u>Curtiss Br</u>						✓					27	
Hug Island <u>onept</u>	✓										27	

Names underlined in red approved
 by [Signature] on 8/21/36

Remarks

Decisions

	Remarks	Decisions
1		<i>[Handwritten signature]</i>
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GEOGRAPHIC NAMES

Survey No. T-5265

Name on Survey	Source of Name										
	A	B	C	D	E	F	G	H	K		
Hog Island	✓	22521									1
Sentinel Hill					✓						2
Derby Hill					✓						3
											4
											5
											6
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REVIEW OF AIR PHOTO COMPILATION T-5265
Scale 1:10,000

Data Record

Triangulation to 1934.
Photographs to November 1933.
Field inspection to December 1934.

The detail on this compilation is to the date of the photographs.
The field inspection merely interpreted the pictures.

Comparison with Recent Surveys

There are no recent topographic or hydrographic surveys in this area.

Comparison with Previous Topographic Surveys

The compilation is complete and adequate to supersede the portion of the following survey which it covers:

T-35 (1838), 1:10,000

Comparison with Charts 1213 and 220

There are no outstanding differences.

Remarks

All landmarks reported by the field party are shown on the compilation. Descriptions of recoverable stations are filed under the number of this compilation.

March 19, 1937.

J. A. McCormick

J. A. McCormick.

REVIEW OF AIR PHOTO COMPILATION NO. 5265

Chief of Party: *G. Mattison*Compiled by: *F. M. Tierney*Project: *H. I. - 150*Instructions dated: *8/10, 9/9, 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) *No control except common street or road 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) *No large adjustments*
- ✓ 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-87

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)

Photographs made at high tide.

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.
- ✓ 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: *Range marks should be located when hydrography is done, if they are of a permanent construction.*

18. Examined and approved; *June 27, 1935*

C. Mattson
Chief of Party

19. Remarks after review in office:

Reviewed in office by: *J. A. McCormick* *J. J. Jones*

Examined and approved:

E. B. Green
Chief, Section of Field Records

L. O. Lobbut
Chief, Division of Charts

Fred. L. Peacock
Chief, Section of Field Work

R. H. Hill
Chief, Division of Hydrography and Topography.