

5266

U. S. COAST & GEODETIC SURVEY
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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-5266
Hydrographic }

State Connecticut.

LOCALITY

Long Island Sound

Milford - New Haven County.

193 5

CHIEF OF PARTY

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

5266

Applied to chart 220. 3.M.A. May 1937

Partially applied to drawing of Chart 219 - June 1937 - JFW
→ Completely applied by Sodd 8/12/38

Applied to drawing of Chart 218 - Dec 3, 1938 - JFW

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. 7

REGISTER NO. 5266

T5266

State Connecticut

General locality ~~New Haven County~~ Long Island Sound

Locality ~~Milford, Connecticut~~

Date of Photographs Nov. 4, 1933

Scale 1:10,000 Date of ~~survey~~ Compilation Aug. 30 1934

Vessel Army Air Corps Airplane

Reviewed and recommended for approval:

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

Photographs plotted by:

~~Surveyed by~~ H. W. Jennings February 19, 1934

Inked by H. W. Jennings January 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 M96 to M116 on

scale of 1:10,526 and enlarged to scale of 1:10,000, and

printed by photo lithographic process.

1

DESCRIPTIVE REPORT

To accompany

PHOTO TOPOGRAPHIC SHEET NO. 5266

FIELD NO. 7

CONNECTICUT

MILFORD and VICINITY

GENERAL INFORMATION

Sheet No. 5266 covers the area in the vicinity of Milford, New Haven County, Connecticut, and extends along the coast from the Housatonic River to Point Beach.

The photographs were received from the Washington Office on December 11, 1933.

Trimming the photographs and spotting the control points was done in the Bridgeport office by Mr. Joseph Andrews 3d. The photographs were mounted and the radial lines drawn by the compiler, H. W. Jennings. The field inspection was made by Mr. Joseph Andrews 3d and H. W. Jennings.

The sheet was done 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 used were numbered M-96 to M-116 inclusive, the numbering increasing in the direction of flight which was from west to east.

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 November 4, 1933, the first exposure, M-87 being made at 10:40 A. M. The stage of the tide was computed from the tide tables as being 6.3 feet.

Single Lens

These photographs included the following six flights: 13, 27-48, 49-69, 70-82, 83-97, 109-241.

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 photographs were taken November 1, 1933. The stage of the tide was computed from the tide tables as being 7.2 feet.

✓

These single lens photos were used to confirm a few doubtful details on the wing prints and were also used in the radial plot locating hydrographic signals.

GENERAL DESCRIPTION OF TOPOGRAPHY

The area covered by this sheet lies entirely within the town of Milford which occupies the southwestern corner of New Haven County, being bounded on the south by Long Island Sound, on the west by the Housatonic River and on the northeast by the Town of Orange.

The area in the southwestern part of the sheet is comparatively low and flat. The remainder is rolling with some hills and a limited amount of broken land. In some localities, the rock crops out and the ground is covered with boulders. The soil is variable and is usually fairly fertile. Agriculture is one of the leading occupations of the inhabitants.

Practically all of the shore line on this sheet is sandy and comprises a resort section being occupied almost exclusively by summer cottages. Pond Point has a rather high rocky shore. Westerly from Pond Point are Pond Point Beach, Bay View Beach and Welch's Point. The latter is the site of a private aeroplane landing field. The Indian River is unnavigable and its shoreline is, to a large extent, marshy. The Wepawaug River likewise has considerable marshy shore, but is navigable at its lower end, where it is used extensively by fishermen and yachtsmen. A high dry point of land known as Burn's Point is on the west side of the Wepawaug River mouth. Adjoining it is Fort Trumbull Beach. Silver Beach has been formed by reclaiming some of the marshy area in the neighborhood of Silver Creek. A bar, bare at low tide, connects Silver Beach with Charles Island. The latter is occupied exclusively by a Roman Catholic Retreat. Westerly from Silver Beach are Myrtle Beach, Walnut Beach, Laurel Beach and Cedar Beach.

The village of Milford, lying on both sides of the Wepawaug River, is largely residential, although it is the home of a few minor industrial enterprises.

Housatonic River

To the eastward on entering the river is a stone rip-rap breakwater. This is constructed in two sections of about equal length. The portion offshore is above water at all stages. A beacon light at the southerly end is triangulation station "Break".

The inshore section is awash at about three quarter tide. It terminates at a sandy arm of land called Milford Point. Just to the north of this point is an extensive area of muddy marsh land. Included in this area is Nells Island. At flood stage, this entire area is covered, but under normal conditions, only the southerly half is subjected to daily tidal action.

In most cases, the banks of the river within the limit of this sheet, are marshy and defined by definite berm breaks.

At the highway bridge over the river, cable crossing signs have

been indicated on the lettering overlay. Cable crossings are also known to exist at the railroad bridge, but no signs were found.

CONTROL

Sources

1st Order Triangulation 1932	C. D. Meaney
2nd Order Triangulation 1933-4	G. C. Mattison
3rd Order Triangulation 1933-4	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

Several U. S. E. Stations are within the area covered by this sheet, but complete information about them was not obtained until the sheet was nearly completed and they were not used for control.

COMPILATION

Method

The photographs were adjusted by means of the radial plot method. The scale of the sheet as drawn is 1:10,526 as the scale factor used was 0.95.

Adjustment of Plot

No difficulty was encountered in adjusting the plot or in tracing the detail by interpolation between radial plot control points.

Interpretation

The only difficulty encountered in deciding the character of the photographic detail was on some of the wing prints. Single lens photos of these areas were available and were used to determine the nature of any indistinct details.

The field inspection was made by Mr. Joseph Andrews 3d, and the compiler, H. W. Jennings.

The coast line of the area is generally quite sandy with the exception of Point Beach which is high and rocky.

High water lines on beaches were drawn in from field inspection of the photographs, the latter being taken very nearly at high water. The entire shore line was traversed on foot in the course of the inspection.

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 roads of lesser importance and privately owned roads. A very poor road or trail is indicated by a single dashed line. For the sake of clearness, only the two outside tracks of the four track railroad were shown, but the number of tracks was noted on the overlay. The four track railroad is electrified by means of an overhead trolley but the convention for a transmission line was omitted.

Information From Other Sources

No data on bridges was obtained as all of the bridges on this sheet are not of a nature to affect navigation. The two bridges over the Housatonic River, at the junction of this sheet with sheet No. 5263, are discussed in the report on the latter sheet.

There is forwarded herewith a map of the Town of Milford. It was used to identify locations of indeterminate streets on the photographs. However, no streets showing on this map were indicated on the sheet if they did not appear on the photographs. It is believed, therefore, that no projected streets are indicated on the sheet.

Geographic Names

The name "Naugatuck Junction" has been changed to Devon, by the authorities. It is noted in the telephone directory and newspapers and the railroad company has changed the station name.

Conflicting Names

With the exception of the very definite change noted above, no conflicting names were noted in the area embraced by this sheet.

New Names

The shore line between Myrtle Beach and Fort Trumbull Beach has been developed into a summer colony and is known as Silver Beach.

The lower part of the Indian River above the highway bridge is referred to locally as Gulf Pond.

A realty development has been made in the marshy area adjacent to Calf Pen Meadow Creek and is known as Pond Point. This should not be confused with the actual point of land known as Pond Point. The latter lies southeast of the realty development.

The beach abutting on Pond Point realty development is known locally as Pond Point Beach.

The beach of the actual Pond Point is known as Point Beach.

The strip of beach lying just to the east of Welch's Point is known as Bay View Beach.

The realty development N. E. of Pond Point has the local name of Morningside.

All of the above mentioned new names were established by reference to local maps and by interviewing local residents.

Comparisons With Other Surveys

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

U. S. E. Surveys. There are two systems of U. S. E. surveys in this area, one on the Milford Harbor and the Wepawaug River, and the other on the Housatonic River.

In the Milford Harbor system, the origin of coordinates was given as No. 6 and the coordinates were referred to an assumed meridian through No. 8. Numbers 11 and 13 of this system were incorporated in the scheme of triangulation done by this party in this area. Knowing the coordinates (on the assumed meridian) of No's. 6-8-11-13 and knowing the correct geographic position of No's. 11 and 13, the azimuth of the assumed meridian was computed and new coordinates computed for all stations with reference to the true meridian and using No. 13 as origin. The geographic position of all stations was then computed. All stations which could be recovered in the field were spotted on the photographs and located on the sheet by radial plot. The following table gives the result of this work:

U.S.E. STATION	D.M. & D.P. U.S.E.	D.M. & D.P. RADIAL PLOT	COMPARISON IN METERS	REMARKS
3		424.5 318.3		Recovered. No coordinates given.
5		148.0 326.5		Recovered. No coordinates given.
6	232.3 500.3	229.5 500.7	2.8 0.4	Recovered. (References only)
7	1666.2 312.3	1664.6 312.5	1.6 0.2	Recovered.
8	1613.4 626.6	1613.1 627.1	0.3 0.5	Recovered.
11	1390.8 1255.7	1390.9 1255.8	0.1 0.1	Recovered and located by triangulation.
13	1157.6 156.9	1157.6 1156.9	Origin	Recovered and located by triangulation.
14	1160.9 78.1	1159.0 78.0	1.9 0.1	Recovered.

not shown
corrected

The Engineer Grids will not be shown on the printed copies of this compilation. However, numerous Engineer Stations located by the photo plot will be shown.

U.S.E. STATION	D.M. & D.P. U.S.E.	D.M. & D.P. RADIAL PLOT	COMPARISON IN METERS	REMARKS
Shell-Fish	1343.5	1341.1	2.4	Recovered
	251.6	251.8	0.2	
Wheeler	1371.7	1371.6	0.1	Recovered
	95.2	95.3	0.1	
Private Yacht Club	1260.6	1261.1	0.5	Recovered
	18.1	18.1	0.0	

All stations which were recovered, except No's. 11 and 13, have been described on card form No. 524.

The grid system was put on the sheet using the assumed meridian and an interval of 3600 feet. *Removed by reviewer*

The Housatonic River system is at the junction of this sheet with sheets No's. 5263 and 5271. The origin of coordinates is Stratford Point Light House (on sheet No. 5271) which has been located by the triangulation of this and other parties. The coordinates were referred to the true meridian. In the portion of this system covered by this sheet, only three stations were recovered, Stratford Beacon, No. 11 and No. 13. Stratford Beacon had been established by triangulation and No. 11 was difficult to identify on the photograph, so only one station (No. 13) was established by radial plot. The position obtained by this method agreed very closely (0.7 meter) with the position obtained from the U.S.E. Coordinates. The grid system was shown on the sheet using an interval of 3600 feet. *Removed by reviewer*

Changes. In addition to the standard U. S. C. & G. S. charts of this area, there were available photostats of an earlier chart dated 1906 and revised to 1909. These photostats were supposed to be reduced to the scale of the compilation, but were found to vary to a great extent in scale and were also badly distorted. As a result, it was difficult to make an accurate comparison.

In making the comparison, a good many discrepancies were noted, but the majority of them are due to natural and artificial changes in detail rather than to errors in the earlier surveys.

An exception to this is the fact that just to the north of Pond Point, the electric trolley line is not in the roadway, but in a private right of way paralleling the road way.

The portion of the trolley line from Milford west which has been shown on this compilation by a dashed line, has been abandoned, and in some places, the rails have been removed or covered over. *Dashed section removed by reviewer*

In the development of the section, the west side of Pond Point has been built up by fill and the high water line is now about 25 meters farther seaward.

Just south of the Indian River, a discrepancy of about 10 meters occurred in the location of the trolley line. Good radial plot inter-sections were had here and the compilation was further verified by single lens photos. The old survey is evidently in error.

The southern extremity of Welch's Point has been eroded away for about 15 meters.

The shore line just south of Milford Harbor Light has been built up and is now about 20 meters farther seaward.

Just to the north of the mouth of Indian River, the high water line was found to be about 20 meters farther seaward. This shore line is marshy, but is defined by a rather definite berm break.

The shore line on the south side of Burns Point has been built up and now lies about 40 meters farther seaward.

The old surveys indicate a slight reverse curve in the railroad on the east side of Milford village. The track has been relocated here and the reverse curve done away with.

The small pond in the western part of Milford village is now somewhat smaller than is shown on the charts.

The north and south street just east of this pond has been relocated.

The compilation showed the southern and eastern shores of Charles Island to be some distance farther seaward. Good radial plot intersections were had here and a triangulation station was also available for control. The compilation was further verified by single lens photos.

Considerable reclamation work has been done in the seaward part of the large marsh which lies between Myrtle Beach and Fort Trumbull Beach. It is now the site of a summer colony and is known as Silver Beach.

Subsequent to the taking of the photographs, drainage ditches have been dug over the entire area of the marsh just mentioned. Inasmuch as they did not appear on the photographs, these ditches were not shown on the sheet.

The three long piers shown at Laurel Beach, Walnut Beach, and Myrtle Beach are no longer in existence.

The series of ponds in Beaver Brook have changed considerably in shape and extent.

The shore line on the southeast side of Milford Point has been built up and now lies about 80 meters farther seaward. The extremity of Milford Point has also been built up for about 150 meters farther west.

Just north of this point, there is an extensive area of marsh land which the old surveys show to be below mean high water. At flood stage, the entire area is covered by water, but at a normal high tide, only the southern part is covered. In the northern part, the high water line is defined by definite berm breaks which show up very clearly on the photographs.

The highway bridge over the Housatonic River has been relocated since the 1906 survey, but the location shown on the later chart is correct.

Another feature which is correct on the chart but not shown by the 1906 survey is the Connecticut Co. Power Plant on the Housatonic River north of the railroad bridge.

Changes in Navigational Features. Extending southerly from Burns Pt. is a stone jetty. It is shown on the chart (#219) by full solid lines. Inasmuch as the jetty is submerged at high tide, it should be indicated by dotted lines. (imp)

LAND MARKS AND RECOVERABLE OBJECTS

All land marks shown on the existing charts of this area were visited by the compiler and their existence verified. There are none which should be removed from the charts. 15

In addition to these, three other objects were noted which are suitable to be indicated as land marks. They were located by radial photographic plot and have been described on form No. 567.

Several objects suitable for use as topographic or hydrographic stations were located by radial photographic plot and have been described on form No. 524.

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.

Work Incomplete

Shoal areas are known to exist southward from Point Beach, Welch's Point, and Charles Island, but inasmuch as they did not appear on the photographs, they were not indicated on the sheet.

It was impossible to gain access on foot to the swampy area between Nells Island and Milford Point. The high water line was therefore drawn in by following the line of demarkation between dark and light portions of the photos and is believed reliable for charting.

The greater portion of the shore line covered by this sheet is so flat and sandy in character that it would have been impossible to locate the low water line except by planetable or some similar form of field survey. The photographs were taken at nearly high tide, and, except in rare instances, they show no indication of the low water line. In the estimation of the compiler, it was better not to show the low water line under these conditions and it was accordingly omitted.

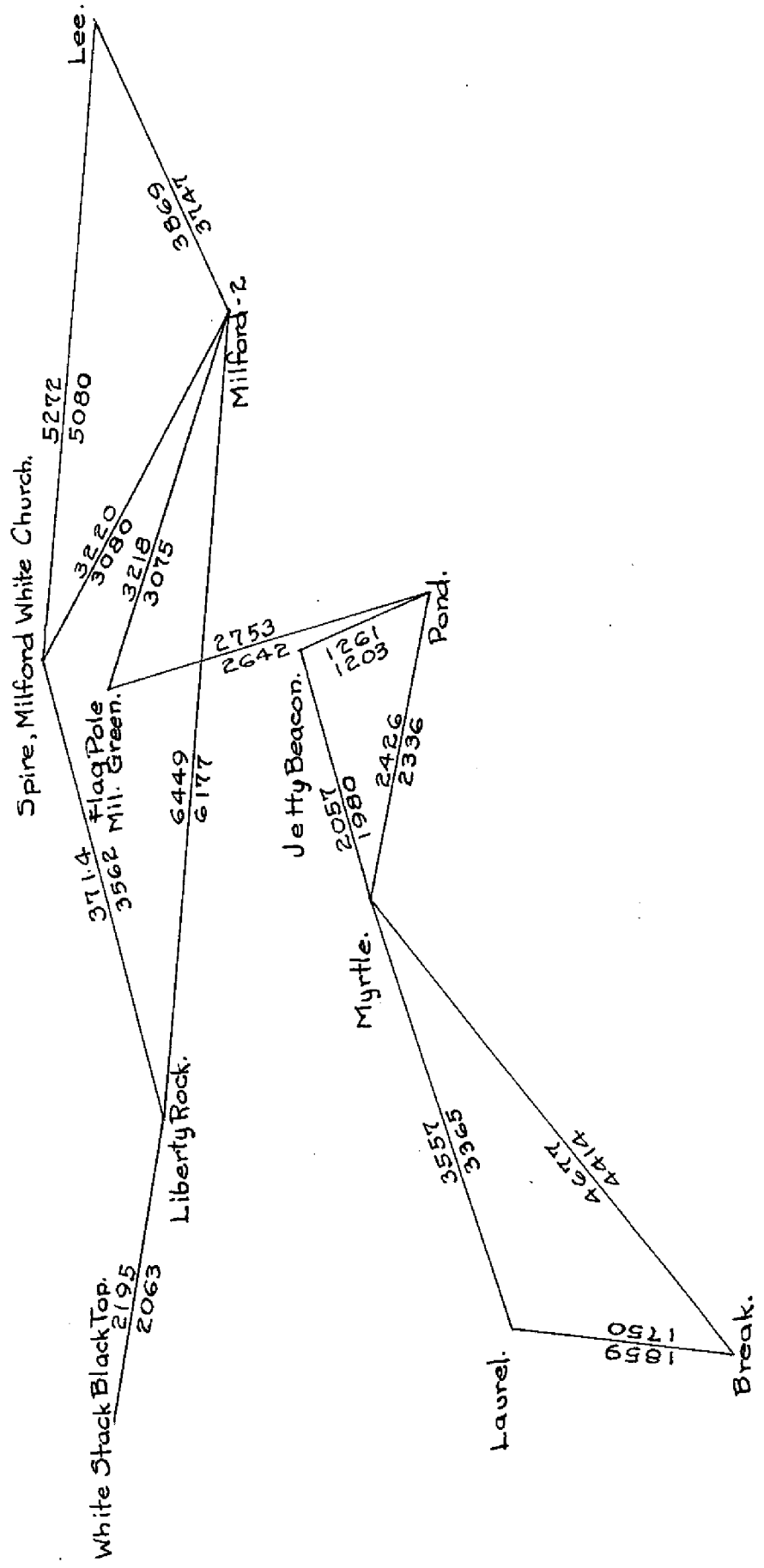
To the best of my knowledge and belief, this sheet is complete in all detail of importance for charting purposes within the accuracy stated above and that no additional surveys are required.

Respectfully submitted,

H. W. Jennings.
H. W. Jennings,
Draftsman, U. S. C. & G. S.

SCALE FACTOR COMPUTATIONS

	<u>Measured</u>	<u>Computed</u>	<u>Factor</u>
Laurel to Break	1750	1859	.941
Myrtle	3365	3557	.945
Myrtle to Break	4414	4677	.943
Milford Harbor Light	1980	2057	.953
Pond	2336	2426	.960
Pond to Milford Harbor Light	1203	1261	.953
Milford Green Flag Pole	2642	2753	.960
Liberty Rock to White Stack Black Top	2063	2195	.940
Milford Cong. Ch. Spire	3562	3714	.960
Milford 2	6177	6449	.959
Milford 2 to Milford Green Flag Pole	3075	3218	.956
Milford Cong. Ch. Spire	3080	3220	.956
Lee to Milford Cong. Ch. Spire	5080	5272	.964
Milford 2	3747	3869	.968
Average factor			.952
Used factor			.950



STATISTICS

1. Area of land detail inked	14.0	Square Statute Miles
2. Length of shoreline (more than 200 M. from nearest opposite shore)	13.1	Statute Miles
3. Length of shore line (navigable rivers less than 200 M. wide)	2.7	Statute Miles
4. Length of rivers and sloughs (less than 200 M. wide and unnavigable)	21.9	Statute Miles

Scaled by: H. W. Jennings

Checked by: C. More

JOB SHEET NO. 7

		<u>Date</u>
PHOTOGRAPHS TRIMMED BY:	J. Andrews 3d	January 2, 1934
FIELD INSPECTION BY:	H. W. Jennings	June 30, 1934
INTERSECTION AND CONTROL POINTS MARKED BY:	J. Andrews 3d	January 8, 1934
PHOTOS MOUNTED BY:	H. W. Jennings	January 22, 1934
RADIAL LINES DRAWN BY:	H. W. Jennings	February 5, 1934
PRELIMINARY RADIAL PLOT BY:	H. W. Jennings	February 6, 1934
SCALE FACTOR COMPUTATION BY:	H. W. Jennings	February 7, 1934
SCALE FACTOR VERIFIED BY:	C. More	February 7, 1934
POLYCONIC PROJECTION BY:	H. W. Jennings	February 8, 1934
POLYCONIC PROJECTION VERIFIED BY:	E. M. Tierney	February 8, 1934
TRIANGULATION STATIONS PLOTTED BY:	H. W. Jennings	February 9, 1934
TRIANGULATION STATIONS VERIFIED BY:	C. More	February 9, 1934
SMOOTH RADIAL PLOT BY:	H. W. Jennings	February 19, 1934
TRACING OF PHOTOGRAPHIC DETAIL BY:	H. W. Jennings	January 25, 1935
LETTERING BY:	H. W. Jennings	January 31, 1935
FINAL INSPECTION OF SHEET BY:	G. C. Mattison, Chief of Party	February 8, 1935
FORWARDED TO OFFICE		

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

Bridgeport, Conn.

January 25, 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:

G. C. Mattison
Chief of Party.

DESCRIPTION	POSITION						METHOD OF DETERMINATION	CHARTS AFFECTED	
	LATITUDE			LONGITUDE					DATUM
	°	'	D.M. METERS	°	'	D.P. METERS			
Casino ⊙ Cas	41	11	1037	73	04	1308	N. A. 1927	Air Photo to Comp. #219	
Flag Pole (Charles Id.)	41	11	859	73	03	458	N.A. 1927	Triangu- lation #219	
Mast ⊙ Bay	41	12	629	73	00	1176	N.A. 1927	Air Photo to Comp. #219	
NOTE: These objects were viewed from the beach only and not from seaward. They are not prominent enough for offshore navigation.									

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.

U.S. GOVERNMENT PRINTING OFFICE: 1934 25379

T 5266

#1

Remarks

Decisions

	Remarks	Decisions
1		
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7	I doubt this is a proper name.	deferred
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12		
13	the actual point: see 14.	
14	the real estate devel. see 13.	
15	in 1212, but misplaced: the real estate develop- ment is <u>Pond Point</u> : Pond Point Beach is the shore only.	
16		
17		
18	USGS has "Welch" but use as charted , shown on old surveys	<u>Welch's</u>
19		
20		
21	T 1566 has "Wapowage" But see USBGN	<u>W949</u>
22		
23		
24		
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27		

GEOGRAPHIC NAMES

Survey No. T5266

#1 (two)

318
 On Survey No. 20
 12/2
 On previous survey No. 7567
 On U.S. Quadrangle Maps 72935
 From local information
 On local Maps
 P. O. Guide or Map
 Rand McNally Atlas
 U. S. Light List
 U.S.C.P.
 T5266

Name on Survey	A	B	C	D	E	F	G	H	I	J	
<u>Long Island Sound</u>	*	✓		✓	✓	✓		✓	✓	✓	1
<u>Stratford Pt. L.H.</u>	*	✓		✓	✓	✓		✓	✓	✓	2
<u>Housatonic R.</u>	*	✓	✓	✓	✓	✓		✓		✓	3
<u>Milford Pt.</u>	*	✓	✓	✓	✓	✓		✓		✓	4
<u>Cedar Beach</u>					✓						*5
<u>Laurel Beach</u>	*	✓			✓					✓	6
<u>Amusement Park</u>											7
											awaits new location
<u>Walnut Beach</u>	*	✓			✓			✓		✓	8
<u>Myrtle Beach</u>	*	✓								✓	9
<u>Charles I.</u>	*	✓	✓	✓	✓	✓		✓	✓	✓	10
<u>Morningside</u>					✓						*11
<u>Point Beach</u>					✓	✓					*12
<u>Pond Pt.</u>	✓*	✓	✓	✓	✓			✓		✓	13
<u>Pond Point</u>	* *				✓						*14
<u>Pond Point Beach</u>		*			✓	✓					15
<u>Calf Pen Meadow Cr.</u>					✓						*16
<u>Bay View Beach</u>					✓						*17
<u>Welch's Pt.</u>	*	✓	✓	✓	✓					✓	18
<u>Indian R.</u>	*	✓	✓	✓	✓	✓					19
<u>Milford Harbor</u>	*		✓		✓					✓	20
<u>Wepawaug R.</u>	*	✓	✓	✓	✓	✓	DGN	✓		✓	21
<u>Fort Trumbull Beach</u>	*	✓	✓		✓						22
<u>Silver Beach</u>					✓						*23
<u>Silver Cr.</u>					✓						*24
<u>U.S. Highway No. 7, Boston Post Road</u>					✓	✓					25
<u>M.Y. N.H. & H. R.R.</u>			✓	✓	✓	✓		✓			26
<u>Beaver Brook</u>					✓						*27

Names underlined in red approved
 by [Signature] on 9/1/36

T 5266

2

Remarks

Decisions

	Remarks	Decisions
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GEOGRAPHIC NAMES

Survey No. 75266

2 (two)

219
On Chart No. 219
220
On previous survey No. 17567
223
On U. S. quadrangle Maps
From local information
On local Maps
P. O. Guide or Map
Rand McNally Atlas
U. S. Light List
K V S C P
75266

Name on Survey

Name on Survey	A	B	C	D	E	F	G	H	K	U. S. Light List
<u>Devon</u>				✓	✓	✓	✓			* ₁
<u>Milford</u>	*	r ✓	✓	✓	✓	✓	✓		✓	2
<u>Burns Pt.</u>	*		✓						✓	3
<u>Nells I.</u>	*	✓		✓	✓					4
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Names underlined in red approved
by *C.P.N.* on 9/1/36

REVIEW OF AIR PHOTO COMPILATION T-5266

Comparison with Recent Graphic Control Surveys

T-6492 (1933), 1:10,000

The only area common to this survey and the compilation is a small portion about the Housatonic Breakwater. The compilation is in agreement with the survey. *All detail on T6492 in the common area is shown on the compilation*

Comparison with Previous Topographic Surveys

The compilation is complete and adequate to supersede the following surveys except as noted:

T- 22 (1837), 1:10,000
T- 35 (1838), 1:10,000
T-1566 (1884-87), 1:10,000 - Except for contours, low water line and rocks
T-1567 (1884-87), 1:10,000 - Except for contours, low water line and rocks
T-2867 (1908), 1:10,000
T-2935 (1909), 1:10,000
T-4255 (1927), 1:5,000

Many minor changes were noted but they are due to natural causes. The photographs were taken at high tide and it was difficult to identify rocks. Rocks spotted by the inspection party were accepted but it was considered impractical to delineate the few additional rocks which might have been identified by the reviewer from photographs in generally rocky areas. This was true in particular in the vicinity of Charles Island.

Comparison with Hydrographic Surveys

There are no recent hydrographic surveys in this area.

Comparison with Charts 1212 and 219

Charted rocks and low water line which do not appear on the compilation should be retained until a hydrographic survey can be made to verify or disprove their existence. Sections of these charts showing ^{rocks not on this compilation} differences are not submitted with this review because very few rocks have been shown on the compilation.

Remarks

This compilation joins compilation T-5263 in the middle of the Housatonic River. High water line on the west bank of the river has been transferred to this compilation from T-5263.

All landmarks in this area submitted by the field party are shown on the compilation.

Descriptions of recoverable stations on Form 524 are filed under the number of this compilation.

Supplemental Data

The date of field inspection is indefinite, between September 1933 and May 1935. However the field inspection has shown no considerable change from the conditions at the date of the photographs.

Feb. 26, 1937.

J. A. McCormick

J. A. McCormick.

~~1/3/37~~

addition to Review of T 5266

a temporary chart paper copy of T 5266 was registered in February 1937, but the finished Whatmans copy was not filed to replace the temporary original until 2/27/39.

Certain corrections to woods on T 5266 were made after the original was registered and after its application to chart 219. There have been indications on a copy of T 5266 forwarded to Nautical chart section for making the additional changes on chart 219. Baggover 2/27/39

FEB 15 1935

REVIEW OF AIR PHOTO COMPILATION NO. 5266

Acc. No.

Chief of Party: *G. Mattison*Compiled by: *H. W. Jennings*Project: *H. T. - 150*Instructions dated: *8/11/33*

✓ 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, d, e, g and i; 26; and 64)
See adjoining sheet for information regarding bridges over Housatonic River.

✓ 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)
Not needed

✓ 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 would be corner staked 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.

No contemporary survey

✓ 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 unusual or large adjustments

✓ 7. High water line on marshy and ~~unimproved~~ coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)

Unable to delineate definitely on the lower Housatonic River.

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~~)
Photos made at high tide. Difficult to note any detail beyond the high 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)
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)
See adjoining sheet for data regarding bridges over the Houmatouin River.
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. *A little variation*
- ✓ 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.
Low water line not determined, as photographs were made at high tide.

17. Remarks:

18. Examined and approved;

GEH Feb. 14, 1935

J. Mattison
Chief of Party

19. Remarks after review in office:

Reviewed in office by: *J. A. Mc Cormick B. G. Jones*

Examined and approved:

C. K. Green
Chief, Section of Field Records

L. O. Robert
Chief, Division of Charts

Fred. L. Peacock
Chief, Section of Field Work

A. H. Rice
Chief, Division of Hydrography and Topography.