

83
ST. A
3222
1911
R

3222

C. & G. SURVEY,
LIBRARY AND ARCHIVES
MAR 14 1912
Acc. No. _____

Department of Commerce and Labor
COAST AND GEODETIC SURVEY

Superintendent.

State: *Connecticut*

DESCRIPTIVE REPORT.

Top Sheet No. *3222*

LOCALITY:

*N shore of Long Id. Sound.
Sheffield Id. to Astcott Cove.*

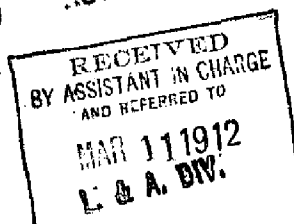
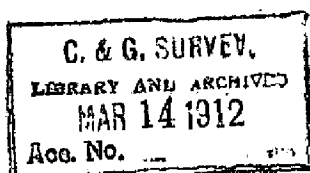
1901

CHIEF OF PARTY:

H. P. Ritter

3222

3222



Descriptive report to accompany

Topographic sheet no. 3222.

Being a Topographic revision of Coast and
Geodetic Survey Chart no 268.

By Homer P. Ritter, asst. C. & G. Survey.

1910

Scale $\frac{1}{10000}$

3222.

Topographic sheet no. 3222.

Department of Commerce and Labor
Coast and Geodetic Survey,
O. H. Tittmann, Superintendent.

Topographic revision of Coast and Geodetic Survey
Chart no. 268.

North shore of Long Island Sound,
Sheffield Island to Westcott Cove.
Connecticut.

Scale $\frac{1}{10000}$

Topography revised to September, 1910.

by Homer P. Ritter, Ass't.

Field Work and Transfer to sheet by { Homer P. Ritter, Ass't
and H. B. Gustafson, "Hand"

The topographic revision of chart no. 268 was made pursuant to Superintendents Instructions of March 22, 1909, being supplemental to those of July 10, 1907 which directed that the following work be taken up.

1. Supplement the published charts by supplying such topographical details of importance to the navigator as are not already represented; this will include new villages or resorts, on or near the coast, prominent buildings, wharves, and other improvements.
2. Recover old triangulation stations, especially those in the vicinity of your other work, check descriptions ^{and} remark the stations if necessary.
3. Examine old bench marks, report on their condition, and, if deemed advisable, establish new ones.
4. Wherever work is being done by the Engineers, connect their work with the Cass G. S. triangulation, if practicable.
5. Where new villages, etc., are located, they should, if not involving too much time ^{and} expense, be connected with the coast triangulation.

6. Any triangulation done under these instructions shall be done in accordance with the General Instructions for Tertiary Triangulation, issued January 10, 1905.

7. The Topographic work done is to be placed directly upon the published charts, using for this purpose charts of the largest scale available."

The field work of the revision was begun on March 24, 1909 ^{and} carried on in conjunction with other work at various times until the latter part of November, when the work was suspended until the following March (1910). By the end of May 98% of the field work was completed ^{and} 60% of it transferred to the finished sheet. During June ^{and} July no work was done on this chart. During August the revision was again taken up and by the end of September the field work was practically completed ^{and} 98% of it transferred to the finished sheet; when again "Instructions" to take up other work necessitated the suspension of the work. On June 17th 1911, on request the almost completed sheet was forwarded to the Office. On Sept. 19 following

it was returned to me to be finished, and on Oct. 24th was informed that the sheet had been given the register number "Topo. 3222."

On March 4, 1912 the finally completed sheet was again forwarded to the Office at Washington, D.C.

The work consisted in taking the published chart (No. 268) of the Tunny; going over the ground with it and eliminating from or adding thereon the topographic changes that have taken place subsequent to the surveys used in compiling the chart.

When obtainable, surveys made by the U.S. Engineers, railroads or others, were reduced to the scale of the chart and placed thereon and adjusted to the chart by identifying in the field, points common to both.

In revising the shoreline, location of isolated new wharves and other principal features, angles taken with sextant on located points of the chart were made use of; care being taken to use only points near by in order to guard against possible distortion of the points due to

unequal shrinking or expansion of the chart used. Measurements with steel tapes ^{and} (for less important details) pacing was also made use of.

For convenience of manipulation the chart used in the field was cut up into pieces of suitable size ^{and} the changes noted thereon in the field were subsequently transferred to a backed copy of the chart kept indoors.

In inking the buildings on the sheet no endeavor was made to distinguish brick ^{and} stone from wooden structures by solid ^{and} open shading.

For the purpose of clearness only one line is generally shown in representing the railroad ^{and} trolley lines.

The main line of the N.Y. N.H. & H. R.R. consists of 4 parallel tracks close together.

The trolley lines are generally double-tracked.

As no plane table was used, no list of P.T. positions is given.

A list of a number of located points, some of them triangulation stations, others located

by sextant or linear measures, is given.
The positions were scaled from the sheet.

3222

8

Object and description	LATITUDE		D.M.	LONGITUDE		D.P.	HEIGHT	REMARKS
	°	'	METERS	°	'	METERS	FEET	
⊙ Range Target on Whf.	41	02	934.-	73	31	1117.-		Stamford Ship Canal
⊙ School Ho. Flg. Pole in Yard	41	03	335.-	73	31	562.-		Hescott
⊙ Flg. Pole.	41	02	825.-	73	31	504.-		
Δ Van - Pole on Hotel Cup.	41	01	1260.7	73	31	253.3		Shippam Pt.
Δ Shippan	41	01	994.2	73	31	248.8		
Δ Black Cupola.	41	03	438.7	73	30	1243.6		
⊙ Flg. Pole (Shell Fish Comm.)	41	02	345.-	73	30	540.-		
Δ Wallack.	41	02	354.5	73	30	532.6		
⊙ Dye Works Chy. (new)	41	02	1609.-	73	30	403.-		Cove Mills.
Δ Dye Works Chy.	41	02	1613.3	73	30	364.3		" "
⊙ Wind Mill	41	03	1130.-	73	29	1240.-		
⊙ Flg. Pole	41	02	1035.-	73	29	696.-		
⊙ Wind Mill	41	03	942.-	73	29	598.-		Roston Neck
Δ Long Neck 2, Flg. stp.	41	02	321.2	73	28	977.7		1882.
⊙ Wind Mill	41	02	1108.-	73	28	925.-		Long Neck
⊙ Wind Mill	41	03	363.-	73	28	249.-		Scott's Cove
⊙ Water Tower	41	04	171.-	73	27	1074.-		Tokeneke
⊙ Wind Mill	41	03	429.-	73	27	735.-		Contentment I.
⊙ Pole (Shell F. Comm.)	41	03	867.-	73	26	1219.-		Mouth Fire M. R.
Δ Greens Hedge Lt. Ho. (1904)	41	02	925.6	73	26	918.7		
⊙ Flg. Pole in Sch. Ho. Yard.	41	04	448.-	73	26	822.-		Rowayton
⊙ Ch. Cup.	41	04	328.-	73	26	816.-		"
⊙ Hot. " , Roston Pt.	41	03	790.-	73	26	610.-		
Δ Hickory Bluff Wind Mill	41	03	1720.4	73	26	161.3		*Water Tank (1904)
Δ Bell I. Flg. Pole	41	03	610.8	73	26	41.1		