

5259

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1213-3

Form 504
Rev. April 1935
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Topographic

~~Hydrographic~~

Sheet No. T-5259

State Connecticut

LOCALITY

Long Island Sound
Stamford to Greenwich
Greenwich to Stamford

Photographs taken May 17, 1933

193

CHIEF OF PARTY

G. C. Mattison

U. S. GOVERNMENT PRINTING OFFICE

5259

Applied to chart 221 - Oct. 1938 - J.K.S.

Applied to chart 222 Jan. 4, 1938 J.K.S.

" " " 222 + 221 April 1949 RDC
(reexamined for rocks, reefs & low water line only)

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. 5

REGISTER NO. 5259

State Connecticut

General locality Fairfield County LONG ISLAND SOUND

Locality Greenwich and Stamford, Connecticut to GREENWICH

Scale Date of Photographs May 17, 1933
Date of ~~survey~~ Compilation Jan. 9 1934

Vessel Army Air Corps Airplane

Reviewed and recommended for approval:

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

Photographs plotted by: H. W. Jennings November 13, 1933
~~Surveyed by~~

Inked by H. W. Jennings January 9, 1934

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-1-875-14;

M-17-875-14, on scale of 1:11,500 and enlarged to scale of

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

DESCRIPTIVE REPORT

To accompany

PHOTO TOPOGRAPHIC SHEET NO. 5259

FIELD NO. 5

CONNECTICUT

STAMFORD and VICINITY

GENERAL INFORMATION

Sheet No. 5259 covers the area in the vicinity of Stamford, Connecticut, and extends along the coast from Field Point to Westcott Cove.

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

All of the field inspection was done by Mr. H. W. Jemmings. Mounting of photographs, 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 done in accordance with instructions from the Director dated August 10, 1933, and supplemental instructions dated September 9, 1933.

PHOTOGRAPHS

5 Lens

The photographs were taken by the Air Corps Model T3A Camera AC31-78. The flight was designated 875-14 and the pictures were numbered M-17 to M-1 inclusive, the numbering decreasing in the direction of flight which was from east to west.

Data on the photographs and index sheet indicate this camera to have a focal length of six (6) inches and the pictures taken at a height of 5000 feet. They were taken May 17, 1933, the last exposure, M-1 being made at 11:10 A. M. The stage of the tide was computed from the Tide Tables as being 1.2 feet.

Single Lens

No single lens photographs of this area were available.

GENERAL DESCRIPTION OF TOPOGRAPHY

The sheet comprises territory lying in the towns of Greenwich and Stamford, Fairfield County, Connecticut. The boundary between these two towns is a line running, in a general way, slightly west of north from the small cove just west of Peck Point which is in Stamford Harbor. Stamford lies to the east and Greenwich to the west.

Nearly all of the portion of Stamford Township appearing on this sheet consists of a part of the City of Stamford. The territory directly west of Stamford, extending to Greenwich Cove, and lying south of the N.Y.N. H. & H.R.R. tracks is known as Sound Beach. South of the railroad tracks and between Greenwich Cove and Cos Cob Harbor is a territory known as Riverside. North of the railroad on the west of the Mianus River is the area designated as Mianus and adjoining it on the west is Cos Cob. The village of Greenwich extends from Greenwich Harbor north of Putnam Ave.

The entire territory covered by this sheet is gently rolling, particularly that portion north of Putnam Avenue. The latter area is, in places, rather heavily wooded.

Stamford

The peninsula terminating in Shippan Point, on the eastern end of the sheet, is occupied almost entirely by residences. The shore line is sandy and gravelly with a good many rocky ledges.

In addition to residences, the City of Stamford contains a good deal of business and industrial district, the latter occupying practically all portions of the waterfront. The shoreline of Stamford Harbor is marshy in places with mud flats exposed at low tide.

Greenwich

Nearly all of the town of Greenwich shown on this sheet, and particularly the area adjacent to the shore, is a very high class residential district and contains many large and beautiful estates.

The long point on the east side of Greenwich Harbor is occupied to some extent by business and industrial buildings.

The shore line is generally sandy or gravelly but there are several rocky ledges, notably those on Todd Point, the point to the east of Indian Harbor, and Field Point. Practically all of the rivers and deep inlets are marshy with some mud flats exposed at low tide.

CONTROL

Sources

2nd Order Triangulation	1931	by	H. E. Finnegan
3rd Order Triangulation	1931	by	H. E. Finnegan
Triangulation	1930	by	B. H. Rigg
2nd Order Triangulation	1933	by	H. A. Cotton
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 in compiling this sheet.

COMPILATION

Method

The photographs were adjusted by means of the radial plot method.

The scale of the sheet as drawn is 1:11,500. The scale factor is 0.87.

Adjustment of Plot

It was necessary to supply additional control in order to satisfy the requirements for orienting certain photographs, and three of these control points were located by theodolite 3 point fix. They were not marked on the ground and were not shown on the sheet. Some distortion was noted on the wing prints of photographs M-13 to M-17 inclusive and rather marked adjustment was required in tracing the streets and roads in the northern part of the City of Stamford. This was accomplished by interpolating topographic detail between control points. The marked adjustment required here was probably due to two causes. The area lies far out on the wings of the photographs and is hilly in character.

most of this area removed from sheet before printing.

Interpretation

Due to indistinct photographs, great difficulty was experienced in tracing the area north of Putnam Avenue and west of the Mianus River. The situation was further complicated by the fact that this area is heavily wooded. Some roads which were known to exist did not show on the photographs, and are not shown on the sheet.

The field inspection was made by the compiler who traversed the entire shore line on foot.

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.

Character of Marshes

In most cases, the marshy areas, which are below high water, are only partially flooded, the top of the marsh grass extending to or above the surface of the water at high tide.

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 boundaries of the three shoal water areas indicated near the eastern end of the sheet were shown by a single dashed line. This was drawn in from inspection of the photographs only and may depart somewhat from true conditions.

removed from sheet. Covered by Hydrography

Only the outer tracks of the four track railroad were shown, but the number of tracks was indicated by notation. In the railroad yard in the City of Stamford, only the outer or limiting tracks were shown. The railroad is electrified by means of an overhead trolley and so, in a way, constitutes a transmission line. Only the usual railroad symbol was used, however.

Information From Other Sources

The high water line was determined from the photographs and from field inspection by the compiler and is accurate within the limits specified.

In determining the low water line, use was also made of daily curves computed from the tide tables. The information was supplemented in some instances by discussion with residents of the locality. The low water line thus obtained is correct in most cases, but in the low flat area is approximate only, and is shown simply to indicate the character of the shore.

There is only one bridge affecting navigation and no data on it was obtained, as the Coast Pilot description and U. S. E. report apply.

*Cos Cob Harbor - Mianus River R.E. Bridge
Clearances from U.S.E. List of Bridges 1935 Horiz. 67' Vert 20' M.H.W.*

Little Captain Island lies far out on the wings of the photographs and it was also difficult to gain access to it, so the plane-table topographic sheet (H. A. Cotton 1933) was used to supplement the photographs in the drafting of that area. Apparently the photographs checked with the topographic sheet.

There are forwarded with the sheet, three maps, two being maps of the Town of Greenwich and one of the City of Stamford. All are officially issued by the respective authorities and were used to identify locations of indeterminate streets on the photographs. However, no streets appearing on these maps, but not appearing on the photographs, were shown. It is believed, therefore, that no projected streets are indicated on the sheet.

Geographic Names

There should be no change in the names on the U. S. C. & G. S. charts for this area. The local maps mentioned above show several conflicting names, but inquiry of local residents showed that the names in most general use were those indicated on the charts.

Conflicting Names

Names on Charts

Rippowam River *DSN*

Indian Harbor

Chimney Corner

Tweed Island

Names on Local Maps

Mill River

Smith Cove ?

Indian Harbor

Finch Island ?

Comparison With Other Surveys

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

U. S. E. Stations. There are, in this area, several systems of U. S. Engineers stations, but complete information on them was not available. In some cases, their coordinates were known, but the geographic position of the origin was not. In other cases, the position of the origin was known but not the coordinates.

Several of these stations were recovered in the field, marked

on the photographs, and located on the sheet by radial plot. It is believed that they have a probable maximum error of four (4) meters, particularly in some few cases where it was difficult to prick the points on the photographs.

All of these stations shown on the sheet have been described on card form No. 524.

Changes. The marshy area east of the east branch of Stamford Harbor has been partially reclaimed by filling and is now occupied by a sewage disposal plant.

In the marshy inlet south of triangulation station "Gas", in the City of Stamford, fill is in progress.

The unnamed island shown by the chart in the marshy portion on the west side of Stamford Harbor has been connected with the mainland and is now the site of a yacht yard.

Some reclamation work has also been done in the neighborhood of Peck's Point.

The marshy section in Greenwich Harbor designated on the chart as Grass Island has been reclaimed and connected to the mainland with a causeway. It is now the site of a sewage disposal plant.

Fill is in process on the west side of the head of the west branch of Stamford Harbor near U.S.E. Station #5.

Subsequent to the making of this sheet, the construction of several large oil tanks had been started on the west side of the west branch of Stamford Harbor at an approximate north latitude of $41^{\circ}02'$ - 400 meters.

In comparing the sheet with the existing charts of this area, it was found that the extremity of Greenwich Point has eroded away for approximately 80 meters. Pelican Island has likewise been subjected to erosion and only the northeast end of the island now lies above high water. The point east of the entrance to Chimney Corner has broken up into an offlying island and the shore line has changed.

Photostats of the planetable topographic sheets of this area (H. A. Cotton, 1933) were available and the sheet was compared with them and showed several discrepancies. In every case, the compiler rechecked the field inspection, and in one case, a sextant three point fix was taken to locate the point in question. Difficulty was encountered in making the above mentioned comparison, due to warping and distortion of the photostats. *Sheet No. ?*

T-6022
1:10,000

T 4698

On both the eastern and western shores of Shippan Point, numerous piers and groins occur which did not show at all on the topographic sheet. They are indicated on the chart of this area and show up very distinctly on the aerial photographs.

The neck of land projecting into Stamford Harbor from Shippan Point and lying east of Ware Island showed slight disagreement in the location of shore line. Re-inspection in the field showed the photographic sheet to be correct. The same is true of that part of the City of Stamford lying between the east and west branches of the harbor.

About 200 meters north and slightly west of station "Gas", and just below the highway bridge at the head of the west branch of the har-

bor in the City of Stamford, a discrepancy of nearly 40 meters was found in location of the shore line. The location shown on the topographic sheet was inland from existing streets and buildings. The photographic sheet agreed with the chart and a field inspection trip verified them both as being correct.

Directly east of Davenport Point are several rocks which were noted in the field and which are discernable on the photographs. The topographic sheet shows only two of these.

A very large rock, bare at low water, lies about 60 meters east of the extremity of Peck Point. This rock is not indicated on the topographic sheet. Its existence was verified both in the field and on the aerial photographs.

A disagreement of about 12 meters occurred in the location of the extremity of Peck Point. A sextant three point fix was taken at this point and the position thereby obtained agreed with that on the photographic sheet. The angles of the fix are as follows:

Stack B to Stamford Yacht Club Flag Pole	78° 04'
Stamford Yacht Club Flag Pole to Stamford Harbor Light House	94° 27'

A general disagreement of 5 to 10 meters in the location of shore line occurred in the northern part of Greenwich Cove between Riverside and Sound Beach. The greatest discrepancy occurred in the most northerly of three small ponds, which lie along the west side of Greenwich Cove. A careful re-inspection in the field and checking over of the photographic sheet failed to show where it could be altered to agree with the topographic sheet.

In the vicinity of the Riverside Yacht Club, directly across Cos Cob Harbor from Roxana Island, there was further disagreement in the location of high water line. The area in question is marshy in character, and the discrepancy is probably due to a difference in interpretation. In the judgment of the compiler, who also made the field inspection, the location shown on the photographic sheet is correct.

The compiler took as mean high water line, the place where the grass changed character from high marsh grass to short field grass.

Approximately in the center of Cos Cob Harbor is a mud and gravel bar which is exposed at low water. It is visible on the photographs and its existence was verified in the field, but the topographic sheet does not show it.

In the northwest corner of Cos Cob Harbor, west of station "Black Stack", a marshy area makes the high water line difficult to determine. A discrepancy of about 25 meters occurs here, but, as in the other cases, a check up in the field failed to show where the photographic sheet could be changed. In this case also, the change in character of grass was taken as mean high water

The point of land east of the entrance to Chimney Corner has broken up. The topographic sheet shows it broken into two islands, but as noted above, one island only exists at mean high water. It is very low in its center portion and would probably form two islands at extreme high water.

About 400 meters south of the above mentioned point is a very large rock exposed at low water. This rock is not indicated on the topographic sheet, but its existence was verified on the chart, the aerial photographs, and in the field.

The high water line along the eastern side of Chimney Corner is rather difficult to determine due to the presence of marsh. Discrepancies of as high as 90 meters occurred here. This is undoubtedly another question of interpretation, but a careful recheck in the field failed to reconcile the two sheets. As in the above mentioned cases, the compiler used the line of demarkation between the two types of grass as the high water line. Apparently, the topographer had taken the tree line. This last was obviously incorrect, as the compiler walked on dry solid ground in the area shown by the topographic sheet to be subject to tidal action.

On the west side of Chimney Corner, about mid way north and south, the aerial photographs show the presence of a mud bar which was not indicated on the topographic sheet. Field inspection verified the presence of the bar and showed it to be exposed at low water.

Changes in Navigational Features. There is no important detail now shown on the chart that should be removed.

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 with the exception of the areas mentioned under "Interpretation" and "Adjustment of Plot". North of Putnam Avenue and west of the Rippowam River, the photographs were very indistinct and no great degree of accuracy could be obtained. In the extreme northern part of the City of Stamford, the photographs showed considerable distortion and it is probable that in this and the above mentioned area, the probable error is as much as 10 or 12 meters.

Work Incomplete

The shoal areas indicated on the sheet were identified from photographs only. In the area at the southwestern extremity of Shippan Point, many rocks are awash at low tide. A shoal area is known to exist between Stamford Harbor Light House and Grass Island. This area could not be identified on the photographs and was therefore not shown on the sheet. *covered by Hydrography*

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.

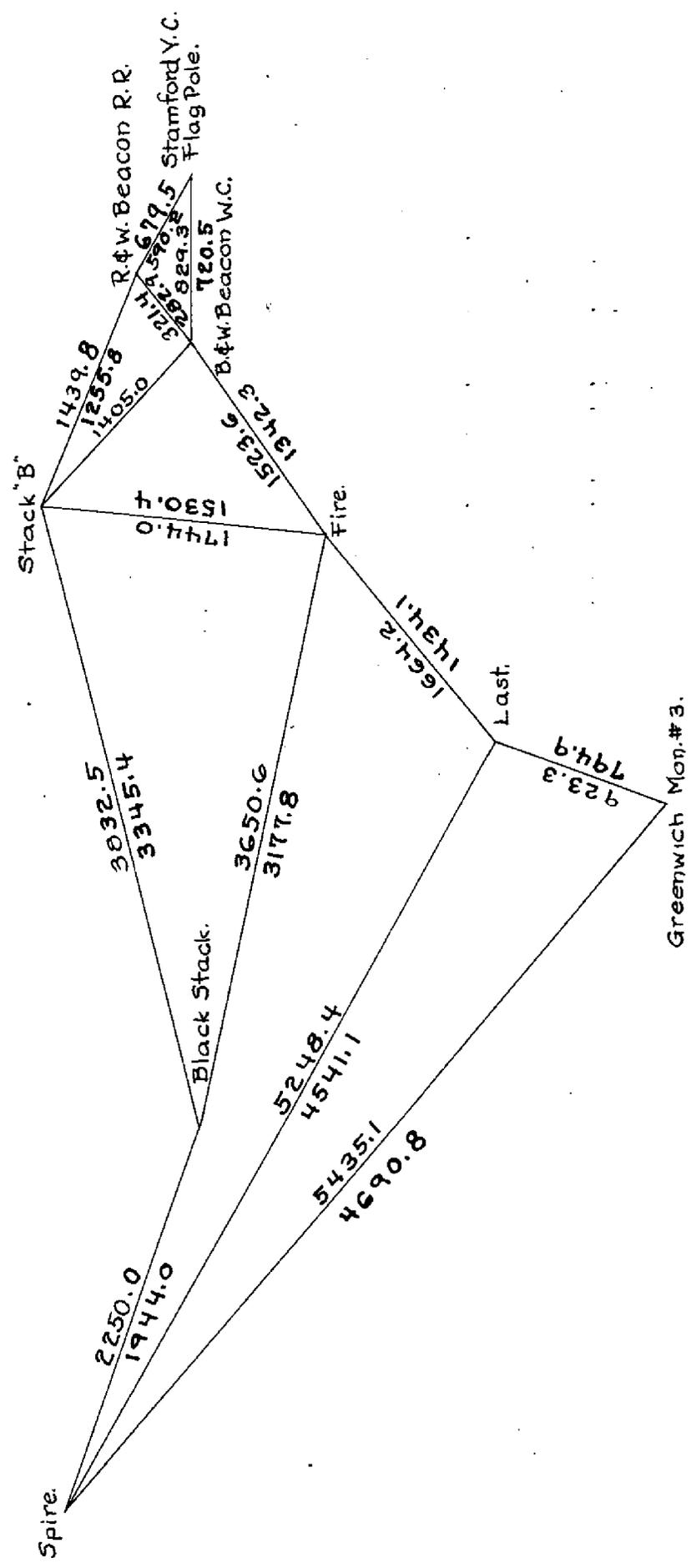
Respectfully submitted,

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

*also locate
on H5402*

SCALE FACTOR COMPUTATIONS

	<u>Measured</u>	<u>Computed</u>	<u>Factor</u>
Greenwich Mon. #3 to Last Spire	794.9 4690.8	923.3 5435.1	.862 .865
Last to Fire Spire	1434.1 4541.1	1664.2 5248.4	.862 .865
Black Stack to Spire	1944.0	2250.0	.865
Fire	3177.8	3650.6	.870
Stack B.	3345.4	3832.5	.873
Fire to B. & W. Beacon W. Channel Stack B.	1342.3 1530.4	1523.6 1744.0	.880 .876
B. & W. Beacon W. Channel to Stamford Y. C. Flag Pole	720.5	829.3	.869
Stack B.	1224.1	1405.0	.872
R. & W. Beacon Rear Range	282.9	321.4	.880
R. & W. Beacon R. R. to Stack B.	1255.8	1439.8	.871
Stamford Y. C. Flag Pole	590.2	679.5	.869
		Average Factor	.870
		Factor Used	.870



STATISTICS

1. Area of land detail inked	19.0	Square Statute Miles
2. Length of shore line (more than 200 m. from nearest opposite shore)	24.5	Statute Miles
3. Length of shore line (navigable rivers less than 200 m. wide)	10.2	Statute Miles
4. Lengths of rivers and sloughs (less than 200 m. wide and unnavigable)	16.0	Statute Miles

Scaled by: H. W. Jennings

Checked by: Charles More

LAND MARKS

The compiler, who also did the field inspection, was unable to view any of the prominent objects from seaward and was therefore not able to judge their suitability as landmarks. Therefore, no landmarks are listed in this report. The existence of all landmarks shown on the present charts of this area was verified in the field. All were recovered and there are none which should be removed from charts.

In January 1935, subsequent to the writing of this report, the land mark "Red Cone" at Lat. $41^{\circ}-01'-26.46''$ Long. $73^{\circ}-31'-13.05''$ was visited and found to be in the process of demolition. It should be removed from charts (Nos. 221 & 1213)

JOB SHEET 5

		Date
PHOTOGRAPHS TRIMMED BY:	Lt. Reese's New York Compilation Party	Rec'd 8/20/33
FIELD INSPECTION BY:	H. W. Jennings	October 16, 1933
INTERSECTION & CONTROL POINTS MARKED BY:	J. P. O'Donnell, C. More, and H. W. Jennings	September, 1933
PHOTOS MOUNTED BY:	J. P. O'Donnell, C. More, and H. W. Jennings	September, 1933
RADIAL LINES DRAWN BY:	J. P. O'Donnell, C. More, and H. W. Jennings	September, 1933
PRELIMINARY RADIAL PLOT BY:	H. W. Jennings	October 1, 1933
SCALE FACTOR COMPUTATION BY:	H. W. Jennings	October 2, 1933
SCALE FACTOR VERIFIED BY:	C. More	October 3, 1933
POLYCONIC PROJECTION BY:	H. W. Jennings	October 4, 1933
POLYCONIC PROJECTION VERIFIED BY:	J. F. Johnson	October 5, 1933
TRIANGULATION STATIONS PLOTTED BY:	H. W. Jennings	October 10, 1933
TRIANGULATION STATIONS VERIFIED BY:	C. More	October 10, 1933
SMOOTH RADIAL PLOT BY:	H. W. Jennings	November 13, 1933
TRACING OF PHOTOGRAPHIC DETAIL BY:	H. W. Jennings	January 9, 1934
LETTERING BY:	H. W. Jennings	September 6, 1934
PRELIMINARY INSPECTION OF SHEET BY:		
FINAL INSPECTION OF SHEET BY:	G. C. Mattison, Chief of Party	January 8, 1935
FORWARDED TO OFFICE		

REVIEW OF AIR PHOTO COMPILATION NO. 5259

Chief of Party:

Compiled by:

Project:

Instructions dated:

- ✓ 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)
Only control available is that obtainable from street & 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; ~~4~~; and 66 c, ~~x, x~~)
- ✓ 7. High water line on marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Refer also to the pamphlet "Notes on the Compilation of Planimetric Line Maps from Five Lens Air Photographs."

- 8. The representation of low water lines, reefs, ~~coral reefs~~ and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, ~~40~~, 41)
- 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. ~~39~~, ~~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 U.S.E. Report regarding the only bridge affecting navigation.
- 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 *North Am. 1927* and the reference station is correctly noted.
*Corrections applied to old datum PaD. - 412" = -12.8 M
Long + 1085" = +2.0 M.*
- 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~~)
 ↑ 2mm.

✓ 16. No additional surveying is recommended at this time.

17. Remarks: *This sheet was extended as far inshore as possible. It was felt that the northern detail, while not accurate, was probably preferable to any other maps available. The inaccurate portions of the sheet are mentioned in the report.*

18. Examined and approved; *Jan. 16, 1935*

R. Mattison
 Chief of Party

19. Remarks after review in office: *refer to preceding written review*

Reviewed in office by: *LC Lande - B.G. Jones*

T 5259

#1

Remarks

Decisions

	Remarks	Decisions
1		
2	state maps "Captains"	<u>Captain</u>
3		
4		
5	this "Grass I" in Greenwich Harbor	<u>Grass I</u>
6	the Greenwich zoning map nos "Greenwich Harbor" and <u>not</u> Bush Harbor	
7		
8		
9	not "Finch's" USBGN	<u>Tweed</u>
10	Greenwich zoning map nos "Smiths Cove" for this.	<u>Indian Harbor</u>
11	North of Tweed I in "Chimney Corner" in Bush Harbor	<u>Brush I</u>
12	in Coscob Harbor; seems unimportant; too many islands & names; reject!	—
13		
14		
15	⊛ Caution. #10 is <u>not</u> approved as to its position on C.G.S. chart 222, for in truth	
16	it is the name, <u>not</u> of Smiths Cove, but of	
17	the place called "Chimney Corner," which	
18	last mentioned name in reality	
19	applies to only the <u>outer</u> part of	
20	Indian Harbor, and is not much used.	
21	It might well be left off: i.e.	
22	"Chy. Cor." left 9/8/36	
23	SEE G.W. 130	
24		
25		
26	T 20 has "Sheppan"	<u>Shippan</u>
27	state map has "Westcott"	<u>Westcott</u>

GEOGRAPHIC NAMES

Survey No. T5259

#1

Name on Survey

	A	B	C	D	E	F	G	H	I	J
	Chary 222	On previous survey	On U. S. Quadrangle Maps	From local information	STATE MAP	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List	T 22	T 22
✓ Long Island Sound	* ✓	✓	✓	✓	✓		✓	✓	✓	1
✓ Little Captain I.	* ✓	✓		✓	✓			✓	✓	2
✓ Belle Haven	* ✓	✓					✓			3
✓ Boston Post Rd. Highway No. 1				✓						T5259 4
✓ Grass I.	* ✓			✓						5
✓ Greenwich Harbor	* ✓	✓	✓	✓						6
✓ Round I.	* ✓	✓								7
✓ Field Point	* ✓	✓	✓	✓	✓					8
✓ Tweed I.	* ✓		✓	✓	✓		DGIV	✓	✓	9
✓ Indian Harbor			* ✓	✓	✓	(G.N. 130)		✓	✓	10
✓ Brush I.	* ✓							✓		11
✓ Brush I.										12
✓ Horse I.	* ✓							✓		13
✓ Saw I	* ✓							✓		14
✓ Bluff I.	* ✓							✓		15
✓ Diving I.	* ✓							✓		16
✓ Captain Harbor	* ✓	✓		✓	✓		✓	✓	✓	17
✓ Todd Point	* ✓			✓				✓	✓	18
✓ Elias Point	* ✓		✓		✓			✓	✓	19
✓ Pelican I	* ✓			✓				✓	✓	20
✓ Flat Neck Point	* ✓			✓				✓	✓	21
✓ Greenwich Cove	* ✓		✓	✓	✓			✓	✓	22
✓ Greenwich I.	* ✓			✓				✓	✓	23
✓ Greenwich Point	* ✓		✓	✓	✓			✓	✓	24
✓ Stamford Harbor L.H.		✓	✓	✓				✓	✓	25
✓ Shippan Point		✓	✓	✓	✓		✓	✓	✓	26
✓ Westcott Cove		✓	✓	✓	✓		✓	✓	✓	27
✓ Bruce Park				✓						T5259

Names underlined in red provided
 by P.O. on 8/11/36

T 5259

2

Remarks	Decisions
1 T 1707 has "Jacks"	<u>Jack</u>
2	
3 This "Grass I" in Stamford Harbor T 20 has "Grassy"	<u>Grass</u>
4	
5 T 1707 has "Pecks"	<u>Peck</u>
6 T 1707 has "Cooks"	<u>Cook</u>
7	
8	
9 1707 has "Riverside Sta."	
10 oyster map, one word; also State map, USGS one word. Greenwich zoning map has two words. T 6022 has one word	<u>Coscob</u>
11	
12	
13	
14 Greenwich zoning map has two words, P.D. uses one word Rand McNally has "Coty" forms Oyster map: four words; State map: one word, USGS one word	
15	
16	
17	
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19	
20 USBGN (does not refer to harbor-granary; see below)	<u>Pippowam</u>
21 /see letter from City Engr. Stamford G.N. 124	
22 " " " " " " " " " " " "	
23 <u>not the "Gorse" of Norwich Id.</u>	
24	
25 Greenwich zoning map has Indian Harbor for this. CAUTION!! this name is NOT approved	Chimney Corner
26 as to its position on 222 or 1217, this whole bay (the most of the three) is INDIAN HARBOR, and in	↑ 9/18/36 ↓
27 reality the name "Chy. Cor." is used at all applies only to outer part. name can be used, but advise against it.	SEE G.N. 130

GEOGRAPHIC NAMES

Survey No. T5259

2

Name on Survey

A On Chart No. 1213
 B On previous survey No. T4698-7-8
 C On U. S. Quadrangle Maps
 D From local information
 E STAGS Map
 F P. O. Guide or Map
 G Rand McNally Atlas
 H U. S. Light List
 I T1707A
 T6022

Name on Survey	A	B	C	D	E	F	G	H	I	
Jack I.	*	✓							✓	1
Pine I.	*	✓							✓	2
Grass I.	*	✓		✓					✓	3
Davenport Point	*	✓		✓					✓	4
Peck Point	*	✓	✓	✓					✓	5
Cook Point	*	✓							✓	6
Stamford Harbor	*	✓	✓	✓	✓		✓		✓	7
Sound Beach		*	✓	✓	✓					8
Riverside		*	✓	✓	✓	✓	✓		✓	9
Cos Cob Harbor	* ✓			✓	✓				✓	10
N.Y.N.H. & H. RR	* ✓	✓	✓	✓	✓		R.Y. Guide		✓	11
Greenwich		* ✓		✓	✓	✓	✓			12
Greenwich Creek		*	✓	✓	✓					13
Coscob		* ✓		✓						14
Mianus		* ✓	✓	✓	✓		✓			15
Mianus River	* ✓			✓	✓		✓			16
Ware I.	*	✓		✓						17
Gummings Park	#	#								T5259 *18
Stamford	* ✓	✓	✓	✓	✓	✓	✓		✓	19
Rippowam River	* ✓			✓		DGN	✓			20
West Branch				✓	✓					T5259 *21
East Branch	* ✓	✓		✓	✓					T5259 *22
Goose I.	* ✓									23
Roxana I.	* ✓			✓	✓					24
Stamford Vacht Club										25
Stamford Vacht Club	* ✓									26
Red Point	* ✓			✓						27
Smith Cove			*							M 234

Names underlined in red
 on 8/11/36
 by [Signature]
 G.M. 130

8/1/36
 9/1/36



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REVIEW OF AIR PHOTOGRAPHIC SURVEY T-5259
Scale 1:10,000

Data Record

Triangulation to 1933
Photographs taken May 17, 1933
Planetable surveys in 1932 and 1933
Hydrography in 1933
Field inspection in 1934

The field inspection was chiefly for the interpretation of photographs and the identification of control stations. The detail of this air photographic survey can be considered as of the date of the photographs.

Comparison with Contemporary Graphic Control Surveys

T-4698 (1932), 1:10,000
T-4698a (1933), 1:10,000
T-6022 (1933), 1:10,000

The shoreline of the above graphic control surveys does not agree with the shoreline of this air photographic survey. The photographs have been examined in each case and the air photographic survey has been corrected when in error. In case of the remaining differences between T-5259 and the graphic control surveys, T-5259 is accepted as correct. Refer to pages 6 and 7 for a detailed listing of the larger differences, many of which are due to differences in interpretation.

Recoverable topographic stations and rocks awash have been transferred from the graphic control surveys to T-5259.

The following details on the graphic control surveys are not on T-5259:

1. Magnetic meridian
2. Temporary planetable stations
3. Buoys
4. Elevations of rocks awash. Elevations of only the most important rocks awash have been transferred to T-5259.
5. Low water line. Low water line on the graphic control surveys has not been transferred to T-5259 as in a number of cases it does not agree with the soundings on the contemporary hydrographic surveys.

Comparison with Contemporary Hydrographic Surveys

H-5222 (1933), 1:10,000
 H-5402 (1933), 1:10,000

The shoreline for the above hydrographic surveys was taken from the planetable surveys and the differences between this shoreline and that of T-5259 have been discussed in a previous paragraph. The review of the hydrographic surveys has been completed and no change will be made in the shoreline.

Comparison with Former Topographic Surveys

T- 20 (1836), 1:10,000
 T-1707 (1886), "
 T-1708 (1886), "
 T-3222 (1910), "
 T-3762 (1912), "

The shoreline of the above surveys agrees closely with the shoreline shown on this air photographic survey. Since the time of the above surveys a number of fills and breakwaters have been constructed. T-5259 does not cover all of the rocks awash on the former topographic surveys. However, T-5259 in conjunction with the contemporary hydrographic surveys does cover all of the rocks awash shown on the former topographic surveys within this area. T-5259 together with the contemporary hydrographic surveys is adequate to supersede the sections of the previous topographic surveys which it covers.

Comparison with Charts 221, 222 and 1213

The rocks shown on the hydrographic surveys, together with those shown on T-5259 cover most of the rocks on the existing chart. Those not covered by either T-5259 or the hydrographic surveys are indicated on the attached chart section. They do not show on the photographs but are not disproved and should be continued on the chart in so far as this survey, T-5259, is concerned.

The landmark Red Cone on charts 221 and 1213 at latitude 41°01', longitude 73°31' has been destroyed. Refer to page 11 of the descriptive report.

At the time of this review ^{8/38} T-5259 has not been applied to charts 221 and 222 but has been applied to chart 1213. The only additions or changes to T-5259 made during the review which will be appreciable on chart 1213 are: (1) the deletion of the landmark Red Cone, (2) and items noted on the attached sections of charts 221 and 222. The numerous shoreline changes made on T-5259 during the review are too small to affect chart 1213.

The low water line shown on T-5259 is approximate only as it was compiled from photographs taken with the tide at approximately one foot above mean low water.

Δ Spin 1931, black Br, lat 40°59' - Long 73°36', plots about 20 meters north of the position shown on chart 222 and Buoy whose no change in position since 1930

Note subsequent to this review the completed copy of T-5259 was applied to chart 221 in Oct '38 and to chart 222 in Jan 1938. B.S.G.

Buoy no. 5549 3.7m.

Remarks

In reviewing this survey in the office the plot was carefully checked. Corrections have been made to the shoreline in numerous cases after comparison with the graphic control surveys.

Most of the area of T-5259 inshore from the Boston Post Road has been deleted because this area was too far out on the wing prints for accurate compilation.

Due to the poor quality of the original drawing and to the enlargement necessary to bring the original up to 1:10,000, a large amount of negative work has been necessary on T-5259.

L. C. Lande
Reviewed by L. C. Lande.

Inspected by B. G. Jones. *B.G. Jones 2/20/38*

Examined and approved:

Thos B Reed
Chief, Section of Field Records

K. T. Adams
Chief, Division of Charts

Fred. R. Peacock
Chief, Section of Field Work

George D. Conie
Acty Chief, Division of H. & T.