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DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY  
R. S. PATTON, Director

DESCRIPTIVE REPORT

Photo  
Topographic  
Hydrographic

Sheet No. T-5261

5261

State CONNECTICUT

LOCALITY

~~NORTH SHORE OF LONG ISLAND SOUND~~

~~NORWALK and VICINITY~~

Photographs ~~1935~~ taken in May 1933

CHIEF OF PARTY

G. C. MATTISON, H. & G. ENGINEER



Applied to CHT 221 Oct-1938 J.S.G.  
REAPPLIED CHT. 221 AUG. 11, 1976 A.M.W.

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. 3

REGISTER NO. 5261

T5261

State Connecticut

General locality North Shore of Long Island Sound

Locality Norwalk and Vicinity

Date of Photographs May 17, 1933

Scale 1:10,000 Date of survey Compilation Feb. 21, 1934

Vessel Army Air Corps Airplane

Reviewed and recommended for approval:

Chief of party Lieutenant Commander G. C. Mattison

Photographs radial plotted by:

Surveyed by James F. Johnson December 27, 1933

Photographic detail traced by:

Indexed by James F. Johnson February 21, 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-47 to M-36

inclusive of flight 875-14 on scale of 1:11,628 and enlarged

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

1

*Note* all details on this map south of a line from Lat 41°05' Long 73°24' to Lat 41°06' Long 73°26.4' and west of Long 73°24' were transferred from T 5260 and the descriptive report for this area is contained in the report for T 5260 (paragraphs noted in red in report T 5260)

DESCRIPTIVE REPORT

*1399*  
To accompany

PHOTO TOPOGRAPHIC SHEET NO. 5261

FIELD NO. 3

CONNECTICUT

NORWALK and VICINITY

GENERAL INFORMATION

Sheet No. 5261 covers in general, the area in the vicinity of the Saugatuck and Norwalk Rivers, and extends along the coast from Compo Beach to the Norwalk River. It includes the Norwalk Islands, east of Meridian 73° 24'.

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

The mounting, 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 field inspection was done by Mr. James F. Johnson.

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 is contained in this report.

PHOTOGRAPHS

5 Lens

The photographs used were taken by the Army Air Corps Model T3A Camera AC31-78. The flight was designated 875-14 and the pictures were numbered M-47 to M-36 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 first exposure, M-47 being made about 10:45 A. M. The stage of the tide was computed from the tide tables as being 1.4 feet.

Single Lens

These photographs, consisting of a single flight over the Norwalk

\* The street names shown on this map were added to the compilation in the office.

Islands, were taken November 1, 1933. These photographs were received during the process of compilation, but were used only as an aid in interpreting the five lens photographs.

This sheet includes photographs V228 to V232 inclusive of the flight designated 875L-8. The computed scale factor for the flight being 1.000. The photograph V228, although included with this flight, is an isolated photograph and was not included in the scale factor computation.

The focal length of the camera was 8.25", and the indicated height flown was 6875 feet. No information was received as to the number of the camera.

The stage of the tide was computed from the tide tables as being 7.0 feet.

#### GENERAL DESCRIPTION OF TOPOGRAPHY

The sheet comprises territory in the County of Fairfield, in the State of Connecticut, and lying on both banks of the Saugatuck and Norwalk Rivers, in the Town of Westport and the City of Norwalk.

The boundary line between the political subdivisions of Westport and Norwalk is a meandering line running in a general northerly and southerly direction. It is shown in detail on a white print of the map of the City of Norwalk furnished by the office of the City Engineer of said city, which map accompanies this sheet. This boundary is the only town or city boundary located within the limits of the sheet. *(The city map is filed in the Air Photo Section under Field Data)*

An indefinite portion of the Town of Westport surrounding the railroad station on the west bank of the Saugatuck River is known as Saugatuck. The name of this railroad station is "Westport and Saugatuck".

The city of Norwalk is further subdivided into sections or neighborhoods known as South Norwalk, Norwalk, East Norwalk, etc. as indicated on the before mentioned map of the City of Norwalk.

There are three railroad stations in the City of Norwalk within the limits of this sheet, one named South Norwalk, one named East Norwalk, and one named Norwalk.

The territory lying south of the main line of the New Haven Railroad is composed of hilly terrain of moderate elevation with the exception of an irregular belt of low land, beach, and salt marsh extending along the shoreline.

*N.Y. W. H. & H.*  
The territory north of the main line of the New Haven Railroad is rolling, hilly terrain of moderate elevation, the character of which becomes rougher the further one progresses north. There are low areas along the rivers, especially along the westerly banks.

#### Westport

*N.Y. W. H. & H.*  
That portion of the town south of the New Haven Railroad and east of the Saugatuck River is known locally as Compo.

A public beach, with public bath houses thereon, lies to the northeast of Cedar Point. This is a rather good bathing beach and is much used by the general public, although the town is now restricting its use to residents.

North and east of this public bathing beach, and located on low ground, is a well developed shore colony. There are some permanent residents in this colony, but its larger use is restricted to the summer season.

North of Cedar Point, and approached by a well defined channel to the west of Cedar Point, is a yacht basin of considerable capacity for small boats. This basin was formed by dredging an area formerly covered by marsh and mud flats. It is evident that the dredged material was used to fill in land west of the bath houses at Compo Beach.

The peninsula, extending westerly from the yacht basin, and designated as Hall Island on both the town map and chart #221, is locally known as Owenoke. There are a number of good frame houses constructed upon it.

Just north of Owenoke is a large marshy area which is flooded at high water.

The rest of the area known as Compo, as also the area north of the railroad and east of the Saugatuck River, is high rolling land well covered with trees which are mostly deciduous. There are a few orchards and cultivated fields in this area, but it is mostly given over to suburban residential uses.

Although the east bank of the Saugatuck River is not precipitous, it slopes upward rather rapidly from the rivers edge, from Hendrick's Point northerly to the limit of the sheet, so that there are but few flat areas having an elevation slightly higher than the river on this side.

At the head of navigation in the Saugatuck River, lies the business center of the Town of Westport. This extends along the Boston Post Road, or State St., for a short distance each side of the river.

The area west of the Saugatuck River and extending westerly to the boundary line of the City of Norwalk is, in general, fairly hilly land of moderate relief and well covered with trees, largely deciduous. This area has some orchards and cultivated fields, but is largely suburban residential in character.

At the mouth of the Saugatuck River, immediately west of Bluff Point and Seymour Point, is a real estate development for summer residences known as Saugatuck Shores. This tract occupies land that was formerly a salt marsh and was hydraulically filled some few years ago.

Immediately west of this tract, and extending northerly to Duck Creek, is a large area of salt marsh, that is partly flooded at extreme high tides.

North of the railroad station "Westport and Saugatuck" is a low flat area devoted to business and residential purposes. Also the area

north of the railroad between Riverside Avenue and the Saugatuck River is low and flat.

### City of Norwalk

The area adjoining Norwalk Harbor and River on the east and extending easterly to Westport and northerly for a short distance north of the New Haven Railroad's main line is known as East Norwalk.

N.Y. N. H. & H

In the southeasterly corner of this area and adjoining Long Island Sound, is a low strip of beach and upland known as Shore Haven, which has developed into very high class residential property. The easterly portion of this tract has some salt marsh on the seaward side. The entire tract is bounded by a rather extensive salt marsh on the north and west.

Southwesterly from Shore Haven is a large point of low land known as Calfpasture Point. The southerly portion of this point was formerly a salt marsh and has since been filled in and used as a public bathing beach and city park. In fact, the before mentioned map of the City of Norwalk indicates the name of a certain portion of this filled area to be "City Park".

North of Calfpasture Point, and adjoining the harbor and river, and extending north to the district line, is an area of low land having a well developed street system and devoted mainly to residential purposes, although it contains the two largest of the city's manufacturing enterprises, the Crofut & Knapp Co. and Hodshon-Berg Inc., both engaged in the manufacture of hats.

The area to the east, and between the marsh and Shore Haven on the south and the district line on the north, is rolling land of moderate elevation devoted mainly to residential purposes.

The remaining area east of the Norwalk River and west of the Westport boundary and extending northerly to the limits of the sheet is rolling country. The westerly portion, adjacent to the river, has a well developed street system and is residential in character. The easterly portion, adjacent to the Westport boundary, has fewer streets, and although rural in character, with cultivated fields and wooded areas, it would be more properly termed suburban residential rather than farming country.

There is a narrow, low belt of land extending along the east bank of the river to Wall Street.

At the head of navigation in the Norwalk River, is the business district of that section of the city known as Norwalk. This area contains a number of stores, small shops, business buildings, etc., located both east and west of the river.

\* The area on the west side of the harbor and river and south of the New Haven Railroad's main line, lies within the section of the city known as South Norwalk. The terrain is low and rather flat. The land has a well developed street system and is utilized for business, manufacturing and residential purposes. The area west of the river between the railroad's main line and Connecticut Avenue is also in the section known as South Norwalk. It is rolling in character, some of the changes

in relief being quite sharp. It has a well developed street system, and in the main, is used for residential purposes, with the exception of North Main Street and West Avenue, both of which are used largely for business purposes.

The remaining area shown on the sheet lies within the district known as Norwalk. It is rolling in character and has a well developed street system. Its general use is residential, although West Avenue is extensively used for commercial purposes.

The west bank of the Norwalk River is the most important commercially. There is a belt of low land extending along the river bank on which are located a number of industrial and commercial enterprises.

There are a number of islands lying offshore and within the limits of the sheet which are more particularly described in the Coast Pilot, and which descriptions still apply, except that the following islands now have houses:

Sprite Island has a house.  
 Calfpasture Island has several houses.  
 Goose Island and Grassy Island each have a house.  
 Betts Island has two houses.  
 Chimón Island has four houses.

*Referred to  
 Capt. Seaman*

#### CONTROL

##### Sources

1st Order Triangulation	1932	by	G. D. Meaney
2nd Order Triangulation	1933	by	G. C. Mattison
3rd Order Triangulation	1932	by	S. B. Grenell
Theodolite 3 Point Fixes	1933	by	G. C. Mattison

All were adjusted to the North American Datum of 1927.

*Field Positions*

##### Errors

No errors in control were found by the radial plot.

#### COMPILATION

##### Method

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

The scale of the sheet as drawn is 1:11,628 as the scale factor was computed 0.859 and it was decided to use the value 0.86 in laying out the projection.

##### Adjustments of Plot

It was necessary to supply additional control in order to satisfy the requirements for orienting certain photographs. This additional control, consisting of two theodolite three point fixes, is shown on the compilation and in sketches attached to this report.

*4*

The wing prints of all photographs contained a normal amount of distortion which was eliminated in tracing by interpolation between successive radial control points.

On the northerly border of the compilation, detail was only carried out to a little more than half way on the wing prints, although Norwalk Airport was shown to give a fair location of the same for the air maps. A three point fix was taken at Norwalk Airport. *Airport removed from compilation before publishing but position turned over Interpretation to Airway Mapping Section.*

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

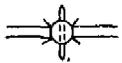
The field inspection was made principally by the compiler who walked the entire length of the shoreline on foot.

The area between high and low water along the coast line is, in general, sand or gravel, except in the Saugatuck and Norwalk Rivers where there are considerable patches of slimy mud.

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

#### Conventional Signs

Except as noted below, only the usual graphic symbols were used as approved by the Board of Surveys and Maps:

Drawbridges are indicated thus:  } *connected to standard symbols*

Bascule bridges are indicated thus: 

Fixed bridges are indicated by the road crossing the body of water, no symbol being used.

Mud is shown by a horizontal dashed line. *connected to standard symbol*

A full double line indicates roads that are public in nature and passable with convenience to vehicular traffic. A broken double line indicates private roads, and paths or trails are indicated by a single dashed line.

The boundaries of shoal water areas are shown by a fine, single dashed line. *removed after comparison with Hydro Surveys*

This is a fairly well populated district, and in the areas covered by a well developed street system, the streets are occupied on both sides by commercial buildings or residences. It was not, therefore, considered practicable to indicate these buildings by conventional sign except those more important on the waterfront. With the exception of the Crofut & Knapp Co. and the Hodshon-Berg Inc. plants, all buildings, which are cross hatched on this sheet, are a group or portion of a group of buildings that could not well be separated in detail, to wit:

*removed from compilation due to incorrect symboling*

The cross hatched group at the head of navigation of the Saugatuck River in Westport, and the group at the head of navigation of the Norwalk River in Norwalk, are so far out on the wings that they could not be detailed accurately.

The cross hatched groups on the east and west sides of the Norwalk River, in the vicinity of the highway bridge at Washington Street are correct in outline but consist of two or more buildings touching each other.

The conventional sign for trees has been omitted in the heavily populated areas, but actually, many of these streets are bordered by trees.

High water lines on the marshes are difficult to delineate accurately, as the marshes are indefinitely flooded at high tide. In general, the line of demarcation between the short, salt meadow grass and the high grass, which generally grows below the high water line, has been used to define the high water line.

Low water line has been shown as far as possible from indications on the photographs. Where field inspection showed such indications to be unreliable, a well defined area of shoal indicated on the photographs was used instead of a low water line. *See also review of book*

#### Trolleys

Trolley lines, in general, within the limits of the sheet, have been removed or abandoned, and bus service substituted. This condition is, in general, true throughout Connecticut. However, the line from Bridgeport to Norwalk is still in operation and is shown by a single solid line. *connected to standard symbol*

#### Railroads

*N.Y.M.H.&H*  
The main line of the New Haven Railroad is a four track road. Only the two outer tracks were shown on the sheet to avoid crowding detail. It is possible that one or two sidings have been omitted from the main line because of difficulty in distinguishing upon the photographs.

The railroad yard in South Norwalk, just west of the Norwalk River, is symbolized on this sheet, accurate delineations from the photographs not being feasible.

For the same reason, certain sidings on the branch line leading northerly from South Norwalk on the west side of the Norwalk River, have been omitted. This branch line is a single track railroad, any additional tracks showing are for switching and storage purposes.

There are no sidings to wharves or docks on this sheet.

#### Transmission Lines

There are high tension trolley wires and transmission line wires carried on a system of steel bents, overlaying the tracks of the New Haven Railroad, which have not been characterized by any symbol.

*N.Y.M.H.&H*

Note... The city maps referred to  
on the opposite page is filed under  
"field data" in the air photo units  
files  
B.G.G.

### Character of Marshes

The marshes are, in general, covered by salt grass, and are, as a rule, flooded at the higher tides. This salt grass used to be harvested in previous years, but at the present time is seldom used.

### Information From Other Sources

There is forwarded with the sheet, a white print of the City of Norwalk, which is official in character, having been made by the engineering department of that city. This map was used to verify locations of streets which were rather indefinite on the photographs. There is also forwarded, a paper map in a folder, unofficial in character, and more of a street guide than a map. This map was used only to confirm the fact that a street existed when there was some doubt as to its existence on the photograph. However, no streets shown on these maps were shown that did not appear on the photographs. It is believed, therefore, that no projected streets are indicated on the sheet. *See of front page*

No data on bridges was obtained as all Coast Pilot and United States Engineers descriptions apply.

### Geographic Names

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

### Conflicting Names

Hall Island, although still retaining this name on the map of Westport, is more generally designated as Owenoke locally. There is, in fact, a sign at the entrance with the word "Owenoke" upon it.

### New Names

The following new names are recommended for inclusion on the chart:

City Park  
Shore Haven  
Saugatuck Shores  
Owenoke

With the exception of the last name, which has also the sanction of a sign board on the premises, the authority for these new names are the maps of Norwalk and Westport accompanying the sheet.

### Comparisons With Other Surveys

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

Changes. Discrepancies from chart #221 are apparently only those due to the changes in the datum and artificial and natural changes in detail, with the exception of the high water line immediately south of Jennings Point on the east side of the Norwalk River, which the field inspection would indicate as being further offshore.

Certain marshy areas, indicated on the sheet, have been reclaimed and filled.

Calfpasture Island has a number of small frame cabins or dwellings thereon. These could not be shown on the compilation due to obscurity of detail in the photographs.

Bromides and photostats of contemporary surveys were received after the compilation was completed. A number of differences existing between the compilation and topographic survey #4696, a comprehensive re-inspection of the shore was made. Differences from the original shore inspection were, in general, small and due to inexperience in the use of the photographs on the original inspection. All differences from the original inspection were corrected on the compilation, and the compilation again compared with the topographic survey. There remained certain differences which have been set forth below, together with a possible explanation for their existence.

The high water line, between the easterly border of the sheet and Cedar Point, differs in places by some five or six meters from its position shown by topographic survey #4696. Re-inspection supports the position shown by the compilation, and as this is a sandy beach of gradual slope, the difference is probably due to the topographer using a water line above the mean high water line.

The high water line at Cedar Point, differing from both chart #221 and topographic survey #4696, was noted carefully in the re-inspection and was found to be as shown on the compilation.

The high water line detail between Cedar Point and Hall Island does not agree with topographic survey #4696. A planetable survey made by this field office on topographic sheet #1 and the re-inspection prove the compilation correct.

The high water line in the Gray Creek area north of Hall Island differs from both chart #221 and topographic survey #4696. The difference on chart #221 seems to be in interpretation of the high water line. Topographic survey #4696 seems to have been an approximation. Careful re-inspection in the field confirms the compilation.

From the mouth of Gray Creek to Hendricks Point, and thence along the east bank of the Saugatuck River to a short distance south of the railroad bridge, the differences from topographic survey #4696 are very slight and probably due to difference of opinion in interpreting the high water line. Careful re-inspection agrees with the aerial compilation.

The detail of the east bank of the Saugatuck River for a distance of about 200 meters south of the railroad bridge, differs substantially from the detail shown by topographic survey #4696. This detail was carefully re-inspected in the field, and the pictorial representation by the compilation is correct.

The high water line, on the west bank of the Saugatuck River, from the railroad bridge southerly to station Judy, including Burritt Cove, differs in some respects from topographic survey #4696, but re-inspection in the field shows the compilation to be the truer representation.

From station Judy to Duck Creek, the agreement with topographic survey #4696 is fairly close. Re-inspection confirms the compilation.

The high water line in Duck Creek, as shown on the compilation, differs considerably from topographic survey #4696. This is meadow land and the difference may be in interpretation. A careful re-inspection supports the compilation.

The high water line, at the point at the east entrance to Duck Creek and between the said point and the canal to the west of Bluff Point, as shown by the compilation, differs from both the chart and topographic survey #4696. Re-inspection in the field confirms the compilation.

From the above mentioned canal to Bluff Point, the high water line agrees fairly well with Topographic Survey #4696. The compilation is the truer representation.

At Bluff Point, and for a short distance southeasterly of the point, the high water line as shown differs from topographic survey #4696. The compilation is correct as evidenced by the following sextant fixes taken at the high water line:

Tower, Saugatuck	90°	53'
Golden Hill Tank		
Pecks Ledge Light Ho.	88°	52'
Tower, Saugatuck	87°	15'
Golden Hill Tank		
Pecks Ledge Light Ho.	86°	34'

The high water line, rounding Seymour Point and extending westerly to the salt marsh, as shown by the compilation is in fairly close agreement with topographic survey #4696. A planetable check in the field supports the compilation.

The compilation shows the high water line in the salt marsh lying between Saugatuck Shores and Calfpasture Point, and the high water line around the island forming the easterly portion of Shore Haven, different in detail from chart #221 and topographic survey #4696. Careful re-inspection in the field confirms the compilation, and shows it to be the better representation of the marsh and the island.

Differences between the compilation and topographic survey #4696 in the location of shore line detail, from the bridge at Shore Haven to the mouth of the creek on the west side of Calfpasture Point, are very slight. Re-inspection in the field confirms the compilation. Further confirmation is had by a sextant fix taken 18 feet in from the high water line on the southwesterly side of Calfpasture Point. The angles of the fix are as follows:

Pecks Ledge Light House	101°	37'
White Rock Beacon		
Golden Hill Tank	102°	47'

The high water line on the compilation, in the creek between Calfpasture and Gregory Points, has the same general shape as on chart #221. It differs in detail from topographic survey #4696. Re-inspection in the field confirms the compilation.

The high water line on the compilation from Gregory Point along the easterly side of Norwalk River to the highway bridge at Washington Street, with but few exceptions, differs but slightly from topographic survey #4696. Re-inspection in the field confirms the compilation. Substantial differences are found at the Mill Pond, southeasterly of the H. & B. Tank; in the location of Seaview Avenue; and in the location of the Washington Street bridge and the railroad bridge. Re-plotting of the photographs numbers 38 and 39 confirms the compilation. A theodolite three point fix taken subsequent to the compilation at U. S. H. L. mark #1 at the easterly end of the railroad bridge confirms the radial plot within 0.5 meters in latitude and 2.2 meters in longitude.

The pictorial representation of both sides of the river, between the Washington Street and railroad bridges agrees rather well with chart #221. Between the same points, the differences from topographic survey #4696 are radical. Re-inspection in the field confirms the compilation.

From Washington Street southerly along the westerly side of the Norwalk River, to the border of the sheet, the differences in detail, at the shore line, between the compilation and topographic survey #4696 are not great. Re-inspection confirms the compilation.

The delineation of Peach Island differs from chart #221. The compilation appears to be the better representation, as the greater part of the salt marsh lying on the southeasterly side of the island is below mean high water.

The bar known as Round Beach differs on the compilation from both chart and topographic survey #4696. The delineation on the compilation is limited to conditions apparent in the photographs at the stage of the tide shown in the photographs.

The shore line detail of Sprite Island agrees fairly well with chart #221 and with topographic survey #4696, any differences being minor in character and requiring no comment.

The compilation delineates a small island about 200 meters northeast of Calpasture Island which appears to be a part of Sheep Rocks on chart #221, but is shown as an island on topographic survey #4696. The compilation agrees in general, in position and size, with topographic survey #4696, but the detail is somewhat different in shape. Re-inspection confirms the compilation.

Grassy Hammock Rocks differs from topographic survey #4696. The compilation seems to be correct in shape when compared with the photographs. These rocks are a mass of rock ledge and loose boulders.

Chimon Island differs in some respects, from topographic survey #4696, but not greatly. The re-inspection confirms the compilation. The following sextant fixes also confirm the compilation:

Peaks Ledge Light House	81° 06'	Fix taken 11 meters inshore
Round Beach Beacon		from high water line.
White Rock Beacon	57° 40'	

Round Beach Beacon	48° 32'	Fix taken at high water line.
White Rock Beacon		
Copps Id. 2	164° 41'	
Copps Id. 2	135° 40'	Fix taken at high water line.
Pecks Ledge Light House		
Grassy Hammock Beacon	36° 36'	
Pecks Ledge Light House	99° 17'	Fix taken at high water line.
Round Beach Beacon		
Chimons Id. 2	60° 48'	

Crow Island and Copp Island are shown connected on chart #221. The compilation treats them as distinct islands which is correct. The compilation differs to some extent from topographic survey #4696. The re-inspection and the following sextant fixes confirm the compilation:

Copps Id. 2	72° 57'	Fix taken at high water line.
Pecks Ledge Light House		
Long Beach Beacon	87° 29'	
Pecks Ledge Light House	60° 19'	Fix taken at high water line.
Chimons Id. 2		
White Rock Beacon	34° 44'	

Betts Island and Grassy Island differ but little from topographic survey #4696. Differences are probably due to interpretation in locating the average high water line.

Goose Island differs at each extremity of the island from topographic survey #4696. The re-inspection and the following sextant fixes confirm the compilation:

Cockenoe Id. 2	112° 17'	Fix taken at high water line.
Grassy Hammock Beacon		
Copps Island 2	74° 47'	
Cockenoe Id. 2	112° 37'	Fix taken at high water line
Grassy Hammock Beacon		
Copps Id. 2	72° 03'	

The Cockenoe Island detail does not agree exactly with topographic survey #4696. The differences are not great and are probably due to differences in determining the high water line.

Seymour Rock as shown on the compilation, agrees in position with topographic survey #4696, but differs in outline. The photographs confirm the compilation.

#### United States Engineers Stations

Certain United States Engineers stations on the Saugatuck River, that could be pricked on the photographs and radial plotted, were shown on the compilation. These stations were shown on a map obtained from the United States Engineers Office at Providence, Rhode Island, dated October 29, 1925 and entitled "Westport Harbor and Saugatuck River, Conn.". The file number being "S & W 725".

United States Engineers stations on the Norwalk River, that could be pricked on the photographs and radial plotted, were shown on the compilation. These stations were shown on the following maps obtained from the United States Engineers Office at Providence, Rhode Island:

Map entitled "1912, Norwalk Harbor Conn., Proposed, United States Harbor Lines, at South Norwalk etc." File number being Nk-732.

Map entitled "1913, Norwalk Harbor Conn., etc." The file number being Nk-735, sheet 3.

Subsequent to the compilation, we received coordinates for a number of United States Engineers stations on the Norwalk River, many of which had not been recovered. However, four of the stations for which coordinates had been received were evidently stations shown on the two above mentioned United States Engineers maps. Two of these stations were not shown on the compilation because of difficulty in recovering on the photographs. The other two stations, H. L. Mark #1 and Dorlons Point differ in position from the compilation as follows:

H. L. Mark #1 - 0.14 meters in latitude 2.64 meters in longitude

Dorlons Point - 0.75 meters in latitude 1.77 meters in longitude

There is no United States Engineers coordinate system in the Saugatuck River, and as only two stations were recovered on the Norwalk River, it was not thought advisable to put the grid on the compilation.

#### Changes in Navigational Features Shown on Chart #221

Bluff Point, at the entrance to the Saugatuck River on the south-westerly side, has been washed away to such an extent that it is now mostly submerged at high water.

The beach lying northwesterly of Cedar Point now has several wooden groins extending out from the shore.

Groins have also been constructed along the beach, on the southerly side of Hall Island or Owenoke.

The compilation shows an additional pier between Judy's Point and Duck Creek.

The point at the easterly side of the entrance to Duck Creek has been altered in shape, due to erosion and accretion.

Seymour Point and the beach extending westerly therefrom has been changed by filling operations and the construction of groins, etc.

The appearance of the shore, from the bridge on the Shore Haven Road to the park at Calfpasture Point, has been changed by the construction of seawalls, piers and groins.

A pier has been built on the westerly side of Sprite Island.

Chart #221 shows a cable crossing the Norwalk River just north of Oystershell Point. An old timer in the neighborhood says that the cable houses were removed some time ago. Apparently the cables were removed at the same time, although we have no definite information about it.

Error of Compilation

Compilation is believed to have a probable error of three (3) meters in position of well defined detail of importance for charting and six (6) meters for other data.

Work Incomplete

Small brooks and streams within the limits of the sheet, not showing clearly on the photographs, it was thought best to omit them entirely in tracing.

---

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,

*James F. Johnson*

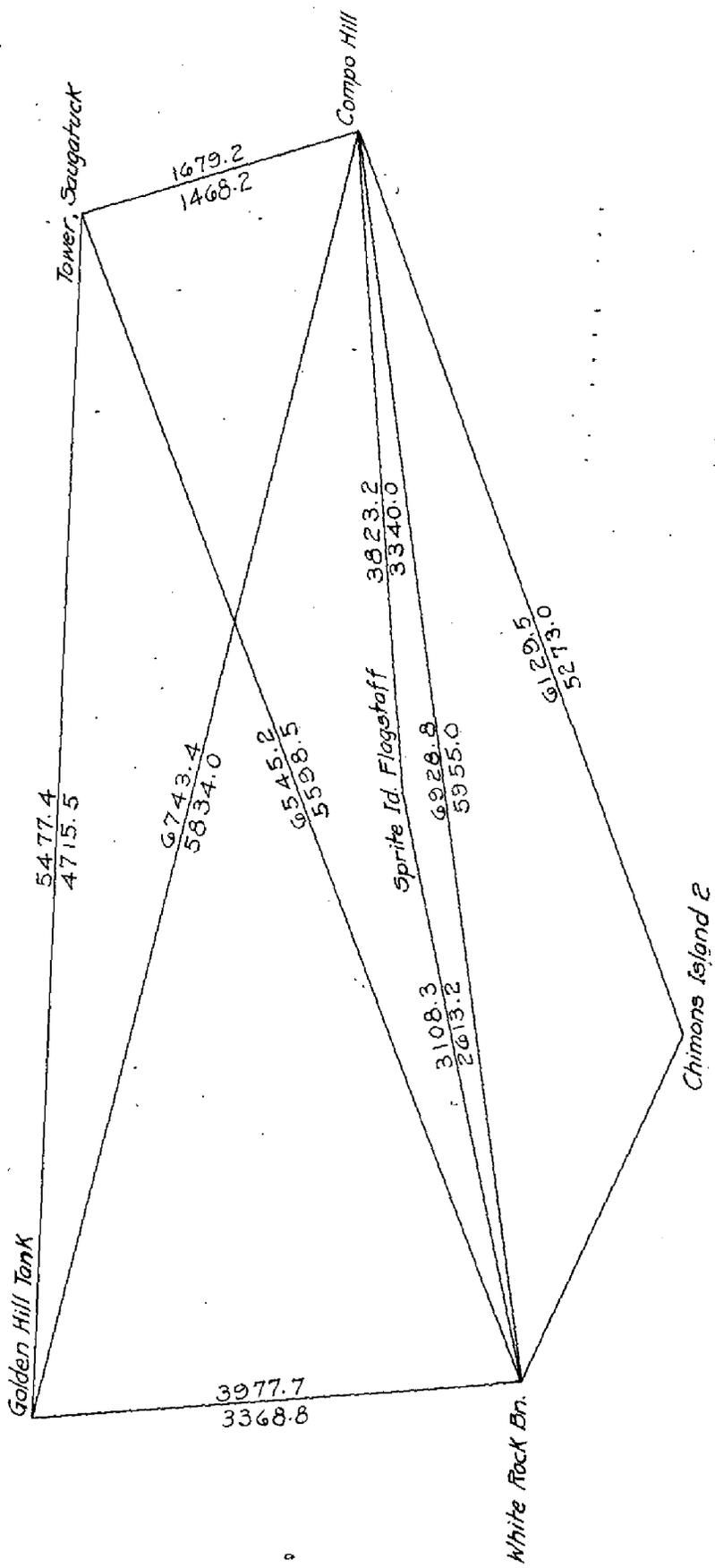
James F. Johnson,  
Draftsman, C. & G. S.

Note The accuracy of location given above is a little high for work on this scale though the compilation is well controlled and has been carefully compiled. A better estimate is an accuracy of location of 3 to 5 meters for intersected points and 3 to 10 meters for other detail.

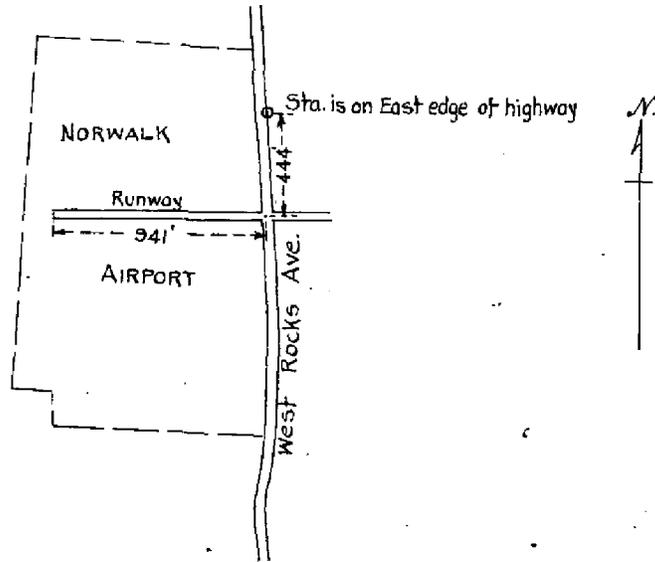
*B.G. Jones*

## SCALE FACTOR COMPUTATIONS

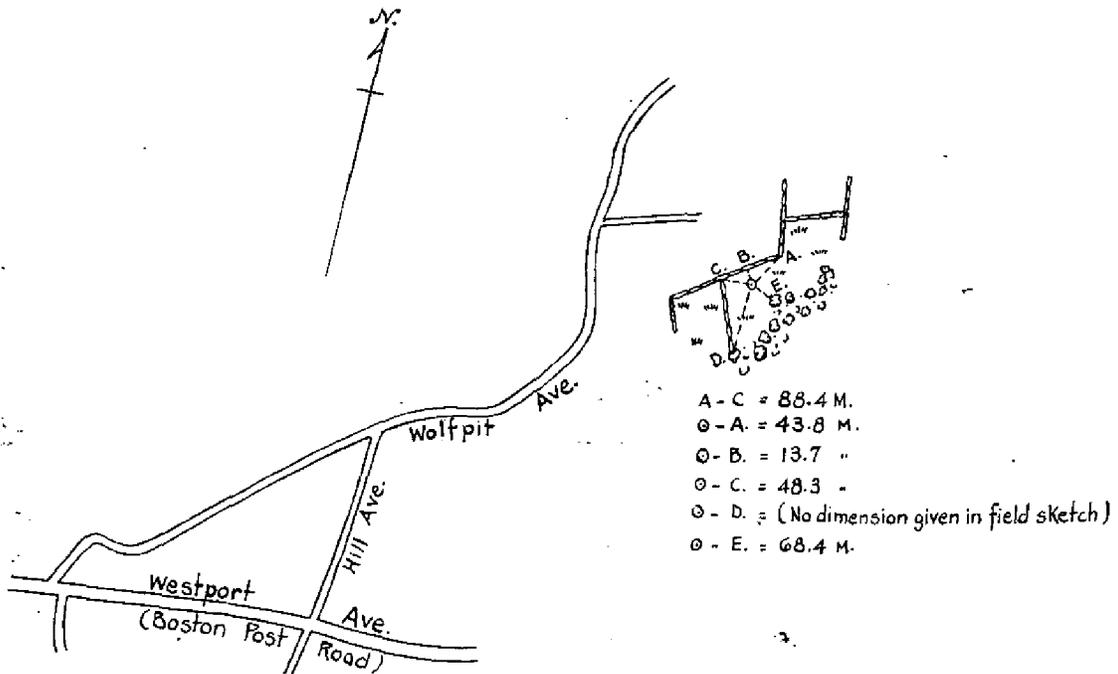
	<u>Measured</u>	<u>Computed</u>	<u>Factor</u>
Golden Hill Tank to White Rock Bn.	3368.8	3977.7	.847
Tower, Saugatuck	4715.5	5477.4	.861
Compo Hill	5834.0	6743.4	.865
Compo Hill to Tower, Saugatuck	1468.2	1679.2	.874
Chimons Island 2	5273.0	6129.5	.860
White Rock Bn.	5955.0	6928.8	.860
Sprite Id. Flagstaff	3340.0	3823.2	.874
White Rock Bn. to Tower, Saugatuck	5598.5	6545.2	.855
Sprite Id. Flagstaff	2613.2	3108.3	.841
		Average Factor	.859
		Used Factor	.86



Sketch Showing Location of Station "Norwalk Airport"  
3 Point Theodolite Fix



Sketch Showing Location of Station "Deer"  
3 Point Theodolite Fix



## STATISTICS

1. Area of land detail inked	11.0 Square Statute Miles
2. Length of Shoreline (more than 200 m. from nearest opposite shore)	17.3 Statute Miles
3. Length of Shoreline (navigable rivers less than 200 m. wide)	8.5 Statute Miles
4. Length of Rivers and Sloughs (not navigable and less than 200 m. wide)	6.5 Statute Miles

Scaled by: James F. Johnson

Checked by: H. W. Jennings

DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

Bridgeport, Connecticut

February 21, 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		
	°	'	°	'			
All landmarks within the limits of this sheet are shown on chart #1213.							
The landmark listed below has been replaced by a piece of 4" x 4" timber about 6 feet long projecting vertically from the roof of a two story building directly over the location of the old signal. Its value as a landmark is not great.							
S. F. C. (Signal)	41	05	73	22	613.1	N. A. Triangulation. 1927	221

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

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

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

## JOB SHEET NO. 3

		Date
PHOTOGRAPHS TRIMMED BY:	Lieutenant M. H. Reese's New York Compilation Party	Rec'd 8/20/33
FIELD INSPECTION BY:	James F. Johnson	10/24/33
INTERSECTION AND CONTROL POINTS MARKED BY:	J. P. O'Donnell, H. W. Jennings, C. More	Sept. 1933
PHOTOS MOUNTED BY:	J. Andrews 3d, H. W. Jennings, C. More	Sept. 1933
RADIAL LINES DRAWN BY:	J. Andrews 3d, H. W. Jennings, C. More, James F. Johnson	11/27/33
PRELIMINARY RADIAL PLOT BY:	James F. Johnson	10/10/33
SCALE FACTOR COMPUTATION BY:	James F. Johnson	10/11/33
SCALE FACTOR VERIFIED BY:	J. Andrews 3d	10/11/33
POLYCONIC PROJECTION BY:	James F. Johnson	10/13/33
POLYCONIC PROJECTION VERIFIED BY:	H. W. Jennings	10/13/33
TRIANGULATION STATIONS PLOTTED BY:	James F. Johnson	11/6/33
TRIANGULATION STATIONS VERIFIED BY:	J. Andrews 3d	11/7/33
SMOOTH RADIAL PLOT BY:	James F. Johnson	12/27/33
TRACING OF PHOTOGRAPHIC DETAIL BY:	James F. Johnson	2/21/34
PRELIMINARY INSPECTION OF SHEET BY:	G. C. Mattison	1/30/35
FINAL INSPECTION OF SHEET BY:	G. C. Mattison	2/18/35
FORWARDED TO OFFICE		2/20/35

T 5261  
# 1

Remarks

Decisions

	Remarks	Decisions
1		
2		
3	US BGN has sorted in similar cases.	<u>Deadman</u>
4		
5		
6	a part of Westport: SEE Rept. p. 2.	<u>Compo</u>
7		
8		
9		
10		
11		resend
12		4
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23	N.E. of Chimora I (Norwalk Is)	
24		
25		
26		
27	wrong placement - applies rocks awash to	

GEOGRAPHIC NAMES

Survey No. T5261

# 1

Name on Survey

	A	B	C	D	E	F	G	H	K	
	On Chart No. 221	On previous Survey No. 74696-78	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List	K	U.S.C.P. T5261
<u>Westport</u>	*	✓	✓	✓		✓	✓			1
<u>U.S. Highway No. 1 (Boston Post Road)</u>				✓						* 2
<u>Deadman's Brook</u>	*			✓		DGN				* 3
<u>Gray I.</u>	*			✓						4
<u>Bald Mt.</u>	*									5
<u>Compo</u>				✓						* 6
<u>Compo Hill</u>	*		✓							7
<u>Gray Creek</u>	*		✓	✓						8
<u>Compo Beach</u>	*			✓					✓	9
<u>Cedar Point</u>	*	✓	✓	✓	✓				✓	10
<del>NAN</del> <u>          </u>	*		✓		✓					11
<u>Owenoke</u>					✓					12
<u>Saugatuck River</u>	*	✓	✓	✓	✓		✓		✓	13
<u>Bluff Point</u>	*		✓		✓				✓	14
<u>Seymour Point</u>	*		✓	✓	✓		✓		✓	15
<u>Seymour Rock</u>	*		✓		✓				✓	16
<u>Cockenoe I.</u>	*	✓	✓	✓	✓		✓		✓	17
<u>Haycock Rock</u>	*									18
<u>Long Island Sound</u>	*	✓	✓	✓	✓		✓		✓	19
<u>Norwalk Is.</u>	*	✓		✓	✓		✓			20
<u>Beers Rocks</u>	*		✓	✓						21
<u>Chimon Rocks</u>	*									22
<u>Grassy I.</u>	*		✓	✓	✓				✓	23
<u>Goose I.</u>	*	✓	✓		✓				✓	24
<u>Grassy Hammock Rocks</u>	*		✓		✓				✓	25
<u>E. White Rock</u>	*		✓						✓	26
<u>Sheep Rocks</u>	*		✓		✓				✓	27

Name last checked approved  
 by *[Signature]* on 8/17/36

T. 5261

# 2

Remarks

Decisions

	Remarks	Decisions
1		
2		
3		
4		
5		
6		
7		
8	Judah Pt. 11/19/40	
9	changed to Pt. 2 by C.P. with Judah Cove agreed with C.P.	
10		
11		
12	this is part of "Westport"	
13	part of Norwalk	
14		
15		
16		
17		
18		
19		
20	part of Norwalk (East Norwalk)	
21	Though this "Dorlands" was in Rand McNally I believe the accepted name is "Gregory"	see Gregory Pt.
22	my only name of USE on signal.	
23		
24		
25		
26		
27		

GEOGRAPHIC NAMES

Survey No. T5261

#2

Name on Survey

	A	B	C	D	E	F	G	H	I	J
	On Chart No. 221	On previous survey No. 74696-78	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List		
<u>Cuckanoe I. Harbor</u>	* ✓	✓						✓	✓	1
<u>Sprite I.</u>	* ✓	✓	✓	✓	✓				✓	2
<u>Saugatuck Shores</u>				✓						* 3
<u>Kitts I</u>	* ✓	✓							✓	4
<u>Duck Creek</u>	* ✓	✓							✓	5
<u>Hendricks Point</u>	* ✓	✓								6
<u>M.V.N.H. &amp; H. R. R.</u>	* ✓		✓	✓	✓	(Ry guide)	✓			7
<del>Judy Point</del>		✓							✓	8
<del>Judy Cove</del>		✓		✓						9
<u>Burrill Cove</u>	* ✓	✓		✓						10
<u>Westport &amp; Saugatuck Sta.</u>				✓						* 11
<u>Saugatuck</u>	* ✓	✓	✓			✓	✓			12
<u>East Norwalk</u>	* ✓	✓	✓	✓	✓	✓	✓		✓	13
<u>Norwalk Airport</u>				✓	✓					* 14
<u>Norwalk</u>	* ✓		✓	✓	✓	✓	✓			15
<u>Oystershell Point</u>	* ✓			✓						* 16
<del>Seaview Park</del>				✓						* 17
<u>Fitch Point</u>	* ✓	✓							✓	18
<u>Norwalk River</u>	* ✓	✓	✓	✓			✓		✓	19
<u>Shore Haven</u>				✓						* 20
<del>Portene Pt.</del>							✓			21
<u>Gregory Point</u>	* ✓	✓	✓	✓					✓	22
<u>City Park</u>				✓						* 23
<u>Peach I.</u>	* ✓	✓		✓					✓	24
<u>Galfpasture Point</u>	* ✓	✓	✓	✓					✓	25
<u>Galfpasture I</u>	* ✓	✓	✓	✓					✓	26
<u>Round Beach</u>	* ✓	✓		✓				✓	✓	27

Names underlined in red approved by P.R.N. on 8/8/36

\*USCP T5261

T5261  
#3

Remarks

Decisions

	Remarks	Decisions
1		
2		
3		
4	DGN	<u>COPPS</u>
5		
6		
7		
8		
9		
10	ch 13 removed because both charts using "Peck"	<u>Peck</u>
11		
12		
13		
14		
15		
16		Appd on ch. 221 Added 4/6/27 <u>STC</u>
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		

GEOGRAPHIC NAMES

Survey No. T 5261

# 3

Name on Survey

Name on Survey	On Chart No. 221		On Previous Survey No. 74676-7-8		From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List	K U.S.C.P.
	A	B	C	D						
<u>Betts I.</u>	*	✓								1
<u>Ghimon I</u>	* ✓	✓	-	✓			✓		✓	2
<u>Crow I.</u>	*		✓		✓					3
<u>Capps I.</u>	* ✓	✓	✓	✓		USBGN			✓	4
<u>Long Beach</u>	*		-					✓	✓	5
<u>South Norwalk</u>	* ✓	✓	✓	✓	-	✓	✓		✓	6
<u>Jennings Point</u>					✓					* 7
<u>Ferry Point</u>					✓					* 8
<u>Cuckoo Reef</u>	* ✓	✓								9
<u>Peck Ledge L.H.</u>	* ✓		✓					-	✓	10
<del>Grassy Hammock Br.</del>	* ✓							✓	✓	11
<del>Round Beach Br.</del>	* ✓							✓		12
<del>Fitch Point Br.</del>	* ✓							✓		13
<u>Stony Point</u>	* ✓		-		✓					14
										15
<u>Copps Rks</u>										16
										17
										18
										19
										20
										21
										22
										23
										24
										25
										26
										27

Locally on present

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

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-5261  
Scale 1:10,000

Data Record

Triangulation to 1933  
Photographs to November 1933  
Topographic surveys to July 1934  
Field inspection to July 1934

The field inspection was an interpretation of the photographs. Except for rocks, several landmarks, and several recoverable topographic stations added from T-4696 (1932), the detail on this compilation is of the date of the photographs.

Comparison with Recent Graphic Control Surveys

T-4902 (1934), 1:10,000  
T-4696 (1932), 1:10,000  
T-4697 (1932), 1:10,000 (Filed as topographic surveys but treated as graphic control surveys in this review.)

T-4902 shows location of stations for Hydrographic and photo control. No shore line was surveyed except for a small section near Cedar Point.

T-4696 and T-4697 are detailed surveys of the shore line and offlying rocks and islands. There are numerous discrepancies between these planetable surveys and T-5261. These are discussed in the preceding descriptive report, T-5261, and have been examined in this office. T-5261 has been corrected where necessary. Rocks awash, not visible on the photographs, have been transferred to T-5261 from the planetable surveys.

Low water line has not been transferred from the planetable surveys to T-5261 as the latter was compiled from photographs taken about  $1\frac{1}{2}$  years after the planetable surveys and changes are probable in that time.

The following is a detailed list of the larger discrepancies between T-5261 and the planetable surveys:

T-4696

- (1) Triangulation station Ram, 1932 is plotted 5 m. too far southwest on T-4696.
- (2) Raymond Rocks. This name not shown on T-4696 but a rock awash had been transferred to east end of bar east of Long Beach in area designated thus on former surveys. Transferred rock bears note "transferred from T-1537 (1884)". The rock awash symbol is now used to show a spot which is

higher than other parts of the shoal. The same representation has been carried forward to the compilation. 7

- (3) Tree Hammock. Center of island above mean high water about 15 m. too far north according to photo radial plot and T-2984. Compilation is accepted as correct.
- (4) The long peninsula on south end of Ram Island is swung bodily 15 m. out of position. Compilation checked by three point fix in field and is accepted as correct.
- (5) Pier on east side of Harborview, near topographic station Lop, is gone.

#### T-4697

- (1) Station Long Neck 2, 1882 (dated 1931 on sheet) is now reported lost.
- (2) Vicinity of Dog Island. Lat.  $41^{\circ} 03.5'$ , long.  $73^{\circ} 24.7'$ . Three rock ledges and 1 rock awash shown as having been transferred from T-19 (1835) and T-1537 (1884). Similarly transferred to H-5221a (1932). There is no authority for exactly these symbols transferred to T-4697 except that the nature of the shoals was assumed to be comparable to rock. The compilation shows them with the dotted symbol which is considered preferable for the compilation, although the rock awash symbol may be found preferable for charting. The ground is cobble, gravel and sand.
- (3) Little Island Hammock differs by 15 m. from compilation. Compilation position found correct.

All detail on T-4902 and T-4696 within the area of the compilation is now shown on the compilation except temporary stations, magnetic declination and low water line discussed above.

#### Comparison with Previous Topographic Surveys

The compilation is complete and adequate to supersede the portions of the following surveys which it covers except as noted:

T- 19 (1835), 1:10,000  
 T- 50 (1838), 1:10,000  
 T- 51 (1838), 1:10,000  
 T-1537 (1884), 1:10,000, except for contours.\*  
 T-1737 (1885-6), 1:10,000, except for contours.\*  
 T-2984 (1908-9), 1:10,000

\*Rocks on T-1537 and T-1737 not covered by this compilation are developed on the recent hydrographic surveys.

Comparison with Recent Hydrographic Surveys

H-6123a (1933-34), 1:10,000  
H-5221 (1932), 1:10,000

There is no conflict between the compilation and H-6123a. A partly submerged wreck at Lat.  $41^{\circ} 06.0'$ , Long.  $73^{\circ} 20.3'$  has been transferred to the compilation from H-6123a although it could not be identified in the pictures.

There are no conflicts with H-5221 other than those caused by the discrepancies on T-4696 which was used to furnish shore line and control for H-5221.

The hydrographic parties have located numerous rocks which do not appear on the compilation.

Comparison with Charts 1213 and 221

The photographs have been inspected in detail for landmarks shown on the chart but all of those charted could not be identified. It is the opinion of the reviewer that landmarks in this area should be inspected from the water and a report submitted on their value for charting. Chart 221 shows a small island at Lat.  $41^{\circ} 04.7'$ , Long.  $73^{\circ} 23.8'$ . It shows only as a shoal on the compilation and on T-4696.

Remarks

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

The entire compilation has been redrafted in this office.

The low water line on T-5261 was traced from its appearance on the photographs and is approximate only.

April 12, 1938.

*J. A. McCormick*

*B. G. Jones*

## REVIEW OF AIR PHOTO COMPILATION NO. 5261

Chief of Party: *G. Mattison*Compiled by: *J. T. Johnson*Project: *H.T. - 150*Instructions dated: *8/10/35*

- ✓ 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)  
*Small brooks were omitted unless they could be seen in the photographs.*
- ✓ 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 is that furnished by common street 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; ~~24~~; and 66 c, d, i)
- ✓ 7. High water line on marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Refer also to the pamphlet "Notes on the Compilation of Planimetric Line Maps from Five Lens Air Photographs." 4-67

8. The representation of low water lines, reefs, coral reefs and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41)

9. Recoverable objects have been located and described on Form 524 in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 57)

10. A list of landmarks was furnished on Form 567 and instructions in the Director's letter of July 16, 1934, Landmarks for Charts, complied with. (Par. 16d, e; and 60)

11. All bridges shown on the compilation are accompanied by a note stating whether fixed or draw, clearance, and width of draw if a draw bridge. Additional information of importance to navigation is given in the descriptive report. (Par. 16c)

*Information given in U.S.E. Report covers all bridges.*

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. *Too large holes for fine dots.*
  - ✓ 4. Closely spaced lines are drawn sharp and clear for printing.
  - ✓ 5. Topographic symbols for similar features are of uniform weight. *Some minor differences in marsh symbols.*
  - ✓ 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:

18. Examined and approved;

*Feb. 27, 1935*

*G. M. Mattison*  
Chief of Party

19. Remarks after review in office:

*See following pages.*

*J. A. McCormick*

Reviewed in office by:

*B. G. Jones*

Examined and approved:

*K. T. Adams*  
 Asst Chief, Section of Field Records  
 Division of Charts  
*K. T. Adams*  
 Chief, Division of Charts

*G. L. Peaseck*  
 Chief, Section of Field Work  
*G. H. de*  
 Chief, Division of Hydrography  
 and Topography.