

5263

5263

Form 504
Rev. Dec. 1933

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

DESCRIPTIVE REPORT

Photo
Topographic } Sheet No. T-5263
~~Hydrographic~~

State Connecticut

LOCALITY

Bridgeport, ~~Conn~~

And Vicinity

photographs taken in ¹⁹²⁵ 1934

CHIEF OF PARTY

M. H. Reese

Applied to Chart Cor. 220. Jan. 4, 1938. (H. MacEwen)

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

REG. NO.

TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No.

REGISTER NO. T 5263 (*western portion*)

State Connecticut

General locality Long Island Sound

T 5263

Locality Bridgeport *And Vicinity*

Photographs May 17, 1933 & Nov 1, 1933

Scale 1: 11,111 Date of ~~Survey~~, 19...

~~Vessel~~ Air Photo. Compilation Party No. 16, New London, Conn.

Chief of party M. H. Reese

Surveyed by See data sheet in descriptive report.

Inked by R. S. Poor. & E. L. Fitch

Heights in feet above ----- to ground to tops of trees

Contour, Approximate contour, Form line interval ----- feet

Instructions dated August 10th and Sept. 9th, 1933

Remarks: Compiled on scale 1 : 11,111. Enlarged to scale

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

Note T 5263 "was originally compiled and submitted to the office as two sheets, Nos. T 5263 and T 5271. The two sheets were combined when printed and both reports are included herein.

Bgg.

- STATISTICS -

ON

SHEET, FIELD NO. _____ REG. NO. T 5263 (western portion)

PHOTOS, NO. M 68 -875-14 TO NO. M 86 - 875-14

DATE OF PHOTOGRAPHS May 17 1933 TIME 10:30 A.M.

BY _____ DATE _____

ROUGH RADIAL LINE PLOT _____

SCALE FACTOR 0.9 _____

SCALE FACTOR CHECKED G. More 9/7/35 _____

PROJECTION Washington Office 5/27 35 _____

PROJECTION CHECKED _____

CONTROL PLOTTED J. F. Johnson 5/29/35 _____

CONTROL CHECKED L. B. Walker _____

TOPOGRAPHY TRANSFERRED _____

TOPOGRAPHY CHECKED _____

SMOOTH RADIAL LINE PLOT J. F. Johnson 7/2/35 _____

RADIAL LINE PLOT CHECKED _____

DETAIL INKED R. S. Poor & E. L. Fitch 9/9 to 11/4/35 _____

PRELIMINARY REVIEW OF SHEET M. H. Reese 11/5/35 _____

TOTAL AREA OF SHEET 16.5 sq. Statute Miles
AREA OF DETAIL INKED 16.5 sq. Statute Miles (Land Area)
AREA OF DETAIL INKED _____ sq. Statute Miles (Shoals in water area)

LENGTH OF SHORELINE (more than 200 m. from nearest opposite shore) 27.6 Statute Miles.
LENGTH OF SHORELINE (rivers and sloughs less than 200 m. wide) 11.0 Statute Miles.

General LOCATION Long Island Sound

LOCATION Bridgeport, Conn

DATUM North American 1927

STATION East (U. S. E.) 1932
Frank, 1934

Latitude 41° 11' 34.408" (1061.5m)
~~41 09 1149.7m~~

Longitude ~~73 10 184.1m~~
73°-08'-46.139" adjusted (1075.0m)

Unadjusted.

DESCRIPTIVE REPORT

FOR

PHOTO TOPOGRAPHIC SHEET NO. T 5263 (*western portion*)

1. GENERAL INFORMATION:

This sheet was compiled in accordance with instructions from the Director to Lieut. Comdr. G. C. Mattison, dated August 10th and September 9th, 1933., and instructions to Lieut. (j.g.) M. H. Reese, dated August 12th, 1935.

The 5-lens photographs used in the compilation of this sheet were taken by the Air Corps T3A Camera AC31-78. The flight was designated 875-14 and the photographs were numbered M83 to M68, inclusive the numbers decreasing in the direction of flight which was from east to west. These photographs were taken May 17, 1933., the first exposure M83 being made approximately at 10:30 A.M. The stage of the tide was computed as being 1.2 feet.

In addition to the 5-lens photographs, there were twelve flights of single lens photographs taken of this area, November 1, 1933. The numbers of these flights range from V8(875P-9) to V116(875P-8), and from V161(875P-8) to V227(876P-8). The time of the first exposure V8 was 10:50 A.M., and the stage of the tide was computed as being 7.2 feet.

A compilation of this area was completed in 1933 under Lieut Comdr. G. C. Mattison. Names were pasted on the celluloid at this time. Several months later discrepancies were discovered but the sheet was so badly warped by the adhesive used in attaching the name labels that it was decided to redraft the entire sheet. At the time Lieut. (j.g.) M. H. Reese took over this party, the sheet had already been started. The radial plot was complete but very little detail had been drawn in.

This sheet comprises territory in Fairfield County and includes a portion of the Town of Stratford, City of Bridgeport and a very small portion of the Town of Fairfield. The boundary between Stratford and Bridgeport is Johnson's Creek and the boundary between Bridgeport and Fairfield is Ash Creek. The amusement park called Pleasure Beach and the radio towers are in the City of Bridgeport.

Bridge data shown on the overlay of this sheet was obtained by the field party of Lieut. (j.g.) M. H. Reese. The M. H. W. clearances as computed differ by ± 1.5 feet of that given in the Coast Pilot and also from the "List of Bridges over the Navigable Waters of the U. S." by the Army Engineers. Grand Street Bridge over the Pequonnock River is open all the time and will probably be dismantled in the near future.

D E N
dt

* Radiol plot and detailing checked
in the office by J.G. Eshkins, prior
to the review of the report.

B.G.F.

11 CONTROL:

(a) Sources:

First Order Triangulation 1932 by C. D. Meaney
Second Order Triangulation 1932 " M. H. Reese
Second Order Triangulation 1932 " C. A. Egner
Second Order Triangulation 1932 " G. C. Mattison
Second Order Triangulation 1933 " G. C. Mattison
Three Point Fixes 1933 " G. C. Mattison
Aluminum Control Sheet 1933 " G. C. Mattison

All control on this sheet is on the N. A. 1927 Datum.

(b) Errors:

No errors in control were found by radial line plot.

(c) Character:

The control for the radial line plot on this sheet was quite adequate.

111 COMPILATION:

(a) METHOD:

The usual 5-lens method of radial line plotting was used in the compilation of this sheet. Single lens photographs were used for tracing detail in the area far out on the wing prints. These single lens photographs were reduced to the approximate scale of the projection and points common to the 5-lens photographs were picked. The topographic detail was then tracing by adjusting between these points as determined by the 5-lens radial plot. These single lens photographs were of great assistance because of their clearness and also because they were so close to scale.

* (b) Adjustment of Plot:

The radial plot on this sheet was completed when transferred to Lt.(j.g.) M. H. Reese. As far as can be ascertained there were no unusual adjustments made on this plot.

(c) Interpretation:

The graphic symbols used are those authorized by the Board of Surveys & Maps 1932.

The high water line on this sheet was traced from a reduction of a 1;5000 compilation of this area which was checked by plane table. Care was taken to check this high water line against the photographs and field notes and no discrepancies were noted. *See review of book.*

(d) Information from other Sources:

Blue prints were obtained from the Town of Stratford and the City of Bridgeport showing the street names and layout. Proposed streets that did not show on the photographs were not shown on this compilation. Both of these maps are being forwarded to the office with this sheet.

A blue print was obtained from the New York, New Haven and Hartford Railroad Company showing the track layout in this vicinity.

This was used in conjunction with the field notes and photographs in tracing out the railroad system on this sheet. It is quite probable that every track is not shown but the general layout is correct.

(e) Conflicting Names:

O.K.
The local accepted spelling of Poquonock River is "Pequon-nock". There is a Pequonnock Yacht Club, Pequonnock Street, Pequonnock Coal Co. etc.,. Pequonnock is the official spelling in the city records, directory, telephone book and on the official map.

see name list at back. DE - Poquonock
(f) New Names:

The area of Bridgeport between Johnson Creek and Yellow Mill River is known locally as Newfield; between Yellow Mill River and Pequonnock River is known locally as East Bridgeport and between Burr Creek and Ash Creek is known as Black Rock.

Although Fayerweather Island actually is a part of the mainland it is still known as Fayerweather Island.

see also pg. 7

(g) Comparison with other Surveys:

All junctions with adjoining sheets are satisfactory.

Comparison to objects located by radial line plot and those located by plane table were found to be within the allowable scaling error.

(h) Changes in Navigational Features:

There is no important detail now shown on the chart that should be removed.

(i) Landmarks:

A list of prominent landmarks that can be seen for a long distance is being submitted with this report. *Landmarks for this area were submitted by Commander Matthews*

To the best of my knowledge and belief, this sheet is complete in all detail of importance for charting purposes and is within the required accuracy.

Respectfully submitted,

Raymond S. Poor
Raymond S. Poor
Surveyor, U. S. C & G. S.

approved
M. H. Reed
Chief of Party

See memo.

L

DESCRIPTIVE REPORT

To accompany

PHOTO TOPOGRAPHIC SHEET NO. ~~5271~~

5263 (Eastern portion)

CONNECTICUT

STRATFORD and VICINITY

GENERAL INFORMATION

5263 East section
~~Sheet No. 5271 covers an area lying entirely within the Town of Stratford, Fairfield County, Connecticut. It is supplementary to and replaces a portion of Sheet No. 5263. *west section*~~
5263 East section
~~The area covered by sheet 5271 fell so far out on the wings of the photographs used in compiling sheet 5263 that an accurate compilation was very difficult to obtain. *west section*~~
~~The photographs used in this compilation were received from the Washington Office on December 11, 1933. It was found that they more satisfactorily covered this area and it was therefore decided to re-compile this portion. *5263 East section*~~

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

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

A general report covering this area has not been made but information applicable to this sheet is contained in the report on Sheet No. 5266.

PHOTOGRAPHS

5 Lens

~~Some of the photographs used in making the original compilation of Sheet No. 5263 were used in denoting the low water line on this sheet. These photographs were taken by the Air Corps Model T3A Camera AC31-78. The flight was designated 875-14 and the pictures used were numbered M-86 to M-80 inclusive, the numbering decreasing in the direction of flight which was from east to west. These photographs were taken on May 17, 1933 at a height of 5000 feet. The first exposure M-86 being made at 10:30 A. M. The stage of the tide was computed from the tide tables as being 1.2 feet.~~

The photographs used in making the radial plot and in tracing topography on this sheet were from an adjoining flight covering sheets east of this one and starting with Sheet No. 5266. These photographs were taken by the Air Corps Model T3A Camera AC31-78. The flight was designated 875-14 and the pictures used were numbered M-87 to M-95 inclusive, the numbering increasing in the direction of flight which was from west to east. Data on the photographs and index sheet indicate this camera to have a focal length of six (6) inches and the pictures taken at a height of 5000 feet. They were taken on November 4th, 1933, the first exposure being made at 10:40 A. M. The stage of the tide was computed from the tide tables as being 6.3 feet.

Single Lens

These photographs included the following four flights: 8-12, 19-26, 27-32, 49-69. - 627
629

The focal length of the camera was 8.25 inches and the indicated height flown was 6875 feet. No information was received as to the number of the camera. The photographs were taken November 1st, 1933 and the stage of the tide was computed from the tide tables as being 7.2 feet.

These single lens pictures were used to confirm doubtful details on the wing prints.

GENERAL DESCRIPTION OF TOPOGRAPHY

The area covered by this sheet is the southern portion of the Town of Stratford in Fairfield County, Connecticut. It lies between the City of Bridgeport on the west and the Housatonic River on the east.

In general the territory is open, low and flat and contains considerable marsh land. The marsh land, however, is being reclaimed and cultivated by truck gardeners. Drainage ditches are being dug over the entire area for the elimination of mosquitos.

Prominent in the work of reclamation is the enlarging of the Mollison Air Port.

South of Crimbo Point, dredging is in progress to provide a landing place for sea planes and a shelter for small boats.

A large area of about eighty (80) acres has been hydraulically filled on the marsh just south of Stratford Dyke.

On the south, the shore line is generally a sand beach and the site of many summer cottages.

Around Stratford Point the shore is more precipitous and the sand gives way to gravel and cobble stones.

Northward from Stratford Point, about half way to Crimbo Point, another sandy beach occurs.

The banks of the Housatonic River are generally marshy and defined by definite berm breaks.

CONTROL

Sources

1st Order Triangulation	1932	by C. D. Meaney
2nd Order Triangulation	1932	by M. H. Reese & C. H. Egner
2nd Order Triangulation	1933-34	by G. C. Mattison
3rd Order Triangulation	1933-34	by G. C. Mattison
Theodolite 3 point fixes	1933-34	by G. C. Mattison
Aluminum Control Sheet	1933-34	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.

COMPILATION

Method

The photographs were adjusted by means of the radial plot method. The scale of the sheet as drawn is 1:10,526 as the scale factor used was 0.95. (Determined in compilation of Sheet No. 5266).

Adjustment of Plot

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

Interpretation

In all cases where difficulty was encountered in deciding the character of photographic detail, single lens photos were available and were used to determine the nature of the indistinct details.

The photographs used for the radial plot and for tracing topography were taken at nearly high tide. The greater part of the shore is flat in character and these pictures were of little or no value in delineating the low water line.

The photographs used in compiling Sheet No. 5263 were taken at a lower stage of tide and in addition, the compiler, Mr. Joseph Andrews 3d, supplemented the photographs with sextant three point fixes in some of the doubtful portions of the low water line. During the field inspection the entire shore line was traversed on foot.

East section

The original compilation of Sheet No. 5263 was therefore used as a basis in marking the approximate low water line on this sheet. In the more difficult places where the shore is extremely flat the approximate shoal water line was indicated by a dashed line and the usual graphic symbols merely denote the character of the shore.

Conventional Signs

In general, the usual graphic symbols were used as approved by the Board of Surveys and Maps.

A full double line indicates good motor roads and a broken double line roads of lesser importance and privately owned roads. A very poor road or trail is indicated by a single dashed line.

The conventional sign used to denote Stratford Dyke should not be confused with the symbol for a cut. The apparent similarity is due to the high water line following the base of the dyke.

Information From Other Sources

There is forwarded herewith a map of the Town of Stratford, scale 1" = 1000 feet. It was used to verify locations of indeterminate streets on the photographs. However, no streets showing on this map were indicated on the sheet if they did not appear on the photographs. It is believed, therefore, that no projected streets are indicated on the sheet.

Geographic Names

The name "Shorelands" appears on the chart just east of Point No Point. This name has fallen into disuse locally and the entire development in this vicinity is referred to as "Lordship".?

Conflicting Names

The area named "Lewis Gut" on the chart is sometimes referred to locally as merely "The Gut" and the latter name is the one indicated on the map of Stratford mentioned elsewhere in this report. Local inquiry, however, established "Lewis Gut" as being the correct name.

see also
Pg. 3

New Names

The marshy area southeasterly from Fresh Pond has been developed into an air port and bears the name of "Mollison Air Port".

The beach between Crimbo Point and Stratford Point is known locally as "Short Beach".

The beach between Stratford Point and Point No Point is known locally as "Lordship Beach".

COMPARISONS WITH OTHER SURVEYS

Junctions

This sheet matches the adjoining sheets to the east, north and

west with no differences. All junctions are satisfactory.

U. S. E. Surveys

The area covered by this sheet is included in a U. S. E. Survey of the Housatonic River. The origin of coordinates used in that survey was Stratford Point Light House which was included in the triangulation of this and other U. S. C. & G. S. parties. It is therefore shown on the sheet and the U. S. E. grid system indicated on an interval of 3600 feet. Only one other U. S. E. station fell within the limits of this sheet and, as it was not recovered, it was not shown.

*Grids removed
Jan*

Hydrographic Stations

Along the south shore of this area a number of stations were established by planetable for use in the hydrography recently engaged in by this party. Where possible, these stations were pricked on the photographs and located on the compilation by radial plot. The locations thus found all agreed very closely with the locations scaled from the aluminum sheet.

Changes

In addition to the standard U. S. C. & G. S. Charts of this area, there were available photostats of an earlier survey dated 1908 and one of a small part of the area dated 1927. These photostats were not to the scale of this compilation and it was therefore difficult to make an accurate comparison. Most of the differences noted were apparently due to natural and artificial changes in detail.

As noted elsewhere in this report, part of the marshy area southeasterly from Fresh Pond has been reclaimed and developed into an air port.

In the marshy inlet southerly from Grimbo Point, dredging has been in process, the ultimate plan being a sea plane landing in connection with the above mentioned air port.

The southern part of Short Beach has eroded away to a great extent. The 1927 survey indicates this change as compared to the 1908 survey but even further erosion has occurred since then.

Erosion has similarly occurred along the entire shore between Point No Point and Long Beach.

In the vicinity of what is now known as Lordship Beach the shore line has built up and now extends some distance farther seaward than is shown by the earlier surveys.

In addition to the above, this area now has several new streets not in existence at the time of the earlier surveys.

The eel grass indicated on the chart northerly from Stratford Point has now entirely disappeared.

The only place noted in which the old survey was obviously in error was the location and direction of the outlet to Fresh Pond. The location and direction shown on this compilation were established by a sufficient number of good radial plot intersections. It was also found that the shape of the pond itself had changed to some extent.

Changes in Navigational Features

Easterly from Crimbó Point the Sikorsky Aviation Corporation has constructed an amphibian plane runway which extends into the Housatonic River about 300 meters.

LANDMARKS AND RECOVERABLE OBJECTS

Chart No. 220 indicates a cupola as a landmark on what is now known as Short Beach. This cupola is not now in existence and should be removed from the chart. One new landmark has been recommended on form #567. *Jm*

Several recoverable objects suitable for use as topographic stations were located by planetable, theodolite three point fix, or radial photographic intersections and are shown on this sheet. Three of them have been described on form #524.

RECOMMENDATIONS FOR FUTURE SURVEYS

Error of Compilation

Compilation is believed to have a probable error of four (4) meters in position of well defined detail of importance for charting and six (6) meters for other data.

Work Incomplete

As noted under "Interpretation", the low water line in extremely flat areas is approximate only.

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.

STATISTICS

- | | | |
|---|-----|----------------------|
| 1. Area of land detail inked | 3.5 | Square Statute Miles |
| 2. Length of shore line (more than
200 M from nearest opposite shore) | 8.7 | Statute Miles |
| 3. Length of rivers and sloughs (less
than 200 M wide) | 9.9 | Statute Miles |

Scaled by: H. W. Jennings

Checked by: E. M. Tierney

JOB SHEET T 5263 Eastern Section

		Date
PHOTOGRAPHS TRIMMED BY:	J. Andrews 3d	1/2/34
FIELD INSPECTION BY:	J. Andrews 3d & H. W. Jennings	8/25/33
INTERSECTION AND CONTROL POINTS MARKED BY:	J. Andrews 3d	1/8/34
PHOTOS MOUNTED BY:	H. W. Jennings	1/22/34
RADIAL LINES DRAWN BY:	H. W. Jennings	2/5/34
PRELIMINARY RADIAL PLOT BY:	H. W. Jennings	2/6/34
SCALE FACTOR COMPUTATION BY:	H. W. Jennings	2/7/34
SCALE FACTOR VERIFIED BY:	C. More	2/7/34
POLYCONIC PROJECTION BY:	H. W. Jennings	10/19/34
POLYCONIC PROJECTION VERIFIED BY:	C. More	10/19/34
CONTROL PLOTTED BY:	H. W. Jennings	10/22/34
CONTROL CHECKED BY:	E. M. Tierney	10/23/34
SMOOTH RADIAL PLOT BY:	H. W. Jennings	10/29/34
TRACING OF PHOTOGRAPHIC DETAIL BY:	H. W. Jennings	3/26/35
LETTERING BY:	H. W. Jennings	3/27/35
FINAL INSPECTION OF SHEET BY:	G. C. Mattison, Chief of Party	4/3/35
FORWARDED TO OFFICE:		4/12/35

MEMO TO ACCOMPANY SHEET NO 5263

The coordinates of the U. S. Engineers of Bridgeport Harbor were taken from the original compilation by Lieut. Comdr. Mattison. The Comdr. did considerable computing on these coordinates and it is assumed that his values are correct, and are shown on this sheet accordingly.

*These
intersections
removed.
Jan*

There was considerable difference between the junction of T-5262, particularly in the northeast of T-5262. The radial plot of T-5263 was extended in the area in question and new radial points were obtained and transferred to T-5262. These new points were transferred until a satisfactory junction was obtained between the two sheets. It was necessary to change the detail on T-5262, and the amount changed is shown by the accompanying overlay on T-5262.

The work on this sheet was started several months ago, and due to the delay in finishing the drawing, quite a bit of it has turned yellow especially where lines were removed when drafting on the sheet was resumed.

M. H. Reese
M. H. Reese.

✓

GEOGRAPHIC NAMES

Survey No. T52 ⁶³³ ~~631~~

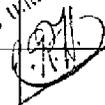
1 (two)
Name on Survey

A On Chart No. 1212
B On previous survey No. T220
C On previous survey No. T223
D On U. S. quadrangle Maps
E From local information
F On local Maps
G P. O. Guide or Map
H Rand McNally Atlas
K U. S. Light List
T5263

Name on Survey	A	B	C	D	E	F	G	H	K	U.S.C.P.
✓ Long Island Sound*	✓	✓	✓	✓	✓	✓	✓	✓		1
✓ Point No Point *	✓	✓	✓						✓	2
✓ Lordship Beach				✓						* 3
✓ Long Beach	✓	✓	✓	✓						4
✓ Lewis Gut	✓	✓								5
✓ Stratford Dyke				✓						* 6
✓ Lordship										7
✓ Mollison Airport				✓						* 8
✓ Short Beach		*		✓						9
✓ Housatonic River*	✓	✓	✓	✓	✓			✓	✓	10
✓ Stratford Point*	✓	✓	✓	✓				✓	✓	11
✓ Crimbo Point *	✓	✓	✓	✓						12
✓ Fayerweather I	✓	✓	✓	✓			DGN			13
Black Rock L.H.										14
✓ Black Rock Harbor	✓	✓	✓					✓	✓	15
XXXXXXXXXX										16
✓ Pleasure Beach	✓	*		✓					✓	17
✓ White Rock Creek	✓	*		✓	✓					18
✓ Bridgeport Harbor	✓	✓	✓	✓	✓					19
✓ Seaside Park	✓	✓	✓	✓						20
✓ Cedar Creek	✓	✓	✓	✓					✓	21
✓ Burr Creek	✓	✓	✓	✓					✓	22
✓ Black Rock	✓	✓	✓	✓					✓	23
✓ Bridgeport	✓	✓	✓	✓	✓	✓	✓	✓		24
✓ Ash Creek	✓	✓	✓	✓						25
✓ XXXXXXXXXX	✓	✓	✓	✓	✓	RY. Guide	✓			26
✓ Fairfield	✓	✓	✓	✓	✓					27

see Dir. pg. 4 Second Section

repetition see #5

Names indicated in red approved
 by 
 on 8/9/36

T 52 63 20
71
#1

Remarks

Decisions

Remarks	Decisions
	✓
	✓
	✓
	✓
	✓
	✓
	✓
	✓
	✓
1	✓
2	✓
3	✓
4	✓
5	✓
6	
7	✓
8	✓
9	✓
10	✓
11	✓
12	✓
13 USBGN	✓ Fayer
14	✓
15	✓
16	✓
17	✓
18	✓
19	✓
20	✓
21	✓
22	✓
23 locality	✓
24	✓
25	✓
26	✓
27	✓

T 5263-71

2

Remarks

Decisions

	Remarks	Decisions
1		
2	USBGN	<u>NOT</u> <u>Req</u>
3		
4		USED BPS.
5		
6		
7	is permitted to agree with way already charted and to match USBGN in similar cases	-- <u>SON</u>
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		

GEOGRAPHIC NAMES

Survey No. T5263-71

2 (two)

Name on Survey

	A	B	C	D	E	F	G	H	K	
✓ <u>Steel Pt.</u>	✓ *			✓	✓					1
✓ <u>Pogonock R.</u>	✓ *	✓	✓		✓	DGN			✓	2
✓ <u>East Bridgeport</u>	✓ *	✓	✓	✓	✓					3
✓ <u>Yellow Mill Pond</u> ^{chan}	✓ *	✓	✓	✓	✓				✓	4
✓ <u>Tongue Pt.</u>	✓ *	✓	✓	✓	✓				✓	5
✓ <u>Newfield</u>	✓			✓	✓					* 6
✓ <u>Johnson Creek</u>	✓ *	✓		✓	✓	DGN			-	7
✓ <u>Hollister Pond</u>	✓			✓	✓					* 8
✓ <u>St. Michaels Cemetery</u>	✓ *			✓	✓					9
✓ <u>Stratford</u>	✓ *	✓	✓	✓	✓	✓	✓		✓	10
✓ <u>Selby Pond</u>	✓				✓					* 11
✓ <u>Brewster Pond</u>	✓				✓					* 12
✓ <u>Bruce Pond</u>	✓				✓					* 13
✓ <u>Beach Pond</u>	✓				✓					* 14
✓ <u>Lake View Cemetery</u>	✓			✓	✓					* 15
✓ <u>Beachwood Park</u>	✓			✓						* 16
										17
										18
										19
										20
										21
										22
										23
										24
										25
										26
										27

Names underlined in red approved
by C.P.D. on 8/3/36

REVIEW OF AIR PHOTO COMPILATION T-5263
Scale 1:10,000

Data Record

Triangulation to 1934.
Photographs to November 1933.
Topographic surveys to October 1934.
Field inspection to October 1934.

The field inspection was simply an interpretation of the photographs. No detail was added from planetable or sextant locations.

General Remarks

A compilation of the high water line in this area was made on a scale of 1:5,000 for use on hydrographic sheets. A reduction was made to a scale of 1:10,000 and the detail was filled in from 1:10,000 prints. Two years later discrepancies were found in the 1:10,000 compilation by the field party and the sheet was completely redrafted. When the compilation came into the office for review, it was found to disagree with H-6124b (1934) in the upper part of the Poquonock River. This area was replotted from 1:10,000 scale prints and the results checked the shoreline shown on H-6124b. Apparently the shoreline on H-6124b was transferred from the original 1:5,000 scale plot. After the reduction was made and transferred to the 1:10,000 compilation, the plot must have been discarded. The process of reduction, transfer and redrafting evidently introduced errors into the compilation. In the final analysis the compilation is considered satisfactory for charting.

Comparison with Recent Graphic Control Surveys

T-6491 (1933-1934), 1:10,000
T-6492 (1933), 1:10,000

These surveys were made only for the purpose of locating control points. They add no detail to the compilation. The dashed shoreline which appears on them is an approximation sketched from the photographs for the guidance of the topographer.

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- 22 (1837),	1:10,000	
T- 35 (1838),	1:10,000	
T-1527 (1883-1886),	1:10,000	- Except for contours
T-1567 (1884-1887),	1:10,000	- Except for low water line and foul area in Housatonic River and contours
T-2837 (1907-1908),	1:10,000	
T-2867 (1908),	1:10,000	
T-4255 (1927),	1:5,000	- Except for low water line and foul area in Housatonic River
T-4695 (1932),	1:20,000	

Comparison with Recent Hydrographic Surveys

H-6123a (1933-1934),	1:10,000
H-6123c (1933-1934),	1:5,000
H-6124a (1934),	1:10,000
H-6124b (1934),	1:5,000

Numerous rocks appear on these hydrographic sheets which could not be identified on the photos. Low water line is fairly well defined on the hydrographic sheets so no attempt has been made to show it on the compilation. There are no conflicts between the compilation and the hydrographic sheets.

Comparison with Charts 1213 and 220

There are no outstanding differences.

Remarks

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

March 15, 1937.

J. A. McCormick

J. A. McCormick.

ADDITION TO THE REVIEW OF T-5263, DECEMBER 16, 1938.

T-5263 was reviewed in March 1937 but has not been registered pending the completion of the reproduction and printing which is in progress at this time, December 16, 1938.

T-5263 includes the original celluloid drawings number's T-5263 (western part of the finished sheet) and T-5271 (eastern part of the finished map). The original Descriptive Reports T-5263 and T-5271 have been combined into one report.

The original drawings were checked and revised in this office prior to and during the review in March 1937.

The revised drawings were applied to chart 220 in January 1938 and no changes have been made in the drawings since that date, except for retouching. T-5263 has not been applied to chart 1213 at this date, December 16, 1938.

B. G. Jones
B. G. Jones.

REVIEW OF AIR PHOTO COMPILATION NO. 5263

Detail traced

Chief of Party: M. H. Reese

Compiled by: R. S. Poor
E. L. FitchProject: Long Island Sound
CompilationInstructions dated: 8/10 & 9/933
8/12/35

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)

Yes

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)

Yes

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)

Yes

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 blue prints submitted are for street names.

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.

Yes

6. The control and adjustment of the photo plot are discussed in the descriptive report. Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 12b; 44; and 66 c,h,i)

Yes

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

Yes

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)

No attempt was made to show low water line.

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

Submitted by G. C. Mattison

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)

Submitted by G. C. Mattison

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)

Yes

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)

Yes

13. The geographic datum of the compilation is N. A. 1927 and the reference station is correctly noted.

Yes

14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j)

Yes

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. Yes
2. The degrees and minutes of Latitude and Longitude are correctly marked.

Yes

- 3. All station points are exactly marked by fine black dots. Yes
- 4. Closely spaced lines are drawn sharp and clear for printing. Yes
- 5. Topographic symbols for similar features are of uniform weight. Yes
- 6. All drawing has been retouched where partially rubbed off. Yes
- 7. Buildings are drawn with clear straight lines and square corners where such is the case on the ground. Yes

(Par. 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48)

The drafting was only fair and considerable time has been necessary in the office in retouching T 5263. P.J.G.

16. No additional surveying is recommended at this time.

No

17. Remarks: *The N.W.L. on this sheet was obtained from the completion of single lens photos on a scale 1:5,000 by Commander Matteson. The Completion (1:5000) was photostated to the scale of the projection and the shoreline was transferred directly. When the 1:10000 photos were traced special attention was given to the shoreline - no differences of any magnitude were discovered, it is therefore considered that*

18. Examined and approved;

the shoreline as shown is correct within the limits of drafting from photographs

Matteson
Chief of Party

19. Remarks after review in office:

Reviewed in office by: *J. A. McCormick, J. D. Erskine & R. J. Jones*

Examined and approved:

J. H. B. [Signature]
Chief, Section of Field Records

K. T. Adams
Chief, Division of Charts

J. L. [Signature]
Chief, Section of Field Work

G. [Signature]
Chief, Division of Hydrography and Topography.