

SUPPLEMENTAL

5272

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

DESCRIPTIVE REPORT

Photo
Topographic } Sheet No. T-5272
Hydrographic }

State CONNECTICUT

LOCALITY

North Shore Long Island Sound

BRANFORD AND EAST HAVEN

East Haven River

And Vicinity

photographs taken ~~1935~~ November 1933

CHIEF OF PARTY

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

U. S. GOVERNMENT PRINTING OFFICE: 1934

5272
SUPPLEMENTAL T

Applied to Chart Correction 217. November 26, 1937. H. E. MacSwain
" " " " 218 December 7, 1938. J. P. Walker

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. 15

REGISTER NO. T-5272

T5272

State Connecticut

General locality North Shore
Long Island Sound

Locality Branford East Haven River and vicinity

Date of Photographs Nov. 4, 1933

Scale 1:10,000 Date of survey Compilation June 18, 1935

Vessel Army Air Corps Airplane

Reviewed and recommended for approval:

Chief of party Lieutenant Commander G. C. Mattison

Photographs radial plotted by:

Surveyed by C. More 2/9/35

Photographic detail L. Lombardi 3/12/35

Traced by A. G. Patrick 6/18/35

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. M167 to M181

(880-14) on scale of 1:10,000 and printed by photo-lithograph-

ic process.

JOB SHEET

PHOTOGRAPHS TRIMMED BY:	Joseph Andrews 3d	April, 1934
FIELD INSPECTION BY:	Joseph Andrews 3d	8/22/34
INTERSECTION AND CONTROL POINTS MARKED BY:	Charles More	7/6/34
PHOTOGRAPHS MOUNTED BY:	Charles More	7/13/34
RADIAL LINES DRAWN BY:	Charles More	7/18/34
PRELIMINARY RADIAL PLOT BY:	Charles More	7/19/34
SCALE FACTOR COMPUTATION BY:	Charles More	7/19/34
SCALE FACTOR COMPUTATION VERIFIED BY:	L. B. Walker	7/20/34
POLYCONIC PROJECTION BY:	Charles More	1/22/35
POLYCONIC PROJECTION VERIFIED BY:	H. W. Jennings	1/22/35
TRIANGULATION STATIONS PLOTTED BY:	Charles More	1/23/35
TRIANGULATION STATIONS VERIFIED BY:	H. W. Jennings	1/25/35
SMOOTH RADIAL PLOT BY:	Charles More	2/9/35
TRACING OF PHOTOGRAPHIC DETAIL STARTED BY:	L. Lombardi	2/11/35
TRACING OF PHOTOGRAPHIC DETAIL RESUMED BY:	A. G. Patrick	3/13/35
TRACING OF PHOTOGRAPHIC DETAIL COMPLETED BY:	A. G. Patrick	6/18/35
PRELIMINARY INSPECTION OF SHEET BY:	C. More	6/18/35
FINAL INSPECTION OF SHEET BY:	G. C. Mattison	6/27/35

FORWARDED TO OFFICE:

Reference station: Man, 1933
 Lat. 41-14-44.923 (1385.8 m.) — adjusted
 Long. 72-51-41.724 (971.5 m.)
 N.A. 1927 datum

DESCRIPTIVE REPORT

To accompany

PHOTO TOPOGRAPHIC SHEET NO. T-5272

FIELD NO. 15

CONNECTICUT

East Haven River BRANFORD
and Vicinity

GENERAL INFORMATION

Compilation No. T-5272 covers, in general, the area adjacent to the easterly portion of the City of New Haven, Connecticut, and extends along the coast line from South End in the Town of East Haven, Connecticut, to Indian Neck in the Town of Branford, Connecticut. It also includes Darrow Island, Lovers Island, Clam Island and several smaller islands and rocks off their shores.

The photographs were received from the Washington Office in April, 1934.

The work was done in accordance with instructions from the Director dated August 10th and September 9th, 1933 and all circulars issued to and including November 19th, 1934.

PHOTOGRAPHS

Five Lens

The photographs were taken by the Army Air Corps Model AC31-78 Camera. The flight was designated 880-14 and the photographs numbered M-167 to M-181 inclusive, the numbering increasing in the direction of flight, which was from west to east.

Data on the photographs indicate this camera to have a focal length of six (6) inches and the photographs taken at a height of five thousand (5000) feet. They were taken November 4th, 1933, the first exposure, M-163 being made about 11:10 A. M. The stage of the tide was computed from the tide tables as being 6.2 feet.

Single Lens

These photographs, composed of four flights, were used to confirm a few doubtful areas on the wing prints of the five lens photographs.

The scale factors of these flights were determined and are as listed on the following page:

<u>Photograph No.</u>	<u>Scale Factor</u>
V59 to V61 (880D-8)	1.000
V62 to V70 (880C-8)	0.978
V71 to V78 (880D-8)	0.984
V87 to V100(880C-8)	1.023

Photographs V87 to V100 were taken November 4th, 1933, at 1:05 P. M. The other three flights were taken October 12th, 1933, at about 11:40 A. M. and the stage of the tide as computed from the tide tables was 1.6 feet.

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

GENERAL DESCRIPTION OF TOPOGRAPHY

The sheet comprises territory lying in New Haven County.

The political subdivisions shown are Branford and East Haven in the order named westward from the easterly end of the sheet. The westerly boundary of Branford is the East Haven River and Lake Saltonstall as shown on the maps of the Towns of Branford and East Haven. The Town of Branford extends northward and eastward beyond the limits of this sheet. The Town of East Haven extends westward and northward beyond the limits of this sheet.

Railroads

One steam railroad is shown. This railroad, which crosses the entire northerly part of the sheet, is a two track road; Shore Line Division of the N.Y., N.H. & H.R.R., and is represented by the single track symbol.

The southerly railroad, which crosses the entire sheet, is a two track, electric railway of the Connecticut Company. This street car line runs in a southeasterly direction from Latitude $41^{\circ} 17'$ and Longitude $72^{\circ} 52' 45''$ to Short Beach and in a northeasterly direction from Short Beach to the approximate vicinity of Latitude $41^{\circ} 17'$ and Longitude $72^{\circ} 48' 45''$. It continues beyond the limits of this sheet. A branch of this street car line runs in a southerly direction from the vicinity of East Haven Green to Momauguin Beach. This railway is represented by a single track railroad symbol where it runs over a private right-of-way and by a single solid line where it runs over the public highways.

Water Courses

Two water courses and several small tributaries, flowing in a general southerly direction, are within the limits of this sheet. The most easterly is the Branford River which is entered through Branford Harbor. The East Haven River is the westerly water course shown on this sheet.

Development

The portion of territory in the vicinity of East Haven is a suburban area. The remaining area of this sheet, with the exception of Branford center is a rural district and is composed of truck farms, grazing and wooded areas. Branford center is a small developed residential area with some industries on the west bank of the Branford River. The entire shore is well developed and is used mostly by summer residents.

On the north central portion of this sheet is shown a fresh water reservoir called Lake Saltonstall.

Terrain

The entire terrain within the limits of this sheet is rolling with the exception of that portion of East Haven between Longitudes $72^{\circ} 52' 00''$ and $72^{\circ} 52' 45''$ and south of the railroad, which is generally flat.

The highest point of elevation is on the west bank of Lake Saltonstall which is two hundred and forty (240) feet.

Shore Line

The shore line is very irregular and the fore shore ranges from grass through sand and boulder beaches to rock ledges.

Indian Neck

Along southeast, southwest and northwest shores of Indian Neck, the fore shore is largely ledge rock interspersed with sand beaches. On the northeast side of Indian Neck is a large salt marsh.

Off the south shore of Indian Neck there are several islands and offlying rocks whose shores are ledge rock.

Branford River

The area, between high and low water, is largely mud and grass.

Branford Harbor

The fore shore from Branford Point to Johnson Point is largely ledge rock interspersed with small stretches of sand and boulder beaches.

A bluff about twenty (20) feet high extends from a point in the cove south of Lovers Island to a point about 200 meters north of Latitude $41^{\circ} 15' 00''$.

Several small offlying islands and rocks are within the harbor.

Johnson Point to East Haven River

The fore shore is ledge rock with several stretches of sandy beach.

In the vicinity of Horton Point there is a bluff about twenty five (25) feet high.

There are several small offlying islands and rocks.

Darrow Island

A large area of Darrow Island is salt marsh.

The fore shore of Darrow Island is rock ledge and sand beach.

There is a large area of ledge rock off the southwest shore.

East Haven River

The shore on both banks of the East Haven River is rock ledge, boulders and grass marsh berm.

On both shores of the river south of the bridge are occasional rock bluffs about twenty (20) feet high and steep banks, except at the marshy areas.

Momauguin Beach

The fore shore from Mansfield Point to the western extremity of this sheet is sandy beach with a few small patches of ledge rock.

There are several offlying rocks and shoals in this area.

CONTROL

Sources

2nd Order Triangulation 1933 by G. C. Mattison

3rd Order Triangulation 1933 by G. C. Mattison

In plotting the triangulation stations on this sheet, an adjustment of one (1) meter was added to the D.M.s and D.P.s to agree with the first order work. *(with this method of adjustment the ref. B 17 Jan '33, was 20 m. in lat. and 0.1 m. in long. different from final office adj. position.)*
All were adjusted by interpolation 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 this sheet as drawn is 1:10,000. The scale factor was computed as .980 and the value of 1.000 was used in laying out the projection.

Where the single lens flights overlapped the five lens flight, points common to both were picked. The topographic detail was traced in from the single lens photographs by adjusting between these points as determined by the five lens photo plot.

Adjustment of Plot

In the vicinity of Lake Saltonstall, the wing prints showed considerable distortion. Additional radial plot points were added and marked adjustment was required to trace in some of the detail. This was due to abrupt changes in elevation.

Interpretation

Some difficulty was encountered in deciding the character of the photographic detail. An extensive field inspection was made in certain inland areas to determine the nature of the topography.

The data obtained in the field is inked in on the field photographs.

The high water line was traced in on the field photographs from actual inspection except in the marsh areas. The berm line in the marsh areas was traced in directly from the photographs.

The low water line was traced in from the single lens photographs which were taken at about low water. The low water line was omitted in the East Haven River, Farm River Cut and a portion of the south shore of Darrow Island. No photographs of these areas taken at low water were available.

Conventional Signs

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

Poor motor roads are indicated by a double broken line and very poor roads or trails are shown by a single broken line. The width of roads is slightly exaggerated in order to keep the detail open and clear.

Where the electric street surface railway runs over a public highway, the cross ties were omitted and a single solid line was used to keep the detail open.

Only the buildings adjacent to the shore and some of the more

prominent buildings inshore were shown.

The symbol for cultivated areas was omitted and noted on the overlay.
The dashed lines in the Branford River indicates the approx. l.w.l. at those places.

The boundaries of water shoal areas were indicated by a single broken line. These were drawn in from the inspection of the photographs only and may depart from the true condition. *The dashed line offshore is used to outline rock areas, awash at some stage of tide. It has also been used, instead of the rock awash symbol, in order to show the shape of the larger rock areas, evidently.*
Character of Marshes

The marsh areas adjacent to the shore are covered by salt grass and are barely covered with water at high tide. The high water line as drawn on this sheet is the berm line.

Inshore, there are several fresh water marsh areas. These areas are mostly wooded and overgrown with small ferns. The limits of these areas were determined by actual field inspection.

*T.M.P. 1937
 Replaced by ledge symbols, upon review.*

Information From Other Sources

There is forwarded with this sheet a blue print of the map which is officially issued by the Town of East Haven. The map of the Town of Branford will be forwarded with the compilation east of this sheet.

These maps were used to identify certain streets and roads that did not show clearly on the photographs. However no streets were shown on this sheet if they did not appear on the photographs.
East Haven Map filed in Air Photo Section. Cannot locate Branford Bridges Map.

There are two bridges over navigable waters shown on this sheet.

The bridge crossing the Branford River is a draw bridge and the clearance and span are shown in the U. S. Engineers' list of bridges over navigable waters, 1927 edition. *retractile bridge*
 clearance given on sheet.

Field inspection revealed that the bridge crossing the East Haven River is a swing bridge but is now closed. *clearance given on sheet*

Hydrographic Signals

*listed as a swing bridge
 by U. S. E. No note regarding closed.
 Coast Pilot, 1933 states bridge remains closed due to lack of river traffic.*

Several prominent landmarks along the shore were spotted on the photographs and plotted by radial plot. The descriptions of some of these stations are submitted with the sheet on form #524.
*Cards form 524 Filed under T 5272. ("Flag pole, White, Indian Neck" n.d.,
 U. S. E. Stations → is only one of hydro. stations submitted as landmark on form 567.)*

The positions of three U. S. E. stations in inner and outer Branford Harbor were determined by triangulation. Two U. S. E. stations, #5 and #6, were determined by angle and distance from a point that could be recovered on the photographs. (#5, (USE) & #6 (USE)
located by radial plot and submitted on form 524)

Cable Areas

Signs marking the cable areas were not spotted on the photographs at the time of making the field inspection.

Geographic Names

Except as noted below there are no changes on the U. S. Coast and Geodetic Survey charts for this area.

New Names

The small point east of ~~Jeffery~~ ^{Jeffrey} Point and at the eastern extremity of this sheet is called Linden's Point. This information was obtained from a sign posted on the road which leads to Linden's Point.

Conflicting Names

Darrow Island, (so called on chart #217) is locally known as Kelsey Island. This information was disclosed by local inhabitants upon field inspection.

~~Jeffery~~ ^{Jeffrey} Point (so called on chart #217) is locally known as Pages Point. This information was obtained from local inhabitants on field inspection.

COMPARISONS WITH OTHER SURVEYS

Junctions

This sheet matches the adjoining sheets on the north, east and west with no differences and all junctions are satisfactory.

Changes

This sheet was compared with photostat copy of U. S. Coast and Geodetic Survey North Shore of Long Island Sound, dated 1885 and the changes are as noted below.

At Linden's Point a stone seawall has been constructed which accounts for the slight difference.

The high water line differs from the marsh land adjacent to Maltby Cove. As stated previously in this report, the high water was drawn in at the berm line of these marsh areas. *Compilation correct*

The remaining portion of Indian Neck compares favorably with only slight differences. The docks shown on the old survey on the northwest shore of Indian Neck no longer exist.

In Branford River the high water line agrees with the old survey except on the west bank of the river near the Malleable Iron Fittings Co. This change is accounted for by a bulkhead which is now in place.

sheet discarded.

(No. 5273)

75263

CT-15699, 6.

The high water line adjacent to Lindsey Cove differs from the old survey. This is due to dredging and probable erosion.

From Lindsey Cove to Johnson Point the high water line checks favorably with the old survey.

The rock shown on chart #217 about 100 ^{feet} meters north of the north end of Lovers Island is not visible on the single lens photographs which were taken at about low water. *(Water 1.6 ft. above low when low water photos taken. A rock visible on photos, nearby, has been shown as rock a wash on compilation, upon review.)*

In the marsh land just north of Johnson Point, there is a considerable change. This area has been dredged and spillways have been constructed in two places which keep this area flooded at all times.

The road just back of the high water line in the cove south-east of Pages Cove has been washed away.

The high water line in Pages Cove shows a slight difference. This is probably due to erosion.

From Pages Cove to the East Haven River the high water line compares favorably. The island shown on the old survey in the cove south of Short Beach is not visible on the photographs and was omitted. *This was added as a rock a wash upon review. It shows distinctly on Photo V 62 (880C-8) taken near low water.*

The high water line around Darrow Island agrees with slight differences. These differences are probably due to erosion. The pier shown on the old survey at the northeast shore of Darrow Island no longer exists.

The high water line of the East Haven River compares well with the old survey.

From Mansfield Point to the western extremity of this sheet there are slight differences which are probably due to erosion, and shifting of the sand from tidal actions.

The boat landing and hotel on the west side of Branford Harbor in the vicinity of Lovers Island mentioned in the Atlantic Coast Pilot, section B, edition of 1933, eighth paragraph, page 184, no longer exist. *Pier and a few blgs. in vicinity appear on photos & were shown on compilation as submitted from field. No field inspection notes indicate they should be deleted. Old hotel, as charted, is gone.*

The hotel shown on chart #217 at Branford Point no longer exists.

In the vicinity of the pond shown on this sheet northeast of Pages Cove, the old survey shows a wooded marsh. The area has been inspected in the field and the limits of the marsh shown are correct.

The wooded marsh area shown on the old survey northwest of Mansfield Point has been inspected in the field and was found to be dry.

U. S. E. Survey of Branford Harbor

This survey does not show any coordinates of the U. S. E.

stations and there is no grid shown on this survey.

Changes in Navigational Features

There is no important detail now shown on the chart that should be removed except as herein before mentioned.

Landmarks

A copy of the list of landmarks is submitted herewith on form #567.

RECOMMENDATIONS FOR FUTURE SURVEYS

Error of Compilation

The compilation is believed to have a probable error of four (4) meters in position of intersected points and seven (7) meters for other detail. *(10m. prob. error for inshore detail not located as an intersected point)*

Work Incomplete

The work is complete within the limits of this sheet and no additional survey is necessary.

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

Respectfully submitted,



Andrew G. Patrick,
Draftsman U. S. C. & G. S.

*Notes in red by T.M.P., 1937
upon review of sheet.*

STATISTICS

- | | |
|-----------------------------------------------------------------------------------------|--------------------------|
| 1. Area of land inked | 9.7 Square Statute Miles |
| 2. Length of shore line (more than
200 meters from nearest opposite
shore) | 12.5 Statute Miles |
| 3. Length of shore line (rivers and
sloughs less than 200 meters wide) | 20.2 Statute Miles |
| 4. Shore line of inland lakes (more
than 200 meters in width). Lake
Saltonstall. | 4.2 Statute Miles |

Scaled by: L. B. Walker

Checked by: A. G. Patrick

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-5272

Data Record

Triangulation to 1933

Recoverable stations of less than third order accuracy to 1933

Photographs taken October and November 1933

Field inspection to August 1934

The field inspection was for the interpretation of the photographs. The detail of this compilation is of the date of the photographs.

Comparison with Previous Surveys

The shoreline and offshore areas on T-5272 were compiled from single lens photos taken with the tide 1.6 feet above M.L.W. These photographs showed most of the rocks found by previous surveys. A detailed comparison has been made between T-5272, the photographs and previous surveys.

A number of the rock ledges shown on the previous surveys are shown on T-5272 by rock awash symbols; also in several cases a small cluster of closely grouped rocks on the older surveys are covered on T-5272 by a single rock awash symbol. Although the field inspection did not completely cover the rocks, and although the height of rocks cannot be exactly determined from the photographic appearance, T-5272 is more complete and accurate than previous surveys and should be accepted until further field examination is made in this area. The rocks noted by * in the following paragraphs should be investigated when additional field work is done in this area.

T-82 (1838), 1:10,000

*1. At lat. $41^{\circ} 14.7'$, long. $72^{\circ} 49.2'$, T-82 shows a ^{sunken} rock which is not carried on the present charts. This rock was not visible on the photographs. It was not carried forward to T-5272. However, it is not disproved, ^{by T-5272} as it may be just awash at L.W. or submerged, in which case it might not be seen on the photos. *This submerged rock was searched for and its existence disproved by H-1638 (1884)*

*delete rk.
from chart*

*T.A. DINSMORE
2/13/48*

*2. At lat. $41^{\circ} 14.6'$, long. $72^{\circ} 51.65'$, T-82 shows two rocks not visible on the photographs but not disproved. ^{by T-5272} These rocks are on the present chart and have been carried forward from T-82 to T-5272. A sounding line on H-1638 passes over these rocks without noting their existence.

T-5272 is complete and adequate to supersede the section of T-82 which it covers except for (a) the rocks discussed in 1 and 2 above; (b) hachured and contoured elevations; (c) bluffs; (d) Cow and Calf Rocks.

T-1296 (1872), 1:10,000

*1. At lat. $41^{\circ} 14.4'$, long. $72^{\circ} 52.7'$ T-1296 shows a rock not visible on the photographs. This is accepted as the same rock visible on the photos and shown on T-5272, 45 meters to the eastward.

T-5272 is complete and adequate to supersede T-1296 except for (a) the rock discussed in 1 above; (b) hachured and contoured elevations; (c) bluffs.

T-1569a, b (1885), 1:10,000

*1. 30 meters north of Lovers Island on T-1569a is shown a rock which was not visible on the photographs. This is accepted as the same rock visible on the photographs and shown on T-5272 20 m. northwestward.

*2. At lat. $41^{\circ} 14.9'$, long. $72^{\circ} 51.2'$ on T-1569b are shown two rocks which are not visible on the photographs. These are accepted as the same rocks visible on the photographs and shown on T-5272 30 meters to the southward.

*3. At lat. $41^{\circ} 15.15'$, long. $72^{\circ} 51.1'$ on T-1569b are shown two rocks located 20 meters west of the island in Farm River Cut. These rocks were not visible on the photographs. They are not carried forward to T-5272. However, they are not disproved, as they may be just awash at L.W. or submerged in which case they would perhaps not be seen on the photographs.

*4. At lat. $41^{\circ} 14.8'$, long. $72^{\circ} 50.2'$ on T-1569b are shown two rocks located 15 meters off the south tip of Johnson Point. The same condition as described in paragraph 3 above applies in this case.

T-5272 is complete and adequate to supersede T-1569a, b except for (a) the rocks discussed in paragraph 1-4 above; (b) hachured and contoured elevations; (c) bluffs; (d) Cow and Calf Rocks.

U. S. Engineers Surveys

A comparison was made with the four latest blueprints of Branford Inner and Outer Harbor. Because of the large difference in scale between these blueprints and T-5272, only a general comparison was made. No conflicts were noted and T-5272 is adequate to supersede them.

Comparison with Recent Hydrographic Surveys

(1) No recent hydrographic surveys by Coast & Geodetic Survey (latest is dated 1884).

(2) Due to large scale difference, no detail comparison was made with U.S.E. hydrographic surveys at Branford Harbor, but a general comparison shows no conflict.

Comparison with Charts

Chart 218 (edition July 14, 1937), 1:20,000

Chart 217 (edition June 21, 1937), 1:20,000

A reproduction of T-5272 was made on film to the scale of charts 217 and 218 and a detailed comparison was made with these charts. Important differences have been checked against the photographs and T-5272 is now complete for correcting the topography on the charts except for:

1. Items on the old surveys, not superseded, as mentioned in the preceding paragraphs.
2. Submerged pipe lines, cable crossings, buoys.

T-5272 shows numerous corrections to the shoreline and interior details, the most important of which are indicated on the attached sections of the charts.

It is noted that charts 217 and 218 do not agree with each other in the area in which they overlap. This is evident in (1) several off-shore rocks, (2) position of railroad crossing Lake Saltonstall.

Landmarks and Aids to Navigation

*1. Big Mermaid Light is not shown on T-5272. It was not located in the field and there is insufficient data in the Washington office to plot it accurately on T-5272.

2. Triangulation station East Haven Spire, 1870, 1933 is shown on chart 218, 15 m. in error in position. T-5272 correct.

3. Landmark "House" on Johnson Point, plotted 10 m. in error on chart 217. T-5272 correct.

Recoverable Hydrographic & Topographic Stations

Four Forms 524 filed under T-5272.

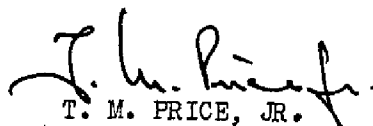
Accuracy

T-5272 has a probable error of 4 m. in position for shoreline detail of particular importance to navigation, 7 m. for other shoreline detail and for well defined inshore detail, and 10-12 m. for other inshore detail.

Additional work

It is suggested that when the next survey is made in this vicinity, the items marked with an asterisk in this review, receive attention.

Oct. 12, 1937.


T. M. PRICE, JR.

REVIEW OF AIR PHOTO COMPILATION NO. 5272

Chief of Party: *G. Mattison*Compiled by: *A. G. Patrick*Project: *HIT-150*Instructions dated: *8/10, 9/9, 1933*

- ✓ 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)
no ground surveys used
- ✓ 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)
No control except 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.
no contemporary plane table or hydro. surveys.
- ✓ 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)
- ✓ 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."

*G.M.
13
2.A.M.
S.L.
L.M.*

- ✓ 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. 18c)
- ✓ 12. Geographic names are shown on the overlay tracing. The accepted local usage of new names has been determined and they are listed in the report, together with a general statement as to source of information and a specific statement when advisable. Complete discussion of place names differing from the charts and from the U. S. G. S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k)
- ✓ 13. The geographic datum of the compilation is *N.A. 1927* and the reference station is correctly noted.
- ✓ 14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j)
- ✓ 15. The drafting is satisfactory and particular attention has been given the following:
 - ✓ 1. Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report.
 - ✓ 2. The degrees and minutes of Latitude and Longitude are correctly marked.

- ✓ 3. All station points are exactly marked by fine black dots.
 - ✓ 4. Closely spaced lines are drawn sharp and clear for printing.
 - ✓ 5. Topographic symbols for similar features are of uniform weight.
 - ✓ 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;

June 28, 1935.

G. Mathias
Chief of Party

19. Remarks after review in office:

Drafting of Woods on celloloid is gray in places.

Reviewed in office by: *T.M. Price* *Inspected B.G. Jones.*
Oct. 8, 1937

Examined and approved:

Thos. Baird
Chief, Section of Field Records

K.T. Adams
Chief, Division of Charts

Fred. L. Pearson
Chief, Section of Field Work

G. H. de
Chief, Division of Hydrography
and Topography.

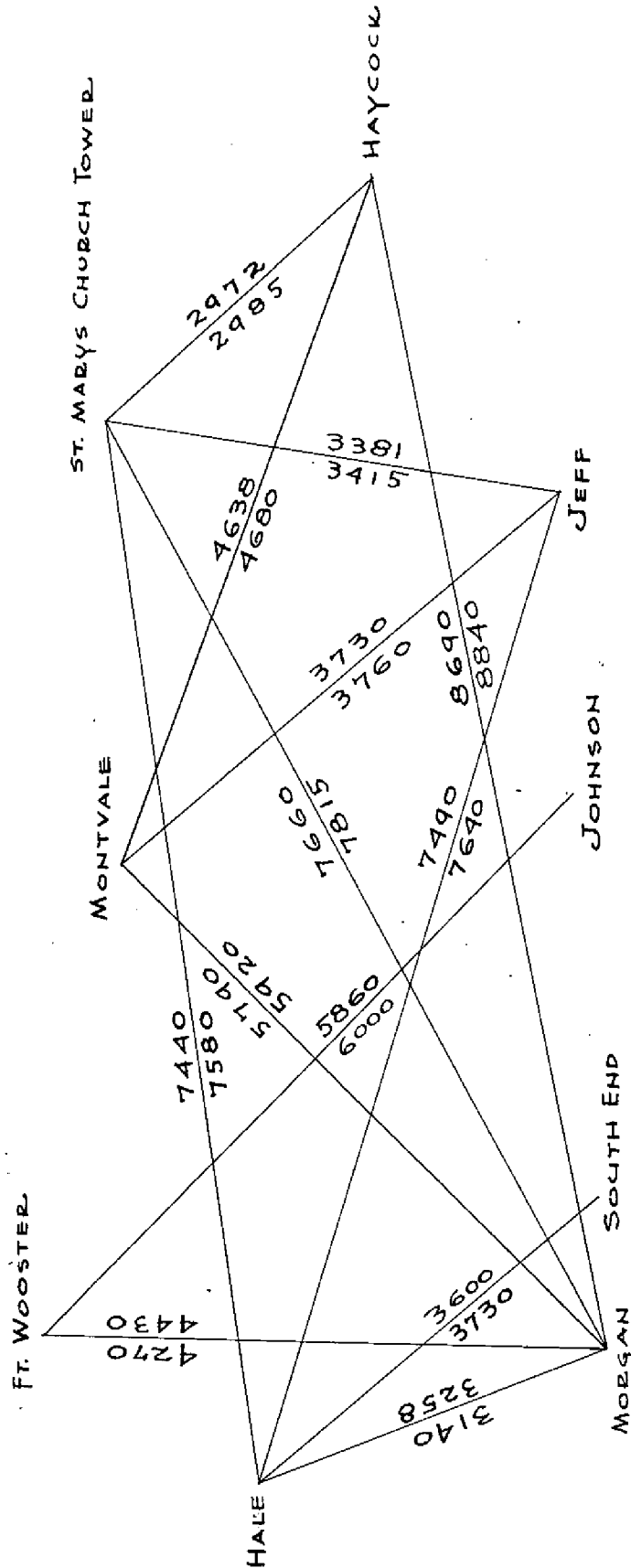
SCALE FACTOR COMPUTATIONS

Photographs 163 to 185

		<u>Measured</u>	<u>Computed</u>	<u>Factor</u>
Haycock to	St. Marys Church Tower	2972	2985	.994
	Montvale	4638	4680	.989
	Morgan	8690	8840	.984
Jeff to	St. Marys Church Tower	3381	3415	.989
	Montvale	3730	3760	.992
	Hale	7490	7640	.980
Johnson to	Fort Wooster	5860	6000	.977
Morgan to	St. Marys Church Tower	7660	7815	.982
	Montvale	5790	5920	.978
	Fort Wooster	4270	4430	.962
	Hale	3140	3258	.965
Hale to	St. Marys Church Tower	7440	7580	.982
	South End	3600	3730	.965
Average Factor				.980
Scale Factor Used				1.000

DIAGRAM FOR SCALE FACTOR COMPUTATIONS

PHOTOGRAPHS 163 TO 185



NOTE: THIS DIAGRAM IS NOT DRAWN TO SCALE.

①

Remarks

Decisions

1		
2		
3		Local Name Reported C.P. 7/28/33 (smoot)
4		
5		D.C.N. 11/7/39
6		
7		
8		
9		
10		
11		
12		C.L-578 (1925)
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14		
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26		
27		

GEOGRAPHIC NAMES

Survey No. T-5272

GEOGRAPHIC NAMES		On Chart No. 217, 218									
Survey No. T-5272		On previous survey No. T-1569, a, b									
Name on Survey		On U. S. quadrangle Maps									
		From local information									
		Map of Town East Haven, 1930									
		On local Maps									
		P. O. Guide or Map									
		Rand McNally Atlas									
		U. S. Light List									

2

Remarks

Decisions

1		
2		
3	* "Double Beach" on USGS is near Johnson Pt, not same location as on Ch.	
4		
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12		
13		
14		
15		
16		
17		
18		
19		Not shown on this sheet
20		
21		
22		
23		
24		
25		
26		
27		

GEOGRAPHIC NAMES

Survey No. T-5272

GEOGRAPHIC NAMES											
Survey No. T-5272											
Name on Survey	On Chart No. 217, 218										
	A.	B.	C.	D.	E.	F.	G.	H.	K.		
Big Mermaid	✓	✓								1	
Little Mermaid	✓	✓								2	
Double Beach	✓	✓	*✓						26800	3	
Lovers Island	✓	✓								4	
Indian Neck Pt.	✓	✓	✓							5	
Pawson Park	✓	✓								6	
Indian Neck	✓ appd	✓	✓							7	
Brantford Hbr	✓	✓	✓							8	
Jeffrey Pt	Jeffrey			Pages Pt						9	
Jeffery Rt.	(vs G.D)			(D.R. pg. 7)							
Mattby Cove	✓	✓								10	
Linden Pt				D.R. Pg. 7						11	
Clam I.	✓	✓	✓							12	
Jeffrey Rock	Jeffrey RK	Jefferys RK								13	
Blyn RK	✓	T-82								14	
Taunton RK	✓	✓	✓							15	
Old Clump (RK)	✓	✓								16	
Umbrella Island				GN 128						17	
Green Island									26327	18	
Bird Rock	✓	H-1638a								19	
										20	
										21	
										22	
										23	
										24	
										25	
										26	
										27	

Names underlined in red approved

by JHE on 9/17/37

M 234

Names underlined in red approved

by JHE on 9/17/37

STRIKE OUT ONE

LANDMARKS FOR CHARTS,

Bridgeport, Conn.

June 27 1935

The positions given have been checked after listing.

U. O. Mattison

Chief of Party:

[illegible]

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given



whole
area
placed
too far
south
comp. O.K.
75212

out of
position
comp. O.K.

(JOINS CHART 217)

bridge
changed
comp.
75212 ok.

2 rocks
awash
here
on
chart
217
removed
from
comp.

add
rocks
awash
25m. too
far west
Sunken rocks
not on comp
but
not disproved

add
rocks
awash
rock
awash
here
no swamp
Shape
on letters

Section
of
chart
218

AUTHORITIES
Surveys 1833 to 1893
Surveys by U.S. Engineers to 1934

The side limits of the improvement are shown by broken lines. The controlling depth through the channel, on the date given, is placed in or alongside the channel, or in a separate note, but no depth greater than the project depth is given. Because of possible shoaling, particularly at the edges, it must not be inferred that the depth stated existed throughout the entire width of the improvement on the date of the examination unless so stated, or that it has not since decreased in places across the entire width.

Report for T 5272 Supplemental
6/15/39

1. Corrections in red have been made from the original photographs to perfect the junction with T5268. The new information is shown in red.

Pg. 6/15/39