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C. & G. SURVEY,  
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Department of Commerce and Labor  
COAST AND GEODETIC SURVEY

\_\_\_\_\_  
Superintendent.

State: *Conn*

DESCRIPTIVE REPORT.

\_\_\_\_\_  
Sheet No.

LOCALITY:

*North shore of Long Id., Fair-  
field to Georges Rock*

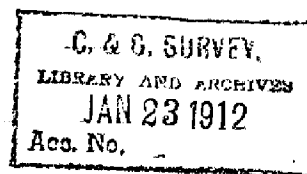
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1912

CHIEF OF PARTY:

*H. P. Ritter*

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Assistant in Charge.

Descriptive report to accompany

Topographic sheet no. 2936.

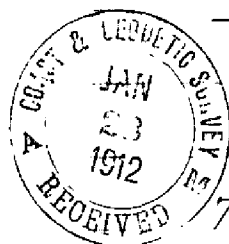
Being a Topographic revision of Coast and  
Geodetic Survey Chart no. 266.

By Homer P. Ritter, Asst. Chf. Survey

1909.

Scale  $\frac{1}{10000}$ .

2936.



Topographic Sheet No. 2936.

Department of Commerce and Labor,  
Coast and Geodetic Survey,

O. H. Tittmann, Superintendent.

Topographic revision of Coast and Geodetic Survey  
Chart No. 266.

North shore of Long Island Sound,  
Fairfield to George's Rock, Connecticut.

Scale  $\frac{1}{10000}.$

Topography revised to April, 1909.

by Homer P. Ritter, Asst. C and G. S.

Field Work by { Homer P. Ritter, Asst.  
H. R. Gustafson, "Hand"

Transfer to Sheet " H. P. R.

Dredged Channel, (south point) from U. S. Engineers.

The topographic revision of Chart No. 266 was made pursuant to Superintendents Instructions of Sept. 13, 1907, being supplemental to those of July 10, 1907 which directed that the following work be taken up.

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

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

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

The field work of the revision was begun about April 12, 1908, though some data had been collected previous to that time while engaged on other work, <sup>and</sup> was carried on in conjunction with other work at various times.

The work on this chart was not continuous on account of being broken into by numerous other details <sup>and</sup> assignments varying in length from a few days to 4 months each.

The results of the field work showing on a backed copy of Chart 266 the corrections up to April 1909, were forwarded to the Office on April 2, 1909.

The work consisted in taking the published chart (No. 266) of the Survey; going over the ground with it <sup>and</sup> eliminating from or adding thereon the important

topographic (and in a few cases hydrographic) changes that have taken place subsequently to the surveys used in compiling the chart.

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

In revising the shoreline; location of isolated new wharves <sup>and</sup> other principal features, angles taken with sextant on located points of the chart were made use of; care being taken to use only points near by in order to guard against possible distortion of the points due to unequal shrinking or expansion of the chart used. Measurements with steel tape <sup>and</sup> (for less important details).

pacing was also made use of.

For convenience of manipulation the chart used in the field was cut up into pieces of suitable size <sup>and</sup> the changes noted thereon in the field were subsequently transferred to a backed copy of the chart.

kept indoors.

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

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

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

The trolley lines are generally double-tracked. The field work was done by myself assisted by "Hand" H.R. Gustafson; transfer to sheet and inking in, by myself.

The dredged channel (Southport) shown on the sheet was taken from a blueprint obtained from the U.S. Engineers Office at New Haven, Conn. and incorporated with my revision.

This blueprint was forwarded to the Office on April 3, 1909.

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

A list of a number of located points, some of them triangulation stations, others located by sextant or linear measures, is given.

The positions were scaled from the sheet.

Object and description	LATITUDE	D.M.	LONGITUDE	D.P.	HEIGHT	REMARKS.
	° ' "	METERS	° ' "	METERS	FEET.	
△ Burnham's barn, cupola.	41 06	1601.0	73 21	69.5		
○ " Windmill	41 06	1468.-	73 21	16.-		
△ Cumpo 2.	41 06	1518.7	73 20	1355.6		
△ Sherwoods Ho. Chy.	41 06	1475.1	73 19	1324.0		
○ Windmill	41 07	251.-	73 19	305.-		
○ "	41 07	657.-	73 19	179.-		
○ "	41 07	280.-	73 18	1306.-		
○ "	41 07	157.-	73 18	1117.-		
○ Bedford's Ho. Chy.	41 06	1799.-	73 18	803.-		
○ Windmill	41 07	303.-	73 18	780.-		
○ "	41 07	341.-	73 18	365.-		
○ Sturges' Windmill	41 07	590.-	73 17	1334.-		
○ " Flag. Staff.	41 07	570.-	73 17	1300.-		
○ Windmill, N. S. mouth Mill, River.	41 07	1150.-	73 17	644.-		
△ Southport Episc. Ch. spire.	41 08	7.7	73 17	392.7		
△ " outer Beacon	41 07	581.8	73 17	366.7		
△ " inner "	41 07	1031.9	73 17	360.4		
△ " Congr. Ch. spire	41 08	193.7	73 17	300.8		
○ Curtis Cupola (Kensies Pt.)	41 07	857.-	73 16	666.-		
△ Kensies Pt.	41 07	1025.5	73 16	525.3		
△ Scott's Ho. S.W. Chy.	41 07	971.7	73 16	518.4		
△ Pine Creek 3. flag staff.	41 07	227.3	73 15	1002.9		Pine Creek Pt.