DESCRIPTIVE REPORT

Topographic Sheet No. 1 A902

State Connecticut

LOCALITY
Long Island Sound
Frost Point to Cockensee Island

193 4

CHIEF OF PARTY
G.C. Mattison

U.S. GOVERNMENT PRINTING OFFICE: 1936
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. 1

REGISTER NO. 4902

State. Connecticut

General locality. Long Island Sound

Locality. Frost Point to Cockenoe Island

Scale 1:10,000 Date of survey July, 1934

Vessel Field Party No. 16

Chief of party Lieut. Comdr. G. C. Mattison

Surveyed by G. C. Mattison

Inked by B. Jacoby

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated August 10, 1933

Remarks: This is a control sheet for aerial photographs

...and hydrographic signals...
DESCRIPTIVE REPORT

To accompany

Topographic Control Sheet

Field No. 1

This sheet was constructed for the purpose of investigating discrepancies between aerial photo-topographic sheets #5261 and #5262, and planestable sheets #4695 and #4696.

Mr. M. O. Nelson, surveyor, made a planestable survey on his boat sheet for the purpose of locating additional hydrographic signals between those shown on T-4695. He found large discrepancies in recoverable stations, and these discrepancies were later verified on the photo-topographic sheets. This final control sheet was made independently by the Chief of Party.

Before any field work was done on this sheet, Mr. B. Jacoby with a rodman, taped between those points whose taping could be accurately done. This reduced the time in the field with the sheet to a minimum, and it is believed that atmospheric conditions had a minimum effect on the sheet.

The planestable was first set up at stations located by theodolite and cuts taken to all visible signals. Set-ups at intermediate stations were verified by the taped distances and resections. In only one or two cases was it necessary to resort to the three point problem. Additional checks were obtained by comparison with the aerial photo-topographic sheets, and plotting of sextant angles obtained by Mr. Nelson when he made his boat sheet traverse.

No difficulty was encountered and the control points checked exactly in all cases. Some stations, previously located by sextant, are shown on the sheet in blue. Cuts to these stations checked their positions.

Short stretches of shore line were surveyed in the vicinity of Seymour Point, Hall Island and Compo Park or Basin. The photogrammetric sheet and the previous planestable sheet did not check here.

It is believed that this control sheet and the photogrammetric compilation are of greater accuracy than planestable sheets #4695 and #4696.

Respectfully submitted,

G. C. Mattison
Lt., Cdr., U. S. C. & G. S.

Received desirable stations are filed under T-5261.

G. A. McCormick