Applied to chart 220, 2.m.a. May 1937

Partially applied to drawing of Chart 219 - June 1937 - J.F.W.

Completely applied by Todd 8/12/38

Applied to drawing of Chart 218 - Dec 8, 1938 - J.F.W.
DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

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. 7

REGISTER NO. 5266

T5266

State

Connecticut

General locality
 Nor-Haven-County-Long Island Sound

Locality
 Milford, Connecticut

Scale
 1:10,000

Date of Photographs Nov. 4, 1933

Date of Compilation Aug. 30, 1934

Vessel
 Army Air Corps Airplane

Reviewed and recommended for approval:

Chief of party
 Lt. Cdr. G. C. Mattison

Photographs plotted by:
 Survey Party
 H. W. Jennings

February 19, 1934

Inked by
 H. W. Jennings
 January 25, 1935

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval 100 feet

Instructions dated August 10th and September 9th, 1933

Remarks: Compilation of aerial photographs M96 to M116 on
scale of 1:10,526 and enlarged to scale of 1:10,000, and
printed by photo lithographic process.
DESCRIPTIVE REPORT

To accompany

PHOTO TOPOGRAPHIC SHEET NO. 5286
FIELD NO. 7

CONNECTICUT MILFORD and VICINITY

GENERAL INFORMATION

Sheet No. 5286 covers the area in the vicinity of Milford, New Haven County, Connecticut, and extends along the coast from the Housatonic River to Point Beach.

The photographs were received from the Washington Office on December 11, 1933.

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, and all information is contained in this report.

PHOTOGRAPHS

5 Lens

The photographs used were taken by the Air Corps Model T3A Camera AC51-78. The flight was designated 875-14 and the pictures used were numbered M-96 to M-116 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 4, 1933, the first exposure; M-87 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 six flights: 13, 27-48, 49-69, 70-82, 83-97, 109-241.

The focal length of the camera was 8.25 inches and the indicated height flown was 6975 feet. No information was received as to the number of the camera. The photographs were taken November 1, 1933. The stage of the tide was computed from the tide tables as being 7.2 feet.
These single lens photos were used to confirm a few doubtful details on the wing prints and were also used in the radial plot locating hydrographic signals.

GENERAL DESCRIPTION OF TOPOGRAPHY

The area covered by this sheet lies entirely within the town of Milford which occupies the southwestern corner of New Haven County, being bounded on the south by Long Island Sound, on the west by the Housatonic River and on the northeast by the Town of Orange.

The area in the southwestern part of the sheet is comparatively low and flat. The remainder is rolling with some hills and a limited amount of broken land. In some localities, the rock crops out and the ground is covered with boulders. The soil is variable and is usually fairly fertile. Agriculture is one of the leading occupations of the inhabitants.

Practically all of the shore line on this sheet is sandy and comprises a resort section being occupied almost exclusively by summer cottages. Pond Point has a rather high rocky shore. Westerly from Pond Point are Pond Point Beach, Bay View Beach and Welch's Point. The latter is the site of a private aeroplane landing field. The Indian River is unnavigable and its shoreline is, to a large extent, marshy. The Wepawaug River likewise has considerable marshy shore, but is navigable at its lower end, where it is used extensively by fishermen and yachtsmen. A high dry point of land known as 'Burn's Point is on the west side of the Wepawaug River mouth. Adjoining it is Fort Trumbull Beach. Silver Beach has been formed by reclaiming some of the marshy area in the neighborhood of Silver Creek. A bar, bare at low tide, connects Silver Beach with Charles Island. The latter is occupied exclusively by a Roman Catholic Retreat. Westerly from Silver Beach are Myrtle Beach, Walnut Beach, Laurel Beach and Cedar Beach.

The village of Milford, lying on both sides of the Wepawaug River, is largely residential, although it is the home of a few minor industrial enterprises.

Housatonic River

To the eastward on entering the river is a stone rip-rap breakwater. This is constructed in two sections of about equal length. The portion offshore is above water at all stages. A beacon light at the southerly end is triangulation station "Break".

The inshore section is awash at about three-quarter tide. It terminates at a sandy arm of land called Milford Point. Just to the north of this point is an extensive area of muddy marsh land. Included in this area is Nells Island. At flood stage, this entire area is covered, but under normal conditions, only the southerly half is subjected to daily tidal action.

In most cases, the banks of the river within the limit of this sheet, are marshy and defined by definite berm breaks.

At the highway bridge over the river, cable crossing signs have
been indicated on the lettering overlay. Cable crossings are also known to exist at the railroad bridge, but no signs were found.

CONTROL

Sources

1st Order Triangulation 1932  C. D. Meeney
2nd Order Triangulation 1933-4  G. C. Mattison
3rd Order Triangulation 1933-4  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

Several U. S. E. Stations are within the area covered by this sheet, but complete information about them was not obtained until the sheet was nearly completed and they were not used for control.

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.

Adjustment of Plot

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

Interpretation

The only difficulty encountered in deciding the character of the photographic detail was on some of the wing prints. Single lens photos of these areas were available and were used to determine the nature of any indistinct details.

The field inspection was made by Mr. Joseph Andrews 3d, and the compiler, H. W. Jennings.

The coast line of the area is generally quite sandy with the exception of Point Beach which is high and rocky.

High water lines on beaches were drawn in from field inspection of the photographs, the latter being taken very nearly at high water. The entire shore line was traversed on foot in the course of the inspection.
Conventional Signs

Only the usual graphic symbols were used as approved by the Board of Surveys and Maps.

A full double line indicates first class 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. For the sake of clarity, only the two outside tracks of the four track railroad were shown, but the number of tracks was noted on the overlay. The four track railroad is electrified by means of an overhead trolley but the convention for a transmission line was omitted.

Information From Other Sources

No data on bridges was obtained as all of the bridges on this sheet are of a nature to affect navigation. The two bridges over the Housatonic River, at the junction of this sheet with sheet No. 5263, are discussed in the report on the latter sheet.

There is forwarded herewith a map of the Town of Milford. It was used to identify locations of indeterminate streets on the photographs. However, no streets shown 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 "Naugatuck Junction" has been changed to Devon, by the authorities. It is noted in the telephone directory and newspapers and the railroad company has changed the station name.

Conflicting Names

With the exception of the very definite change noted above, no conflicting names were noted in the area embraced by this sheet.

New Names

The shore line between Myrtle Beach and Fort Trumbull Beach has been developed into a summer colony and is known as Silver Beach.

The lower part of the Indian River above the highway bridge is referred to locally as Gulf Pond.

A realty development has been made in the marshy area adjacent to Gulf Pond Meadow Creek and is known as Pond Point. This should not be confused with the actual point of land known as Pond Point. The latter lies southeast of the realty development.

The beach abutting on Pond Point realty development is known locally as Pond Point Beach.

The beach of the actual Pond Point is known as Point Beach.

The strip of beach lying just to the east of Welch's Point is known as Bay View Beach.
The realty development N. E. of Pond Point has the local name of Morningside.

All of the above mentioned new names were established by reference to local maps and by interviewing local residents.

**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.** There are two systems of U. S. E. surveys in this area, one on the Milford Harbor and the Wepawaug River, and the other on the Housatonic River.

In the Milford Harbor system, the origin of coordinates was given as No. 6 and the coordinates were referred to an assumed meridian through No. 8. Numbers 11 and 13 of this system were incorporated in the scheme of triangulation done by this party in this area. Knowing the coordinates (on the assumed meridian) of No's. 6-8-11-13 and knowing the correct geographic position of No's. 11 and 13, the azimuth of the assumed meridian was computed and new coordinates computed for all stations with reference to the true meridian and using No. 13 as origin. The geographic position of all stations was then computed. All stations which could be recovered in the field were spotted on the photographs and located on the sheet by radial plot. The following table gives the result of this work:

<table>
<thead>
<tr>
<th>U.S.E. STATION</th>
<th>D.M.&amp; D.P. U.S.E.</th>
<th>D.M.&amp; D.P. RADIAL PLOT</th>
<th>COMPARISON</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>424.5</td>
<td>318.3</td>
<td></td>
<td>Recovered.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>No coordinates given.</td>
</tr>
<tr>
<td>5</td>
<td>148.0</td>
<td>326.5</td>
<td></td>
<td>Recovered.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>No coordinates given.</td>
</tr>
<tr>
<td>6</td>
<td>232.3</td>
<td>229.5</td>
<td>2.8</td>
<td>Recovered.</td>
</tr>
<tr>
<td></td>
<td>500.3</td>
<td>500.7</td>
<td>0.4</td>
<td>(References only)</td>
</tr>
<tr>
<td>7</td>
<td>1666.2</td>
<td>1664.5</td>
<td>1.6</td>
<td>Recovered.</td>
</tr>
<tr>
<td></td>
<td>312.3</td>
<td>312.5</td>
<td>0.2</td>
<td>Recovered.</td>
</tr>
<tr>
<td>8</td>
<td>1613.4</td>
<td>1613.1</td>
<td>0.3</td>
<td>Recovered.</td>
</tr>
<tr>
<td></td>
<td>626.6</td>
<td>627.1</td>
<td>0.5</td>
<td>Recovered.</td>
</tr>
<tr>
<td>11</td>
<td>1390.8</td>
<td>1390.9</td>
<td>0.1</td>
<td>Recovered and located by triangulation.</td>
</tr>
<tr>
<td></td>
<td>1255.7</td>
<td>1255.8</td>
<td></td>
<td>Recovered and located by triangulation.</td>
</tr>
<tr>
<td>13</td>
<td>1157.6</td>
<td>1157.6</td>
<td></td>
<td>Recovered and located by triangulation.</td>
</tr>
<tr>
<td></td>
<td>1156.9</td>
<td>1156.9</td>
<td></td>
<td>Recovered and located by triangulation.</td>
</tr>
<tr>
<td>14</td>
<td>1160.9</td>
<td>1169.0</td>
<td>1.9</td>
<td>Recovered.</td>
</tr>
<tr>
<td></td>
<td>78.1</td>
<td>78.1</td>
<td>0.1</td>
<td>Recovered.</td>
</tr>
</tbody>
</table>
The Engineer游击 will not be shown on the printed copy of the publication. However, numerous engineer stations illustrated by the artist's sketch will be shown.
<table>
<thead>
<tr>
<th>U.S.E. STATION</th>
<th>D.M. &amp; D.P. RADIAL PLOT IN METERS</th>
<th>COMPARISON</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shell-Fish</td>
<td>1343.5 251.6</td>
<td>1341.1 251.8</td>
<td>2.4</td>
</tr>
<tr>
<td>Wheeler</td>
<td>1371.7 95.2</td>
<td>1371.6 95.3</td>
<td>0.1</td>
</tr>
<tr>
<td>Private Yacht Club</td>
<td>1260.6 18.1</td>
<td>1261.1 18.1</td>
<td>0.5</td>
</tr>
</tbody>
</table>

All stations which were recovered, except No's. 11 and 13, have been described on card form No. 524.

The grid system was put on the sheet using the assumed meridian and an interval of 3600 feet.

The Housatonic River system is at the junction of this sheet with sheets No.'s. 5263 and 5271. The origin of coordinates is Stratford Point Light House (on sheet No. 5271) which has been located by the triangulation of this and other parties. The coordinates were referred to the true meridian. In the portion of this system covered by this sheet, only three stations were recovered, Stratford Beacon, No. 11 and No. 13. Stratford Beacon had been established by triangulation and No. 11 was difficult to identify on the photograph, so only one station (No. 13) was established by radial plot. The position obtained by this method agreed very closely (0.7 meter) with the position obtained from the U.S.E. Coordinates. The grid system was shown on the sheet using an interval of 3600 feet.

Changes. In addition to the standard U. S. C. & G. S. charts of this area, there were available photostats of an earlier chart dated 1906 and revised to 1909. These photostats were supposed to be reduced to the scale of the compilation, but were found to vary to a great extent in scale and were also badly distorted. As a result, it was difficult to make an accurate comparison.

In making the comparison, a good many discrepancies were noted, but the majority of them are due to natural and artificial changes in detail rather than to errors in the earlier surveys.

An exception to this is the fact that just to the north of Pond Point, the electric trolley line is not in the roadway, but in a private right of way paralleling the roadway.

The portion of the trolley line from Milford west which has been shown on this compilation by a dashed line, has been abandoned, and in some places, the rails have been removed or covered over.

In the development of the section, the west side of Pond Point has been built up by fill and the high water line is now about 25 meters farther seaward.

Just south of the Indian River, a discrepancy of about 10 meters occurred in the location of the trolley line. Good radial plot intersections were had here and the compilation was further verified by single lens photos. The old survey is evidently in error.
The southern extremity of Welch's Point has been eroded away for about 15 meters.

The shore line just south of Milford Harbor Light has been built up and is now about 20 meters farther seaward.

Just to the north of the mouth of Indian River, the high water line was found to be about 20 meters farther seaward. This shore line is marshy, but is defined by a rather definite berm break.

The shore line on the south side of Burns Point has been built up and now lies about 40 meters farther seaward.

The old surveys indicate a slight reverse curve in the railroad on the east side of Milford village. The track has been relocated here and the reverse curve done away with.

The small pond in the western part of Milford village is now somewhat smaller than is shown on the charts.

The north and south street just east of this pond has been relocated.

The compilation showed the southern and eastern shores of Charles Island to be some distance farther seaward. Good radial plot intersections were had here and a triangulation station was also available for control. The compilation was further verified by single lens photos.

Considerable reclamation work has been done in the seaward part of the large marsh which lies between Myrtle Beach and Fort Trumbull Beach. It is now the site of a summer colony and is known as Silver Beach.

Subsequent to the taking of the photographs, drainage ditches have been dug over the entire area of the marsh just mentioned. Inasmuch as they did not appear on the photographs, these ditches were not shown on the sheet.

The three long piers shown at Laurel Beach, Walnut Beach, and Myrtle Beach are no longer in existence.

The series of ponds in Beaver Brook have changed considerably in shape and extent.

The shore line on the southeast side of Milford Point has been built up and now lies about 30 meters farther seaward. The extremity of Milford Point has also been built up for about 150 meters farther west.

Just north of this point, there is an extensive area of marsh land which the old surveys show to be below mean high water. At flood stage, the entire area is covered by water, but at a normal high tide, only the southern part is covered. In the northern part, the high water line is defined by definite berm breaks which show up very clearly on the photographs.

The highway bridge over the Housatonic River has been relocated since the 1906 survey, but the location shown on the later chart is correct.
Another feature which is correct on the chart but not shown by
the 1906 survey is the Connecticut Co. Power Plant on the Housatonic
River north of the railroad bridge.

Changes in Navigational Features. Extending southerly from Burns Pt.
is a stone jetty. It is shown on the chart (#219) by full solid lines.
Inasmuch as the jetty is submerged at high tide, it should be indi-
cated by dotted lines.

LAND MARKS AND RECOVERABLE OBJECTS

All land marks shown on the existing charts of this area were
visited by the compiler and their existence verified. There are none
which should be removed from the charts.

In addition to these, three other objects were noted which are
suitable to be indicated as land marks. They were located by radial
photographic plot and have been described on form No. 567.

Several objects suitable for use as topographic or hydrographic
stations were located by radial photographic plot and have been de-
scribed on form No. 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

Shoal areas are known to exist southward from Point Beach,
Welsh's Point, and Charles Island, but inasmuch as they did not ap-
pear on the photographs, they were not indicated on the sheet.

It was impossible to gain access on foot to the swampy area be-
tween Nells Island and Milford Point. The high water line was there-
fore drawn in by following the line of demarkation between dark and
light portions of the photos and is believed reliable for charting.

The greater portion of the shore line covered by this sheet is
so flat and sandy in character that it would have been impossible to
locate the low water line except by planatable or some similar form
of field survey. The photographs were taken at nearly high tide, and,
except in rare instances, they show no indication of the low water
line. In the estimation of the compiler, it was better not to show
the low water line under these conditions and it was accordingly o-
mitted.

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,
## SCALE FACTOR COMPUTATIONS

<table>
<thead>
<tr>
<th>Route</th>
<th>Measured</th>
<th>Computed</th>
<th>Factor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Laurel to Break</td>
<td>1760</td>
<td>1559</td>
<td>.941</td>
</tr>
<tr>
<td>Myrtle</td>
<td>3365</td>
<td>3557</td>
<td>.945</td>
</tr>
<tr>
<td>Myrtle to Break</td>
<td>4414</td>
<td>4677</td>
<td>.943</td>
</tr>
<tr>
<td>Milford Harbor Light</td>
<td>1980</td>
<td>2057</td>
<td>.953</td>
</tr>
<tr>
<td>Pond</td>
<td>2336</td>
<td>2426</td>
<td>.960</td>
</tr>
<tr>
<td>Pond to Milford Harbor Light</td>
<td>1203</td>
<td>1261</td>
<td>.953</td>
</tr>
<tr>
<td>Milford Green Flag Pole</td>
<td>2642</td>
<td>2753</td>
<td>.960</td>
</tr>
<tr>
<td>Liberty Rock to White Stack Black Top</td>
<td>2063</td>
<td>2195</td>
<td>.940</td>
</tr>
<tr>
<td>Milford Cong. Ch. Spire</td>
<td>3562</td>
<td>3714</td>
<td>.960</td>
</tr>
<tr>
<td>Milford 2</td>
<td>6177</td>
<td>6449</td>
<td>.959</td>
</tr>
<tr>
<td>Milford 2 to Milford Green Flag Pole</td>
<td>3075</td>
<td>3213</td>
<td>.956</td>
</tr>
<tr>
<td>Milford Cong. Ch. Spire</td>
<td>3080</td>
<td>3220</td>
<td>.956</td>
</tr>
<tr>
<td>Lee to Milford Cong. Ch. Spire</td>
<td>5080</td>
<td>5272</td>
<td>.964</td>
</tr>
<tr>
<td>Milford 2</td>
<td>.3747</td>
<td>3869</td>
<td>.968</td>
</tr>
</tbody>
</table>

**Average factor**                   |         |          | .952   |
**Used factor**                      |         |          | .950   |
STATISTICS

1. Area of land detail inked 14.0 Square Statute Miles

2. Length of shoreline (more than 200 M. from nearest opposite shore) 13.1 Statute Miles

3. Length of shore line (navigable rivers less than 200 M. wide) 2.7 Statute Miles

4. Length of rivers and sloughs (less than 200 M. wide and unnavigable) 21.9 Statute Miles

Sealed by: H. W. Jennings

Checked by: C. More
PHOTOGRAPHS TRIMMED BY: J. Andrews 3d  
FIELD INSPECTION BY: H. W. Jennings  
INTERSECTION AND CONTROL POINTS MARKED BY: J. Andrews 3d  
PHOTOS MOUNTED BY: H. W. Jennings  
RADIAL LINES DRAWN BY: H. W. Jennings  
PRELIMINARY RADIAL PLOT BY: H. W. Jennings  
SCALE FACTOR COMPUTATION BY: H. W. Jennings  
SCALE FACTOR VERIFIED BY: C. More  
POLYCONIC PROJECTION BY: H. W. Jennings  
POLYCONIC PROJECTION VERIFIED BY: E. M. Tierney  
TRIANGULATION STATIONS PLOTTED BY: H. W. Jennings  
TRIANGULATION STATIONS VERIFIED BY: C. More  
SMOOTH RADIAL PLOT BY: H. W. Jennings  
TRACING OF PHOTOGRAPHIC DETAIL BY: H. W. Jennings  
LETTERING BY: H. W. Jennings  
FINAL INSPECTION OF SHEET BY: G. C. Mattison, Chief of Party  
FORWARDED TO OFFICE  

Date: January 2, 1934  
       June 30, 1934  
       January 8, 1934  
       January 22, 1934  
       February 5, 1934  
       February 6, 1934  
       February 7, 1934  
       February 7, 1934  
       February 8, 1934  
       February 8, 1934  
       February 9, 1934  
       February 9, 1934  
       February 19, 1934  
       January 25, 1935  
       January 31, 1935  
       February 8, 1935
DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

Bridgeport, Conn.

January 25, 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

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>POSITION</th>
<th>METHOD OF DETERMINATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>LATITUDE</td>
<td>LONGITUDE</td>
<td>DATUM</td>
</tr>
<tr>
<td></td>
<td>&quot; D.M. METERS</td>
<td>&quot; D.M. METERS</td>
<td></td>
</tr>
<tr>
<td>Casino</td>
<td>41 11</td>
<td>1037</td>
<td>73 04</td>
</tr>
<tr>
<td>Flag Pole (Charles Id.)</td>
<td>41 11</td>
<td>859</td>
<td>73 03</td>
</tr>
<tr>
<td>Mast</td>
<td>41 12</td>
<td>629</td>
<td>73 00</td>
</tr>
</tbody>
</table>

NOTE: These objects were viewed from the beach only and not from seaward. They are not prominent enough for offshore navigation.

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, flagstaffs and like objects are not sufficiently permanent to chart.
<table>
<thead>
<tr>
<th>Remarks</th>
<th>Decisions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>I doubt this is a proper name.</td>
</tr>
<tr>
<td>7</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td></td>
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<td>12</td>
<td>Actual point: see 14.</td>
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<td>13</td>
<td>Real estate deed: see 13.</td>
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<td>14</td>
<td>Misleading: the real estate deed mentions Pend Point, Pend Point Bench is the short only.</td>
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<td>16</td>
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<td>17</td>
<td>USGS has &quot;Welch&quot; but use as shown on old surveys. Welch.</td>
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<td>20</td>
<td>T 1561 has &quot;Wopuwege.&quot; But see USBCR. Wagg</td>
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<td>Nells I.</td>
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Names underlined in red approved by [Signature] on 9/1/96.
Comparison with Recent Graphic Control Surveys

**T-6492 (1933), 1:10,000**

The only area common to this survey and the compilation is a small portion about the Housatonic Breakwater. The compilation is in agreement with the survey. All detail on T-6492 in the common area is shown on the compilation.

Comparison with Previous Topographic Surveys

The compilation is complete and adequate to supersede the following surveys except as noted:

- T-22 (1837), 1:10,000
- T-35 (1839), 1:10,000
- T-1566 (1884-87), 1:10,000 - Except for contours, low water line and rocks
- T-1567 (1884-87), 1:10,000 - Except for contours, low water line and rocks
- T-2867 (1908), 1:10,000
- T-2935 (1909), 1:10,000
- T-4255 (1927), 1:5,000

Many minor changes were noted but they are due to natural causes. The photographs were taken at high tide and it was difficult to identify rocks. Rocks spotted by the inspection party were accepted but it was considered impractical to delineate the few additional rocks which might have been identified by the reviewer from photographs in generally rocky areas. This was true in particular in the vicinity of Charles Island.

Comparison with Hydrographic Surveys

There are no recent hydrographic surveys in this area.

Comparison with Charts 1212 and 219

Charted rocks and low water line which do not appear on the compilation should be retained until hydrographic survey can be made to verify or disprove their existence. Sections of these charts showing differences are not submitted with this review because very few rocks have been shown on the compilation.

Remarks

This compilation joins compilation T-5263 in the middle of the Housatonic River. High water line on the west bank of the river has been transferred to this compilation from T-5263.
All landmarks in this area submitted by the field party are shown on the compilation.

Descriptions of recoverable stations on Form 524 are filed under the number of this compilation.

Supplemental Data

The date of field inspection is indefinite, between September 1933 and May 1935. However, the field inspection has shown no considerable change from the conditions at the date of the photographs.

Feb. 26, 1937.

J. A. McCormick

J. A. McCormick.

Addition to Review of T5266

A temporary chart paper copy of T5266 was registered in February 1937, but the finished Whatman's copy was not filed to replace the temporary original until 2/27/37.

Certain corrections to woods on T5266 were made after the original was registered and after its application to chart 219. These have been indicated on a copy of T5266 founded to Nautical chart section for making the additional changes on chart 219. Aggory 2/27/39.
REVIEW OF AIR PHOTO COMPILATION NO. 5266

Chief of Party: G.M. Mathieson

Compiled by: H.W. Jennings

Project: H.T. 150

Instructions dated: 8/11/33

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. 16b, 6a, d, e, g and 1; 2a; 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. 2a; and 66 e, f)

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. 2a)

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; 44; and 66 c, h, i)

7. High water line on marshy and swampy 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."
8. The representation of low water lines, reefs, coral reefs and rocks, and legends pertaining to them is satisfactory. (Par. 35, 37, 38, 39, 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 587 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)

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 66j)

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. Altered.

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, 40, 41, 42, 43, 44, 45, 46, 48)

16. No additional surveying is recommended at this time.

   Curvature line not determined, as photographs were made at high tide.

17. Remarks:

18. Examined and approved;  

   GeoF. Feb. 14, 1935

   Chief of Party

19. Remarks after review in office:

Reviewed in office by:  

J. A. McCormick  D. G. Jones

Examined and approved:

C. H. Green  Fred. L. Peacock

Chief, Section of Field Records  Chief, Section of Field Work

%20Chief, Division of Charts

%20Chief, Division of Hydrography and Topography.