

11445

Diag. Cht. No. 1211-2.

Form 504

U. S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Type of Survey Shoreline

Field No. Ph-142 Office No. T-11445

LOCALITY

State Connecticut

General locality Block Island Sound

Locality Groton Long Point to New London

1954

CHIEF OF PARTY

L.F. Woodcock, Chief of Party

W.F. Deane, Balto. District Office

LIBRARY & ARCHIVES

DATE April 1962

USCOMM-DC 5087

11445

DATA RECORD

T -11445

Project No. (II): Ph-142

Quadrangle Name (IV):

Field Office (II): Groton, Conn.

Chief of Party: L. F. Woodcock

Photogrammetric Office (III): Baltimore, Md.

Officer-in-Charge: William F. Deane

Instructions dated (II) (III):

8 June 1954 (Field)
Supp. 3 dated 18 Aug 1954
15 Sept. 1955

Copy filed in Division of
Photogrammetry (IV)

Method of Compilation (III): Kelsh Plotter

Manuscript Scale (III): 1:10,000

Stereoscopic Plotting Instrument Scale (III): 1:4,000
(Pantograph ratio 2/5)

Scale Factor (III): 1.000

Date received in Washington Office (IV):

Date reported to Nautical Chart Branch (IV):

Applied to Chart No.

Date:

Date registered (IV):

Publication Scale (IV):

Publication date (IV):

Geographic Datum (III): N.A. 1927

Vertical Datum (III): MHW

~~Elevations shown as (25) refer to mean high water~~

Elevations shown as (5) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): MARQUARDT, 1934

Lat.: 41° 21' 23.959" (739.1 m) Long.: 72° 03' 48.525" (1128.0 m)

Adjusted

~~XXXXXXXXXX~~

Plane Coordinates (IV):

State:

Zone:

Y=

X=

Roman numerals indicate whether the item is to be entered by (II) Field Party, (III) Photogrammetric Office,
or (IV) Washington Office.

When entering names of personnel on this record give the surname and initials, not initials only.

DATA RECORD

Field Inspection by (II): L. F. Beugnet
I. Y. Fitzgerald

Date: Oct 1954
Sept 1954

Planetable contouring by (II):

Date:

Completion Surveys by (II):

Date:

Mean High Water Location (III) (State date and method of location):

22 April 1954 (Kelsh Plotter)

Projection and Grids ruled by (IV): A. Riley

Date: 12/7/54

Projection and Grids checked by (IV): A. Riley

Date: 12/7/54

Control plotted by (III): J. B. McDonald

Date: 12/55

Control checked by (III): C. O. DeMarr

Date: 3/26/56

Radial Plot or Stereoscopic Control extension by (III): E. L. Rolle

Date: 5/24/56

Planimetry J. C. Richter (Balto.)
Stereoscopic Instrument compilation (III):
~~Ordinate~~

Date: 12/16/57

Date: ---

Manuscript delineated by (III):

Date:

Photogrammetric Office Review by (III): J. W. Vonasek

Date: 9/15/58

Elevations on Manuscript
checked by (II) (III):

Date:

Camera (kind or source) (III): **C&GS type "W" 6" focal length.**

Number	Date	PHOTOGRAPHS (III) Time (EST)	Scale	Stage of Tide
54-W-761 thru 764	4/22/54	1525	1:20,000	1.2' above MLW
54-W-809 thru 814	"	1549	"	1.1' " "
54-W-841 thru 846	"	1603	"	1.0' above MLW

Tide (III)
From predicted tables

Reference Station: **New London State Pier**
Subordinate Station:
Subordinate Station:

Ratio of Ranges	Mean Range	Spring Range
	2.6	3.1

Washington Office Review by (IV):

A. K. Hynson

Date: *9 Sept. 1960*

Final Drafting by (IV):

Date:

Drafting verified for reproduction by (IV):

Date:

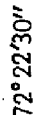
Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): **22.7**
Shoreline (More than 200 meters to opposite shore) (III): **21**
Shoreline (Less than 200 meters to opposite shore) (III): **8.5**
Control Leveling - Miles (II):
Number of Triangulation Stations searched for (II): **65** Recovered: **55** Identified: **31**
Number of BMs searched for (II): **15** Recovered: **15** Identified: **5**
Number of Recoverable Photo Stations established (III):
Number of Temporary Photo Hydro Stations established (III):

Remarks:

Block Island Sd., R.I. to Connecticut, Conn.



----- Indicates shoreline revision
 [wavy line] Topographic revision

SUMMARY
PROJECT PR 142
TWENTY-FOUR

This project consists of 3 3/4' X 7 1/2', 1:10,000 scale shoreline maps. Three manuscripts T-11444, T-11448 and T-11449 were compiled by the Tampa District Office. The remainder were compiled by the Baltimore District Office.

The objective of the project was to provide shoreline and horizontal control data for contemporary hydrographic surveys and base maps for nautical charts.

It extends from the New Bedford, Connecticut area west to Old Saybrook along Block Island Sound and includes parts of Massachusetts, Rhode Island, and Connecticut.

Aerial photography was taken in the spring of 1954 with the "W" camera at 1:20,000 scale and supplemental nine-lens at 1:10,000 at low water. Some additional photography was flown in May 1956 for revision purposes.

Control was extended by stereoplanigraph and multiplex methods. Compilation was accomplished by Kelsh.

More stations were identified than necessary for this project. This was due to the fact that the original intentions were to extend horizontal control by radial line plot methods. Subsequent purchase of an additional first order bridging instrument reduced the need for the density of control. This item is the subject of supplemental instructions dated 15 September 1955, Paragraph 5. The field phase of control identification was initiated in June 1954.

The project is classified as Shoreline yet instructions to the field dated 8 June 1954, Paragraph 9 "Interior Inspection" states "the inland limits of inspection and delineation are the map limits".

- 2 -

Five contemporary hydrographic surveys dated 1956-57 have been completed in this area by visual hydrographic methods.

This ~~the~~ sheets *was* were scribed and transmitted to the Washington Office by *Baltimore District Office*

Final Review was completed by April 1960.

Submitted by:

A. K. Heywood
A. K. Heywood

2. AREAL FIELD INSPECTION

The area covered by this survey includes part of the Thames River from its mouth to a point above New London. The towns of New London on the west bank of the river, and Groton on the east bank are the principal salient features. Both towns are manufacturing centers, with several service installations and docks for servicing naval ships.

The town of Groton is noted for its submarine building facilities.

Field inspection of the area was completed after the two hurricanes of 31 August and 11 September 1954. Damage from these hurricanes was negligible in this area.

Field inspection was accomplished direct on single lens 1:10,000 scale photographs. It is believed to be adequate and complete.

Field inspection notes were applied to 1:10,000 scale ratio prints of single lens photographs 54-W-759 thru 54-W-764, 54-W-809 thru 54-W-814, 54-W-841 thru 54-W-846 and 1:10,000 scale nine-lens photographs 43834 and 43835.

3. HORIZONTAL CONTROL

All existing Coast and Geodetic Survey triangulation stations were searched for.

In addition to the above stations six (6) Connecticut Geodetic Survey third-order traverse stations were recovered and identified for use in the control of the radial plot.

Two new third-order triangulation stations were established but not for supplemental control. They are GROTON TRUMBULL AIRPORT BN 1954 and GROTON AVERY POINT LIGHT 1954.

The following Coast and Geodetic Survey stations were reported as lost: JOHNSONS FLAGPOLE 1934; BAILEY POINT(USE) 1934; BAILEY POINT LT 1934; NY,NH, & H RR COAL POCKET 1934; BLACK STANDPIPE 1932; WATSON(USE) 1932; and PHELPS FLAGPOLE 1934.

4. VERTICAL CONTROL

All tidal bench marks were searched for, recovered and reported on Form 685.

5. CONTOURS AND DRAINAGE

Contours inapplicable.

Drainage is predominantly perennial and has been developed and classified by standard symbols.

The limits of all swamps have been indicated on the photographs.

6. WOODLAND COVER

The woodland cover is adequately covered by field inspection notes on the photographs.

7. SHORELINE AND ALONGSHORE FEATURES

The mean high water line was inspected by walking along the shore and from a skiff run in close to the shore. The mean high water line is indicated on the photographs by symbol with sufficient notes for its delineation..

The mean low water line was inspected in the same manner.

The foreshore has been classified where necessary on the photographs.

All docks, wharves, piers and landings have been indicated on the photographs. The ferry slips of the Fishers Island and Long Island Ferries have been noted.

The shore ends of two submarine cables which cross the Thames River were located on the photographs.

Other alongshore features are adequately covered by the photographs and field inspection notes.

8. OFFSHORE FEATURES

Offshore features are rocks and shoals. These were inspected and are covered by field inspection notes on the photographs.

9. LANDMARKS AND AIDS

All landmarks, aeronautical aids and fixed aids to navigation have been reported on Form 567.

10. BOUNDARIES, MONUMENTS AND LINES

There are no state boundaries in this area.

11. OTHER CONTROL

No other control was established.

12. OTHER INTERIOR FEATURES

Field inspection was done in accordance with project instructions and Instructions, Project Ph-142(Field), Supplement 3.

All roads were classified in accordance with project instructions.

All bridges over navigable waters were measured with a steel tape and the data placed on the photographs.

There are no cables over navigable waters within the limits of the sheet.

One airport, namely, Trumbull Airport, is within the area and serves both New London and Groton.

13. GEOGRAPHIC NAMES

See Special Report, Geographic Names, Project Ph-142.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

Special Report, Geographic Names, Project Ph-142, to be submitted to Washington Office at a later date.

Letter of Transmittal No. Ph-142-3, Form 567, Fixed Aids to Navigation, to be forwarded to Washington Office at a later date.

Letter of Transmittal No. Ph-142-4, Form 567, Landmarks for Charts, to be forwarded to Washington Office at a later date.

Letter of Transmittal No. Ph-142-25, Data, Location of Aids to Navigation, forwarded to Washington Office 26 October 1954.

Letter of Transmittal No. Ph-142-34, Data, Map T-11445, forwarded to Washington Office 28 October 1954.

Letter of Transmittal No. Ph-142-36, Data, Map T-11446, forwarded to Washington Office 28 October 1954.

Letter of Transmittal No. Ph-142-31, Data, Map T-11450, forwarded to Washington Office 27 October 1954.

Submitted
28 October 1954

L. F. Beugnet

L. F. Beugnet
Carto. Survey Aid

Approved & Forwarded

OCT 28 1954

Lorin F. Woodcock

Lorin F. Woodcock
Chief of Party

U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
DESCRIPTIVE REPORT
CONTROL RECORD

Sheet 1 of 1

MAP T. 11445

PROJECT NO. Ph-1142

SCALE OF MAP 1:10,000

SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ϕ -COORDINATE LONGITUDE OR λ -COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
572 CGS, 1937	Photo. Stat. New 1927 London	"	188,474.89	3475.00 1525.00			
SS 572 CGS, 1937	"	"	776,429.51	1430.00 3570.00			
1427 CGS, 1936	"	"	188,493.46	3493.00 1507.00			
	"	"	776,459.18	1459.00 3541.00			
	"	"	185,715.76	716.00 4284.00			
	"	"	795,126.89	127.00 4873.00			
SS 1427 CGS, 1936	"	"	185,622.41	622.00 4378.00			
	"	"	795,170.41	170.00 4830.00			
2091 CGS, 1939	"	"	187,525.01	2525.00 2475.00			
	"	"	796,478.01	1478.00 3522.00			
SS 2091 CGS, 1939	"	"	187,511.48	2511.00 2489.00			
	"	"	796,330.63	1331.00 3669.00			
2095 CGS, 1939	"	"	197,204.77	2205.00 2795.00			
	"	"	798,397.50	3398.00 1602.00			
2097 CGS, 1939	"	"	201,206.14	1206.00 3794.00	NOT PLOTTED OFF SHEET		
	"	"	798,002.45	3002.00 1998.00			
SS 2097 CGS, 1939	"	"	201,263.66	1264.00 3736.00			
	"	"	798,039.67	3040.00 1950.00			
2099 CGS, 1939	"	"	201,454.66	1455.00 3545.00	NOT PLOTTED OFF SHEET		
	"	"	798,655.66	3656.00 1334.00			
2968 CGS, 1937	"	"	201,848.78	1849.00 3151.00	NOT PLOTTED OFF SHEET		
	"	"	804,108.24	4108.00 892.00			
SS 2968 CGS, 1937	"	"	201,839.49	1839.00 3161.00			
	"	"	804,043.40	4043.00 957.00			

1 FT. = 3048006 METER

COMPUTED BY J. B. McDonald

DATE December 1955

CHECKED BY C. O. DeMarr

DATE March 1956

COMM-DC-57843

MAP T-11445.

PROJECT NO. Ph-242

SCALE OF MAP 1:10,000.

SCALE FACTOR

[illegible]

1 ET - 30480006 METER

COMPUTED BY: **J. B. McDonald**

DATE **December 1955**

CHECKED BY: C. O. DeMarr

DATE:

March 1956

COMM-DC-57843

U.S. DEPARTMENT OF COMMERCE
DESCRIPTIVE REPORT
COAST AND GEODETIC SURVEY
CONTROL RECORD

Sheet 3 of 6

MAP T-11145

PROJECT NO. Ph-142

SCALE OF MAP 1:10,000

SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ψ -COORDINATE LONGITUDE OR χ -COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM G.D. OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
COAST GUARD ACADEMY FLAGPOLE 1934	G.P. P. 307	N.A. 1927	41 22 19.972 72 06 06.394	616.1 1234.9 148.6 1245.8			
COAST GUARD ACADEMY STACK, 1934	P. 307	"	41 22 18.630 72 05 55.194	574.7 1276.3 1282.7 111.7			
CONNECTICUT COLLEGE FLAGPOLE, 1934	P. 308	"	41 22 44.444 72 06 19.102	1371.1 479.9 443.9 950.4		NOT PLOTTED OFF SHEET	
CONNECTICUT LIGHT AND POWER C.O. TANK, 1934	P. 96	"	41 21 23.645 72 05 39.035	729.4 1121.6 907.4 487.3			
EASTERN POINT (USE), 1932	P. 59	"	41 19 09.353 72 04 31.737	288.5 1562.5 738.1 657.4			
SS EASTERN POINT, 1932		"	41 19 72 04	302.4 1548.6 726.6 668.9			
ELECTRIC BOAT WORKS HIGHER TANK, 1947	G.P. P. 320	"	41 20 40.34 72 04 47.82	1244.5 606.5 1111.8 283.1			
FEELY, 1934	P. 32	"	41 19 41.654 72 07 29.168	1285.0 566.0 678.3 717.0			
SS FEELY, 1934		"	41 19 72 07	1287.1 563.9 654.3 741.0			
FORT HILL 2, 1882	G.P. P. 11	"	41 20 47.307 72 00 40.778	1459.4 391.6 948.0 446.9			
SS FORT HILL 2, 1882		"	41 20 72 00	1445.8 405.2 947.2 447.7			

1 FT. = 3048006 METER

COMPUTED BY: J. B. McDonald

DATE December 1955

CHECKED BY: C. O. DeMarr

DATE March 1956

COMM-DC-57843

MAP T. 11445

PROJECT NO. Ph-142

SCALE OF MAP 1:10,000

SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ψ -COORDINATE LONGITUDE OR χ -COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM G.C.D. OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
				FORWARD	(BACK)		FORWARD	(BACK)	
FORT TRUMBULL BLACK TANK, 1947	G.P.	NA 1927	41 20 37.47	1156.0	695.0				
	p. 320		72 05 36.58	850.4	544.6				
FORT TRUMBULL (USE), 1932			41 20 37.357	1152.5	698.5				
	p. 11	"	72 05 38.903	904.5	490.5				
GRIS, 1932			41 21 14.067	434.0	1427.0				
	p. 11	"	72 04 49.922	1160.5	234.2				
GROTON COAST GUARD TRAINING STATION WATER TANK, 1943			41 19 10.866	335.2	1515.8				
	p. 319	"	72 03 54.325	1263.5	132.0				
GROTON ELECTRIC BOAT WORKS TANK, 1932			41 20 46.540	1435.8	445.2				
	p. 14	"	72 04 47.627	1107.2	287.7				
GROTON ELEVATED WOOD TANK, 1947			41 20 02.747	84.7	1766.3				
	p. 320	"	72 04 40.076	931.9	463.3				
GROTON MONUMENT, 1869			41 21 17.514	540.3	1310.7				
	p. 14	"	72 04 47.613	1106.8	287.9				
TRUMBULL AIRPORT BN, 1954			41 19 51.416	1586.2	264.6				
	p. 335	"	72 02 46.130	1072.7	322.6				
HOTEL CHY, 1954 (Land Mk)	Form 152		41 21	576.8	1274.2				
	*	"	72 05	1276.8	117.9				
LATHROP, 1934	G.P.		41 18 49.724	1534.0	317.0				
	p. 29	"	72 01 05.001	116.3	1279.3				
LAWRENCE MEMORIAL HOSPITAL STACK, 1934			41 20 09.185	283.4	1567.6				
	p. 94	"	72 06 21.199	492.9	902.3				
	* Can also be		used as SS for MOHICAN, 1932						

MAP T. 11445

PROJECT NO. Ph-142

SCALE OF MAP 1:10,000

SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ψ -COORDINATE LONGITUDE OR λ -COORDINATE		DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
								FORWARD	(BACK)	
LEDGE (USE), 1932	G.P.	N.A.	41	20	20.834	642.7	1208.3			
	P. 58	1927	72	04	51.385	1194.9	200.2			
SS LEDGE (USE), 1932		"	41	20		663.7	1187.3			
		"	72	04		1205.4	189.7			
MARQUARDT, 1934	G.P.		41	21	23.959	739.1	1111.9			
	P. 33	"	72	03	48.525	1128.0	266.7			
SS MARQUARDT, 1934		"	41	21		733.1	1117.9			
		"	72	03		1088.7	306.0			
MAX-POLLOCK COMPANY ELEVATED TANK, 1934	G.P.		41	20	40.03	1234.9	616.1			
	P. 85	"	72	03	46.85	1089.2	305.7			
MAX-POLLOCK COMPANY STACK, 1934			41	20	38.371	1183.7	669.3			
	P. 84	"	72	03	52.354	1217.2	177.7			
MOHICAN, 1932		"	41	21	18.386	567.2	1283.8			See HOTEL CHY, 1954 (Land Mk)
	P. 11	"	72	05	55.471	1289.4	105.3			as a SS.
NEW LONDON SECOND CONGREGATIONAL CHURCH SPIRE, 1934			41	21	25.811	796.3	1054.7			
	P. 96	"	72	06	06.480	150.6	1244.0			
NEW LONDON BLACK TANK NEAR R. R. BRIDGE, 1932			41	21	34.653	1069.0	782.0			
	P. 12	"	72	05	31.468	731.4	663.2			
NEW LONDON CONNECTICUT COLLEGE STACK, 1932			41	22	48.254	1188.6	362.4			
	P. 14	"	72	06	19.204	1416.2	948.0			
NEW LONDON HARBOR LIGHTHOUSE, 1835-6			41	18	59.489	1835.2	15.8			
	P. 11	"	72	05	24.854	578.1	817.5			
NEW LONDON FIRST CONGREGATIONAL CHURCH SPIRE, 1882			41	21	17.755	547.7	1303.3			
	P. 96	"	72	05	50.556	1175.2	219.5			

1 FT. = 3048006 METER

COMPUTED BY: J. B. McDonald

DATE

December 1955

CHECKED BY: C. O. Dellart

DATE

March 1956

COMM-DC-57843

MAP T-11445

PROJECT NO. Ph-142

SCALE OF MAP 1:10,000

SCALE FACTOR:

[illegible]

11 FT. = 3048006 METER
COMPUTED BY: J. H.

McDonald

DATE December 1955

CHECKED BY: C. O. DeMarr

November 1956

COMM-DC-57843

COMFILATION REPORT
Project Ph-142
T-11445

Photogrammetric Plot Report is part of the descriptive report for Survey T-11440.

31. DELINEATION

The Kelsh plotter was used for delineation on vinylite and mylar projections.

The area west of the Thames River and New London Harbor was delineated in the Tampa office.

32. CONTROL

Horizontal control was adequate. Vertical control is inapplicable. Points not held were:

LATHROP, 1934 - This point was pricked direct as the center of an offshore boulder. The identified position plotted 0.6 mm SW of its position.

SS 2095 CGS, 1939 - Identified by the field party, but could not be used as they neglected to record the measurements thereto.

NEW LONDON SHIP CO. STACK, 1934 - A stack fitting the description falls 8 mm. N and 2 mm. E of the plotted position.

33. SUPPLEMENTAL DATA

Final name standard dated 12/15/54 and Bureau survey T-9083 (1948) were used for geographic names.

34. CONTOURS AND DRAINAGE

Drainage is complete. Contours are inapplicable.

35. SHORELINE AND ALONGSHORE DETAILS

All shoreline details are from field inspection which was adequate. The low water lines are from field inspection on the nine-lens photographs.

36. OFFSHORE DETAILS

Charted features Melton Ledge and Hog Back (Green Harbor) could not be identified and are not shown.

37. LANDMARKS AND AIDS

Forms 567 were submitted for five aids, thirteen landmarks and one aeronautical aid to be charted.

38. CONTROL FOR FUTURE SURVEYS

A set of 1:10,000 scale ratio prints showing points for photo-hydro control has been prepared.

39. JUNCTIONS

Junctions have been made as follows:

To the north, no contemporary survey.

To the east with T-11446.

To the south with T-11450.

To the west with T-11444.

40. HORIZONTAL AND VERTICAL ACCURACY

No comment.

41. BRIDGE CLEARANCES

The following are the bridge clearances in this area as measured by the field party compared with the listing in the bridge book by the Corps of Engineers:

Bridge		Horizontal Clearance Feet	Vertical Clearance Feet MLW MHW	
ALEWIFE COVE, CONN. fixed, Hwy	Engrs	35.5	20.5	18
	Field	35.0	20.8	18.2
PALMER COVE fixed, Hwy	Engrs	50	7.9	5.7
	Field	50	7.4	4.8
fixed, RR	Engrs	49	7.4	4.8
	Field	49	6.9	4.3

Bridge		Horizontal Clearance Feet	Vertical Clearance Feet		
			MLW	MHW	
POQUONOCK RIVER (near Groton) CONN.					
fixed RR	Engrs	54	12	9.4	
	Field	54.5	11.9	9.3	
SHAWS COVE, CONN.					
swing RR	Engrs	Left(N) 39.1	Right(S) 45.5	6.1	3.7
	Field	39.2*	45.6*	6.1	3.5
*Charted clearances are reversed					
THAMES RIVER, CONN.					
New London Bascule					
RR	Engrs	151.5	33.3	30.9	
	Field	151	33.7	31.1	
fixed Hwy	Engrs	200	137.5	135	
	Field	200*	140.6	138	
*See field photograph 54-W-843					
WINTHROP COVE					
fixed RR	Engrs	14.6	6.8	4.3	
	Field	10.0	7.4	4.8	

42 - 45. Inapplicable

46. COMPARISON WITH EXISTING MAPS

AMS 7½ minute quadrangle, New London Conn., N. Y., scale 1:25,000, edition of 1956.

Bureau survey T-9083 (1948), scale 1:10,000.

47. COMPARISON WITH NAUTICAL CHARTS

Chart No. 293, scale 1:10,000, published 10 Nov. 1947, corrected to 11/12/55.

Chart No. 358, scale 1:20,000, published 9 Dec. 1942, corrected to 5/11/56.

Items to be applied to nautical charts immediately: None.

Items to be carried forward: None.

Approved and forwarded

Respectfully submitted
15 August 1958

William F. Deane
William F. Deane,
CDR, USGS
Baltimore District Officer

Joseph W. Vonasek
Joseph W. Vonasek
Carto. (Photo.)

PHOTOGRAMMETRIC OFFICE REVIEW

T. 11445

1. Projection and grids ☒ 2. Title ☒ 3. Manuscript numbers ☒ 4. Manuscript size ☒

4a. Classification label ☒

CONTROL STATIONS

5. Horizontal control stations of third-order or higher accuracy ☒ 6. Recoverable horizontal stations of less than third-order accuracy (topographic stations) ☒ 7. Photo hydro stations ☒ 8. Bench marks ☒
9. Plotting of sextant fixes ☒ 10. Photogrammetric plot report ☒ 11. Detail points ☒

ALONGSHORE AREAS

(Nautical Chart Data)

12. Shoreline ☒ 13. Low-water line ☒ 14. Rocks, shoals, etc. ☒ 15. Bridges ☒ 16. Aids to navigation ☒ 17. Landmarks ☒ 18. Other alongshore physical features ☒ 19. Other along-shore cultural features ☒

PHYSICAL FEATURES

20. Water features ☒ 21. Natural ground cover ☒ 22. Planetable contours ☒ 23. Stereoscopic instrument contours ☒ 24. Contours in general ☒ 25. Spot elevations ☒ 26. Other physical features ☒

CULTURAL FEATURES

27. Roads ☒ 28. Buildings ☒ 29. Railroads ☒ 30. Other cultural features ☒

BOUNDARIES

31. Boundary lines ☒ 32. Public land lines ☒

MISCELLANEOUS

33. Geographic names ☒ 34. Junctions ☒ 35. Legibility of the manuscript ☒ 36. Discrepancy overlay ☒ 37. Descriptive Report ☒ 38. Field inspection photographs ☒ 39. Forms ☒

40. Joseph W. Van Hook Henry P. Enright
Reviewer Supervisor, Review Section or Unit

41. Remarks (see attached sheet)

FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT

42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

Compiler

Supervisor

43. Remarks:

STRIKE OUT ONE

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

Baltimore, Maryland

28 Oct. 1958

I recommend that the following objects which have ~~been~~ been inspected from seaward to determine their value as landmarks be charted on ~~the~~ the charts indicated.

The positions given have been checked after listing by Henry P. Eichert

William F. Deane *Chief of Party.*

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. 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.

*** TABULATE SECONDS AND METERS**

U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEYTO BE CHARTED
~~TO BE DELETED~~

STRIKE OUT ONE

NONNAVIGATING AIDS OR LANDMARKS FOR CHARTS

Baltimore, Maryland

28 Oct.

19 58

I recommend that the following objects which have ~~(Noted/Not)~~ been inspected from seaward to determine their value as landmarks be charted on ~~(Noted/Not)~~ the charts indicated.

The positions given have been checked after listing by Henry P. Eichert

William F. Deane *Chief of Party*

STATE	CHARTING NAME	CONNECTICUT	DESCRIPTION	SIGNAL NAME	POSITION					METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	OFFSHORE CHART	CHARTS AFFECTED
					LATITUDE*		LONGITUDE*							
					°	'	D. M. METERS	"	D. P. METERS					
TANK		Water, steel, ht=110(180) (△) Groton, Elec. Boat Works, Tank, 1932)			41	20	46.540		47.627	NA	1927	X		293, 359
							1435.8	72 04	1107.2					
TANK		Water, steel, ht=135(195) (△) Elec. Boat Works, Higher Tank, 1947)			41	20	10.34		47.82	"	"	X		"
							1244.5	72 04	1111.8					
STACK		Brick, ht=200 (210) (○ Stack, 1954)			41	19	53.97		44.90	"	Air Photo	X		"
							1665	72 04	1044					
STACK		Brick, ht=200 (210) (○ Stack, 1954)			41	19	53.16		44.82	"	"	X		"
							1640	72 04	1042					
TANK		Water, steel, ht=150(170) (△) Groton Coast Guard Trg. Sta. Water Tank, 1943)			41	19	10.866		54.325	"	Triang.	X		"
							335.2	72 03	1263.6					
SPIRE		Coast Guard Academy Chapel, ht=113 (273) (○ Spire, 1954)			41	22	12.64		5.85	"	Air Photo	X		"
							390	72 06	136					
TANK		Water, skeleton steel, ht=120(310) (△ Tank on Bailey's Hill, 1932)			41	22	29.623		55.268	"	Triang.	X		"
							913.9	72 04	1284.4					
TANK		Water, steel, ht=174(180) (△ New London, Black Tank near RR Bridge, 1932)			41	21	34.653		31.768	"	"	X		"
							1069.0	72 05	731.4					
RADIO MAST		Skeleton steel, ht=195(201) (△ Central Vermont RR Pier, Radio Mast, 1947)			41	21	23.74		27.36	"	"	X		"
							732.5	72 05	636.1					
MONUMENT HOTEL (CHIMNEY)		Granite, ht=127(280) (△ Mohican Monument, 1869)			41	21	17.514		47.613	"	"	X		"
							540.3	72 04	1106.8					
TANK		Steel, water, ht=162(202) (△ Fort Trumbull Black Tank, 1947)			41	21	18.70		54.94	"	Air Photo	X		"
							576.8	72 05	1276.8					
STACK		Brick, yellow ht=113(196) (△ Lawrence Memorial Hos., Stack, 1934)			41	20	37.47		36.58	"	Triang.	X		"
							1156.0	72 05	850.4					
					41	20	09.185		21.199	"	"	X		"
							283.4	72 06	492.9					

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating* aids to navigation, if redetermined, shall be reported on this form. 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.

* TABULATE SECONDS AND METERS

STRIKE OUT ONE

NONPOLLUTING AIDS/DR/HANDMAKES FOR CHARTS

Baltimore, Maryland

28 Oct. 1958

I recommend that the following objects which have ~~(b)(6) (b)(7)(D)~~ been inspected from seaward to determine their value as landmarks be charted on ~~(b)(6) (b)(7)(D)~~ the charts indicated.

The positions given have been checked after listing by Henry P. Eichert

WILLIAM F. DEANE *Chief of Party*

Chief of Party.

[illegible]

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. 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.

* TABULATE SECONDS AND METERS

Comm-DC 28356

49. NOTES FOR HYDROGRAPHER

A set of 1:10,000 scale ratio prints has been prepared showing detail points for use in locating photo-hydro signals.

No field inspection was furnished for the submarine cables at Shenecossett Beach and between Jupiter Point and Pine Island which appear on survey T-9083 (1948).

A rock awash names Hog Back in Green's Harbor could not be identified and was not delineated.

Melton Ledge could not be delineated.

The shoreline details under the west end of the bridge at New London were not visible on any photographs. They should be verified and completed.

NOTE TO REVIEWER
T-11445

In paragraph 3 of the field report, the field party states that WATSON (USE), 1932 was reported as lost. However, the recovery note, Form 526, makes no definite statement to this effect. It appears that recovery is still possible now that the position of the station in relation to shoreline details is available on the manuscript.

The building labeled Groton Town Hall on survey T-9083 was labeled Poquonock Town Hall by the field party. According to unofficial information available in this office, this is the Borough of Groton Town Hall.

The name Eastern Point Beach Park (T-9083) has been changed to Borough of Groton Municipal Beach according to the recovery note, Form 526 for station EASTERN POINT (USE), 1932.

No field information was furnished for the names Eastern Point Church and Galilee Chapel which appear on survey T-9083. They are being carried forward from that survey.

There appears to be no building at the position of topographic station CHIMNEY, 1934 on Pine Island and the station is presumed lost.

In the spelling of the name of station MAX POLLACK COMPANY STACK, 1934 the "A" in POLLACK is used only on page 84 of the G.P. list. It is spelled with an "O" in the index and in the description (book 276, p. 12 and p. 32). Also, see Bureau Survey T-9083.

GEOGRAPHIC NAME LIST

New London
New London Harbor
New York, New Haven & Hartford R.R.

Osprey Beach

*Palmer Cove
Pepperbox Hill
Perry Pond
Pine Island
Pohegnut Ledge
Pohegnut Reservoir
*Poquonock Bride
*Poquonock Plains
*Poquonock River
Powder Island

Quinnipeag Rocks

Ridgewood

Shack Hill
Shaw Cove
Shenecossett Beach
Smith Lake
Soldier Hill
Stuart Hill

Thames River
Trails Corner

Venetian Harbor

Walker Hill
White Rock
Wildcat Ledge
Winthrop Cove
Winthrop Point

* B.G.N. Decision


GEOGRAPHIC NAMES SECTION
13 SEPTEMBER 1960

GEOGRAPHIC NAME LIST

Alewife Cove
Avery Memorial Park
Avery Point

Baker Cove
Banks Pond
Beaverdam Brook
*Birch Plain Creek
Black Rock
Bluff Point
Bluff Point Beach
Brandegge Lake
Buddington Pond
Bushy Point
Bushy Point Beach

Crooked S Hill

Eastern Point
Eccleston Brook

Fenger Brook
Fort Griswold State Park
Fort Hill
Fort Hill Brook
Fort Trumbell U.S.N. Reservation

Goose Island
Great Brook
Great Neck
Greens Harbor
Groton
Groton Heights
Groton Long Point
Groton Long Point Beach
Groton Municiple Beach
Groton Reservoir

Hammond Pond
Hatching House Brook
Hobs Island
~~Max Ezek~~

Jacobs Rock
Jupiter Point

Lake George
Lambs Pond
Long Hill

Midway
Mumford Cove
Mumford Point

REVIEW REPORT T-11445
SHORELINE
September 9, 1960

62. Comparison With Registered Topographic Surveys

65	1:10,000	1838
84	1:10,000	1846
85	1:10,000	1846
86	1:10,000	1839
1359 ab	1:10,000	1874
1531	1:10,000	1882-83
2508	1:10,000	1900
9083	1:10,000	1948

All of the above surveys are superseded by the new manuscript for purposes of nautical charting.

63. Comparison With Maps of Other Agencies

AMS New London, Conn. 1:25,000 1956

64. Comparison With Contemporary Hydrographic Surveys

None

65. Comparison With Nautical Charts

293 1:10,000 17th Edition 21 September 1959

1. North coast of Fort Trumbull Reservation Lat. $41^{\circ}20'45''$ Long. $71^{\circ}05'45''$.
Extensive change in the MHWL.
2. West of Goose Island Lat. $41^{\circ}20'30''$ Long. $72^{\circ}05'45''$.
Area on chart shown with note "being filled".
Field inspection makes no mention of this operation.
3. Greens Harbor Lat. $41^{\circ}20'$ Long. $72^{\circ}05'45''$.
This portion of pier which forms an "L" on this has apparently been destroyed.
4. South of Ledge (Use) 1932 Lat. $41^{\circ}20'05''$ Long. $72^{\circ}04'05''$.
Dock with adjacent dolphins must have been destroyed.
No trace appears on latest photography.
5. Pier at Lat. $41^{\circ}20'45''$ Long. $72^{\circ}05'$.
The extension of the pier seaward no longer exists.

6. Lat. 41°21'15" Long. 72°05'.
Displacement of shoreline seaward due to fill buttressed by bulkhead.
7. Floating pier at Lat. 41°21'55" Long. 72°05'.
This pier does not exist. There are four sunken barges in the area now which bore 5' MHW.
8. Piers at Avery Pt. Lat. 41°19' Long. 72°03'45".
One pier area has been rebuilt; the other pier with adjacent dolphins destroyed.
9. Dolphins and Piers at Lat. 41°19'10" Long. 72°03'35".
This small boat area has been rebuilt and dolphins and piers destroyed.
10. Jupiter Point Lat. 41°19'05" Long. 72°03'25".
Shoreline change, field inspection indicates that area between small Isle and Jupiter Pt. covers at MHW.
11. Bushy Point Beach Lat 41°19' Long. 72°02'30".
Beach area has eroded. Significant change in position and conformation of MHWL.

Other differences in small detail too numerous to list such as small piers, sunken wrecks, small shifts in position of docks and other culture have been checked thoroughly with field inspection and is correct on the manuscript.

66. Adequacy of Results and Future Surveys

A new project, PH-6007, 1960, will cover this area (Thames River) at 1:5,000 scale. Copies of this manuscript at 1:5,000 scale have been furnished to insure continuity between these contemporary surveys.

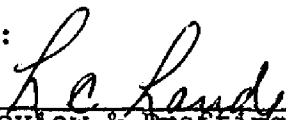
This survey meets National Standards of Map Accuracy.

Submitted by,



A. K. Heywood

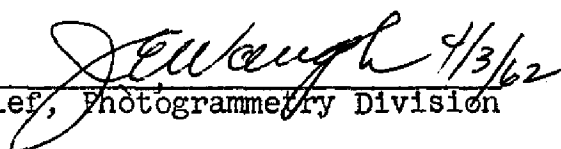
APPROVED:



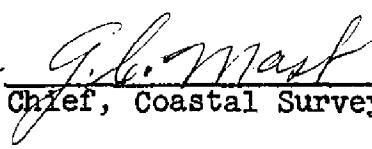
Chief, Review & Drafting Sec.
Photogrammetry Division



Chief, Nautical Chart Branch
Charts Division



Chief, Photogrammetry Division



Chief, Coastal Surveys Division

SURVEY NO. 11445

[illegible]

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.