

5748

Diag'd. on Diag. Ch. No. 1210-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Shoreline Survey

Field No. CS-310 Office No. T-5748

LOCALITY

State Rhode Island

General locality Narragansett Bay

Locality Providence and Seekonk Rivers

194 4

CHIEF OF PARTY

R.W. Knox

LIBRARY & ARCHIVES

DATE _____

B-1870-1 (1)

5748

Concordia

6 FEB 1950

Director
U. S. Coast and Geodetic Survey
Department of Commerce
Washington, D. C.

ATTN: Mr. C. Davies

Dear Sir:

Reference is made to the verbal inquiries made by Mr. Kunis, U. S. Coast and Geodetic Survey, concerning declassification of aerial photography of certain areas located in the First Army area. Mr. Kunis requested the following information:

- (1) Appropriate classification of aerial photography of the area of New Bedford, Massachusetts. 47C 1677-1700
- (2) Appropriate classification of shoreline survey maps covering the Narragansett Bay area. { T-5748
T-5749
T-5750
T-5751
- (3) Appropriate classification of eight (8) aerial photographs of Portland, Maine and vicinity.

47C - 2117-2123

The photographic material and maps indicated above may be released or published as unclassified material.

Very truly yours,

A. HANSEN
Colonel, USAF
Chief, Reconnaissance Branch
Air Intelligence Requirements Div.
Directorate of Intelligence

DATA RECORD

Shoreline Survey T-5748

Quadrangle (II): T-5748

Project No. (II): C.S. 310

Field Office: Washington Office

Chief of Party: R. W. Knox

Compilation Office: Washington

Chief of Party: R. W. Knox

Instructions dated (II III): Sept 30 + Oct 2, 1944

Div. of Photogrammetry,
Copy filed in Descriptive Office Files
Report No. T- (VI)~~Informal instructions only.~~

Manuscript completed in Washington

~~Completed survey received in office:~~

2/13/45

Reported to Nautical Chart Section:

2/14/45

Reviewed: 5-26-49

Applied to chart No. 278

Date: April 1945

353 (Part)

June 1945

Redrafting Completed:

1210

Registered: 7-25-49

This survey is
Printed in two
Sections (N & S/2)

Published:

Compilation Scale: 1:10,000

Published Scale:

Scale Factor (III): 1.0

Geographic Datum (III): N.A. 1927

Datum Plane (III):

MHW
~~MSE~~

Reference Station (III): Kettle Point, 1863

Lat.: 41°47'45.85"

Long.: 71°22'41.11"

Adjusted
~~Unadjusted~~

State Plane Coordinates (VI):

None

X =

Y =

Military Grid Zone (VI)

None

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
C2167 - C2172	7/1/44	10:15	1:10,000	0.8' above M.L.W.
C2174 - C2180	7/1/44	10:30	1:10,000	1.0' above M.L.W.
C2393 - C2397	7/19/44	11:00	1:10,000	1.4' above M.L.W.

(All photograph numbers
are inclusive.)

Tide from (III): Providence-Reference sta. Newport, R.I.

Mean Range: 4.6'

Spring Range: 5.7'

Camera: (Kind or source) U. S. C. & G. S. Single Lens

Field Inspection by: Ralph Berry & D. L. Greene date: Oct., 1944

Field Edit by: None date:

Date of Mean High-Water Line Location (III): Date of field inspection,
October, 1944.

Projection and Grids ruled by (III) Ruling Machine date: Sept. 1944

" " " checked by: " " date: Sept. 1944

Control plotted by: J. N. Henningsen date: Sept. 1944

Control checked by: K. N. Maki date: Sept. 1944

Radial Plot by: A. LaFave and C. Hanavich date: Dec. 1944

Detailed by: C. Hanavich date: Dec. 1944

Reviewed in compilation ^{unit} office by: D. L. Greene date: Feb. 1945

Inspected by: L. C. Lande

Elevations on Field Edit Sheet

checked by: None date:

STATISTICS (III)

Land Area (Sq. Statute Miles);

Shoreline (More than 200 meters to opposite shore);

Shoreline (Less than 200 meters to opposite shore);

Number of Recoverable Topographic Stations established;

Number of Temporary Hydrographic Stations located by radial plot;

Leveling (to control contours) - miles;

Roman numerals indicate whether the item is to be entered by,

(II) Field Party, (III) Compilation Party, or, (VI) the Washington Office.

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

Remarks;

MAP T-5748 PROJECT NO. 310 SCALE OF MAP 1:100,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR U-COORDINATE LONGITUDE OR X-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)
Providence, State Capitol Dome, 1912		NA 1927	41 49 50.853 71 24 55.632	Plotted			
Providence, Industrial Trust Bldg, Tower, 1932		"	41 49 27.749 71 24 41.911	"			
Providence, First Ch. of Christ Scientist, Dome, 1912		"	41 49 44.520 71 24 18.938	"			
Pawtuxet, 1863		"	41 45 56.317 71 23 14.028				
Kettle Point, 1863		"	41 47 45.853 71 22 41.108	Plotted			
Fort Independence 2, 1863		"	41 47 33.927 71 23 33.563				
Sabine Point Cranberry, 1897		"	41 47 28.010 71 22 30.373				
Pawtuxet Beacon, 1912 P.L.		"	41 45 35.045 71 22 51.155	Plotted			
Pawtuxet, Church Spire, 1897		"	41 45 58.606 71 23 30.775	Plotted			
Sabine Point Lighthouse, 1897		"	41 45 43.759 71 22 33.135				
Pomham Clubhouse, 1912		"	41 46 40.214 71 21 54.674				
Pomham Rocks Light house, 1897		"	41 46 39.077 71 22 12.112	Plotted			

1 FT. = 3048006 METER

COMPUTED BY:

DATE

CHECKED BY:

DATE

M 2388-12

MAP T. 5748 PROJECT NO. 310 SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ψ -COORDINATE LONGITUDE OR x -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)
Pomham		NA	41 46 34.635	Plotted			
Beacon, 1897		1927	71 22 27.213				
Fuller Rocks		"	41 47 38.296	"			
Lighthouse, 1897		"	71 22 48.793				
Sassafras Point		"	41 48 01.02				
Lighthouse, 1897		"	71 23 31.53				
Providence Baptist Church, 1843		"	41 49 38.39				
Providence,		"	71 24 32.23				
Congregational Ch., 1843		"	41 49 12.37	Plotted			
Providence, Quaker		"	71 24 50.89				
College, 1843		"	41 50 00.03	"			
Providence, Unitarian		"	71 23 52.45				
Church, 1863		"	41 49 27.35	"			
Prospect Hill, 1843		"	71 24 20.19				
East Providence, Municipal Water Tank, 1912		"	41 49 44.11				
		"	71 24 20.96				
		"	41 48 11.533				
		"	71 21 32.542				
No 6041934 USGS				Plotted			
No 342+, 1934	"			"			
No 622+, 1934	"			"			

MAP T. 5748 PROJECT NO. 310 SCALE OF MAP 1:10000 SCALE FACTOR

[illegible]

FIELD INSPECTION REPORT

FOR

SHEET T-5748

1. The area covered by this survey embraces the Providence River from Pawtucket to Providence and the Seekonk River from Providence to Pawtucket. The area in general is a well-developed coast ~~land~~ including ship yards, large commercial plants, and large factories.

2. Due to the time limitation and in accordance with the instructions, field inspection consisted of the identification of horizontal control and the inspection of high water line and shoreline structures. This was accomplished by a two-man party operating by truck. Some shoreline inspection was executed from a skiff borrowed from the U. S. Engineer Department Division Office at Providence. High water line was indicated on the photographs in accordance with "Supplemental Instructions - Shoreline Inspection", dated March 18, 1944. Some small inlets were not entered and high water line must be interpreted by comparison with similar shoreline in the vicinity.

3. No single line exists on the photographs that can generally be considered as indicative of the position of mean high water line. The shoreline is usually characterized by a wide sand beach and the high water line is usually within this sand area. Dark patches sometimes seen on the photographs adjacent to the offshore limits of the beach are grass in water. The delineation of high water line, the identification of structures, and the selection of F.I.P.'s was rendered very difficult by poor definition on the field photographs. This seems to have been caused by excessive development contrast on the negative which made the shoreline so dense that the condition could not be rectified by the use of low contrast printing paper. The field photographs were very difficult to use because they were printed for the best rendition of in-shore details without regard to the shoreline areas.

4. No attempt was made to recover all ~~of~~ the control stations in the area. A careful evaluation for available control was made in the Washington Office and stations whose recovery was essential to the proper laying of the radial plot were selected and designated for recovery. The instructions also required the establishment of some additional stations along the Seekonk River. All necessary stations were recovered.

In lieu of establishing additional stations, the U. S. Engineer Office was contacted and it was found that a number of their triangulation stations were in satisfactory locations

Field Inspection Report
Page 2

for the desired control. The geographic positions of these stations were defined by plane co-ordinates on the Pawtucket River System. This system of co-ordinates is in turn based on the Providence River System, and has the same orientation. The origin of the Pawtucket River System is triangulation station GULF (not U.S.C. & G.S.) and its co-ordinates on the Providence River System are: North, 22,343.96; West, 2,458.13.

This in effect means that the position of any station defined on the Pawtucket River System may be translated to a position ~~on~~ⁱⁿ the Providence River System by adding 22,343.96 feet to its north co-ordinate, and by adding 2,458.13 feet to its west co-ordinate.

The Providence River System is a tangent plan projection oriented to the true meridian at its origin, which is U. S. Coast and Geodetic Survey triangulation station GASPE, and is controlled by other U. S. Coast and Geodetic Survey stations throughout the area, the co-ordinates on this system being computed in accordance with the tables^m "U. S. Coast and Geodetic Survey Special Publication No. 71, - The Relation Between Plane Rectangular Co-ordinates and Geographic Positions". When this^m was put in use all geographic positions were listed on the North American datum. Therefore, any geographic position derived from plane co-ordinates on either the Providence River or the Pawtucket River System is a North American datum position. In accordance with the above discussion, geographic positions on the North American datum were computed and then adjusted to the North American 1927 datum for the following U. S. Engineer Stations:

STATE PIER, NORTH

STATE PIER, SOUTH

CIRCLE SWAN

WEST ~~EDGE~~ BRIDGE

NO. 3, 1940 (Couldn't hold)

RED (Couldn't hold)

These stations are shown as topographic stations on the manuscript ~~and the computations are filed in the Photogrammetric Section.~~

5. and 6. (Vertical Control and Contours): None

7. See preceding paragraph 2.

Field Inspection Report
Page 3

8. Inasmuch as the area covered by this survey is largely harbor areas characterized by many docks, piers, etc., it was not practicable to attempt to delineate low water line.

9. Sufficient ink notes were made on the field photographs to classify and identify all shoreline structures.

10. All rocks and wrecks visible on the photographs were indicated by appropriate notes. All other similar features not visible on the photographs but in evidence at the time of field inspection were located by sextant fixes.

11. Landmarks and fixed aids to navigation were indicated on the field photographs and positions will be obtained from the radial plot. Form 567 "Landmarks for Charts" is being submitted herewith. Chart Letter 126 (45)

12. No stations were established for hydrographic control but certain landmarks and aids to navigation will partly fill this need.

13. There are no landing fields within the area covered by this survey and aeronautical aids were not investigated.

14. Does not apply to this survey.

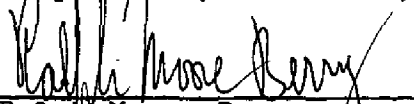
15. All bridges were noted on the field photographs with their position and location of draw span. For other data concerning these bridges, reference is made to "List of Bridges Over the Navigable Waters of the United States", revised to July 1, 1941.

16. No complete inspection of buildings was undertaken but all large structures along the shoreline were indicated where necessary.

17. No investigation of boundary lines was made.

18. No investigation of geographic names was made.

Respectfully submitted,


Ralph Moore Berry
Associate Cartographic Engineer

COMPILATION REPORT

FOR

SHEET T-5748

26. Control: All U. S. Coast and Geodetic Survey control stations were held to during the radial plot. The following control stations were not held in this radial plot:

U. S. Engineers

No. 3, 1940 - Radial plot position approximately 5 m. east of plotted position.

Red, 1932 - Radial plot position approximately 10 m. east of plotted position.

U. S. Geological Survey

No. 350+ - Radial plot position approximately 12 m. west of plotted position.

No. 593+ - Radial plot position approximately 12 m. north and 2 to 3 m. east of plotted position.

No. 372+ - Radial plot position approximately 5 m. north of plotted position.

There was sufficient ground control by this Bureau to make a rigid radial plot. The discrepancies between the radial plot positions and the computed positions of the above stations have not been accounted for. These points were probably mis-identified on the photographs.

27. Radial Plot: A radial line plot was laid using 19 celluloid templates. The control was well spaced and adequate. The radial line intersections of all secondary points were good and the azimuth lines between photo centers were held. These secondary points are shown on the manuscripts with large orange circles, and additional detail points are shown with small blue circles, but where detail points were obtained from two intersecting rays they have been shown with small green circles. Where the triangulation stations as intersected by the radial plot do not coincide exactly with the geographic position as plotted, the radial plot position has been shown with a large orange circle, as for example in the case of stations listed in paragraph 26.

28. Detailing: The area of this map drawing was compiled in accordance with the instructions. The detail was compiled from single lens ratio prints, scale 1:10,000, supplemented by duplicate field inspection prints. The following single lens ratio prints were used in detailing: C2167 to C2172, inclusive; C2174 to C2180, inclusive, and C2393 to C2397, inclusive. Standard symbols for use on topographic maps were used. All the detail is shown in black acetate ink except for wooded areas, which were shown in green acetate ink.

Pipe line and cable crossings were indicated by field inspection but were too numerous to compile in detail. Also, it was not possible for the field inspection to be sure that all such crossings had been noted. All of these fall within the limits shown on the present chart. Only the limits have been shown on the manuscript. See Review Report.

The compiled area comprises the north portion of ~~Newagansett Bay~~, Providence River, Seekonk River, and extends inland from 0.5 mile to a mile. Within this inland limit are sections of the cities of Providence, East Providence, Pawtucket, and Pawtuxet. All of these cities are highly industrialized. The interior of the compiled area is comprised of industrial and residential sections.

Additional detail points were established to aid in the detailing. In view of insufficient photographic coverage north and south along the east and west sides of this sheet some of these detail points were established only from two intersecting rays; in this case these detail points were denoted by a small green circle with two or three of these detail points discarded because of the acuteness of the angles of intersection. The remaining detail points, which were located by three or more intersecting cuts, were denoted by small blue circles. In detailing, the detail points located by two intersections were used with caution and controlled by these with three or more cuts; since no appreciable tilt was found in any of the photographs no difficulty from this cause was encountered in detailing.

All roads, which are not classified on the manuscript, are first class roads. All buildings along the shore area are shown - while inland only public and landmark buildings were shown. Neither the roads nor the public buildings were classified on the field inspection photographs; hence their classification was determined from the U. S. Geological Survey quadrangles, or classified at the discretion of the compiler. The field inspection was complete and adequate insofar as the details offshore and along the high water line were concerned; however, no field inspection was done inland or along the Pawtuxet River, which extends inland, Bullock Cove, Natchemoket Cove, Railroad Pond, nor Omega Pond; the delineation of the

mean high water line and the limits of marsh in these ~~areas~~ areas were determined by stereoscopic observation. Along the Pawtuxet River, the limits of the marsh areas could not be readily interpreted stereoscopically due to the indefinite delineation of marsh areas on the photographs. The stereoscope was used extensively for inshore detailing of buildings, roads, railroads, etc., and to check the field inspection. Railroad yards, parallel spur tracks, etc., were checked against U. S. Geological Survey quadrangles.

Place names were obtained from the Nautical Charts and the Geological Survey quadrangles of this area; when a name was in disagreement between these two sources, the Official Gazetteer of Rhode Island "settled the issue".

Approved list of names filed in the Geographic Names Section.

29. Supplemental Data:

1. U. S. Coast and Geodetic Survey:
Charts No. 352 and No. 278
2. U. S. Geological Survey Quadrangles:
Providence, R. I. (Edition of 1939), and
East Providence, Mass. - R. I. (Edition of 1941)
3. Map of the City of Providence, R. I., published
by R. L. Polk and Company (1943).
4. Field inspection sketch book

30. Mean High Water Line: The ~~man~~ high water line was determined by field inspection and shown on the field inspection photographs.

31. Low Water and Shoal Lines: The low water and shoal lines were not indicated on the field inspection prints. The location of these lines (low water and shoal) were determined stereoscopically in the office.

32. Details Offshore from the High Water Line: The field inspection of offshore details was complete. All detached features were detailed and referenced, when necessary, by appropriate notes. However, in the vicinity of Cranberry Island and east of Field Point, a detached rock (Lovett Rock) is indicated on U. S. C. & G. S. Nautical Charts 352 and 278; this rock feature could not be discerned on the photographs nor was it indicated on any field inspection print, but the existence of the rock is not disproved.

33. Wharves and Shore Line Structures: The field inspection was complete; areas fouled with piling and debris, wrecks, rocks, docks, wharves, and other shoreline features and structures have been shown; appropriate notes were used.

34. Landmarks and Aids to Navigation: All landmarks and aids to navigation recommended for charting by the field party are shown on the sheet and their positions were determined by the radial plot. Form 567 "Landmarks for Charts" is submitted with this report. No photograph identification or recommendation was made by the field party for Pawtuxet Cove Front Range and Pawtuxet Cove Rear Range. (See 1944 light list.) It is recommended that these aids to navigation be carried forward from existing charts. *Chart Letter 126(45)*

35. Hydrographic Control: Not applicable to this survey.

36. Landing Fields and Aeronautical Aids: There were no landing fields or aeronautical aids in this area.

44. Comparison with Existing Topographic Quadrangles: A comparison of this sheet was made with U. S. Geological Survey quadrangles Providence, R.I., and East Providence, Mass.-R.I. A detailed comparison was not made due to the large difference in scale. However, a general comparison was made and few changes were noted. The more important of these are:

- (1) A change in shoreline features near Edgewood Beach.
- (2) Interpretation of the marsh areas in the vicinity of Pawtuxet River.

45. Comparison with Nautical Charts: A visual comparison was made with chart 278 (scale 1:20,000). A direct comparison was made with chart 352 (scale 1:10,000). In the latter comparison, shoreline displacements were prevalent with a few instances of fair agreement; these errors were much more pronounced for inshore detail. In the remaining area of the compilation, which was not within the limits of this latter chart, the same errors were evident in a comparison with the first chart. *See Revision Report.*

Respectfully submitted:

Charles Hanavich
Charles Hanavich

Descriptive Report and compilation under direction of

Dwight L. Greene
Dwight L. Greene

Inspected by

L. C. Lande
L. C. Lande

GEOGRAPHIC NAMES

Survey No.

GEOGRAPHIC NAMES										
Survey No.										
Name on Survey	<div>On Chart No. 278</div> <div>On previous survey No.</div> <div>On U. S. quadrangle Maps</div> <div>From local information</div> <div>On local Maps</div> <div>P. O. Guide or Map</div> <div>Rand McNally Atlas</div> <div>U. S. Light List</div> <div>on Chart No. 352</div>									
	A.	B.	C.	D.	E.	F.	G.	H.	K.	
Providence River .									✓	1
Providence .	✓								USGB	2
East Providence .	✓									3
Seekonk River .	✓								USGB	4
Watchemocket Cove .	✓									5
Pawtucket .	✓									6
State Pier .	✓		(Pawtucket)							7
McDuff Pier Wharf .	✓									8
Bass Rk. .	✓									9
Bishop Pt. .	✓									10
Bucklin Pt. .	✓									11
Phillipsdale .	✓									12
Glenlyon Whf. .	✓									13
Greenwood Pt. .	✓									14
Tennile River .	✓									15
N.Y., N.H., & H.R.R. .	✓									16
Red Bridge .	✓									17
Walker Pt. .	✓									18
Bensley Pt. .	✓									19
Stony Pt. .	✓									20
Narragansett Bay .	Title		✓						USGB	21
Swan Pt. .	✓									22
Goose Pt. .			✓							23
Memorial Hospital .			✓							24
Prospect St. .			✓							25
Seekonk River Park .			✓							26
East Avenue -			✓							27

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GEOGRAPHIC NAMES

Survey No.

GEOGRAPHIC NAMES										
Survey No.										
Name on Survey	<div>On Chart No. 278</div> <div>On previous survey No.</div> <div>On U. S. quadrangle Maps</div> <div>From local information</div> <div>On local Maps</div> <div>P. O. Guide or Map</div> <div>Rand McNally Atlas</div> <div>U. S. Light List</div> <div>On Chart No. 352</div>									
	A.	B.	C.	D.	E.	F.	G.	H.	K	
<u>Sunshine I.</u>									✓	1
<u>Tockwotton Park</u>			✓							2
<u>Point St. Brg. Bridge</u>			✓							3
<u>Witherby Park</u>			✓							4
<u>Eddy Street</u>			✓							5
<u>Allens Ave.</u>			✓							6
<u>Robin Hill</u> <i>no more hill</i>			✓							7
<u>Tunnel Bridge</u>									✓	8
<u>Twin Is.</u>									✓	9
<u>Crook Pt.</u>									✓	10
<u>Washington Bridge</u>			✓							11
<u>Taunton Ave.</u>			✓							12
<u>Warren Ave.</u>			✓							13
<u>Barrington Parkway</u>			✓							14
<u>Mt. St. Marys Cemetery</u>			✓							15
<u>Rumford</u>			✓							16
<u>Omega Pond</u>			✓							17
<u>Boyden Heights</u>			✓							18
<u>Edgewood</u>	✓									19
<u>Edgewood Beach</u>			✓							20
<u>Copps Cove</u>	✓									21
<u>Pawtuxet River</u>	✓									22
^W <u>Paxtuxet</u>	✓									23
<u>Washouset Pt.</u>	✓									24
^W <u>Paxtuxet Cove</u>	✓									25
<u>R. I. Yacht Club</u>	✓									26
<u>Marsh I.</u>	✓									27

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GEOGRAPHIC NAMES

Survey No.

GEOGRAPHIC NAMES										
Survey No.										
Name on Survey	<div>On Chart No. 278</div> <div>On previous survey No.</div> <div>On U. S. quadrangle Maps</div> <div>From local information</div> <div>On local Maps</div> <div>P. O. Guide or Map</div> <div>Rand McNally Atlas</div> <div>U. S. Light List</div> <div>On chart No. 352</div>									
	A.	B.	C.	D.	E.	F.	G.	H.	K.	
Blackstone Boulevard			✓							1
Swan Point Cemetery			✓							2
Riverside Cem.			✓							3
Butler Hospital			✓							4
Blackstone Park			✓							5
Spring Pt.									✓	6
India Pt.									✓	7
Bold Pt.									✓	8
Fort Hill									✓	9
Metacomet Golf Club			✓							10
Union Sta.									✓	11
Green Jacket Shoal									✓	12
Fox Pt.									✓	13
Wilkesbarre Coal Co.									✓	14
Hills Whf.									✓	15
State Pier									✓	16
Harbour Junction Wharf									✓	17
Sassafras Pt.									✓	18
Providence Gas Co.				✓						19
Field Pt.									✓	20
Providence, Warren and Bristol Div., NY, NH & H RR.									✓	21
Fort Independence									✓	22
Kettle Pt.									✓	23
Cranberry I.									✓	24
Squantum Pt.									✓	25
Whortleberry I.									✓	26
City Wharf									✓	27

M 234

GEOGRAPHIC NAMES

Survey No.

GEOGRAPHIC NAMES										
Survey No.										
Name on Survey	<div>On Chart No. 278</div> <div>On previous survey No.</div> <div>On U. S. quadrangle Maps</div> <div>From local information</div> <div>On local Maps</div> <div>P. O. Guide or Map</div> <div>Rand McNally Atlas</div> <div>U. S. Light List</div>									
	A.	B.	C.	D.	E.	F.	G.	H.	K.	
Rock Island	✓									1
Pomham Rks.	✓									2
Riverside	✓									3
Sabin Point	✓								usc. B.	4
Bullock Neck	✓									5
Pawtucket Ave.			✓							6
Narragansett Blvd.			✓							7
Broad Street			✓							8
Pawtuxet Reservation			✓							9
Lakewood			✓							10
Stillhouse Cove Park			✓							11
Warwick Ave.				✓						12
Railroad Pond (From Official Gazetteer of Rhode Island)										13
Bullock Cove	✓									14
Point										
India Street Bridge										15
Municipal Wharf									(between Field Pt. & Sassafras Pt.)	16
Bishop Cove									(See Monk R., below Bishop Pt.)	17
Crescent Park										18
Wilkesbarre Pier										19
									Names underlined in red are approved 11/30/48. L. Heck	20
										21
										22
										23
										24
										25
										26
										27

M 234

**TO BE CHARTED }
TO BE REVEALED }**

STRIKE OUT ONE

LANDMARKS FOR CHARTS

Washington, D. C.

Jan.

1935

I recommend that the following objects which have (*have not*) been inspected from seaward to determine their value as landmarks, be charted on (*deleted from*) the charts indicated.

The positions given have been checked after listing.

Ralph Moore Berry

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.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

TO BE CHARTED }
~~TO BE DELETED~~ } STRIKE OUT ONE

Washington, D. C. Jan. 45, 1935

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

The positions given have been checked after listing.

Ralph Moore Berry

Chief of Party.

GENERAL LOCALITY	NAME AND DESCRIPTION	POSITION					METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
		LATITUDE		LONGITUDE								
		° ' "	D. M. METERS	° ' "	D. P. METERS	DATUM						
Providence River	(Pawtuxet Church spire, 1897)	41 45	1808.1	71 23	710.9	N.A.	Triang	1897	x			353 & 278
	SPIRE (✓)	41 45	1808.1	71 23	708.5	1927	PIOT	1944	x			352
	GAS TANK	41 47	1438.6	71 23	1154.0	"	Radial	1944	x			353 & 278
	GAS TANK ✓	41 48	1080.8	71 24	557.6	"	"	"	x			"
	TOWER (Transmission) (W)	41 48	1745.0	71 24	350.9	"	"	"	x			"
	TOWER (Transmission) (E)	41 48	1746.1	71 24	84.5	"	"	"	x			"
	TOWER (Transmission) (S)	41 48	1744.1	71 23	497.7	"	"	"	x			"
	TOWER (Transmission) (N)	41 49	2.5	71 23	537.2	"	"	"	x			"
	STACK ✓	41 50	682.7	71 22	300.4	"	"	"	x			278
	STACK ✓	41 50	1168.7	71 22	334.2	"	"	"	x			"
	STACK ✓	41 51	1036.7	71 22	710.1	"	"	"	x			"
	TOWER (Transmission) (SE)	41 51	1680.0	71 22	945.2	"	"	"	x			"
	TOWER (Transmission) (NW)	41 51	1756.1	71 22	1190.8	"	"	"	x			"
	(Providence Capitol Dome, 1937)	41 49	1572.5	71 24	1286.3	"	"	"	x			353 & 278
	CAPITOL DOME (✓)	41 49	1572.5	71 24	1286.3	"	"	"	x			

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.

Division of Photogrammetry

Review Report of Shoreline Map Manuscript T-5748

Subject numbers not used in this report have been adequately covered in other parts of the descriptive report.

26. Control

The only triangulation stations shown on the map manuscript are those used in controlling the radial plot. These and all USC&GS triangulation stations within the area covered by the map manuscript have been listed on Forms M-2388-12 and made a part of the descriptive report.

Three USGS stations that were used in controlling the radial plot are also shown on the map manuscript and listed on Form M-2388-12.

~~The U. S. Engineer Stations mentioned in Paragraph 4 of the Field Inspection Report were deleted from the map manuscript. The computations of their positions were not available at the time of review and there is sufficient control in the area without these stations.~~

The Light List names of triangulation stations that are also Aids to Navigation have been added to the Map manuscript. The triangulation station names have been retained in parentheses.

28. Detailing

The only bridge clearances and cable areas shown on the map manuscript are those that were indicated by the Field Inspector. Clearances at cable crossings were not furnished by the Field Inspector.

34. Recoverable topographic stations

Form 524 cards were prepared for all landmarks and aids to navigation, other than triangulation stations. They are filed in the Division of Photogrammetry General Files.

The landmark "Spire," originally shown on the map manuscript as a topographic station, plots in the geographic position of triangulation station "Pawtuxet Church Spire, 1897, recovered in 1935. The landmark was incorrectly scaled 2.4 m. east of the triangulation station. Chart Letter 126(45) has been corrected and the triangulation station name added to the map manuscript.

44. Comparison with Existing Surveys

USGS Providence Quadrangle 1:31680	1939 Repr. 1947
USGS E. Providence Quadrangle 1:31680	1941
913	1:10000 1863-65
914	1:10000 1865
978	1:5000 1867
1041	1:5000 1867
1433	1:2400 1874

Extensive changes in shoreline that are shown on the map manuscript at Field Point and Greenwood Pt. are not shown on the surveys listed above.

45. Comparison with Nautical Charts

Chart No. 353	1:40000	1945 Corr 1948
Chart No. 278	1:20000	1946 Corr 1947
Chart No. 352	1:10000	1945 Corr 1947

The map manuscript has been applied to Chart No. 278 and partially applied to Chart No. 353. It has not been applied to Chart No. 352.

The pond near Bold Pt. is shown with land tint on Chart 353.

The towers and tanks recommended as landmarks on Chart Letter 126(45) are not shown as such on Chart 353.

The mud flat and water area in the pond N. E. of Watchemoket Cove, are reversed on Chart No. 278.

46. Classification

By authority of the Security Classification Map dated December 16, 1946, all photographs of the Narragansett Bay area are confidential. The photographs, the map manuscript, and the descriptive report are so marked.

Reviewed by:

Under the direction of:

Charles Theurer
C. Theurer 5-26-49

S. V. Griffith
Chief, Review Section R.H.M.

Approved by:

B. S. Jones, per S.V.
Tech. Asst. to Chief,
Division of Photogrammetry

H. E. Dunstan
Chief, Nautical Chart Branch
Division of Charts

K. T. Adams
Chief, Div. of Photogrammetry

W. M. Seafie
Chief, Div. of Coastal Surveys

NAUTICAL CHARTS BRANCH

SURVEY NO. T-5748

Record of Application to Charts

[illegible]

M-216A-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.