

6116

U. S. COAST & GEODETIC SURVEY
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DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

R.S. Patton, Director

State: Rhode Island

DESCRIPTIVE REPORT

Topographic } Sheet No. "A" 6116
~~Hydrographic~~

LOCALITY

Narragansett Bay

and Coasters Harbor Island, R. I.

and Vicinity

193 4

CHIEF OF PARTY

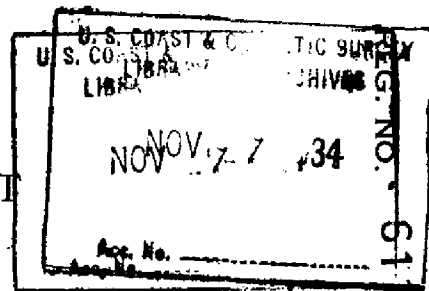
Wm. D. Patterson, Lieut.,
U. S. Coast & Geodetic Survey.

U. S. GOVERNMENT PRINTING OFFICE: 1928

6116

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

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. "A"

REGISTER NO. 6116

State Rhode Island

General locality Narragansett Bay

Locality ~~Coasters Island and vicinity~~ Harbor Coasters Harbor Island

Scale 1: 5,000 Date of survey August, 19 34

Vessey Field Party No. 5

Chief of party Lieut. Wm. D. Patterson, U.S.C. & G.S.

Surveyed by Lieut. (j.g.) G. E. Morris, Jr., U.S.C. & G.S.

Inked by Charles R. Smith

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

May 14, 1934, Supplemental

Instructions dated Instructions dated July 11 & 31, 19 34

Remarks:

DESCRIPTIVE REPORT TO ACCOMPANY
TOPOGRAPHIC SHEET "A" (Field Letter)

ROSE ISLAND, GOULD ISLAND & COASTERS HARBOR ISLAND, RHODE ISLAND.

1934

Project HT-179, Lieut. Wm. D. Patterson, Chief of Party.

DATE OF INSTRUCTIONS

Director's Instructions dated May 14, 1934; Supplemental
Instructions dated July 11 & 31, 1934; Letter dated August 9, 1934.

GENERAL DESCRIPTION

Gould Island lies about in the center of the Eastern Passage of the entrance to Narragansett Bay. The northern half of the island rises abruptly to about 20 feet and then slopes gradually to a height of approximately 45 feet. This half of the island is covered by trees. The southern half of the island rises gradually to the highest part of the island. Gould Island Lighthouse, on the eastern side of the island, is obscured by trees from a westerly direction. A tall water tank painted red and grey checkered, lighted with a fixed red light at night, is in about the center of the island and is very prominent. A flashing red aero beacon on a fabricated steel tower is near the southern end of the island. A flashing green beacon on a fabricated steel tower is on the southern end of the island. A small airplane hanger with a concrete ramp extending into the water is near the southwestern corner of the island. A narrow wooden dock is on the eastern side of the island near its northern end. A torpedo firing barge is moored approximately 300 meters off the end of the dock. The principal landing is the dock near the southeastern end of the island. The island is owned by the U. S. Navy and can be visited only with the permission of the Naval authorities.

The beach south of the airplane hanger is dark coarse sand. North of the ramp on the western side and around the northern end of the island to a short distance south of the northeastern dock the beach is pebble and rocks. On the eastern side from the dock ruins to a short distance north of Gould Island Lighthouse the shore is rocky and rises abruptly. The beach on the south end of Gould Island is gravel and pebbles.

Coddington Point is covered with low brush. The Naval rifle range is on this point and the target pits are prominent, the target numbers being visible from the southward. A red flag

GENERAL DESCRIPTION (continued)

is displayed from a white flagpole (signal Gun) on the highest part of Coddington Point when the short range is being used. When the long range is being used a red pennant is displayed from an iron pole (signal Pit) in the center of the most northerly target pit. Line of fire is in a north-northwesterly direction.

Bishop Rock, a large rock covered with low brush is connected to Coddington Point by a wooden bridge and has a wooden dock extending southwardly from the rock. A rock baring 5 feet at high water lies just to the west of Bishop Rock.

Coasters Harbor Island is the property of the U. S. Navy. Here are located the Naval Training Station and the Naval War College. The many buildings and the two radio masts are prominent.

Rose Island is low with a lighthouse at its southwest end which is the highest part of the island. A flashing red aero beacon on a fabricated steel tower is in the center of the island. A shoal extends to the north from the island and the northern end of the shoal is marked by a red nun buoy (No. 6). The water deepens abruptly west of Rose Island but is shoal east of the island as far as Citing Rock where it deepens rapidly. A rocky ledge extends out from the southern side of the island and a rock ledge extends into the water north of the lighthouse. The rest of the beach on the southern end of the island is gravel. The beach to the north is pebbles and rocks with several rocks awash outside the low water line. There is a dock at the southeastern end of the island. This island is U. S. Navy property and is used for the storage of high explosives. Permission to land must be obtained from the Naval authorities.

Gull Rocks lie about midway between Rose Island and Coasters Harbor Island. A black can buoy (No. 7) marks the northern end of the rocks and a horizontally striped red and black can buoy marks their southern end. Gull Rocks Lighthouse, used for dwelling only, is on the middle of the most northerly rock that bares. A flashing green beacon on a fabricated steel tower is on the same rock, approximately 10 meters southeast of the center of the lighthouse.

LANDMARKS

Form 567, Landmarks for Charts, Permanent Aids to Navigation, and Landmarks to be Removed from Charts, are being sent as a separate report.

DATUM

The sheet is projected on North American 1927 datum which was obtained by applying a correction of (-) 12.4 meters in latitude

DATUM (continued)

and (+) 3.7 meters in longitude to all triangulation stations on the old North American datum. This correction was obtained in this vicinity by the new triangulation connection with the old work.

CHARACTER OF CONTROL

Enough triangulation stations were recovered to make it unnecessary to run any planetable traverse.

The positions of the following triangulation stations were obtained after the field work had been completed:-

East Radio Tower 1932
Flagpole, Training Station 1932
Gull Rocks 1934
Fort Greene 1934
Rose Island Aero Light 1934

These stations have been plotted on the sheet.

BRIDGES

The bridge connecting Bishop Rock with Coddington Point and the dock extending south from Bishop Rock are in a state of disrepair. A group of workers on federal relief began demolishing the structures last winter and will continue the work this winter if funds are available.

The charted two bridges connecting the northern end of Coasters Harbor Island with Coddington Point have been replaced by one bridge with a draw across the channel. The bridge when closed has a vertical clearance of 1 foot at mean high water. The draw has a horizontal clearance of about 30 feet on either side when opened. It has never been opened since the bridge was built.

The bridge connecting Coasters Harbor Island near its southern end with Newport is a fixed bridge and has a vertical clearance of 6 inches at high water.

LOW WATER LINE

Low water line where shown was rodged at low water.

The low tide on the days the low water line around Gould Island was drawn was later found to be enough above mean low water to make a large error in the horizontal position of the low water line.

LOW WATER LINE (continued)

The low water line around Rose Island, Gull Rocks, Coddington Cove, and near the Naval Hospital dock was rodged at predicted mean low water.

Advantage was taken of the high tides by the hydrographic party to obtain the low water line and for that reason additional time was not taken by the topographer to rod the mean low water line. The low water line should be transferred from the hydrographic sheets for this area.

BLUE PRINTS (*Bps. 28061 + 28062*)

A blue print of the 1918 U. S. Navy topographic survey of Gould Island is being sent under separate cover. There has been some change in the buildings, but the contours have remained unchanged except for a small area near the southwest end of the island where grading and platform construction is being done near the airplane hanger.

A blue print of the Naval sub-surface survey of Coasters Harbor Island and Coddington Point is being sent under separate cover. This survey has been corrected to June 30, 1934. The detail of the street and building layouts and the floats in the landing basin can be obtained from it.

CHANGES

The two triangular projections from the high water line charted on the southern end of Coasters Harbor Island are incorrect. The western projection should be a rectangular building with ledge rock, covered at high water extending out from it. The easterly projection is a narrow ledge of rock extending out from the bulkhead south of signal Tow, bare at low water.

The dock near the center of the southern end of Rose Island has been removed.

The northern end of Rose Island is subject to continual change.

Citing Rock is charted as a rock awash but it bares two feet at mean high water.

A cable area is charted between Coddington Point and Gould Island. The cables to Gould Island lead into the water from the northern end of Coasters Harbor Island and pass near Bishop Rock. The warning sign is on Bishop Rock.

STATISTICS

Area in square statute miles

4.75

Shoreline in statute miles

8.3

Respectfully submitted,

George E. Morris, Jr.
George E. Morris, Jr.,
Lieutenant (j.g.)

Approved:

Wm. D. Patterson
Wm. D. Patterson, Lieut.,
Chief of Field Party No. 5.

To: Mr. Bacon
From L.S.S.

Date. Dec. 4, 1934

GEOGRAPHIC NAMES

RHODE ISLAND

Survey No. T 6116

H 5554

Chart No. 1210 and 353

Diagram No. 1210-2

Names underlined in red approved Dec. 6, 1934
H. Bacon

* Approved by the Division of Geographic Names, Department of Interior.

C, Not Approved by the Division of Geographic Names, Department of Interior.

R, Referred to the Division of Geographic Names, Department of Interior.

Names verified from
the Official Gazette
of Rhode Island.

[illegible]

Section of Field Records

REVIEW OF TOPOGRAPHIC SURVEY NO. 6116 (1934)

Coaster Harbor I. and Vicinity, Narragansett Bay, Rhode Island

Surveyed August 1934

Instructions dated: May 14, 1934, July 11, 1934, July 31, 1934
(PATTERSON)

Plane Table Survey - Aluminum Mounted

Chief of Party - W. D. Patterson.

Surveyed by - G. E. Morris, Jr.

1. Condition of Records.

The records conform to the requirements of the Topographic Manual with the following exceptions:

a. The elevation of small islands are shown in black. The manual requires such elevations to be in red.

b. A few rocks awash were shown with notes stating the amount they bare without stating at what stage of tide. It was assumed that a uniform datum of Mean Low Water was used and this datum "M.L.W." was added to the rocks awash which lacked a datum.

2. Compliance with Instructions for the Project.

The survey complies with the instructions for the project.

3. Junction with Contemporary Surveys.

A satisfactory junction was made with T-6117 (1934).

4. Comparison with Prior Surveys.

a. T-869 (1862).

This survey is in fair agreement with the present survey with the exception of the shoreline in Coddington Cove which is now shown about 50 meters south of its former location (see Par. c below).

b. T-1119 (1869).

Goat Island as shown on this survey is in good agreement with the present survey.

c. T-1194 (1870).

There is very good agreement between this survey and the present survey except that beginning at Long. $70^{\circ}19'.2$, eastward to the northeast limits of the present survey, the high water line is now shown about 50 meters inside of the former location.

d. T-2080, 2081, 2082, (1891)

These surveys on scale of 1-600 include only Coasters Harbor Island. Because of the large difference in scale only a general comparison was made. The agreement appears to be satisfactory.

5. Field Drafting.

The field inking of the survey is good.

6. Additional Field Work Recommended.

The survey is complete except that additional work should be done from Coddington Cove northward to some permanent point, to clear up the rather large discrepancy between the shoreline as shown on the present and former surveys.

7. Superseding Old Surveys.

Insofar as the topography actually included on the new survey is concerned, it supersedes the following surveys for charting purposes:

T-869 (1862) in part.
T-1119(1869) in part.
T-1194(1870) in part.
T-2080, 2081, 2082 (1891) in part.

8. Reviewed by A. F. Jankowski, December 1934.

Examined and approved:

C. K. Green, *C. K. Green*
Chief, Section of Field Records.

F. S. Bordew
Chief, Section of Field Work.

L. O. Pollock
Chief, Div. of Charts.

G. W. de
Chief, Div. of H. & T.