

6834

6834

Form 504 Rev. April 1935	
DEPARTMENT OF COMMERCE U. S. COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
Topographic <del>Hydrographic</del>	Sheet No. A (Field Letter)
U. S. COAST & GEODETIC SURVEY LIBRARY AND ARCHIVES OCT 9 1941 Acc. No. ....	
State Rhode Island	
LOCALITY	
Block Island	
<del>Steamboat and Champlain Wharves</del>	
Great Salt Pond	
193.41	
CHIEF OF PARTY	
H. C. Warwick	

6834, 24  
8. 1. 1

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

REG. NO.

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. **T6834**

State Rhode Island

General locality Block Island

Locality ~~St. Ignace and St. Ann's Harbors~~ Great Salt Pond

Scale 1:5,000 Date of survey Sept. 5 & 6, 1941

Vessel GILBERT

Chief of party H. C. Warwick

Surveyed by J. E. Waugh

Inked by J. E. Waugh

Heights in feet above LHW to ground ~~to tops of trees~~

~~Contours, Approximate contours, Form lines interval 1000 feet~~

Instructions dated August 20, 1941

Remarks: \_\_\_\_\_

DESCRIPTIVE REPORT

TOPOGRAPHIC SHEET (Field Letter A)

M. V. GILBERT      H. C. WARWICK, COMMANDING

SPECIAL PROJECT

The descriptive report for topographic sheet (field letter A) which covers the shoreline and wharves around Champlins' Yacht Station and Steamboat Wharf is herewith submitted.

INSTRUCTIONS:

The topography on this sheet is part of a special project the instructions for which were dated August 20, 1941.

LIMITS AND SCALE:

The sheet was surveyed on a scale of 1:5,000. It includes the steamboat wharf, Champlins' wharf and the shoreline between. The shoreline was run in to the eastward and to the northwestward far enough to obtain a junction with the old surveys.

CONTROL AND SURVEY METHODS:

The control on this sheet consists of third order triangulation stations, both main scheme and intersection. The sheet is on the NORTH AMERICAN DATUM. The data in special publication no. 62, "Triangulation in Rhode Island", is on this datum. No new data was furnished by the office. (see report for this project).

Adjustment for  
N.A.S. 27 Datum  
added in office  
HWM

There are no traverses on the sheet. All set-ups were either at triangulation stations or the plane table was located by the resection method. The shoreline and signals were located by standard topographic methods.

The Bench Marks for the tide gage are shown on the sheet by black dots with notes in red indicating the number.

The following signals with a brief description are outside the high water line:

NAME	DESCRIPTION
ARE	Fence post
EVE	On offshore end of stone fence
EX	On outer face of dolphin at corner of wharf
FUN	On offshore end of stone fence
GAS	Box on wharf
ICE	Low rock on beach
IT	On pile supporting wharf

NAME	DESCRIPTION
MY	On rock on beach. Awash at HW
QUE	On low rock awash at high water
SAM	Back of high water line, <sup>shoreline</sup> not shown on this sheet
YACHT	Banner on wharf

The declinatoire furnished with the alidade was very sluggish. It was possible by tapping the box lightly to get observations varying several degrees at the same station. No magnetic data is shown on the sheet for this reason.

#### TOPOGRAPHY:

The bluffs shown are low (the highest being 23 feet above high water) and steep. They are sandy and were covered with grass at the time the survey was made. The land was all under cultivation at one time but is not farmed now. The fields are used as pastures for cattle.

The concrete bulkhead at Champlins' Yacht Station is small and extends from the house on the west eastward around the house on the east. It is part of the foundation for the house on the east.

The small marine railway shown is used to haul small boats into the boathouse to get them out of the weather in the winter.

The two wooden tanks are supported on wooden frames and are water storage tanks for Champlins' Yacht Station.

The stone fences at signals FUN and EVE extend into the water and the outer end is awash at high water.

The stone bulkhead at Steamboat Wharf runs from a point southeast of triangulation station STEAM northwest to a point even with the northwest end of the gasoline tanks then northeast as shown to the east side of the wharf then southeast to signal LOT. The fill inside the bulkhead is sand and rocks and is packed hard. The wooden walk shown on the east side is built over the stone bulkhead.

The gasoline tanks at the Steamboat Wharf are supported on a wooden frame six feet high. They lay horizontal on this frame with the axis parallel to the side of the wharf.

Fuel for small boats and yachts may be obtained at either wharf. Fresh water may be had at Champlins' Yacht Station only.

The marshes shown on the sheet are small. The one east of signal GO and back of signal HAP and the one west of signal ARE are separated from the main body of water by low sand dunes. The marshes are covered at extreme high water only. The other two marshes extend to the high water line. These marshes are above mean high water. They are covered only on the higher tides and the offshore side or grass line appears at the high water line from offshore.

#### COMPARISON WITH PREVIOUS SURVEYS:

A comparison of the existing topography was made with that shown on Chart No. 276. Due to the differences in scale and datums a detail comparison was not possible in the field. The following differences are noted:

1. The steamboat wharf was swung in azimuth about the width

of the wharf.

2. Champlins' wharf checked fairly well on the offshore end. The inshore end is off approximately the width of the wharf at this end.
3. The shoreline between the two wharves and east of the steamboat wharf is substantially the same now as that shown on the chart except for several places where the bluffs have eroded.
4. It was necessary to run <sup>in</sup> the shoreline to the next point beyond the western limit of the project to obtain a satisfactory junction on this side. The small cove west of the dock has cut back inshore 15 meters. The north side of the first point as well as the bluff back of it, is different from that shown on the chart. It is felt that the topography on the modern survey is the correct location as the older survey is on a smaller scale and was probably sketched.
5. The western wharf is now known as Champlins' Yacht Station, the Ball Brothers having disposed of their interest.

It should be borne in mind that the hurricane of 1938 made considerable change in the shoreline throughout the whole of the New England States.

STATISTICS:

1.3 statute miles of shoreline and wharves

0.4 square statute mile of area

Respectfully submitted,

*J. E. Waugh Jr.*

J. E. Waugh Jr.  
Ensign, C. & G. Survey

Approved and Forwarded:

*H. C. Warwick*

H. C. Warwick,  
Commanding Officer,  
Motor Vessel GILBERT

## Remarks

## Decisions

1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
M 234		

GEOGRAPHIC NAMES  
Survey No. **T6824**

Name on Survey	A. On Chart No.	B. On previous survey No.	C. On U. S. quadrangle Maps	D. From local information	E. On local Maps	F. P. O. Guide or Map	G. Rand McNally Atlas	H. U. S. Light List	K.
<u>Block Island</u>									1
<u>Champlin's Wharf</u>									2
<u>Great Salt Pond</u>									3
<u>Steamboat Wharf</u>									4
									5
									6
									7
									8
									9
									10
									11
									12
									13
									14
									15
									16
									17
									18
									19
									20
									21
									22
									23
									24
									25
									26
									27

James Underhill  
by L. Heck on 12/13/41

# MEMORANDUM

## IMMEDIATE ATTENTION

SURVEY  
DESCRIPTIVE REPORT  
~~PHOTOSTAT OF~~

~~No. 11~~

No. T **T6834**

received Oct. 10, 1941  
registered Oct. 11, 1941  
verified  
reviewed  
approved

This is forwarded in order that your attention may be directed to the matters as indicated below. Please initial in column 3 as an acknowledgement that your attention has been thus directed. The complete original records are available if desired. If you cannot give this your immediate attention, please initial, note, and forward to the next section marked, calling for the records at your convenience.

ROUTE		Initial	Attention called to
20			
22			
24			
25			
26			
30			
40			
62			
63			
82			
83			
88			
90			

RETURN TO

82	R. W. Knox
----	------------

✓

DIVISION OF CHARTS

SURVEYS SECTION

REVIEW OF TOPOGRAPHIC SURVEY

REGISTER NO. 6834

FIELD NO. A

Rhode Island, Block Island, Great Salt Pond  
Surveyed September 5 and 6, 1941, Scale 1:5,000  
Instructions dated August 20, 1941 (GILBERT)

Plane Table Survey

Aluminum Mounted

Chief of Party - H. C. Warwick  
Surveyed by - J. E. Waugh  
Inked by - J. E. Waugh  
Reviewed by - Harold W. Murray, December 6, 1941  
Inspected by - H. R. Edmonston

1. Junctions with Adjoining Surveys

No other contemporary surveys join the present survey. A satisfactory junction for charting purposes is made with the charted topography.

2. Comparison with Prior Surveys

a. T-90 (1839), Scale 1:10,000

This early topographic survey agrees closely with the present survey except in Lat.  $41^{\circ}11'$ , Long.  $71^{\circ}35'$  where the present survey shows a small bight just west of the wharf and the old survey shows a fairly smooth and straight shore line with no commercial improvements. The present survey supersedes this survey.

b. T-1735 (1886) and H-3381 (1912), Scales 1:10,000

T-1735 entirely covers the present survey but contains no commercial improvements. H-3381 contains topography and covers the vicinities of the two wharves. These two surveys together are the principal basis of the present charted topography. The detailed comparison noted in the Descriptive Report, pages 2 and 3, is adequate and no further comment is necessary. The present survey supersedes these surveys.

3. Comparison with Chart 276 (New Print date 8-14-41)

Charted topography originates with information previously considered except for improvements in the two wharves which are indicated in Chart Letter 155 of 1933, and Bp. 29830 of 1936, and Bp. 34153 of 1940. These details are in fair agreement except that the azimuths of the wharves differ slightly. The present survey supersedes this information.

4. Compliance with Project Instructions

This survey complies with the instructions.

5. Condition of Survey

The comparison with previous information is ample. The inclusion in the Descriptive Report of a list of all signals outside the high water line, with descriptions of each, is a commendable addition. The declinatoire furnished the topographer was unreliable and no magnetic data was therefore obtained.

6. Additional Field Work Recommended

This survey is adequate and no further work is necessary.


7. Superseded Surveys

T- 90 (1839) in part  
T-1735 (1886) " "  
T-3381 (1912) " "

Examined and approved:

  
Chief, Surveys Section

  
Chief, Division of Charts

  
Chief, Section of Hydrography

  
Chief, Division of Coastal  
Surveys