8083

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey SHORELINE-PHOTOGRAMMETRIC

Field No. PH-21(1&2)A *Office No.* T-8083

LOCALITY

State CONNECTICUT

General locality FISHERS ISLAND SOUND

Locality POQUONOCK RIVER AND VICINITY

194 8

CHIEF OF PARTY
R. J. Sipe, Chief of Field Party
C. W. Clark, Portland Photo. Office

LIBRARY & ARCHIVES

DATE Oct 17 1951

B-1870-1 (1)

8083

DATA RECORD

T-9083

Project No. (II): Ph-31(48)A Quadrangle Name (IV): Poquonock River and Vicinity

Field Office (II): Chief of Party: Riley J. Sipe

Photogrammetric Office (III): Portland, Oregon Officer-in-Charge: Charles W. Clark

Instructions dated (II) (III): 9 April 1948 (Field)
9 February 1949 (Office)

Copy filed in Division of Photogrammetry (IV)
Review Sec. Office files

Method of Compilation (III): Graphic

Manuscript Scale (III): 1:10,000 Stereoscopic Plotting Instrument Scale (III):

Scale Factor (III): None

Date received in Washington Office (IV): 2-21-50 Date reported to Nautical Chart Branch (IV): 3-24-50

Applied to Chart No. 359 Date: 5/22/51 Date registered (IV): 9-24-51

Publication Scale (IV): 1:10,000 Publication date (IV): September 1950

Geographic Datum (III): N.A. 1927 Vertical Datum (III): Mean High Water ~~Mean Sea Level~~

~~Mean sea level~~ except as follows:
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): GROTON, 1934

Lat.: 41° 18' 23.802" 734.3 m (1116.7 m) Long.: 72° 00' 19.092" 444.1 m (951.6 m) Adjusted X Unadjusted

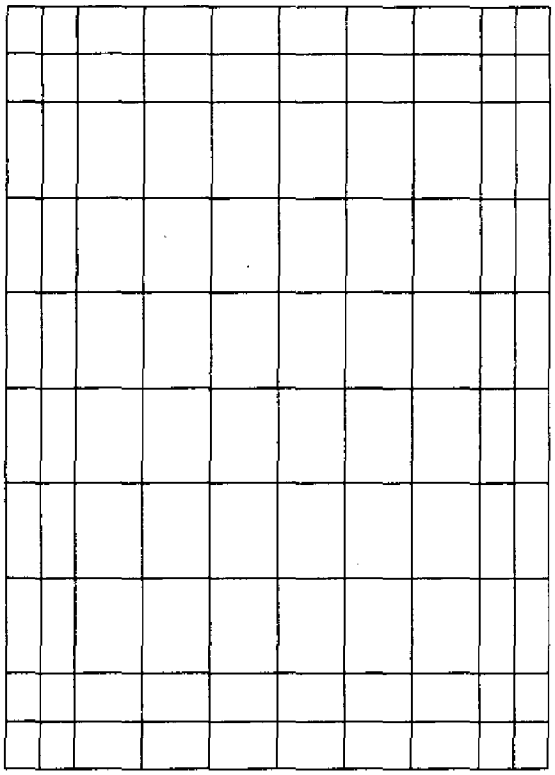
Plane Coordinates (IV): State: Connecticut Zone:

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.

M-2618-12(4)



Areas contoured by various personnel
(Show name within area)
(II) (III)

DATA RECORD

Field Inspection by (II): E. T. Jenkins & R.A. Horn Date: 8-2-48 to 9-3-48

Planetable contouring by (II): —— Date:

Completion Surveys by (II): —— Date:

Mean High Water Location (III) (State date and method of location): May 2, 1948. The mean high-water line was delineated by the field party and transferred from the field prints to the office prints with the aid of the stereoscope.

Projection and Grids ruled by (IV): Date:

Projection and Grids checked by (IV): Date:

Control plotted by (III): Frank H. Elrod Date: 6/22/49

Control checked by (III): Roy A. Davidson Date: 6/29/49

Radial Plot or Stereoscopic Control extension by (III): Frank H. Elrod and Roy A Davidson Date: 7/11/49

Stereoscopic Instrument compilation (III): *Planimetry* Date:

Contours Date:

Manuscript delineated by (III): Carita C. Wiebe Date: 9/20/49

Photogrammetric Office Review by (III): Ree H. Barron Date: 11/30/49

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

Camera (kind or source) (III): K-17, U.S.C. & G.S., 6 inch focal length

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
48J-824 to 827 incl.	5-2-48	12:59	1:10,000	0.8 ft. above M.L.W.
48J-846 to 849 incl.	5-2-48	13:15	1:10,000	0.9 ft. above M.L.W.
48J-852 to 855 incl.	5-2-48	13:21	1:10,000	0.9 ft. above M.L.W.

Tide (III)

Ratio of Ranges	Mean Range	Spring Range
	2.6	3.1

Reference Station: New London, Conn.
Subordinate Station: None
Subordinate Station:

Washington Office Review by (IV): R.J. FRENCH Date: May 4, 1950

Final Drafting by (IV): M. Weber Date: 9-18-50

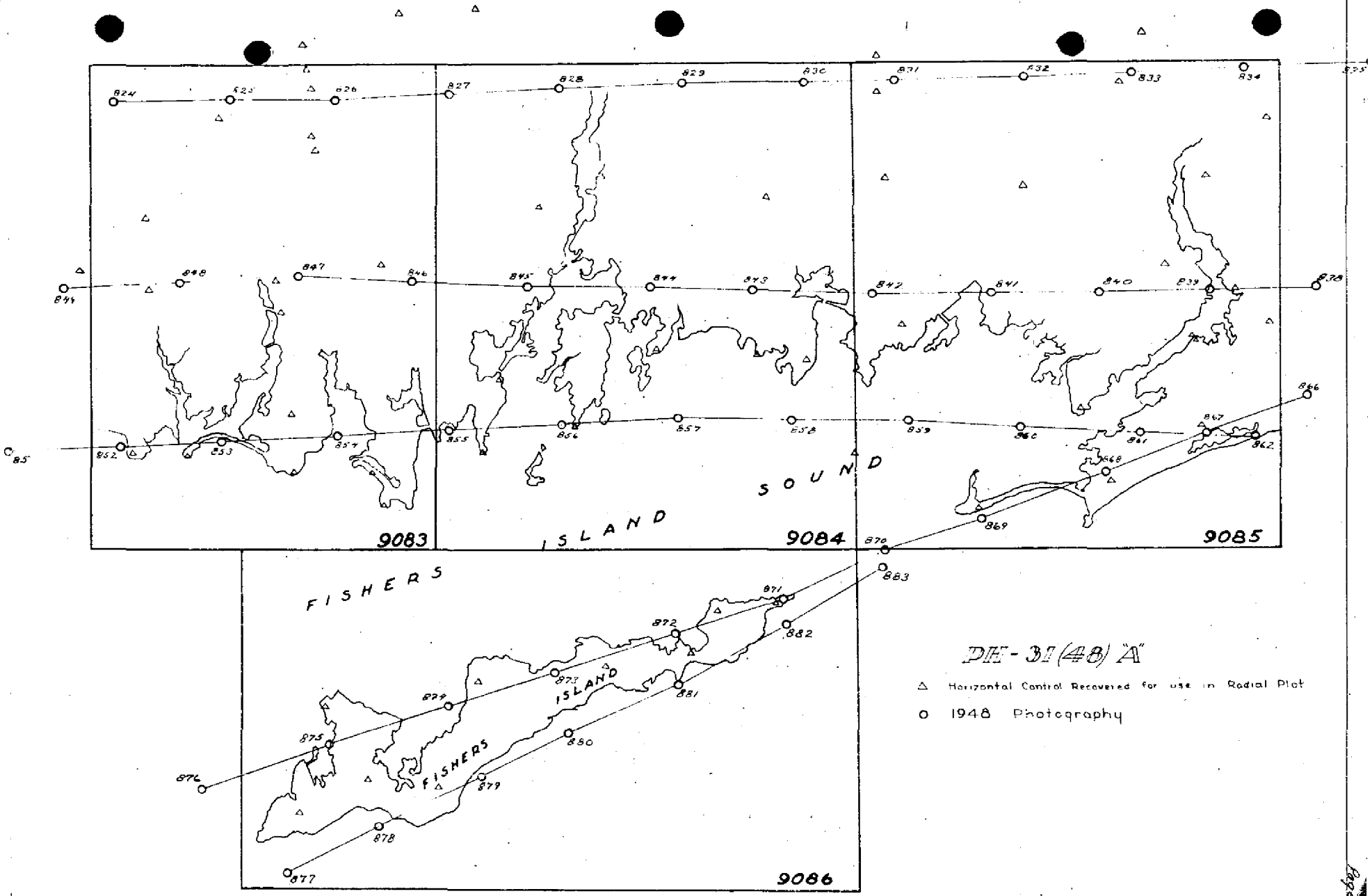
Drafting verified for reproduction by (IV): C. Kupiec Date: 9-18-50

Proof Edit by (IV): R.J. French & J.J. Streifler Date: 11-20-50

Land Area (Sq. Statute Miles) (III): 17.6
Shoreline (More than 200 meters to opposite shore) (III): 13.7 Statute Miles
Shoreline (Less than 200 meters to opposite shore) (III): 5.8 Statute Miles
Control Leveling - Miles (II):
Number of Triangulation Stations searched for (II): 35 Recovered: 35 Identified: 24
Number of BMs searched for (II): Recovered: Identified:
Number of Recoverable Photo Stations established (III): 2
Number of Temporary Photo Hydro Stations established (III): None

Remarks:

62 △ stations were searched for and recovered to the W and N of T-9083 mostly in New London, Conn.. 42 were identified and 20 listed as destroyed.


9083
9084
9085
9086
SOUND
ISLAND
FISHERS
ISLAND
FISHERS
DE-31(48)A
Horizontal Control Recovered for use in Radial Plot
1948 Photography

Summary Report to Accompany T-9083

T-9083 is one of four shoreline surveys in Project Ph-31(48), sub-projectA in Connecticut in the vicinity of Fishers Island and Fishers Island Sound. The area covered by this survey (T-9083) includes the shoreline on the mainland immediately east of the Thames River and New London, Conn., and certain of the interior planimetric detail including Trumbull Airport and the environs of Groton and Poquonock Bridge, Conn.

There is adequate photographic coverage of the area and the compilation is complete for drainage and roads in the interior inshore from the normally compiled 200 to 300 meter shoreline limits where delineation of detail is complete. It fulfills the obligation for ~~spare~~ compilation of shoreline information.

T-9083 was compiled from single lens photographs ratio printed to 1:10,000 manuscript scale.

The several mapping operations were as follows:

1) Single lens photography and laboratory processing at 1:10,000 scale.
2) Field work included recovery and identification of horizontal control, clarification of photographic detail, geographic names investigation, and annotation of the field photographs.
3. Radial plot and graphic compilation (Portland).
4. Final review and completion of the manuscript for nautical charting purposes.
5. Processing;

A film negative will be made, and a vinylite copy will be prepared with such drafting and stick-up as is necessary for publication.

T-9083 will be ~~drafted~~ processed ~~and published~~ at 1:10,000 scale and ~~distributed~~ registered in the Bureau as a ~~planimetric~~ shoreline map.

Data pertaining to this survey (T-9083) will be filed and may be obtained as follows:

1. Filed in the Division of Photogrammetry
   a) The map manuscript (acetate original) at 1:10,000 scale with final review corrections applied.
   b) Geographic Names Sheet
   c) Pricking cards (for identification of horizontal control).

d) Forms 524 (topographic station descriptions (2)
e) Duplicate descriptive report (with geographic names text).

2. Filed in the Bureau Archives
a) A cloth-backed lithographic print of T-9083 at 1:10,000 scale.
b) Descriptive Report

The above data (2) are to be permanently listed under one number (T-9083) when the shoreline map is registered.

FIELD INSPECTION REPORT
QUADRANGLES 9083 AND 9084
PROJECT Ph-31 (48)
SUB-PROJECT "A"

Riley J. Sipe, Chief of Party

All phases of the field work were done in accordance with the Director's Instructions, Project Ph-31 (48), Field, dated 9 April 1948.

The field work on these sheets was performed by the following personnel on the dates indicated:

Name & Title	Field Work	Dates
E. T. JENKINS Engineering Aid	Recovery, Shoreline, and Inspection	8-2-48 9-3-48
R. A. HORN Photogrammetrist	Recovery, Shoreline, and Inspection	8-2-48 9-3-48

1. Description of the Area.

The area surveyed includes the land and bodies of water from the east shore of the Thames River, westward to Stonington, Connecticut. The line of northern limits is situated so that it includes all of Groton, Connecticut, and passes to the south of Old Mystic. The southern limits reach approximately half way across Fishers Island Sound.

The principal occupations of the inhabitants are diversified. Manufacturing, construction, fishing and maintenance of recreational facilities each play an important part.

The larger settlements embraced within the confines of this survey are Mystic, Noank, Groton Long Point, Poquonock Bridge and a portion of Groton, Connecticut.

The entire area is readily accessible by air, water, railroad, or highway.

2. Completeness of Field Inspection

Field Inspection is completely and adequately covered on the photographs.

3. Interpretation of the Photographs

The photography is considered excellent. The only

difficulty encountered was in areas with rocks and other offshore detail that were in a very light tone area on the photographs, which it is assumed was caused by sun rays.

4. Horizontal Control

All U. S. Coast and Geodetic Survey control stations were searched for and the majority recovered. Stations were identified in accordance with the Project Instructions; Form 526 is submitted regarding the status of each station.

Recovery and Identification was executed west of the project limit, on both sides of the Thames River, to assure adequate control for holding the ends of the flight lines in laying the radial plot.

Also, in the northern section of the area covered by this report, U. S. Coast and Geodetic Control Stations were not in adequate number for the control identification desired. Consequently, several Traverse Points established by the Connecticut Geodetic Survey were identified for supplemental control. A personal contact with the State Engineer in New Haven was made concerning the accuracy of these stations and he assured this party that said stations were of the same accuracy as that maintained by this Agency. At frequent intervals the State scheme starts from and closes on the triangulation scheme established by the U. S. Coast and Geodetic Survey.

5. Vertical Control

Not applicable to this project.

6. Contours and Drainage

Not applicable.

7. Mean High Water Line

The Mean High Water Line is quite distinct in most cases and an effort was made to make it obvious throughout, with the necessary delineations. A large percentage of the Mean High Water Line is distinguished by the numerous stone seawalls or bulkheads. There is some apparent shoreline which is identified by the appropriate symbol.

That part of the shoreline not shown as apparent, or with bulkheads, is predominently rocky.

8. Low Water Line

The approximate low water line on part of the shores in the

quadrangles was indicated by the standard symbol.

9. Wharves and Shoreline Structures

All wharves and shoreline structures discernible on the photographs have been inspected and explained on the photographs. Additional delineations were made where necessary.

10. Details Off-shore from Mean High Water Line

Off-shore detail discernible on the photographs has been labeled appropriately. Several major obstructions, not discernible on the photographs, have been located by the three-point fix method.

In some areas, due to the number and extent of the obstructions, the limits of an entire area are shown and marked as being foul.

11. Landmarks and Aids to Navigation

All landmarks and fixed aids to navigation in the quadrangles were investigated. Form 567 is submitted with the information determined. Chart L. 141 (1950)

12. Hydrographic Control

Not applicable.

13. Landing Fields and Aeronautical Aids

There is one Landing Field, Trumbull Airport, which is located near Groton, Connecticut. There ~~are~~ is ~~no~~ one aeronautical aids, as such, in this area. See 29 A card in chart files (Aero Br. at Trumbull Airport) dated 6/28/49 RJF

14. Roads

The roads and trails were classified in accordance with Photogrammetry Instructions number 10, dated 14 April 1947, and the Ammendment to the above, dated 24 October 1947. Filed in Div. Photogrammetry Office files.

15. Bridges

All bridge information for the area covered by this report as listed in the U. S. Engineers' List of Bridges Over Navigable Waters in the United States; dated 1 July 1941, was verified. All clearances were carefully measured with a steel tape and the published clearances were found to be correct except for the following discrepancies, which have

been reported to the District Engineer. The three span, bascule, highway bridge over the Mystic River at Mystic, Connecticut, is listed with a horizontal clearance of 65 feet. Our measurements determine it to be 75 feet, which is in agreement with the horizontal clearance shown on the blueprints of the structure.

Also, the abandoned New York, New Haven and Hartford Railroad Bridge, across the Poquonock River and east of Trumbull Airport, is listed with a horizontal clearance of 52.6 feet. Our measurements reveal the horizontal clearance as 35 feet. It should also be noted that the bridge itself has been removed. Consequently, a vertical clearance is no longer of any significance, and it can no longer be correctly termed a bridge.

16. Buildings and Structures

Adequately indicated on the photographs.

17. Boundary Monuments and Lines

Not applicable.

*18. Geographic Names

Although a complete and adequate investigation of Geographic Names was not prescribed in the Project Instructions, a fairly thorough scrutiny was made of the Preliminary Name Sheet supplied this party. The following are the results as determined in the field; and as recommended by this party:

1. Add "EASTERN POINT BEACH"
   References: 2,3, and 6.

2. Delete "BLUFF POINT BEACH" (as shown on U.S.G.S. New London Quadrangle.)
   References: 1, 2, and 3.

3. Change "VENETIAN HARBOR" to "THE LAGOON"
   References: 4, 5, and 6.

4. Change "TRAILS POND" to "POLLACK POND"
   References: 12, 13 and 14.

5. Add "JUPITER POINT"
   References: 1, 2, and 3.

*See notations made by L. Heck on duplicate DR. in Antiqry. Files. DJF

6. Add "PENNY ISLAND"
   References: 7, 8, and 9.

7. Add "BEBEE COVE"
   References: 9, 10, and 11.

8. Change "RAMS ISLAND" to "MYSTIC ISLAND"
   References: 11, 15, and 16.

9. Add "BEBEE POND"
   References: 8, 9, and 10.

10. Delete "MYSTIC HARBOR" (as shown on U.S.G.S. Mystic Quadrangle.)
    References: 9, 10, and 11.

11. Add "BINDLOSS BROOK"
    References 9, 10, and 11.

12. Change "BAKER ISLAND" to "ENDERS ISLAND"
    References 9, 10, and 11.

13. Add "PEQUOTSEPOS BROOK"
    References 11, 15, and 16.

14. Change "QUAMBAUG COVE" to "QUIAMBAUG COVE"
    References: 9, 10, and 11.

15. Add "COPPS BROOK"
    References: 11, 15, 16, and 17.

16. Add "MYSTIC RESERVOIR"
    References: 9, 10, and 11.

17. Add "LORDS POINT"
    References: 11, 15, 16, and 17.

18. Change "WAMPHASSUCK POINT" to "WAMPHASSUC POINT"
    References: 11, 15, 16, and 17.

19. Add "STONY BROOK"
    References: 11, 15, 16, and 17.

20. Add "SYLVIAS POND"
    References: 11, 15, 16, and 17.

21. Change "STONGINTON POINT" to "STONINGTON POINT"
References 9, 10, and 11.

22. Add "EAST[illegible] BREAKWATER"
Add "WEST[illegible] BREAKWATER"
Add "ATWOOD BREAKWATER"
References 21, 22, and 23.

23. Add "ABIGAL ISLAND"
References 8, 16, and 17.

24. Add "QUIAMBAUG VILLAGE"
References 11, 15, and 17.

25. Change "QUANADUCK COVE" to "LAMBERTS COVE"
References: 18, 19, and 20.

REFERENCES

1. Miss Gertrude Gallup
176 Jupiter Point Road
Groton, Connecticut

2. Mrs. Dewey Woodworth
174 Jupiter Point Road
Groton, Connecticut

3. Mr. Albert P. Chapman
36 Jupiter Point Road
Groton, Connecticut

4. Mr. A. D. Richardson
195 South Parkview Avenue
Columbus, Ohio

5. Mr. E. Arnold Smith
25 Broadway
Norwich, Connecticut

6. Mr. Benjamin Hall
Groton Long Point, Connecticut

7. Mrs. Mildred Johnson
R.F.D. #1
Mystic, Connecticut

8. Mrs. M. S. Tyron
R.F.D. #1
Mystic, Connecticut

9. Mrs. Ruth F. Cirioni
29 Williams Avenue
Mystic, Connecticut

10. Mr. Donald A. Truss
Mystic, Connecticut

11. Mr. A. E. Nauak
59 East Main Street
Mystic, Connecticut

12. Mr. Charles J. Apicelli
30 Chicago Avenue
Groton, Connecticut

13. Mr. George H. Whalley
388 Poquonock Road
Groton, Connecticut

14. Mr. A. M. Card
Supervisor of Electric Boat Works
36 Forest Street
Groton, Connecticut

15. Mr. W. Roberts
Mystic, Connecticut

16. Mr. C. Greenwood
Mystic, Connecticut

17. Mr. Harry Shaffer
Masons Island Road
Mystic, Connecticut

18. Mr. John Bindloss
72 Water Street
Stonington, Connecticut

19. Mrs. George Dennison
North Water Street
Stonginton, Connecticut

20. Miss Blanche Bessette
42 Elm Street
Stonginton, Connecticut

21. Capt. Elwell B. Thomas
P.O. 272
Stonington, Connecticut

22. Mr. F. A. Lewis
North Main Street
Stonington, Connecticut

23. Mr. L. E. Allyn
West Mystic,
Connecticut

All Geographic Name corrections or additions have been shown on the Preliminary Name Sheet submitted and on the aerial photographs.

Submitted:
Date Sept 10, 1948

E. T. JENKINS
Engineering Aid

R. A. HORN
Photogrammetrist

PHOTOGRAMMETRIC PLOT REPORT
Map Manuscripts No'd. T-9083 to T-9086 Incl.
Project Ph-31(48)A

21: AREA COVERED:

This radial plot covers the area of Fisher's Island, Connecticut and the north shoreline of Fishers Island Sound including the immediately adjacent interior areas from Avery Point, Conn. to Misquamicut, Conn. It comprises Map Manuscripts No'd. T-9083 to T-9086 incl.

22: METHOD:

It was not necessary to use base grid sheets and the radial plot was laid directly on the four map manuscripts which had been joined together with clear cellulose tape.

The photographs were taken with Camera "J" K-M 64 on 2 May 1948 and ratio prints at a scale of 1:10,000 were furnished for the compilation of the map manuscripts. These ratio prints did not contain special fiducial marks for use in correcting for paper distortion and no attempt was made to correct for paper distortion by other methods.

Radials were drawn on templets made of pieces of .005" clear acetate, 21" x 21" square, which were cut from a roll of acetate material 36" wide, 100 ft. long. Craftint Red Plastic Ink #111 was used to draw all radials.

In all but a few instances the radials to horizontal control stations passed directly through the points of their plotted positions on the map manuscripts. In no case was any radial held more than 0.05 mm off the plotted point. The closure was excellent and about 95% of the intersections of radials to pass points were practically perfect.

The transferring of the photogrammetric points to the map manuscripts was done in the same manner as described for the Photogrammetric Plot for Project Ph-25(47) which is described on Pages 27 and 28 of the Descriptive Report for T-8960 to T-8965 incl., (1948) under Side Heading 22: "Method", paragraphs 5 to 8 inclusive.*

* Butting 2 or more manuscripts, laying templates thereon and turning assembly upside down, drafting data on reverse side of manuscripts.

23: ADEQUACY OF CONTROL:

The field party identified an ample number of horizontal control stations to rigidly fix the orientation of the templets and all stations were held to during the running of the radial plot. Refer to sub heading 4: "Horizontal Control" of the Descriptive Reports

for T-9083 (1948) and T-9085 (1948). Also refer to "Notes to Compiler" which are included in these Descriptive Reports.

24: SUPPLEMENTAL DATA:

There were no graphic control surveys furnished for the area of this radial plot. Several traverse points established by the Connecticut Geodetic Survey were used to supplement the U.S. Coast and Geodetic Survey horizontal control stations.

25: PHOTOGRAPHY:

The photography was adequate for the area of this radial plot.

26: REMARKS:

Attached are Forms M-2388-12 for map manuscripts No. T-9083 ~~to T-9086 inclusive~~ and a letter size sketch, showing map limits, photograph centers and the horizontal control stations used to control the radial plot.

Approved:
Charles W. Clark
Charles W. Clark
Chief of Party

Respectfully submitted:
J. Edward Deal Jr.
J. Edward Deal, Jr.
Cartographer

MAP T-9083 PROJECT NO. Fh-31(48)A SCALE OF MAP 1:10,000 SCALE FACTOR None

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-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)
* TANK ON BAILEY'S HILL, 1932	G-3540 Page 14	N.A. 1927	41° 22' 29.623" 72° 04' 55.268"			913.9 (937.1) 1284.3 (110.0)	
✓ CHASANBO, TOWER 1934	G-3539 Page 92	N.A. 1927	41° 20' 54.459" 72° 00' 42.495"			1680.1 (170.9) 987.9 (407.0)	
✓ MUMFORD POINT, RM 2 1934	Office Comp.	N.A. 1927	41° 18' 44.530" 72° 01' 49.654"			1373.7 (477.3) 1155.0 (240.7)	
✓ New York, New Haven & Hartford R.R. Coal Pocket, 1934	G-3539 Page 84	N.A. 1927	41° 20' 25.38 " 72° 02' 02.20 "			783.0 (1068.0) 51.2 (1343.8)	
✓ MAX POLLACK CO. TANK, EL. 1934	G-3539 Page 85	N.A. 1927	41° 20' 40.03 " 72° 03' 46.85 "			1234.9 (616.1) 1089.2 (305.7)	
✓ DODDS CHIMNEY, 1934	G-3539 Page 85	N.A. 1927	41° 18' 49.523" 72° 00' 53.520"			1527.8 (323.2) 1244.9 (150.7)	
* TOWER SUB BASE 1932	G-7040 Page 308	N.A. 1927	41° 23' 43.510" 72° 05' 33.983"			1342.3 (508.7) 789.5 (604.4)	
* GROTON ELECTRIC BOAT WORKS TANK 1932	G-3540 Page 14	N.A. 1927	41° 20' 46.540" 72° 04' 47.627"			1435.8 (415.2) 1107.3 (287.6)	
* NEW LONDON LEDGE LIGHTHOUSE, 1932	G-1299 Page 11	N.A. 1927	41° 18' 20.794" 72° 04' 40.516"			641.5 (1209.5) 942.5 (453.3)	
✓ PLANT (USE) 1932	List of Positions Page 59	N.A. 1927	41° 18' 57.533" 72° 03' 59.985"			1774.9 (76.1) 1395.2 (00.4)	
* NEW LONDON BLACK TANK NEAR RAILROAD BRIDGE 1932	G-3540 Page 12	N.A. 1927	41° 21' 34.653" 72° 05' 31.468"			1069.0 (782.0) 731.4 (663.2)	
* NEW LONDON 2nd. CONGREGATIONAL CHURCH SPIRE, 1934	List of Positions Page 96	N.A. 1927	41° 21' 25.811" 72° 06' 06.480			~~796.3 (1054.7)~~ 150.6 (1244.0)	

1 FT. = .3048006 METER

M-2388-12

COMPUTED BY: J.C. Lajoye DATE 6/7/49 CHECKED BY: G. Richter DATE 6/8/49

* Fall W of ncs

MAP T-9083 PROJECT NO. Ph-31(48)A SCALE OF MAP 1:10,000 SCALE FACTOR None

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-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)
* WHITE COMPANY STACK, 1934	List of Positions Page 94	N.A. 1927	41° 20' 41.156" / 72° 05' 56.491"			1269.7 (581.3) / 1313.3 (81.6)	
* LAWRENCE MEMORIAL HOSPITAL STACK 1934	List of Positions Page 94	N.A. 1927	41° 20' 09.185" / 72° 06' 21.199"			283.4 (1567.6) / 492.9 (902.2)	
* HARKNESS WINDMILL 1934	List of Positions Page 94	N.A. 1927	41° 18' 10.232" / 72° 06' 47.287"			315.7 (1535.3) / 1100.1 (295.7)	
BUSHY POINT, 1934	G-3539 Page 84	N.A. 1927	41° 18' 55.930" / 72° 03' 15.259"			1725.4 (125.6) / 354.9 (1040.7)	
RM 3 -MARQUART, (Sub. Sta.) 1934	Office Computed	N.A. 1927	41° 21' 23.763" / 72° 03' 46.815"			733.1 (1117.9) / 1088.2 (306.5)	Not shown here. Used to control plot.
WESTERN, 1934	G-3539 Page 79	N.A. 1927	41° 18' 25.089" / 72° 00' 41.963"			774.0 (1077.0) / 976.2 (419.6)	
PRENTIS, WHITE CHIMNEY, 1882, 1934	G-3539 Page 85	N.A. 1927	41° 19' 20.670" / 72° 01' 54.241"			637.7 (1213.3) / 1261.5 (133.9)	
CONN. GEOD. SURVEY MON #2091, 1939	New Lond. Quad. N-4115-W7200-Pg. 2	N.A. 1927	41° 20' 44.797" / 72° 02' 04.056"			1382.0 (469.0) / 94.3 (1300.6)	
CONN. GEOD. SURVEY MON #2095, 1939	"	N.A. 1927	41° 22' 20.275" / 72° 01' 37.830"			625.5 (1225.5) / 879.1 (515.2)	
CONN. GEOD. SURVEY #2097 - RM 2, 1939	"	N.A. 1927	41° 22' 59.840" / 72° 01' 42.573"			1846.1 (4.9) / 989.2 (404.9)	Used as Sub. Sta. to control plot.
CONN. GEOD. SURVEY MON #1437, 1936	"	N.A. 1927	41° 22' 27.441" / 72° 02' 48.062"			846.6 (1004.4) / 1116.9 (277.4)	
BLACK STANDPIPE 1932	G-3540 Page 14	N.A. 1927	41° 20' 29.068" / 72° 04' 08.858"			896.7 (954.3) / 205.9 (1189.1)	

1 FT. = .3048006 METER

COMPUTED BY: J.C. Lajoye DATE 6/8/49 CHECKED BY: G. Richter DATE 6/9/49

M-2388-12

* Fall W of 9083

MAP T-9083 PROJECT NO. Ph-31(48)A SCALE OF MAP 1:20,000 SCALE FACTOR None

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-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)
	List of Positions	N.A.	41° 18' 54.599"			1684.3 (166.6)	
✓ BLUFF 1934	Page 33	1927	72° 02' 03.364"			78.2 (1317.4)	
✓ FORT HILL - 2	G-1299	N.A.	41° 20' 47.307"			1459.4 (391.6)	
1882	Page 11	1927	72° 00' 40.778"			948.0 (446.9)	
✓ LATHROP, 1934	G-3539	N.A.	41° 18' 49.724"			1533.9 (317.0)	
	Page 79	1927	72° 01' 05.001"			116.3 (1279.3)	
✓ MAX-POLLACK CO.	G-3539	N.A.	41° 20' 38.371"			1183.7 (667.3)	
STACK, 1934	Page 84	1927	72° 03' 52.354"			1217.2 (177.8)	
*	G-7040	N.A.	41° 22' 50.489"			1557.6 (293.4)	
BAILEY 2, 1934	Page 304	1927	72° 04' 56.179"			1305.4 (88.8)	
✓ ~~#2094~~-CONN. GEOD. MON 2094	New Lond. N-4115 W-7200	N.A.	41° 22' 02.870"			88.5 (1762.5)	
SURVEY, 1939	Page 2	1927	72° 01' 35.194"			818.0 (576.5)	
	G-3539	N.A.	41° 18' 23.802"			734.3 (1116.7)	
✓ GROTON, 1934	Page 76	1927	72° 00' 19.092"			444.1 (951.6)	
✓ PHELPS FLAGPOLE,	List of Positions	N.A.	41° 19' 14.604"			450.5 (1400.5)	Form 524 card changed to topo. sta. RJF
1934	Page 93	1927	72° 04' 28.716			667.9 (727.6)	
* GROTON MONUMENT	G-7540	N.A.	41° 21' 17.514"			540.3 (1310.7)	
1869	Page 14	1927	72° 04' 47.613"			1106.8 (287.9)	
*	G-1299	N.A.	41° 21' 14.067"			434.0 (1417.0)	
GRIS, 1932	Page 11	1927	72° 04' 49.922"			1160.4 (234.3)	
✓ ~~#2096~~-CONN. GEOD. MON 2096	New Lond. N-4115 W-7200	N.A.	41° 22' 54.716"			1688.0 (163.0)	
SURVEY, 1939	Page 2	1927	72° 01' 39.474			917.2 (476.9)	
* NEW LONDON SHIP COMPANY STACK	List of Positions	N.A.	41° 20' 44.81 "			~~1382.4 (468.6)~~	
1934	Page 94	1927	72° 04' 50.25 "			1168.3 (226.7)	

1 FT. = .3048006 METER

COMPUTED BY: G. Richter DATE 6/8/49 CHECKED BY: J.C. Lajoye DATE 6/9/49

M-2388-12

* F211 W of 9083

MAP T-9083 PROJECT NO. Ph-31(48)A SCALE OF MAP 1:10,000 SCALE FACTOR None

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-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)
* EASTERN POINT (USE), 1932	List of Positions Page 59	N.A. 1927	41° 19' 09.353" 72° 04' 31.737"			288.5 (1562.5) 738.2 (657.3)	
✓ SHENECOSETT FLAG-POLE, 1934	G-3539 Page 84	N.A. 1927	41° 19' 32.10 " 72° 04' 10.89 "			990.3 (860.7) 253.3 (1142.1)	
✓ GROTON, COAST GUARD TRAINING STA., W.T. (Conn.) 1943	G-5831 Page 319	N.A. 1927	41° 19' 10.866" 72° 03' 54.325			335.2 (1515.8) 1263.5 (132.0)	
✓ Marquardt, 1934	No. 276-32 GP. 33	"	41 21 23.959 72 03 48.525			739.1 (1111.8) 1128.0 (266.7)	
# ~~2077~~ Conn-Geodetic Survey, 1939 MON 2077, 1	New London Quad N41 15 - W72 00 " Page 2		201,206.14 feet 798,002.45 feet			1,206.14 (3793.8) 3,002.45 (1997.5)	
✓ Pine, 1943	No. 276-30 GP. 319	"	41 18 43.830 72 03 38.804			1352.1 (498.9) 902.6 (493.1)	No recovery 1948.
Black Ledge Rocks Thames River Entrance, 1947	n.d. GP 320	"	41 18 19.48 72 04 18.83			601 (1450) 438 (757.7)	For charting purposes only.

Page 21

1 FT. = .3048006 METER

COMPUTED BY: G. Richter DATE 6/8/49 CHECKED BY: J.C. Lajoye DATE 6/9/49

* Fall W of 9033

M-2388-12

COMPILATION REPORT
Map Manuscript No. T-9083
Project Ph-31(48)A

31: DELINEATION:

The compilation was accomplished entirely by graphic methods.

There were no unusual methods used for the compilation work. The field inspection was satisfactory.

For the areas of this map manuscript which fall within the detail limits of nautical charts No'd. 358 and 359, all planimetric details, except buildings, have been completely delineated.

For the areas of this map manuscript falling outside the detail limits of these nautical charts, only arterial highways, railroads, drainage, and landmark buildings have been delineated.

All buildings falling within an area approximately 300 meters back from the shoreline of this map manuscript have been delineated. Outside of this area only landmark buildings have been delineated.

See review report.

32: CONTROL:

The horizontal control stations were well identified and the placement and density were satisfactory.

Refer to Side Heading 23: "Adequacy of Control" of the Photogrammetric Plot Report for additional facts.

33: SUPPLEMENTAL DATA:

Data used to supplement the photographs are as follows:

"Cable Routings around Fishers Island and Mainland", Black and White Print, Scale 1" = 7000 yds. approx.

34: CONTOURS AND DRAINAGE:

The stereoscope was used to verify the drainage delineated by the field inspection party. Drainage not indicated by field inspection was delineated by office examination of the photographs and by comparison with the U.S. Geological Survey New London 7 1/2 minute quadrangle.

Contours are not applicable.

35: SHORELINE AND ALONGSHORE DETAILS:

The mean high-water line and alongshore details were adequately field inspected and have been delineated as indicated on the field photographs.

There were no low-water lines delineated by field inspection, within the limits of this map manuscript and no attempt was made to determine this feature by office examination of the photographs.

In some places approximate shoal lines were delineated by office inspection of the photographs.

The field party identified numerous bare rocks extending above the plane of mean high-water and rocks awash that fall along the shoreline. These were delineated as indicated and referenced to the proper water plane.

Other apparent rock areas falling along the shoreline were indicated by the field inspection party as "rocks" and not referenced. to any water plane. The more prominent outer rocks in these areas have been radially plotted and the rock awash symbol has been selected to indicate these particular rocks since the compiler could not determine by office examination if they were awash or bare. The areas have been outlined with a dashed line and noted as foul areas.
Field inspection should have been more inclusive in showing elevations of rocks alongshore in the "foul" areas.

36: OFFSHORE DETAILS: RJF

There are no offshore details.

37: LANDMARKS AND AIDS:

Forms 567 are being submitted with this descriptive report for the area of Project Ph-31(48)A.

38: CONTROL FOR FUTURE SURVEYS:

Form 524 is submitted for AVERY POINT LIGHT, 1948.
Form 524 is submitted changing △ Phelps Flagpole, 1934 to a topo. station.
There are no photo hydro stations. RJF

39: JUNCTIONS:

Complete and satisfactory junctions have been made with adjoining map manuscripts.

40: HORIZONTAL ACCURACY:

There are no areas of this map manuscript that are believed to be of sub-normal horizontal accuracy.

46: COMPARISON WITH EXISTING MAPS:

A visual comparison was made with the U.S.G.S., New London, Conn. - N.Y. 7 1/2 minute quadrangle, Edition of 1938, Scale 1:31680.

Major changes noted since the quadrangle was made are as follows:

Extensive development of Trumbull Airport.

Development of an area between Midway Conn. and Poquonock Bridge, Conn.

Changing of the route of a branch line of the New York, New Haven and Hartford R.R. which formerly ran southwest from Midway, Conn.

47: COMPARISON WITH NAUTICAL CHARTS: *

Comparison was made with Nautical Chart 358 last printed 4/19/48 Scale, 1:20,000 hand corrected 12/13/48.

There are several minor differences in the shoreline.

A small island shown near the west shore of Mumford Cove has built up and is now a part of the mainland.

A comparison was made with Nautical Chart 359, Scale 1:20,000, last printed 7/19/48, hand corrected 12/13/48.

A comparison was made with Nautical Chart No. 1211, Scale, 1:80,000, last printed 11/1/48, hand corrected 12/23/48.

The same differences noted for Nautical Chart 358 are also applicable to Nautical Charts No's. 359 and 1211.

* See review report. RJF

Approved:

Charles W. Clark

Charles W. Clark
Chief of Party

Respectfully submitted:

J. Edward Deal Jr.

J. Edward Deal, Jr.
Cartographer
for

Form T-2

PHOTOGRAMMETRIC OFFICE REVIEW

T-9083

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

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 alongshore 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. Robert H. Barrow / _____

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:

M-2623-12

Form 567
April 1945

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

9083

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED
TO BE DELETED* } STRIKE OUT ONE

Fishers Island Sound — 1 October 19 4

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 by J. E. Deal

These landmarks were submitted in Chart Letter No. 141 (1950)

s/ Charles W. Clark *Chief of Party.*

STATE: Connecticut

CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION LATITUDE ° ′	LATITUDE D.M. METERS	LONGITUDE ° ′	LONGITUDE D.P. METERS	DATUM	METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
Tank	Groton Coast Guard Training Station Water Tank		41 19	335.2	7203	1263.5	NA 1927	Triang.	1943	x	x		359 1211
*Stand-pipe	Black Standpipe near Thames River in Groton Heights		41 20	896.7	72 04	205.9	"	"	1932	x	x		359 1211

* See position submitted on Form 567 for a new landmark (South Standpipe) immediately south of this standpipe. It would appear that South Standpipe is the best landmark and that this one should be deleted.

RJF
5-15-50

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating*

Form 567
April 1945

9083

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED
TO BE DELETED
} STRIKE OUT ONE

Fishers Island Sound, 1 October, 1948

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 by J. E. Deal

This aid was submitted in Chart Letter No. 141 (1950)

s/ Charles W. Clark, *Chief of Party.*

STATE			POSITION					METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
			LATITUDE		LONGITUDE		DATUM						
CHARTING NAME	DESCRIPTION	SIGNAL NAME	° ′	D.M. METERS	° ′	D.P. METERS							
F.	Avery Point Light Lighthouse on Avery Pt.		41 18	1685	72 03	1180	NA 1927	Rad. Plot 9083	1949	x			359 1211

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating*

Form 567
April 1945

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR ~~LANDMARKS~~ FOR CHARTS

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

Washington, D. C. * April 20, 19 50

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 by R. J. French

S. V Griffith (W.O) *Chief of Party*

STATE: Connecticut

CHARTING NAME	DESCRIPTION	SIGNAL NAME	LATITUDE ° '	LATITUDE D.M. METERS	LONGITUDE ° '	LONGITUDE D.P. METERS	DATUM	METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
AeroBn.	36" Aero Bn. on Control Tower at Trumbull Airport		41 19	1071	72 02	1587	NA 1927	Rad. Plot	4-20-50		x		293

* 29a card dated 6-28-49 in Aero Charts files shows this beacon on the control tower

567
1945

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

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

Washington, D. C. 3 May 1950

I recommend that the following objects which ~~have~~ XXXX *(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 by R. J. French

~~s/ S. V Griffith~~ *Chief of Party.*

STATE Connecticut

CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION LATITUDE ° ′	LATITUDE D.M. METERS	LONGITUDE ° ′	LONGITUDE D.P. METERS	DATUM	METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
South dpipe	Larger and most southerly of												
	two standpipes in Groton		41 20	874	72 04	204	NA 1927	Radial Plot	May 1950	xx	x	x	293, 358-9, 1211
	Heights												
	* See recovery for A Black Standpipe, 1932, 1948												

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating*

GEOGRAPHIC NAMES

Survey No.9083

	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	
	Boston Post Road ✓		(U.S. #1)								1
	Buddington Road ✓										2
	Elderkin Avenue ✓										3
	North Road ✓										4
	Poquonock Road ✓										5
	Poquonock Bridge ✓		(both village and bridge)								6
	Robert E. Fitch High School ✓										7
	Trails Corner ✓										8
	Wm. Trails School ✓										9
	Wildcat Ledge ✓										10
	Lambs Pond ✓										11
	Gunaywamp Road ✓										12
	Hempstead Brook ✓										13
	Jupiter Point ✓										14
	Lake George ✓										15
	Long Hill ✓										16
	Midway ✓										17
	Mumford Cove ✓										18
	Mumford Point ✓										19
	New York, New Haven & Hartford R.R. ✓										20
	Palmer Cove ✓										21
	Pine Island ✓										22
	Pohegnut Ledge ✓										23
	Pohegnut Pond ✓										24
	Pollack Pond ✓										25
	Poquonock Plains ✓										26
	Poquonock River ✓										27

M 234

GEOGRAPHIC NAMES

Survey No. 9083

	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	
	Chasanbo Fire Tower	•									1
	School #8 ✓										
	Shack Hill ✓	•									2
	Smith Lake ✓	•									3
	Smith Lake Cemetery ✓	•									4
	Starr Cemetery ✓	•									5
	Trumbull Airport ✓	•	(292 card (Aero Charts) 6-28-49)								6
	Venetian Harbor ✓	•									7
	Walker Hill ✓	•									8
	Warren Mill Pond ✓	•									9
	Coast Guard Training Center ✓	•									10
	Plant Street ✓	•									11
	Thomas Road ✓										12
	Tyler Avenue ✓	•									13
	Groton Long Point Main Beach ✓	•									14
	Groton Long Point South Beach ✓	•									15
	Eastern Point ✓	•									16
	Eastern Point Road ✓	•		•	Horseshoe Reef ✓						17
	Eastern Point Beach Park ✓	•		•	Black Ledge ✓						18
	Beach Pond Road ✓				Brandford Avenue ✓						19
	Avery Memorial Park ✓	•			Brandegee Avenue ✓						20
	Galilee Chapel ✓	•			Pleasant Valley Road ✓						21
	Eastern Point Church ✓	•			Mather Avenue ✓						22
	South Road ✓	•		•	Conn. State Hwy #215						23
	Jupiter Point Road										24
	Atlantic Avenue ✓										25
	Pine Island Road ✓										
	Shore Avenue ✓										26
	Beach Road ✓										
	Taylor Street ✓										27
	~~Sound Breeze Avenue~~ ✓										
	North Street ✓										
	Middlefield Street ✓										

M 234

GEOGRAPHIC NAMES

Survey No. 9083

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	
Avery Point ✓	•									1
Baker Cove ✓	•									2
Beaverdam Brook ✓	•									3
Birch Plain Creek		pending with USBGN								4
Bluff Point ✓	•									5
Buddington Pond	•									6
Bushy Point ✓	•									7
Bushy Point Beach ✓	•									8
Colonel Ledyard Cemetery ✓	•									9
Conn. State Highway #12		•								10
Conn. State Highway #84		•								11
Crooked S Hill ✓	•									12
Eccleston Brook ✓	•									13
Fishtown Chapel ✓	•									14
Fort Hill ✓	•									15
Fort Hill Brook ✓	•									16
Fishers Island Sound ✓	•									17
Great Brook ✓	•									18
~~Groton~~										19
Groton Heights ✓	•		✓							20
Groton Long Point ✓	•	(both village and point)								21
Groton Reservoir	•									22
Hatching House Brook	•									23
Hazelnut Hill ✓	•									24
Shenecossett Country Club ✓	•									25
Shenecossett Beach ✓	•									26
Shenecossett Road ✓	•									27

Names preceded by • are approved.

signed L. Heck

4-28-50

M 234

CSGID-SMP 061 24 April 1950

MEMORANDUM FOR: DIRECTOR, U. S. COAST AND GEODETIC SURVEY, DEPARTMENT OF COMMERCE
ATTN: Administrative Planning Section

SUBJECT: Classification Clearance

1. Reference is made to your memorandum, file No. 734-rb, dated 24 February 1950, forwarding maps Nos. T-9083, T-9084, T-9085, and T-9086, for security clearance.

2. The above listed maps are returned herewith. There is no objection to their publication as unclassified.

FOR THE ASSISTANT CHIEF OF STAFF, G-2:

4 Incls
1. Map No. T-9083
2. Map No. T-9084
3. Map No. T-9085
4. Map No. T-9086

ERNEST A. BARLOW
Colonel, GSC
Chief, Security & Training Division

Review Report T-9083
Shoreline Map
5 May 1950

61. General Statement:

Field inspection and office compilation of this sheet was done in accordance with instructions for shoreline surveys. There is complete photographic coverage of the entire map and the compilation is also complete for drainage and roads in the interior inshore from the normal 200 to 300 meter shoreline limits. However, it is incomplete in the delineation of buildings and woodland cover in that area.

62. Comparison with Registered Topographic Surveys:

64	1:10,000	1838
65	1:10,000	1838
85	1:10,000	1846
88	1:10,000	1839-55
1531	1:10,000	1882-3
1734	1:10,000	1882-3

Except for the limitations in 61 above, this survey supersedes the above listed surveys for nautical charting purposes.

63. Comparison with Maps of Other Agencies:

New London Conn.-N.Y. USGS 1:31,680 1938 edition.

T-9083 supersedes this map for charting purposes except for limitations listed in 61.

64. Comparison with Contemporary Hydrographic Surveys: None

65. Comparison with Nautical Charts:

293	1:10,000	49-2/28
358	1:20,000	49-10/10
359	1:20,000	49-2/7
1211	1:80,000	49-7/25

This survey is generally complete for features above the MHWL and numerous changes have occurred since the compilation of the largest scale chart No. 293. Field inspection did not provide, however, for identification of many offshore rocks and such features as Horseshoe Reef, Black Ledge, and a rock shown SW of the west side of Groton Long Pt.

Three cuts on the rock on Black Ledge and 2 cuts on the rock on Horseshoe Reef confirm the position of those features as charted. No position could be determined for the other rock 150 meters off Groton Long Pt. near buoy N"16 C". Likewise the numerous rocks north and west of Pine Island, Jupiter and Bushy Pt's., should be investigated by the hydrographic party.

Positions are listed on Form 567 for the aeronautical aid to navigation on Trumbull Airport and the landmark SOUTH STANDPIPE in Groton Heights. The field party did not indicate deletion of the STANDPIPE now charted immediately north of SOUTH STANDPIPE, but it is considerably smaller in diameter and is certain to be obscured from certain angles at sea.

The shoreline is generally rocky and the rockawash symbol has been used profusely in the FOUL areas to indicate those more prominent rocks in an area shown as FOUL.

66. Adequacy of Results and Future Surveys:

This map has been declassified and cleared per letter attached to this report.

No horizontal accuracy tests were made for this sheet.

The map complies with the instructions set forth for this survey and with Bureau policy, and except for the inadequacies listed above complies with the National Standards of Accuracy.

Reviewed by:

Roscoe J. French
Roscoe J. French

Approved by:

L. V. Griffith
Chief, Review Section
Division of Photogrammetry

H. R. Edmonston
Chief, Nautical Chart Branch
Division of Charts

S. S. Reading
Chief, Divi of Photogrammetry

W. M. Leaf
Chief, Div. Coastal Surveys

NAUTICAL CHARTS BRANCH

SURVEY NO. 9083

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
5/22	359	Riegari	~~Before~~ After Verification and Review Partially applied.
	293	L.A.M.	Before After Verification and Review Cartea
8-24-55	359	Everett	~~Before~~ After Verification and Review added some rocks
6 Aug 58	1211	H.E. MacEwen	[redacted] After Verification and Review Examined - nothing applied.
12 Jan 70	293	Alexander Lyle	~~Before~~ After Verification and Review Superseded by T-11450
2-23-72	358	D L Pollock	~~Before~~ After Verification and Review SUPERCEDED BY FULLY APPLIED T-11450 & T-11445
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review

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.