

9093

Diag. Cht. No. 1212-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey SHORELINE-PHOTOGRAMMETRIC

Field No. Ph-31(48)F Office No. T-9093

LOCALITY

State CONNECTICUT

General locality CONNECTICUT RIVER

Locality GOOSE ISLAND TO EUSTASIA ISLAND

1948

CHIEF OF PARTY

R.J. Sipe-Chief of Party

C.W. Clark-Portland Photogrammetric Office

LIBRARY & ARCHIVES

DATE

JUL 20 1954

Cht 266 ^{Part} Appl 10/15/65 GRJ

thru ~~85823~~ BP 68518 (Part 7)

215 = see history

20

CHT 1212 - FULLY APPLIED

DLP 6-18-73

DATA RECORD

T-9093

Project No. (II): Ph-31(48)F Quadrangle Name (IV):

Field Office (II): Washington, North Carolina

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)
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): 9-5-50 Date reported to Nautical Chart Branch (IV): 8 Sept '50

Applied to Chart No. 1212

Date: 1/2/52

Date registered (IV): 18 Nov. 1952

Publication Scale (IV): —

Publication date (IV):
(Date of issue July 1952)

Geographic Datum (III): N.A. 1927

Vertical Datum (III): Mean ~~Sea Level~~ ^{High Water}

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): COOPER, 1934

Lat.: 41° 21' 50.778" 1566.5 m Long.: 72° 22' 28.279" 657.3 m Adjusted X
(284.5 m) (737.3 m) Unadjusted

Plane Coordinates (IV):

State:

Zone:

Y= 193,613.53

X= 703,073.25

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.

Areas contoured by various personnel

(Show name within area)

(II) (III)

Shoreline Survey

Camera (kind or source) (III): U.S.C. & G.S. Single lens

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
J 728 to 730	5/2/48	11:11	1:10,000 ratio	0.9 ft. above M.L.W.
48 J 750 to 754	5/2/48	11:24	1:10,000 "	0.8 ft. " "

* Tidal information applies only during lowest river stages.
 (See Field Inspection Report for T-9093 and T-9094 Project Ph-31(48)F
 sub-heading 7 "Mean High-Water".)

Tide (III)

Reference Station: New London, Conn.
 Subordinate Station: Hadlyme, Conn.
 Subordinate Station:

Ratio of Ranges	Mean Range	Spring Range
1.0	2.6	3.1
1.0	2.7	3.2

Washington Office Review by (IV): *Lenat. Stevens*Date: *April 11, 1951*Final Drafting by (IV): *A. Berry, J. Botley*Date: *Nov. 5, 1951*Drafting verified for reproduction by (IV): *C. Kupiec*
*W.O. Hallum*Date: *Nov. 6, 1951*
*June 23 1952*Proof Edit by (IV): *W. Stinger*Date: *8-4-1952*

Land Area (Sq. Statute Miles) (III): 20.0

Shoreline (More than 200 meters to opposite shore) (III): 31.2

Shoreline (Less than 200 meters to opposite shore) (III): 15.1

Control Leveling - Miles (II):

Number of Triangulation Stations searched for (II):

Recovered: 60

Identified: 15

Number of BMs searched for (II):

Recovered:

Identified:

Number of Recoverable Photo Stations established (III): None

Number of Temporary Photo Hydro Stations established (III):

Remarks:

F.I. Photos:

46-D-2310 to 21

June 7, 1946

9:41-44 = $\frac{1}{2}$ Tides = 1.0+

46-D-2336 to 43

" " "

10:17-20 = " " " "

DATA RECORD

Field Inspection by (II): E.T. Jenkins and R.A. Horn

Date: 4/26/48 to
5/21/48

Planetable contouring by (II): _____

Date: _____

Completion Surveys by (II): _____

Date: _____

Mean High Water Location (III) (State date and method of location): 4/26/48 to 5/21/48. Located on field inspection photographs.

Projection and Grids ruled by (IV):

Date:

Projection and Grids checked by (IV):

Date:

Control plotted by (III): John C. Lajoye

Date: 8/11/49

Control checked by (III): Frank H. Elrod

Date: 8/15/49

Radial Plot or Stereoscopic Control extension by (III): James L. Harris and J.E. Deal

Date: 8/26/49

Stereoscopic Instrument compilation (III):
Planimetry _____
Contours _____

Date: _____

Date: _____

Manuscript delineated by (III): Marie B. Elrod

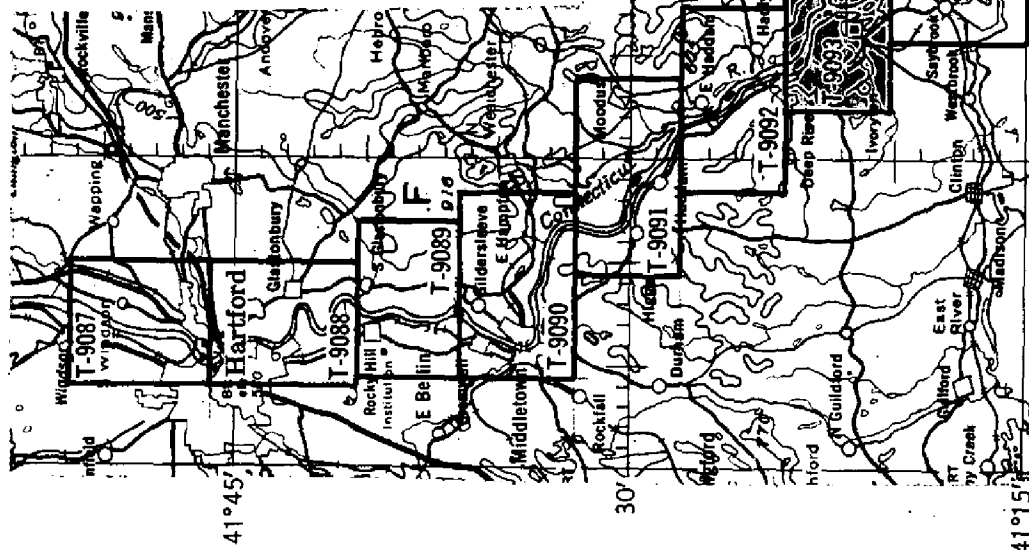
Date: 11/2/49

Photogrammetric Office Review by (III): Ree H. Barron

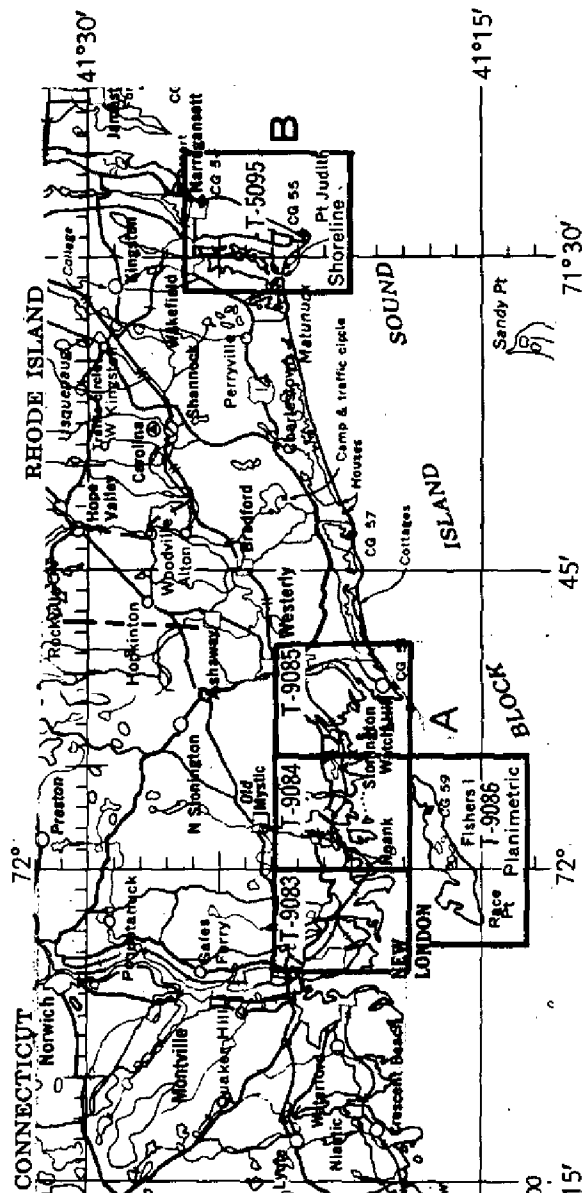
Date: 12/21/49

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

Date: _____



T-9083 to T-9085 and T-9087 to T-9094, scale 1:10,000



SUMMARY TO ACCOMPANY T-9093

Shoreline survey T-9093, scale 1:10,000 (Latitude $41^{\circ}20'$ to $24'$; Longitude $72^{\circ}20'$ to $27'$) is one of 20 maps in shoreline and planimetric project Ph-31(48). This project has six parts (A to F) and extends from Nantucket Island, Massachusetts, to and including the Connecticut River, Connecticut.

T-9093 is one of the southern maps of the F group and includes the villages Essex and Deep River.

The F group consists of 8 shoreline surveys of the Connecticut River (T-9087 to T-9094, inclusive) extending from Long Island Sound to about five miles north of Hartford.

* * * * *

After the project map manuscripts have been reviewed, smooth-drafted, reproduced, and registered, a Completion Report will be written and filed in the Bureau Archives under the project number. This report will include:

1. A brief description of any historical or procedural matters peculiar to the project.
2. A project index sketch.
3. Important pertinent correspondence.
4. Any special reports (boundary, radial plot, etc.) not already incorporated with Descriptive Reports.
5. Statistical data.
6. A list of classified and accessioned geodetic data filed in the Bureau Archives.
7. A list of supplementary maps and plans, and the file number of Chart Letters forwarded to the Division of Charts.
8. Copies of project instructions.

FIELD INSPECTION REPORT
QUADRANGLES 9093 AND 9094
PROJECT Ph-31 (48)
SUB-PROJECT F

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 quadrangles was performed by the following personnel on the dates indicated:

<u>Name & Title</u>	<u>Field Work</u>	<u>Dates</u>
E. T. Jenkins	Recovery, Shoreline	4-26-48
Engineering Aid	and Inspection	5-21-48
R. A. Horn	Recovery, Shoreline	4-26-48
Photogrammetrist	and Inspection	5-21-48

1. Description of the Area

The area surveyed includes the Connecticut River from Long Island Sound to, and including a portion of, Deep River, Connecticut; and the land area adjacent to the Connecticut River.

The River in this section is well marked by Aids to Navigation and has adequate water depth for the passage of large barges.

The principal settlements in the locality are Saybrook, Essex and Deep River. The predominant occupation of the inhabitants is manufacturing of all descriptions.

2. Completeness of Field Inspection

Field inspection is completely and adequately covered on the photographs.

3. Interpretation of the Photographs

The photographs taken with the 12 inch lens (Camera D) have been exceptionally satisfactory. No difficulty was encountered in the interpretations of the photographs.

4. Horizontal Control

All horizontal control stations were searched for and the majority recovered. Stations were identified in accordance with the Project Instructions. Form 526 is submitted concerning the status of each station.

5. Vertical Control

Not applicable to this project.

6. Contours and Drainage

Not applicable.

7. Mean High Water

The Mean High Water line was determined and indicated on the photographs in accordance with The Director's Supplemental Instructions - Shoreline Inspection, dated 18 March, 1944.

Information obtained from the United States Engineers' office in Boston, Massachusetts, indicates their reference plane for Mean High Water and mean Low Water varies somewhat with the reference plane used by the United States Coast and Geodetic Survey.

By extensive tidal studies in 1909, 1910 and 1938 to 1940, they have concluded that the height of the Connecticut River is affected more by the fresh water discharge than by tidal action. This affect decreases at successive stations downstream. Consequently, the datums the United States engineers use are local mean High water and local mean Low Water. They have established Bench Marks at their various stations along the river, from which variations in elevations of the water level may be determined.

The line delineated as the mean High Water line, on the photographs of these quadrangles, is that line determined as the Mean High Water line of the river in that particular area.

8. Low Water Line

The approximate Low Water Line of part of the shores in the quadrangles was indicated by the standard symbol, under the same conditions as mentioned in the last sentence of paragraph 7.

9. Wharves and Shoreline Structures

All wharves and shoreline structures discernible on the photographs have been inspected and explained on the photographs. In some instances, cross-references were made to recent photography for the simplification of a condition.

10. Details Off-shore from Mean High Water Line

All off-shore detail is discernible on the photographs and has been labeled appropriately.

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 Letter No. 35 (1951)*
See also Review Report

12. Hydrographic Control

Not applicable to this project.

13. Landing Fields and Aeronautical Aids

There is only one landing field within the limits of the quadrangle. This is a very short and narrow strip of *F-9094* land which is the remains of an old trolley line. It should be used only in case of extreme emergency, and then only by very light planes. It is located east of Saybrook.

There are no Aeronautical Aids, as such, in this area.
See also Review Report.

14. Roads

The roads and trails were classified in accordance with Photogrammetry Instructions no. 10, dated 14 April, 1947, and the Amendment to the above, dated 24 October, 1947.

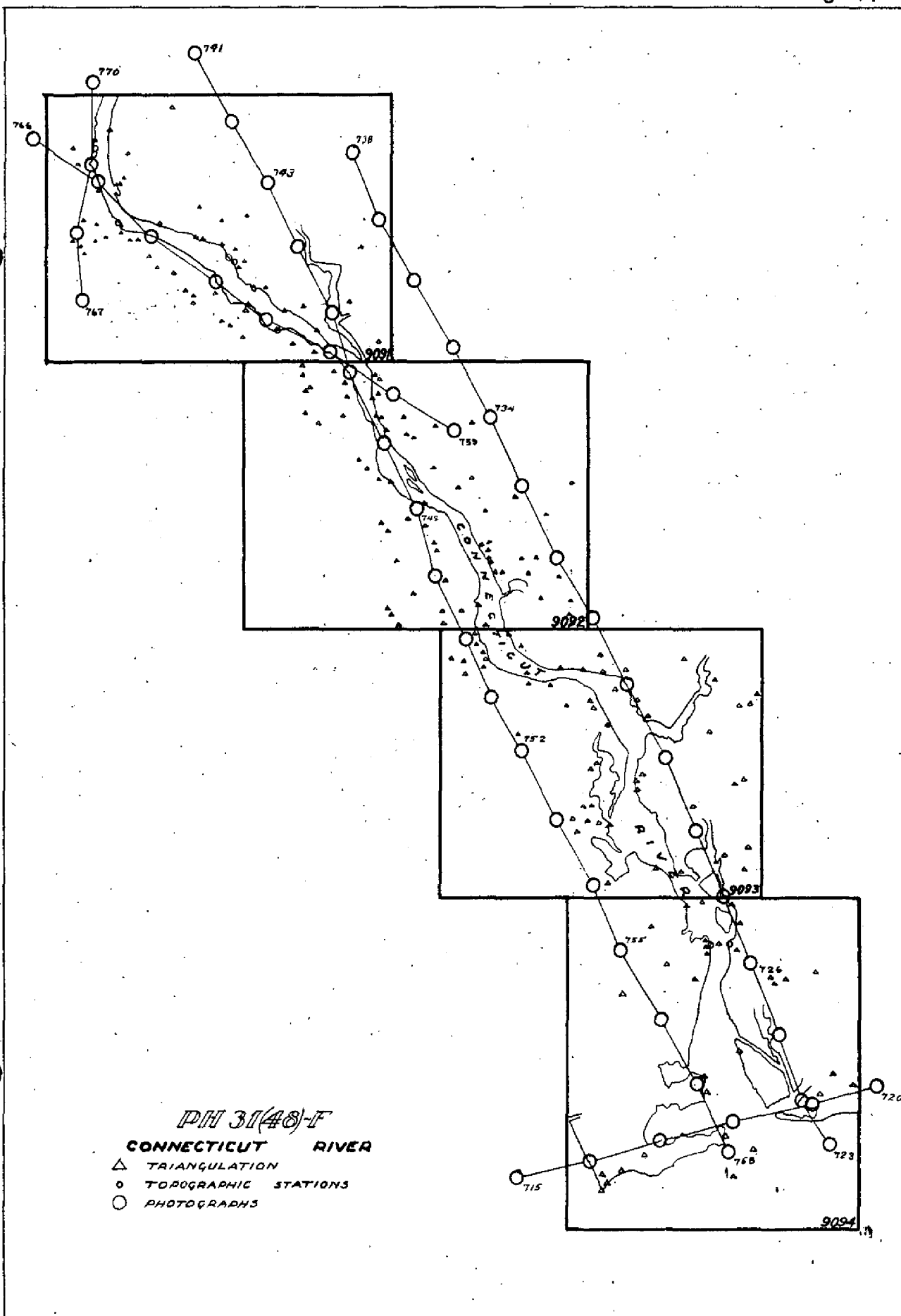
15. Bridges *(F-9094)*

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

(F-9094) A new highway bridge is under construction just south of the old Saybrook-Old Lyme bridge. Adequate information is given on the photographs concerning this bridge. *See Supplement to 1941 Edition of List of Bridges over the Navigable Waters of the United States, 1948, for clearances.*

PHOTOGRAMMETRIC PLOT REPORT
Map Manuscript T-9093
Project Ph-31(48)F

The radial plot for this map manuscript is described in a combined photogrammetric plot report for map manuscripts no's. T-9091 to T-9094 incl., (1948) and is included in the descriptive report for T-9091 (1948).



MAP T. 9093

PROJECT NO. Ph-21 (48)F

SCALE OF MAP 1:10,000

SCALE FACTOR None

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ϕ -COORDINATE LONGITUDE OR λ -COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
				FORWARD	(BACK)		FORWARD	(BACK)	
ESSEX REEF LIGHT		N.A.	41° 20' 42.200"				1301.9	(549.1)	
1889	Pg. 142	1927	72° 22' 37.947"				882.2	(512.7)	
PRATT, READ	G-3536	"	41° 23' 21.667"				668.4	(1182.6)	
STACK, 1934	Pg. 171	"	72° 26' 19.677"				457.2	(936.8)	
ST. JOHN'S SCHOOL	G-3536	"	41° 23' 46.299"				1428.3	(422.7)	
BARN VENTILATOR, 1934	Pg. 171	"	72° 25' 52.454"				1218.6	(175.3)	
HALL, 1934	Pg. 143	"	41° 22' 50.810"				1567.5	(283.5)	
No. 221 (USE)		"	72° 23' 22.510"				523.1	(871.1)	
1934	Pg. 141	"	41° 22' 00.140"				04.3	(1846.7)	
ESSEX STEAMBOAT	G-3536	"	72° 23' 17.200"				399.7	(994.8)	
DOCK CUPOLA, 1934	Pg. 166	"	41° 21' 04.846"			(Admk)	149.5	(1701.5)	
BROCKWAY ISLAND		"	72° 23' 06.239"				145.0	(1249.8)	
LIGHT, 1931	Pg. 142	"	41° 22' 07.224"				222.9	(1628.1)	
ELY'S LANDING, DOCK G-3536		"	72° 22' 36.368"				845.2	(549.2)	
HOUSE GABLE, 1934	Pg. 167	"	41° 21' 45.120"				1392.0	(459.0)	
ELY'S RED BARN	G-3536	"	72° 22' 35.500"				825.2	(569.4)	
CUPOLA, 1935	Pg. 165	"	41° 21' 24.359"				751.5	(1099.5)	
LEE'S CHIMNEY	G-3536	"	72° 20' 34.307"				797.5	(597.2)	
1934	Pg. 168	"	41° 22' 47.70 "				1471.5	(379.5)	
HAMBURG CHURCH	G-3536	"	72° 20' 37.50 "				871.4	(522.8)	
BELFREY, 1934	Pg. 168	"	41° 23' 12.201"				376.4	(1474.6)	Page 13
BROCKWAY REACH	G-3536	"	72° 21' 00.438"				10.2	(1383.8)	
LIGHT, 1856	Pg. 169	"	41° 23' 09.207"				284.0	(1567.0)	
			72° 22' 53.124"				1234.3	(159.8)	

1 FT. = 3048006 METER

COMPUTED BY: J.C. Lajoie

DATE 7/21/49

CHECKED BY: G. Richter

DATE 8/3/49

MAP T. 9093

PROJECT NO. Ph-31(48)F

SCALE OF MAP 1:10,000

SCALE FACTOR None

Page 2 of 3

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR Y-COORDINATE LONGITUDE OR X-COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
				FORWARD	(BACK)		FORWARD	(BACK)	
WHALEBACK, 1934	Pg. 141	N.A. 1927	41° 20' 38.429"				1185.5	(665.5)	
DEVILS WHARF	G-3536	"	72° 21' 06.998"				162.7	(1232.2)	
LIGHT, 1856	Pg. 170	"	41° 23' 19.873"				613.1	(1237.9)	
			72° 25' 05.453"				126.7	(1267.3)	
No. 222(USE), 1934	G-3536	"	41° 21' 49.464"				1526.0	(325.0)	
	Pg. 167		72° 22' 34.895"				811.1	(583.5)	
ANDERSON'S BARN	G-3536	"	41° 20' 14.758"				455.3	(1395.7)	
CUPOLA, 1934	Pg. 165		72° 23' 05.816"				135.2	(1259.9)	
BLACK'S TURRET	G-3536	"	41° 23' 19.930"				614.8	(1236.2)	
1934	Pg. 171		72° 26' 05.789"				134.5	(1259.5)	
BOOK HILL, 1861	G-3536	"	41° 22' 06.023"				186.1	(1664.9)	
	Pg. 107		72° 24' 47.531"				1104.7	(289.8)	
BOWENS CHIMNEY	G-3536	"	41° 20' 33.497"				1033.4	(817.6)	
1934	Pg. 164		72° 20' 53.513"				1244.2	(150.8)	
BULKLEY'S	G-3536	"	41° 20' 25.014"				771.7	(1079.3)	
CHIMNEY, 1934	Pg. 164		72° 20' 18.793"				436.9	(958.1)	
CASALIS CHIMNEY	G-3536	"	41° 22' 34.071"				1051.1	(799.9)	
1935	Pg. 168		72° 22' 22.323"				518.7	(875.6)	
CHENEY'S CHIMNEY	G-3536	"	41° 21' 08.065"				248.8	(1602.2)	
1934	Pg. 166		72° 23' 48.312"				1123.1	(271.7)	
CHURCHILL'S	G-3536	"	41° 21' 56.187"				1733.4	(117.6)	
CHIMNEY 1934	Pg. 167		72° 23' 22.561"				524.3	(870.2)	
GOBURN'S CHIMNEY	G-3536	"	41° 23' 19.892"				613.7	(1237.3)	Page 14
1935	Pg. 169		72° 22' 45.359"				1053.8	(340.2)	

1 FT. = 3048006 METER

COMPUTED BY J.C. LaJoye

DATE 7/21/49

CHECKED BY G. Richter

DATE 8/3/49

MAP T. 9093

PROJECT NO. Ph-31 (48)F

SCALE OF MAP 1:19,000

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		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
				FORWARD	(BACK)		FORWARD	(BACK)	
COOPER, 1934	Pg. 141	N.A. 1927	41° 21' 50.778"				1566.5	(284.5)	
			72° 22' 28.279"				657.3	(737.2)	
COVE, 1934	Pg. 141	"	41° 21' 14.298"				441.1	(1409.9)	
			72° 21' 33.920"				788.5	(606.2)	
DANIELS, 1934	Pg. 142	"	41° 23' 33.608"				1036.8	(814.2)	
			72° 21' 25.720"				597.6	(796.4)	
DEEP RIVER SCHOOL	G-3536	"	41° 23' 10.065"				310.5	(1540.5)	
CUPOLA, 1934	Pg. 170		72° 26' 01.879"				43.7	(1350.4)	
DEN, 1934	Pg. 143	"	41° 23' 23.402"				722.0	(1129.0)	
			72° 24' 05.521"				128.3	(1265.7)	
ELY'S CHIMNEY, 1934	Pg. 165	"	41° 21' 29.354"		(L.A.M.K.)		905.6	(945.4)	
			72° 20' 40.537"				942.3	(452.4)	
ESSEX BAPTIST	G-3536	"	41° 21' 17.756"		(L.A.M.K.)		547.8	(1303.2)	
CHURCH TOWER, 1934	Pg. 166		72° 23' 33.745"				784.4	(610.3)	
ESSEX CONGREGATIONAL CHURCH	G-3536	"	41° 21' 09.469"				292.1	(1558.9)	
BELFREY, 1934	Pg. 166		72° 23' 34.406"				799.8	(595.0)	
ESSEX SCHOOL	G-3536	"	41° 21' 17.126"				528.3	(1322.7)	
CUPOLA, 1934	Pg. 167		72° 23' 39.194"				911.1	(483.6)	
EVANS' CUPOLA	G-3536	"	41° 21' 00.34 "				10.5	(1849.5)	
1934	Pg. 166		72° 23' 45.21 "				1051.0	(343.8)	
GRAHAM'S	G-3536	"	41° 23' 06.17 "				190.3	(1660.7)	
CHIMNEY, 1934	Pg. 170		72° 24' 47.47 "				1103.0	(291.1)	
HALL'S BARN	G-3536	"	41° 22' 49.333"				1521.9	(329.1)	
GABLE, 1935	Pg. 169		72° 23' 22.569"				524.4	(869.8)	

1 FT. = 3048006 METER

COMPUTED BY: J.C. LaJoye

DATE 7/21/49

CHECKED BY: G. Richter

DATE 8/3/49

M-238812

MAP T. 9093 PROJECT NO. Ph-31 (48) F 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		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
				FORWARD	(BACK)		FORWARD	(BACK)	
HAMILTONS	G-3536	N.A.	41° 23' 17.37"				535.9	(1315.1)	
GABLE, 1935	Pg. 170	1927	72° 25' 04.57"				106.2	(1287.8)	
HARDING'S BARN	G-3536	"	41° 22' 54.796"				1690.5	(160.5)	
CUPOLA, 1934	Pg. 168	"	72° 20' 17.504"				406.7	(987.4)	
HARDING'S CHIMNEY	G-3536	"	41° 22' 49.037"				1512.8	(338.2)	
1934	Pg. 168	"	72° 20' 29.544"				686.5	(707.7)	
	G-3536	"	41° 20' 32.039"				988.4	(862.6)	
HINRICH, 1934	Pg. 107	"	72° 23' 18.917"				439.8	(955.2)	
HOWARD'S CHIMNEY	G-3536	"	41° 23' 14.405"				444.4	(1406.6)	
1935	Pg. 170	"	72° 25' 41.222"				957.7	(436.3)	
	G-3536	"	41° 20' 35.453"				1093.7	(757.3)	
HUBBARD, 1934	Pg. 107	"	72° 20' 10.177"				236.6	(1158.4)	
	"	"	41° 22' 51.335"				1583.7	(267.3)	
JOSHUA ROCK, 1861	Pg. 142	"	72° 22' 37.962"				882.1	(512.1)	
LORD'S HILL WATER	G-3536	"	41° 21' 25.901"				799.0	(1052.0)	
TANK, 1934	Pg. 165	"	72° 20' 51.368"				1194.1	(200.6)	
	G-3536	"	41° 20' 30.055"				927.2	(923.8)	
MEADOW TREE, 1934	Pg. 165	"	72° 21' 46.307"				1076.6	(318.4)	
	"	"	41° 23' 41.864"				1291.5	(559.5)	
NECK, 1934	Pg. 143	"	72° 24' 55.307"				1284.9	(109.0)	
	"	"	41° 23' 42.498"				1311.1	(539.9)	
PARKER, 1934	Pg. 143	"	72° 25' 46.118"				1071.4	(322.5)	
POTTER AND SNELL	G-3536	"	41° 23' 38.518"				1188.3	(662.7)	
CUPOLA, 1934	Pg. 171	"	72° 25' 39.367"				914.6	(479.3)	

M-2308-12

1 FT. = 3048006 METER

COMPUTED BY: J.C. Lajoie

DATE 7/21/49

CHECKED BY: G. Richter

DATE 8/3/49

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MAP T. 9093

PROJECT NO. P-21(48)F

SCALE OF MAP 1:10,000

SCALE FACTOR None

Page 5 of 5

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ν -COORDINATE LONGITUDE OR x -COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS	DATUM CORRECTION		N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS	
					FORWARD	(BACK)	FORWARD	(BACK)	FORWARD	(BACK)
REYNOLDS, 1934	Pg. 144	N.A. 1927	41° 23' 12.189"				376.0	(1475.0)		
SCHEIDE'S GABLE 1935	G-3536 Pg. 170	"	72° 24' 17.167"				398.9	(995.1)		
SEELEY'S SUMMER HOUSE GABLE, 1935	G-3536 Pg. 169	"	41° 23' 35.365"				1091.0	(760.0)		
ST. JOHN'S MEMORIAL CHURCH TOWER 1934	G-3536 Pg. 166	"	72° 23' 04.020"				93.4	(1300.5)		
ST. JOHN'S SCHOOL TOWER, 1934	G-3536 Pg. 144	"	41° 22' 39.803"				1227.9	(623.1)		
		"	72° 23' 09.887"				229.7	(1164.5)		
		"	41° 21' 08.533"				263.2	(1587.8)		
		"	72° 23' 21.461"				498.9	(895.9)		
		"	41° 23' 50.602"	(14 dm)			1561.1	(289.9)		
		"	72° 25' 57.687"				1340.1	(53.7)		
		"	41° 22' 30.298"				934.7	(916.3)		
		"	72° 21' 03.340"				77.6	(1316.7)		
		"	41° 23' 18.294"				564.4	(1286.6)		
No. 218(USE), 1934	Pg. 143	"	72° 23' 22.945"				533.1	(860.9)		
No. 225(USE), 1934	Pg. 142	"	41° 20' 24.384"				752.2	(1098.8)		
		"	72° 22' 06.320"				146.9	(1248.1)		
WHITE, 1934	Pg. 142	"	41° 22' 40.157"				1238.8	(612.2)		
		"	72° 23' 54.102"				1257.1	(137.1)		
WOOD, 1934	G-3536 Pg. 107	"	41° 23' 51.458"				1587.5	(263.5)		
		"	72° 21' 33.935"				788.3	(605.5)		
WOODS, GABLE, 1935	G-3536 Pg. 169	"	41° 23' 18.350"				566.1	(1284.9)		
		"	72° 23' 05.220"				121.3	(1272.7)		
No. 210(USE), 1934	Pg. 145	"	41° 23' 59.159"				1825.1	(25.9)		
		"	72° 25' 13.566"				315.1	(1078.7)		

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M 238-12

1 FT. = 3048006 METER

COMPUTED BY: J.C. LaJoye

DATE 7/21/49

CHECKED BY: G. Richter

DATE 8/3/49

COMPILATION REPORT
Map Manuscript T-9093
Project Ph-31(48)F

Sub-headings 31, 32, 33, 34, 36, 37, 39 and 40 of the compilation report for T-9091 are applicable to the compilation report for T-9093. The words "and Nautical Chart No. 215" should be added wherever "Nautical Chart No. 266" appears in the compilation report for T-9091.

35: SHORELINE AND ALONGSHORE DETAILS:

The field inspection of the mean high-water line and alongshore details in the area of this map manuscript were adequate.

Refer to sub-heading 7 "mean high-water" of the combined field inspection report for T-9093* and T-9094 (1948) and sub-heading 8: "Low-water line" of the combined field inspection report for T-9091 and T-9092 (1948). * Field Insp. Reports attached to Descriptive Report.

Refer to Special Report U.S. Engineer Reference Planes Connecticut River Project Ph-31(48)F 1948. Included in Project Completion Report.

The approximate limits of several shoal areas have been delineated from office examination of the photographs.

Alongshore details have been shown as delineated by the field inspection party.

38: CONTROL FOR FUTURE SURVEYS:

There were no recoverable topographic stations or photo-hydro stations established during the compilation of this map manuscript.

46: COMPARISON WITH EXISTING MAPS:

A visual comparison was made with the following:

U.S.G.S. Lyme, Conn., 7 1/2 min. quadrangle, Scale 1:31,680, preliminary edition 1941.

U.S.G.S. Deep River, Conn., 7 1/2 min. quadrangle, Scale 1:31,680 edition of 1944.

U.S.G.S. Essex, Conn., 7 1/2 min. quadrangle, Scale 1:31,680 edition of 1944.

Army Map Service, Hamburg, Conn., 7 1/2 min. quadrangle, Scale 1:25,000 edition of 1947.

47: COMPARISON WITH NAUTICAL CHARTS:

Comparison was made, by use of the vertical projector, with nautical chart No. 215, Scale 1:20,000, last printed 12/27/48, hand corrected, (no date shown).

There is a difference between the map manuscript and nautical chart in the shape and size of Thatchbed Island, located near Essex, Conn.. The approximate limits of shoal area shown around this island on the map manuscript agrees with the shape and size of the island shown on the chart.

There were also major differences noted at the downstream end of Nott Island and the upstream end of Goose Island.

Elsewhere numerous minor differences were noted.

Approved:

Charles W. Clark
Charles W. Clark
Officer-in-Charge

Respectfully submitted:

J. Edward Deal Jr.
J. Edward Deal, Jr.
Cartographer

PHOTOGRAMMETRIC OFFICE REVIEW

T- 9093

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 along-shore cultural features ☒

PHYSICAL FEATURES

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

CULTURAL FEATURES

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

BOUNDARIES

31. Boundary lines ☒ 32. Public land lines ☒

MISCELLANEOUS

33. Geographic names ☒ 34. Junctions ☒ 35. Legibility of the manuscript ☒ 36. Discrepancy overlay ☒ 37. Descriptive Report ☒ 38. Field inspection photographs ☒ 39. Forms ☒
40. Ree H. Brown J. Edward Deal Jr.
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

Names underlined
in red are approved
4-11-51. L. Heck.

Page 22 21

48: GEOGRAPHIC NAME LIST:

CHART #215

- ✓ Brockway Bar
- ✓ Connecticut River*
- ✓ Deep River (town)
- ✓ Deep Creek (trib. Lord Cr.)
- ✓ Eightmile River
- ✓ Essex Shoal
- ✓ Ely Wharf
- ✓ Hamburg Cove*
- ✓ Lord Cove*
- ✓ Lord Creek*
- ✓ North Cove (Pending with B. G. H.)
- ✓ Selden Creek
- ✓ South Cove

U.S.G.S. Quads. Essex, Conn., Lyme, Conn., Deep River

- Brim Road
- Bokum Road ✓ Book Hill
- Book Hill Road
- Brockway Landing
- Brockway
- Brockway Island
- Brush Hill Road
- Buckingham Road ✓ Chemey Hill
- Center Brook (village: one word)
- Connecticut State Highway #156
- Coults Hole ✓ Ditch Pond
- Deep River ✓ Devils Wharf Light*
- Dennison Road
- Ely Cemetery
- Essex
- Essex Airport
- Evans Lane (in Essex)
- Eustasia Island
- Falls Brook
- Falls River
- Falls River Pond
- Ely Ferry Road
- Fountain Hill Cemetery
- Foxboro Point
- Goose Island
- Great Meadow
- Grove Street (in Essex)
- Hamburg
- Hayden Point ✓ Haydens Point*
- Joshua Creek
- Joshuatown Road
- Joshua Rock (see chart 215)
- King Lane (n. of Essex) ✓ Lord Hill
- Lower Pond
- Mack Creek
- Main Street (through Centerbrook)
- Manna Cove (also in Essex and Deep River)
- Middlesex Turnpike
- Mill Pond ✓ Middle Cove
- Mud River
- New York, New Haven & Hartford R.R.
- North Main Street (n. of Essex)
- Nott Street ✓ Nott Island
- Plains Road
- Post Cove
- Pratt Cove
- Prospect Street (in Essex)
- Rat Island
- Rattling Valley Hill
- Rattling Valley Road
- Read Street (in Deep River)
- River Road (on both sides of river)
- River View Cemetery (in Essex)
- Rodgers Pond ✓ St. Johns School
- Selden Neck
- Shippy Hill ✓ Steamboat Landing
- Stumpet Hill
- Sunset Pond
- Thatched Island
- Upper Pond ✓ Straits Road
- West Avenue (west from Essex)
- Young Pond

Note: Final name sheet was not furnished. Geographic names were obtained from sources shown above.

In Deep River

- Additional streets in Essex:
- High St.
 - Hanna Lane
 - Maple St.
 - Southworth St.
 - High St.
 - Elm St.
 - River St.
 - Fairview Ave.
 - Village St.
 - Bridge St.
 - Kirkland St.
 - Spring St.

REVIEW REPORT T-9093

Shoreline Manuscript
11 April, 1951

62. Comparison with Registered Topographic Surveys

T-2025	1:10,000	1890-92	(with contours)
T-2026	1:10,000	1890-93	(" ")

Except for contours T-9093 supersedes the older surveys for shore and near-shore features for charting purposes.

63. Comparison with Maps of Other Agencies

USE	Deep River, Conn.	1:25,000	1947
USE	Essex, Conn.	"	"
USE	Hamburg, Conn.	"	"
USE	Lyme, Conn.	"	"

The shore and near-shore detail on T-9093 supersedes those on the quadrangles, for charting purposes. Particularly noteworthy is the absence of a large fast land island (Mink Island) which is mapped at the mouth of Lord Creek on Lyme Quadrangle.

64. Comparison with Contemporary Hydrographic Surveys

None

65. Comparison with Nautical Charts

215	1:20,000	ed. May 1947	rev. December 1948
216	"	ed. July 1947(1st)	rev. November 1950

66. Accuracy There are no significant differences between the map and the charts. Refer item 47 with reference to chart 215.

This map complies with project instructions and the National Standards of map accuracy

67. Landmarks and Aids to Navigation:

Four aids and four landmarks appear on T-9093, as follows:

Fixed Aids:

Essex Reef 23 Light	Brockway Reach 32 Light
Brockway Island 29 Light	Devils Wharf Light

Landmarks

HOUSE:	Triangulation station	Ely's Chimney, 1934
CUPOLA:	" "	Essex Steamboat Landing Cupola, 1934
CH. TOWER:	" "	Essex Baptist Church Tower, 1934
TOWER	" "	St. John's School Tower, 1934

The floating aids along the river channel are not delineated. No field inspection data were furnished.

Chart Letter No 35, (1951). Copy bound with T-9087

68. Landing Fields

Doane Airport (Essex Airport on Essex Quadrangle). Both the boundary limits and the runways have been delineated, though no field inspection data were furnished and it is not a readily interpretable feature on the photographs. The field is retained on the map manuscript as originally delineated, even though it is not in full accord with data on file in Air Navigation Facility Section, as follows:

1. Doane Airport
Inspected by A. F. Chargois Jan. 24, 1947
ACA frm. 29A
N/S Runway: 1700'x200', loam base, sod surface
NNW/SSE " 1900'x300' " " " "
2. ACA Airman's Guide, Vol. 6, No. 1, Mar. 27, 1951
(non-paved strip)
3. Data Sheets, Connecticut Airports, July 15, 1947
(boundary)

Reviewed by:

Lena T. Stevens
Lena T. Stevens

Approved by:

S. V. Griffind 5/20/54
Chief, Review Section Branch
Div. of Photogrammetry

W. C. H. H. H. H. H.
Chief, Nautical Chart Branch
Division of Charts CFI

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Chief, Div. Photogrammetry

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Chief, Div., Coastal Surveys
JCH