Form 894
U. S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Type of Survey: Planimetric
Field No.: Ph-163
Office No.: T-10495

LOCALITY
State: Rhode Island
General locality: Narragansett Bay
Locality: Quonset Point

1956
CHIEF OF PARTY
Ira R. Stubottom, Chief of Party
William F. Deane, Baltimore District Officer

LIBRARY & ARCHIVES
DATE: 26 FEB 1963
DEScriptive REPORT  - DATA RECORD

T-10495

Project No. (II):  Ph-163

Field Office (II):  East Providence, R. I.

Photogrammetric Office (III):  Baltimore, Md.

Instructions dated (II) (III):
(II)  9 April 1956
      13 March 1957

Method of Compilation (III):  Keesl Plotter

Manuscript Scale (III):  1:10,000

Scale Factor (III):  1.000

Date received in Washington Office (IV):

Applied to Chart No.  Date:

Publication Scale (IV):

Geographic Datum (III):  N.A. 1927

Vertical Datum (III):  MHW

Reference Station (III):  ALLEN 2, 1944

Lat.:  41° 36' 43.926"  (1355.2 m)  Long.:  71° 24' 48.645"  (1126.3 m)

Plane Coordinates (IV):

Y =
      X =

State: Rhode Island  Zone:  ---

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)
(I) (II) (III)
Field Inspection by (II): Mathew A. Stewart
Leo F. Benigni

Date: May - October 1956

Planetary contouring by (II):

Date:

Completion Surveys by (II):

SEE FOOTNOTE

Date:

Mean High Water Location (III) (State date and method of location): 1956 date of photography supplemented by field inspection.

Projection and Grids ruled by (IV): J. E. Phillips

Date: 8/6/57

Projection and Grids checked by (IV): J. E. Phillips

Date: 8/6/57

Control plotted by (III): J. C. Cregan

Date: 8/26/57

Control checked by (III): E. L. Rolle

Date: 9/6/57

Radial Plot or Stereoscopic Control extension by (III):

E. L. Rolle

Date: 9/25/57

Stereoscopic Instrument compilation (III):

Planimetry E. L. Williams

Date: 11/13/58

Manuscript delineated by (III):

(scribed)

Ronald J. Mechlinski

Date: 6/18/59

Photogrammetric Office Review by (III): J. W. Vonasek

Date: 1/30/59

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

FIELD EDIT - LIMITED EDIT DONE IN CONJUNCTION WITH H-8313.

DATE: 1956

NO CHANGES WERE MADE IN PHOTOGRAMMETRIC SURVEY DETAILS.
Camera (kind or source) (III): C&GS camera "W" 6" focal length

PHOTOGRAPHS (III)

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
</tr>
</thead>
<tbody>
<tr>
<td>56-W-160 &amp; 161</td>
<td>5/1/56</td>
<td>0830</td>
<td>1:30,000</td>
<td>&quot; 1.4&quot; above MLW</td>
</tr>
<tr>
<td>56-W-200</td>
<td>&quot;</td>
<td>0900</td>
<td>&quot;</td>
<td>&quot; 1.9&quot; &quot;</td>
</tr>
</tbody>
</table>

Tide (III)
(From predicted tables)

<table>
<thead>
<tr>
<th>Ratio of Ranges</th>
<th>Mean Range</th>
<th>Spring Range</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>3.2</td>
<td>4.4</td>
</tr>
<tr>
<td></td>
<td>3.8</td>
<td>4.7</td>
</tr>
</tbody>
</table>

Reference Station: Newport, R. I.
Subordinate Station: Wickford

Washington Office Review by (IV): S. B. Blakenship

Final Drafting by (IV):
Drafting verified for reproduction by (IV):
Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III): 4.5
Shoreline (More than 200 meters to opposite shore) (III): 7 miles
Shoreline (Less than 200 meters to opposite shore) (III): 0.5 miles
Control Leveling - Miles (II):
Number of Triangulation Stations searched for (II): 19
Number of BMs searched for (II): recovered: 12
Number of Recoverable Photo Stations established (III): None
Number of Temporary Photo Hydro Stations established (III): See paragraph 38.

Remarks:
<table>
<thead>
<tr>
<th>Sheet No.</th>
<th>Shoreline</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>10472</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>10473</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>10474</td>
<td>9</td>
<td></td>
</tr>
<tr>
<td>10475</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td>10476</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>10477</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>10478</td>
<td>1</td>
<td>12</td>
</tr>
<tr>
<td>10479</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>10480</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>10481</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>10482</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td>10483</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>10484</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td>10485</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td>10486</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>10487</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>10488</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>10489</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>10490</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>10491</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>10492</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>10493</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>10494</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>10495</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>10496</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>10497</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>10498</td>
<td>0</td>
<td>13</td>
</tr>
<tr>
<td>10499</td>
<td>10</td>
<td>11</td>
</tr>
<tr>
<td>10500</td>
<td>6</td>
<td>4</td>
</tr>
<tr>
<td>10501</td>
<td>2</td>
<td></td>
</tr>
</tbody>
</table>

TOTALS 158    204
SUMMARY TO ACCOMPANY DESCRIPTIVE REPORT
T-10495

T-10495 is one of thirty similar maps comprising project PH-163. The project area covers the Narragansett Bay, Rhode Island-Massachusetts area.

Field inspection was complete except for the limited inspection of rock detail. This map was not field edited. Only the north quarter of the area covered is in common with a contemporary hydrographic survey H-8313. Boat sheet shoreline was provided from other sources. T-10495 was applied during smooth plotting of the hydrographic survey. The project was bridged by multiplex and compiled by Kelsh plotter.

The addendum to this Summary includes an evaluation of the accuracy and adequacy of project maps.

A cronaflex copy of the map will be registered.
ADDENDUM TO SUMMARIES TO ACCOMPANY
JOB PH-163 MAPS T-10472 through T-10501
(ACCURACY AND FUTURE SURVEYS)

Most of the project maps were used in contemporary hydrographic survey operations. Four hydrographic surveys accomplished in the period of time between 1943 and 1955 cover the project area outside the areas of contemporary surveys.

The contemporary hydrographic surveys have been registered. With one exception they are classified "basic". Survey H-8367 is classified as "basic for charting only".

Considerable difficulty was experienced during smooth plotting and verification of some hydrographic surveys in using signals located by plane table methods. Many of the objects were identified on field photographs by the plane table party. Field identification of these objects was re-examined in the Baltimore Office, Compilation Unit. Some of the objects were relocated photogrammetrically and this revised information was furnished for use in smooth plotting.

The Norfolk Processing Office Addendum to Accompany Survey H-8316 mentions difficulties experienced when plotting sextant angles locating piles, piers, shoreline changes, etc. -- they were seldom in agreement with photogrammetric manuscript positions. The Washington office verifier was unable to adjust the subject information using the available hydrographic data. To assist in resolving the discrepancies, the Photogrammetry Division (Washington Office Review Group) rechecked signal locations on Maps T-10472, T-10473, T-10475 and T-10476. Fifty-seven signal locations and random portions of shoreline were revised by graphic methods using available field photographs that included field identified primary control and signals. This additional work is subject to error due to the condition of the photographs and the more limited use of project control; many discrepancies between the surveys, however, were resolved by using the revised information. No requests for similar rechecks were made by verifiers of other hydrographic surveys.

In part, the problems encountered in survey H-8316 (and H-8394) during hydrography and by verifiers can be attributed to the enlargement of these photogrammetric maps from 1:10,000 to 1:5,000 scale for use in hydro support. Similar problems on
other hydrographic surveys were attributed, in part, to incorrect transfer of signals, substandard plotting and use of weak sextant fixes.

Control for project bridging (multiplex) was classified "over abundant" (150 stations). While 25% of the stations were "difficult to see", only two stations were not held. Pass points between strips were averaged-adjustment less than 0.5 mm.

In addition to the previously mentioned supplemental work (relocation of signals and shoreline), two stereoplanigraph models were set to test horizontal map accuracy. The models covered parts of maps T-10472 and T-10473. A datum difference was found to exist between Bureau control and MGS and USGS control. Adjustment of these difference produced no appreciable shift in map details.

Rock information mapped on some of the photogrammetric surveys was incomplete as the result of poor photography inadequately supplemented by field inspection. The hydrographer located many rocks missed on the photogrammetric survey; and, in addition, the hydrographic survey reviewers found it necessary to bring forward considerable rock information without the benefit of verification by either the photogrammetric surveys or the contemporary hydrographic surveys.

These surveys have been used, in part, for nautical charting through both direct application of details and indirectly through contemporary hydrographic surveys. As previously mentioned, all but one of the contemporary hydrographic surveys have been registered as "basic surveys". Registration of these maps is recommended. Future use of the maps for hydro support purposes is not recommended due to the previously discussed problems that were encountered. Re-bridging by analytic aerotriangulation and new mapping with new color and infrared photography is recommended.

S. G. Blankenbaker

NOTE: POLITICAL BOUNDARIES — with the exception of the Mass.-Rhode Island state line, none of the numerous mapped political boundaries are shown on modern charts. In consideration of the loss of some field photographs, and requests by photogrammetric office reviewers for field verification of boundaries, it is recommended that the project maps not be considered sources for political boundaries (with the exception of the state line).
FIELD INSPECTION REPORT
Project 25120
Map T-10495

Please refer to the Field Inspection Report for Map T-10494 for all data pertaining to this Map.

Martin C. Moody
Cartographic Survey Aid

Approved:
Ira R. Rubottom
Chief of Party

FIELD INSPECTION PHOTOGRAPHS:
S6W 159, 160, 161, 162, 200
S4W 1051

Photographs S6W 159, 160, 200 were missing at the time of final review—apparently lost.
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR ( \phi )-COORDINATE</th>
<th>LONGITUDE OR ( \lambda )-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET OR PROJECTION LINE IN METERS</th>
<th>DATUM CORRECTION</th>
<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>CAMP ENDICOTT ELEV TANK, 1944</td>
<td>G-6230 p. 97</td>
<td>N.A. 1927</td>
<td>41 36 53.362</td>
<td>71 25 07.889</td>
<td>1616.3 204.8</td>
<td></td>
<td>162.7 1206.4</td>
<td></td>
</tr>
<tr>
<td>QUONSET NAVAL AIR STATION ELEVATED TANK (NORTH) 1944</td>
<td>p. 96</td>
<td></td>
<td>41 35 145.512</td>
<td>71 25 24.311</td>
<td>1404.1 446.9</td>
<td></td>
<td>563.0 826.5</td>
<td></td>
</tr>
<tr>
<td>QUONSET NAVAL AIR STATION ELEVATED TANK (SOUTH) 1944</td>
<td>p. 94</td>
<td></td>
<td>41 35 23.991</td>
<td>71 25 17.316</td>
<td>710.1 1110.9</td>
<td></td>
<td>101.1 988.6</td>
<td></td>
</tr>
<tr>
<td>CAMP THOMAS ELEVATED TANK (EAST) 1944</td>
<td>p. 97</td>
<td></td>
<td>41 36 15.859</td>
<td>71 26 06.315</td>
<td>1489.3 1361.7</td>
<td></td>
<td>116.2 1243.1</td>
<td></td>
</tr>
<tr>
<td>QUONSET NAVAL AIR STATION SOUTH RADIO MAST, 1944</td>
<td>p. 97</td>
<td></td>
<td>41 35 16.878</td>
<td>71 25 17.356</td>
<td>520.7 1330.3</td>
<td></td>
<td>1096.9 292.9</td>
<td></td>
</tr>
<tr>
<td>QUONSET NAVAL AIR STATION EAST RADIO MAST, 1944</td>
<td>p. 97</td>
<td></td>
<td>41 35 20.300</td>
<td>71 25 14.726</td>
<td>626.3 1224.7</td>
<td></td>
<td>1035.9 353.8</td>
<td></td>
</tr>
<tr>
<td>QUONSET NAVAL AIR STATION WEST RADIO MAST, 1944</td>
<td>p. 97</td>
<td></td>
<td>41 35 20.300</td>
<td>71 25 14.990</td>
<td>626.3 1224.7</td>
<td></td>
<td>1157.9 231.9</td>
<td></td>
</tr>
<tr>
<td>QUONSET NAVAL AIR STATION RAMPANE CONTROL TOWER, 1944</td>
<td>p. 96</td>
<td></td>
<td>41 35 14.598</td>
<td>71 25 18.328</td>
<td>450.4 1100.6</td>
<td></td>
<td>484.5 965.2</td>
<td></td>
</tr>
<tr>
<td>QUONSET NAVAL AIR STATION INCINERATOR STACK, 1944</td>
<td>p. 96</td>
<td></td>
<td>41 35 20.69</td>
<td>71 24 31.06</td>
<td>638.3 1212.7</td>
<td></td>
<td>719.5 670.3</td>
<td></td>
</tr>
<tr>
<td>QUONSET NAVAL AIR STATION A.D.E. BLDG. NO. 1 CONTROL TOWER, 1944</td>
<td>p. 96</td>
<td></td>
<td>41 35 36.124</td>
<td>71 24 44.530</td>
<td>1114.5 736.5</td>
<td></td>
<td>1054.5 335.1</td>
<td></td>
</tr>
<tr>
<td>QUONSET AERO LIGHT, 1944</td>
<td>p. 96</td>
<td></td>
<td>41 35 30.422</td>
<td>71 24 54.113</td>
<td>938.5 912.5</td>
<td></td>
<td>1253.3 136.3</td>
<td></td>
</tr>
<tr>
<td>ALLEN 2, 1944</td>
<td>p. 94</td>
<td></td>
<td>41 36 43.926</td>
<td>71 24 48.645</td>
<td>1355.2 495.8</td>
<td></td>
<td>1126.3 262.9</td>
<td></td>
</tr>
<tr>
<td>STATION</td>
<td>SOURCE OF INFORMATION (INDEX)</td>
<td>LATITUDE OR Y-COORDINATE</td>
<td>LONGITUDE OR X-COORDINATE</td>
<td>DISTANCE FROM GRID IN FEET OR PROJECTION LINE IN METERS</td>
<td>N.A. 1927-DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---------------------</td>
<td>------------------------------</td>
<td>--------------------------</td>
<td>---------------------------</td>
<td>--------------------------------------------------------</td>
<td>--------------------------------------------------------------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WICKFORD HARBOR LIGHT, 1944</td>
<td>0-6230 p. 95</td>
<td>41 34 21.080</td>
<td>335.6</td>
<td>650.3 1200.7</td>
<td>1054.5</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Date: 18 July 1957

Checked by: Henry F. Eichert

Date: 23 July 1957
The Photogrammetric Plot Report for this survey is part of the descriptive report for survey No. T-10472.

31. **DELINEATION**

The Kelsh Plotter was used for delineation.

32. **CONTROL**

Horizontal control was adequate.

Vertical control is inapplicable.

33. **SUPPLEMENTAL DATA**


34. **CONTOURS AND DRAINAGE**

Contours are inapplicable. Drainage is complete.

35. **SHORELINE AND ALONGSHORE DETAILS**

All shoreline details are from field inspection which was thorough. The low water lines are from field inspection.

The latest chart shows a large pier under construction at Davisville Depot since photography and field inspection.

36. **OFFSHORE DETAILS**

Refer to paragraph 8 of the field report.

Three named submerged features could not be delineated from the photographs. The charted piles and boiler SW of Hope Island (T-10496) were not visible on the photographs.

37. **LANDMARKS AND AIDS**

Forms 567 have been submitted for one aid to navigation, one aeronautical aid and six landmarks to be charted.
38. **CONTROL FOR FUTURE SURVEYS**

No recoverable topographic stations were established. Refer to the attached notes regarding the photo-hydro stations in the area of this survey and to the "Descriptive Report to accompany Graphic Control Survey sheets Ph-1-A-56 through Ph-1-N-56" submitted for this project.

39. **JUNCTIONS**

Junctions have been made as follows:
- To the north with survey T-10488
- To the east with survey T-10496
- To the south with survey T-10499
- To the west with survey T-10494

40. **HORIZONTAL AND VERTICAL ACCURACY**

No comment.

41. **BOUNDARIES**

The Washington County-Newport County boundary, as delineated on the U.S.G.S. Wickford quadrangle, was transferred in the vertical projector. An approximate Portsmouth-Jamestown boundary was also transferred.

42 - 45 Inapplicable.

46. **COMPARISON WITH EXISTING MAPS**


47. **COMPARISON WITH NAUTICAL CHARTS**

Chart No. 236, scale 1:20,000, published February 17, 1958 revised 9/22/58.

Items to be applied to nautical charts immediately: None.
Items to be carried forward: The large pier E-120 at Davisville Depot charted as under construction does not appear on this survey. There is no indication of this on the photography or field inspection. The charted piles and boiler SW of Hope Island could not be identified.

Respectfully submitted
29 January 1959

Approved and forwarded

[Signature]

William F. Deane
CDR, C&GS
Baltimore District Officer

[Signature]

Joseph W. Vonasek
Carto. (Photo.)
PHOTOGRAHMETRIC OFFICE REVIEW
T. 10495

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. Planetary 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. Juncional
35. Legibility of the manuscript
36. Discrepancy overlay
37. Descriptive Report
38. Field Inspection/photographs
39. Forms

40. Reviewer

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:
REVIEW REPORT
T-10495
December 1966

62. **Comparison with Registered Topographic Surveys**

   T-5751       1:20,000       1944

T-10495 supersedes the prior survey for nautical charting purposes in the common area.

63. **Comparison with Maps of Other Agencies**

   A comparison was made during compilation with USGS, Wickford quad. The only discrepancies noted, in school names, street names, etc., are inapplicable to either hydrographic surveys or modern charts.

64. **Comparison with Hydrographic Surveys**

64.1 **Contemporary Surveys**

   H-8313       1:10,000       1956

   The common area includes only the north quarter of T-10495. Planimetric survey shoreline was applied to the smooth sheet during verification. No changes were made on smooth sheet in T-10495 shoreline.

64.2 **Prior Surveys**

   Outside the area of common coverage with H-8313 (side heading 64.1) the area mapped on T-10495 is covered by H-6970, dated 1944. Survey H-6970 includes considerable rock details not shown on T-10495. Field inspection of rock details was incomplete and the photography was poor for interpreting these features. Refer to side heading 65 concerning a possible discrepancy in the position of a rock.

   Many details on H-8313 are outdated as the result of cultural and natural changes that occurred between 1944 and 1956 (time of survey T-10495).
65. Comparison with Nautical Charts

No. 236 1:20,000 July 1966

The chart contains considerable rock information - charted from H-6970 (side heading 64) and other sources - that is not shown on T-10495.

One discrepancy in rock location, amounting to approximately 60 feet ground distance, between nautical chart 236 and T-10495 was called to the attention of the Marine Chart Division. The rock (latitude 41° 34.75', longitude 71° 21.1') was charted from H-6970. The rock is located in the same position on surveys T-10495 and T-5751, dated 1944.

66. Adequacy of Results and Future Surveys

The addendum to the Summary included in this Descriptive Report evaluates the adequacy and accuracy of project maps. The maps will be registered; remapping, however, is recommended for future hydrographic survey support purposes.

Reviewed by:

S. G. Blankenbaker

Approved by:

Chief, Photogrammetric Branch

Chief, Photogrammetry Division  Chief, Marine Chart Division.
GEOGRAPHIC NAMES
FINAL NAME SHEET
PH-163 (Rhode Island)
T-10495

Allen Harbor
Brig Ledge
Calf Pasture Point
Cold Spring Rock
Conanicut Island
Davisville Depot
Davol Pond
Fries Pond
General Rock
Hall Creek
Jamestown - R.I.

Kiefer Park
NAS Quonset Point - R.I.
Narragansett Bay
Newport County - R.I.
North Kingston
North Kingstown - R.I.
Old Bag Rock
Old Bow Rock - R.I.
Old Sow Rock
Portsmouth - R.I.
Quonset Point
Shore Acres
Spink Neck
Washington County - R.I.
West Passage

Approved by:
A. Joseph Wraith
Chief Geographer

Prepared by:
Frank W. Pickrell
Cartographic Technician
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be charted on the charts indicated.

The positions given have been checked after listing by Joseph W. Vonasek

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>METHOD OF LOCATION</th>
<th>DATE OF LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>TANK</td>
<td>steel, water, ht=145(193) (A Camp Endicott Elevated Tank)</td>
<td>41 36</td>
<td>53.362</td>
<td>1626.3</td>
<td>71 25</td>
<td>07,089 N.A. Triang.</td>
</tr>
<tr>
<td>TOWER</td>
<td>(A Quonset Naval Air Station A.O.B. Building No. 61, Control Tower)</td>
<td>41 35</td>
<td>1114.5</td>
<td>239.2</td>
<td>71 24</td>
<td>1054.5</td>
</tr>
<tr>
<td>TANK</td>
<td>steel, water, ht=145(165) (A Quonset Naval Air Station Elevated Tank South)</td>
<td>41 35</td>
<td>769.1</td>
<td>239.2</td>
<td>71 24</td>
<td>1054.5</td>
</tr>
<tr>
<td>RADIO MAST</td>
<td>steel, ht=159(175) (A Quonset Naval Air Station East Radio Mast)</td>
<td>41 35</td>
<td>626.5</td>
<td>239.2</td>
<td>71 24</td>
<td>1054.5</td>
</tr>
<tr>
<td>RADIO MAST</td>
<td>steel, ht=159(175) (A Quonset Naval Air Station West Radio Mast)</td>
<td>41 35</td>
<td>626.5</td>
<td>239.2</td>
<td>71 24</td>
<td>1054.5</td>
</tr>
<tr>
<td>RADIO MAST</td>
<td>steel, ht=159(175) (A Quonset Naval Air Station South Radio Mast)</td>
<td>41 35</td>
<td>520.7</td>
<td>239.2</td>
<td>71 24</td>
<td>1054.5</td>
</tr>
</tbody>
</table>

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and non-floating aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be charted on the charts indicated.

The positions given have been checked after listing by Joseph W. Vonasek

William F. Deane
Chief of Party.

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be charted on the charts indicated.

The positions given have been checked after listing by Joseph W. Vonarek.

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRPORT DEACON</td>
<td>Quonset Naval Air Station (Δ Quonset Aero Light)</td>
<td></td>
<td>41° 35'</td>
<td>71° 24'</td>
<td>N.A. 1927</td>
<td>1927</td>
</tr>
</tbody>
</table>

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.
Consideration was given to showing some landmark buildings at the Naval Air Station. The recommended landmarks are so numerous in the area. The very large buildings are also numerous. The charts of the area show no buildings even though some were delineated on survey T-572(1944). For these reasons no buildings were delineated on this manuscript.

The Form 526 for station WHITE ROCKS BEACON, 1912 indicates a structure in the vicinity but no location data was furnished. The chart shows no structure at this position:

Lat. 41° 32' 26.923'' 811.2 m
Long. 71° 25' 03.767 87.3
NOTES TO ACCOMPANY CRONAFLEX PRINT
OF SURVEY T-10495, PROJECT Ph-163

The map manuscript was compared with the copy of graphic control sheet No. PH-I-H-56, Projects 13870 and 25120, scale 1:10,000. The following is a list of photo-hydro stations, indicating how far and in what direction the photogrammetric position falls from the common point on the graphic control sheet.

Also listed are those photo-hydro stations that could not be identified. All other photo-hydro stations on the control sheet that fall within the limits of this survey were verified within 0.5 mm and removed from the map manuscript. No information was received in this office for any photo-hydro stations south of latitude 41° 37' 00".

<table>
<thead>
<tr>
<th>Station Name</th>
<th>Photogrammetric Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>FIX</td>
<td>0.7 mm E</td>
</tr>
</tbody>
</table>

Stations not identified:

- MID
- VIA

It is recommended that the photo-hydro stations plotted on the map manuscript be used in making the smooth sheets.

Respectfully submitted
13 November 1958

E. L. Williams
Carto. (Photo.)

Approved and forwarded

Henry P. Eichert
Super. Carto.
**INSTRUCTIONS**

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart.

1. Letter all information.
2. In "Remarks" column cross out words that do not apply.
3. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

<table>
<thead>
<tr>
<th>CHART</th>
<th>DATE</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>236</td>
<td>7/9/68</td>
<td>J. Hayer</td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No. 35. Revised pen of label.</td>
</tr>
<tr>
<td>1210</td>
<td>5/17/69</td>
<td>H. Quinby</td>
<td>Consider fully applied until reconstruction. AGT.</td>
</tr>
<tr>
<td>228</td>
<td>2-17-72</td>
<td>W. Ol. 90</td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No.</td>
</tr>
</tbody>
</table>

---

**Notes:**

- Form C&GS-8392 supersedes all editions of Form C&GS-978.