Form 604
U. S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Type of Survey  Shoreline

Field No. Ph-142  Office No. T-11433  B&W

LOCALITY

State  Rhode Island

General locality  Narragansett Bay

Locality  East Passage to Sachuest Bay

1954-56

CHIEF OF PARTY
L. F. Woodcock, Chief of Party
W. F. Deane, Baltimore District Officer

LIBRARY & ARCHIVES

DATE  November 17, 1961
DATA RECORD

Project No. (II): Ph-l42

Quadrangle Name (IV):

Field Office (II): Groton, Conn.

Chief of Party: L. F. Woodcock

Photogrammetric Office (III): Baltimore, Md.

Officer-In-Charge: William F. Deane

Instructions dated (II) (III): 8 June 1954

18 Aug. 1954

15 Sept. 1955

Copy filed in Division of Photogrammetry (IV)

Method ofCompilation (III): Kelsh Plotter

Manuscript Scale (III): 1:10,000

Stereoscopic Plotting Instrument Scale (III): 1:4000

(Pantograph ratio 2/5)

Scale Factor (III): 1.000

Date received in Washington Office (IV):

Date reported to Nautical Chart Branch (IV):

Applied to Chart No. Date:

Date registered (IV): 8-30-60

Publication Scale (IV):

Publication date (IV):

Geographic Datum (III): N.A. 1927

Vertical Datum (III): MHW

Reference Station (III): TELEGRAPH 2, 1869

Elevations shown as (2) refer to mean high water
Elevations shown as (5) refer to sounding datum
i.e., mean low water or mean lower low water

Lat.: 41° 27' 46.729"

Long.: 71° 20' 11.710"

Adjusted

Plane Coordinates (IV):

State: Rhode I.

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.
Shoreline Map
No contouring required.

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

Field inspection by (II): W. M. Reynolds

Date: June-July 1954

Planetable contouring by (II):

Date:

Completion Surveys by (II):

Date:

Mean High Water Location (III) (State date and method of location):
1956, Photogrammetric (Kelsh)

Projection and Grids ruled by (IV): Austin Riley

Date: 10/7/54

Projection and Grids checked by (IV): Austin Riley

Date: 10/8/54

Control plotted by (III): J. B. McDonald

Date: 7/27/1955

Control checked by (III): Morton Keller

Date: 7/27/55

Radial Plot or Stereoscopic Control extension by (III):

C. E. Cook

Date: ---

Stereoscopic Instrument compilation (III):

Planimetry E. L. Rolle

Date: 1/10/56

Manuscript delineated by (III): C. A. Lipscomb

Date: 2/10/59

(scribed)

Photogrammetric Office Review by (III): J. D. McEwoy

Date: 7/20/56

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

Date: ---
PHOTOGRAPHS (III)

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time (E.S.T.)</th>
<th>Scale</th>
<th>Stage of Tide</th>
</tr>
</thead>
<tbody>
<tr>
<td>54-W-1113 thru 1117</td>
<td>4/22/54</td>
<td>13:08</td>
<td>1:20,000</td>
<td>1.1' above MLW</td>
</tr>
<tr>
<td>1118</td>
<td>n</td>
<td>n</td>
<td>n</td>
<td>1.1'</td>
</tr>
<tr>
<td>1156</td>
<td>n</td>
<td>n</td>
<td>n</td>
<td>0.8'</td>
</tr>
<tr>
<td>56-W-233 thru 234</td>
<td>5/1/56</td>
<td>9:23</td>
<td>1:30,000</td>
<td>1.9'</td>
</tr>
<tr>
<td>376</td>
<td>n</td>
<td>n</td>
<td>n</td>
<td>2.6'</td>
</tr>
<tr>
<td>1474</td>
<td>n</td>
<td>n</td>
<td>n</td>
<td>2.6'</td>
</tr>
<tr>
<td>14645 thru 14647</td>
<td>4/22/54</td>
<td>15:35</td>
<td>1:10,000</td>
<td>at MLW</td>
</tr>
<tr>
<td>143722</td>
<td>n</td>
<td>n</td>
<td>n</td>
<td>0.3' above MLW</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>3.5</td>
<td>4.4</td>
<td></td>
</tr>
</tbody>
</table>

Date: 4/6/60

Form T-Page 4
This project consists of 3 3/4" x 7 1/4", 1:10,000 scale shoreline maps. Three manuscripts T-11441, T-11448 and T-11449 were compiled by the Tampa District Office. The remainder were compiled by the Baltimore District Office.

The objective of the project was to provide shoreline and horizontal control data for contemporary hydrographic surveys and base maps for nautical charts.

It extends from the New Bedford, Connecticut area west to Old Saybrook along Block Island Sound and includes parts of Massachusetts, Rhode Island, and Connecticut.

Aerial photography was taken in the spring of 1954 with the "W" camera at 1:20,000 scale and supplemental nine-lens at 1:10,000 at low water. Some additional photography was flown in May 1956 for revision purposes.

Control was extended by stereoplanoigraph and multiplex methods. Compilation was accomplished by Kelsh.

More stations were identified than necessary for this project. This was due to the fact that the original intentions were to extend horizontal control by radial line plot methods. Subsequent purchase of an additional first order bridging instrument reduced the need for the density of control. This item is the subject of supplemental instructions dated 15 September 1955, Paragraph 5. The field phase of control identification was initiated in June 1954.

The project is classified as Shoreline yet instructions to the field dated 8 June 1954, Paragraph 9 "Interior Inspection" states "the inland limits of inspection and delineation are the map limits".
Five contemporary hydrographic surveys dated 1956-57 have been completed in this area by visual hydrographic methods.

All sheets were scribed and transmitted to the Washington Office by

Final Review was completed by April 1960.

Submitted by:

A. K. Heywood
### OFFICIAL MILEAGE FOR COST ACCOUNTS

<table>
<thead>
<tr>
<th>SHEET NO.</th>
<th>SHORELINE</th>
<th>SQ. MILES</th>
<th>LIN. MI.</th>
<th>AREA</th>
</tr>
</thead>
<tbody>
<tr>
<td>11447</td>
<td>12</td>
<td>20</td>
<td>28</td>
<td>22</td>
</tr>
<tr>
<td>11448</td>
<td>10</td>
<td>26</td>
<td>30</td>
<td>8</td>
</tr>
<tr>
<td>11449</td>
<td>10</td>
<td>24</td>
<td>30</td>
<td>4</td>
</tr>
<tr>
<td>11450</td>
<td>35</td>
<td>22</td>
<td>40</td>
<td>3</td>
</tr>
<tr>
<td>11451</td>
<td>27</td>
<td>17</td>
<td>40</td>
<td>3</td>
</tr>
<tr>
<td>11452</td>
<td>26</td>
<td>7</td>
<td>40</td>
<td>3</td>
</tr>
<tr>
<td>11453</td>
<td>17</td>
<td>8</td>
<td>40</td>
<td>1</td>
</tr>
<tr>
<td>11454</td>
<td>4</td>
<td>1</td>
<td>40</td>
<td>1</td>
</tr>
<tr>
<td>11455</td>
<td>10</td>
<td>16</td>
<td>40</td>
<td>1</td>
</tr>
<tr>
<td>11456</td>
<td>22</td>
<td>25</td>
<td>40</td>
<td>4</td>
</tr>
<tr>
<td>11457</td>
<td>11</td>
<td>9</td>
<td>40</td>
<td>4</td>
</tr>
<tr>
<td>11458</td>
<td>25</td>
<td>13</td>
<td>40</td>
<td>4</td>
</tr>
<tr>
<td>11459</td>
<td>8</td>
<td>2</td>
<td>40</td>
<td>2</td>
</tr>
<tr>
<td>11460</td>
<td>3</td>
<td>1</td>
<td>40</td>
<td>1</td>
</tr>
<tr>
<td>11461</td>
<td>8</td>
<td>9</td>
<td>40</td>
<td>9</td>
</tr>
<tr>
<td>11462</td>
<td>35</td>
<td>25</td>
<td>40</td>
<td>9</td>
</tr>
<tr>
<td>11463</td>
<td>43</td>
<td>24</td>
<td>40</td>
<td>15</td>
</tr>
<tr>
<td>11464</td>
<td>40</td>
<td>15</td>
<td>40</td>
<td>15</td>
</tr>
</tbody>
</table>

**TOTALS**

- SQ. MILES: 308
- LIN. MI: 450

--- Indicates shoreline revision

Topographic revision
2. AREAL FIELD INSPECTION

This shoreline sheet is located along the southern coast of Rhode Island and consists principally of Newport and Newport Harbor.

Newport is a town of approximately 40,000 population and is chiefly a summer resort. Here are located the many homes of the wealthy families of the country.

The U. S. Navy War College and headquarters for the destroyer force of the Atlantic Fleet are also located here. Newport Harbor affords safe anchorages for any type vessel, being protected from the ocean and with plenty of depth.

The coastline is rugged. The terrain rises abruptly from the ocean up to approximately 50 feet.

Field inspection is believed complete and was performed on the following 1:10,000 scale ratio prints of single lens photographs 54-W-1112 through 54-W-1123; 54-W-1156 through 54-W-1159.

Photography was of recent date and of good quality. No difficulty was encountered in their interpretation in the field.

No items were deliberately left for the field editor.

3. HORIZONTAL CONTROL

All Coast and Geodetic Survey control was searched for and where recovered was identified, with this exception: In the Newport area, where numerous stations existed, stations were identified at approximately one-half mile interval. In some cases, having to identify existing landmarks which had been located previously, placed the identified stations closer than one-half mile. Care was taken to identify all stations located in an overlap area and stations farthest from the flight line.

No supplemental control was established by the field party.

No control of any other agency was recovered and identified.

The following stations were reported lost: POTTERS COVE FRONT RANGE 1915; EAST RADIO TOWER TRAINING STATION 1932; GULL ROCKS 1934; U.S.E.8 1932; ROSE ISLAND 2 1912; GOAT ISLAND NORTH TANK 1943; JAMESTOWN HOTEL CUPOLA 1932; JAMESTOWN GREY STACK 1932; FORT 1897; FORT ADAMS NORTH RADIO TOWER 1932; FORT ADAMS SOUTH RADIO TOWER 1932; NEWPORT, BELMONT'S HOUSE CUPOLA 1869; WEST TOWER 1943; EAST TOWER 1943; and BRENTON 1943.
4. VERTICAL CONTROL

All existing tidal bench marks were searched for or recovered.

5. CONTOURS AND DRAINAGE

Contours inapplicable.

The drainage is mostly run-off, from the tops of the ridges to the ocean and bay. The drainage other than run-off has been labeled on the photographs.

6. WOODLAND COVER

Adequately covered by the photographs.

7. SHORELINE AND ALONGSHORE FEATURES

The mean high water line was inspected by walking along the shore and has been indicated by symbol on the photographs. There is a steep bank or bluff along most of the shoreline and the mean high water line is at its base. The exception to the above is a few short sections of sand beach along which the mean high water line has been indicated on the photographs.

The area was visited at low water and the approximate low water line has been indicated on the photographs. The few beach sections mentioned previously are the only areas which are affected by a low water line. The other sections of the shoreline rises abruptly from the water to the tops of the bluffs and there is no appreciable horizontal distance between the mean high and mean low water lines.

The foreshore is steep except for the few sections of sand beach mentioned previously.

All bluffs have been indicated on the field photographs.

All docks, wharves, piers etc. are adequately covered by field inspection notes.

The shoreline area was inspected for cable crossing signs. All signs in existence have been indicated on the photographs. In addition to the above, a print showing all cable crossings in the Newport area has been requested from the U. S. Navy Public Works Department and other cable crossings can be taken from the print.

All other shoreline structures are adequately covered by field inspection notes on the photographs.
8. OFFSHORE FEATURES

The only offshore features are the numerous rocks in the area. These rocks were inspected and have been labeled on the photographs. The heights above water were determined by hand level and the date and time of day have been noted on the photographs.

9. LANDMARKS AND AIDS

The area was inspected and all existing landmarks for nautical charts have been identified on the photographs and Form 567 submitted.

Attention is called to landmark GOAT ISLAND NORTH TANK 1943. The tank has been removed but the supporting structure is still in place. The tank will be replaced as soon as funds are available. It was recommended to retain this landmark even though the tank is temporarily out of place.

All fixed aids of substantial structure had been located previously by triangulation and not disturbed.

Little Ida Lewis Rock Daybeacon was identified on the photographs for location by the plot.

10. BOUNDARIES, MONUMENTS AND LINES

There are no boundaries which affect this sheet.

11. OTHER CONTROL

Three natural objects were identified as recoverable topographic stations. The names assigned these objects were CLAM, ROCK and WALL. Photo-hydro stations were selected for all the area east of Narragansett Bay.

12. OTHER INTERIOR FEATURES

All roads have been inspected and classified in accordance with reference 5441 of the Topographic Manual.

All buildings to be mapped were inspected and classified in accordance with project instructions. Buildings to be omitted were not deleted.

There are no bridges or cables over navigable streams.

There are no airports or landing fields in the area.

Attention is called to the incorrect location of Castle Hill Coast Guard Station, shown on all published charts of the area. See photograph 54-W-1115 for the correct location.
13. GEOGRAPHIC NAMES

See "Special Report, Geographic Names, Project Ph-142."

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

Special Report, Geographic Names, Project Ph-142, to be forwarded to Washington Office at a later date.

Letter of Transmittal No. Ph-142-3, Form 567, Fixed Aids to Navigation, to be forwarded to Washington Office at a later date.

Letter of Transmittal No. Ph-142-4, Form 567, Landmarks for Charts, to be forwarded to Washington Office at a later date.

Letter of Transmittal No. Ph-142-6, Data, Map T-11433, forwarded to Washington Office Aug 6 1954

Submitted
6 August 1954

William M. Reynolds
Carto. Survey Aid

Approved & Forwarded
Aug 6 1954

Lorin F. Woodcock
Chief of Party
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM NA</th>
<th>LATITUDE OR ( \phi )-COORDINATE</th>
<th>LONGITUDE OR ( \lambda )-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD (BACK)</th>
<th>DATUM CORRECTION</th>
<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adams, 1940</td>
<td>1/43 501/11</td>
<td>1927</td>
<td>41 28 19.538</td>
<td>71 20 31.186</td>
<td>602.7 (1248.3)</td>
<td>1851.0</td>
<td>Pricked direct</td>
<td></td>
</tr>
<tr>
<td>Bishop, 2, 1943</td>
<td>1/70 846/14</td>
<td>1927</td>
<td>41 31 04.017</td>
<td>71 19 52.311</td>
<td>123.9 (1727.1)</td>
<td>1851.0</td>
<td>Off Sheet</td>
<td></td>
</tr>
<tr>
<td>Bull Point Cupola, 1915</td>
<td>1/61 501/9</td>
<td>1927</td>
<td>41 28 47.663</td>
<td>71 21 22.263</td>
<td>1470.4 (380.6)</td>
<td>1851.0</td>
<td>Pricked direct</td>
<td></td>
</tr>
<tr>
<td>Castle Hill E4 (USE) 1940</td>
<td>1/44 501/11</td>
<td>1927</td>
<td>41 27 41.194</td>
<td>71 21 46.364</td>
<td>1270.8 (580.2)</td>
<td>1851.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Castle Hill Lighthouse 1897</td>
<td>1/40 501/1</td>
<td>1927</td>
<td>41 27 43.329</td>
<td>71 21 48.249</td>
<td>1336.7 (514.3)</td>
<td>1851.0</td>
<td>Pricked direct</td>
<td></td>
</tr>
<tr>
<td>Naval Training Station, Center Tank, 1943</td>
<td>1/70 501/14</td>
<td>1927</td>
<td>41 31 00.664</td>
<td>71 19 03.866</td>
<td>20.5 (1830.5)</td>
<td>1851.0</td>
<td>Pricked direct</td>
<td></td>
</tr>
<tr>
<td>Comanicut Island Dutch Windmill 1932</td>
<td>1/62 501/5</td>
<td>1927</td>
<td>41 30 55.711</td>
<td>71 22 28.645</td>
<td>1718.7 (132.3)</td>
<td>1851.0</td>
<td>Pricked direct</td>
<td></td>
</tr>
<tr>
<td>Cupola, 1932</td>
<td>1/71</td>
<td>1927</td>
<td>41 28 32.196</td>
<td>71 22 30.094</td>
<td>993.2 (857.8)</td>
<td>1851.0</td>
<td>Pricked direct</td>
<td></td>
</tr>
<tr>
<td>Dumpling 2, 1869</td>
<td>1/57 501/1</td>
<td>1927</td>
<td>41 28 46.146</td>
<td>71 22 07.943</td>
<td>1392.8 (458.2)</td>
<td>1851.0</td>
<td>Pricked direct</td>
<td></td>
</tr>
<tr>
<td>James Estate, Flagpole, 1943</td>
<td>1/71 846/1</td>
<td>1927</td>
<td>41 27 16.780</td>
<td>71 20 12.175</td>
<td>1443.2 (407.8)</td>
<td>1851.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flagpole, Training Station, 1932</td>
<td>1/62 501/3</td>
<td>1927</td>
<td>41 30 25.170</td>
<td>71 19 43.629</td>
<td>776.5 (1074.5)</td>
<td>1851.0</td>
<td>Off Sheet</td>
<td></td>
</tr>
<tr>
<td>Fort Adams Light, 1934</td>
<td>1/59 501/2</td>
<td>1927</td>
<td>41 28 53.817</td>
<td>71 20 16.075</td>
<td>1660.3 (189.8)</td>
<td>1851.0</td>
<td>Pricked direct</td>
<td></td>
</tr>
<tr>
<td>STATION</td>
<td>SOURCE OF INFORMATION (INDEX)</td>
<td>DATUM</td>
<td>LATITUDE OR φ-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>SCALE OF MAP</td>
<td>SCALE FACTOR</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></td>
<td></td>
<td></td>
<td>Longitude or λ-COORDINATE</td>
<td>FORWARD (BACK)</td>
<td>FORWARD (BACK)</td>
<td>1:10000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fort Greene, 1934</td>
<td>1/59 501/2</td>
<td>1927</td>
<td>41 29 48.350</td>
<td>1491.6 (359.4)</td>
<td>1851.0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front Range Light, 1943</td>
<td>1/71 846/1</td>
<td>1927</td>
<td>41 28 44.114</td>
<td>1360.9 (490.1)</td>
<td>1851.0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gould Island, 1843</td>
<td>1/67 501/4</td>
<td>1927</td>
<td>41 32 03.750</td>
<td>435.3 (956.8)</td>
<td>1392.1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gould Island Beacon, 1932</td>
<td>1/62 501/4</td>
<td>1927</td>
<td>41 31 45.522</td>
<td>115.7 (1735.3)</td>
<td>1851.0 Pricked Direct</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Goat Island Lighthouse, 1888</td>
<td>1/60 501/2</td>
<td>1927</td>
<td>41 29 35.570</td>
<td>1109.4 (753.6)</td>
<td>1851.0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Goat Island North, 1934</td>
<td>1/159 501/2</td>
<td>1927</td>
<td>41 29 35.770</td>
<td>909.3 (482.5)</td>
<td>1851.0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Goat Island North Tank, 1943</td>
<td>1/70 846/1</td>
<td>1927</td>
<td>41 29 27.553</td>
<td>915.9 (475.9)</td>
<td>1851.0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Goat Island Shoal Light, 1934</td>
<td>1/60 501/2</td>
<td>1927</td>
<td>41 28 58.024</td>
<td>850.0 (1001.0)</td>
<td>1851.0 Pricked Direct</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Goat Island South, 1934</td>
<td>1/59 501/2</td>
<td>1927</td>
<td>41 28 57.329</td>
<td>911.3 (480.7)</td>
<td>1851.0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Goat Island South Tank, 1943</td>
<td>1/70 846/1</td>
<td>1927</td>
<td>41 29 14.158</td>
<td>970.2 (421.8)</td>
<td>1851.0 Pricked Direct</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gull Rocks Beacon, 1932</td>
<td>1/60 501/3</td>
<td>1927</td>
<td>41 30 08.484</td>
<td>436.8 (1414.2)</td>
<td>1851.0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gull Rocks Lighthouse, 1859</td>
<td>1/138 501/3</td>
<td>1927</td>
<td>41 30 08.760</td>
<td>261.7 (1589.3)</td>
<td>1851.0 Pricked Direct</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>STATION</td>
<td>SOURCE OF INFORMATION (INDEX)</td>
<td>DATUM DATE</td>
<td>LATITUDE OR Y-COORDINATE</td>
<td>DISTANCE FROM GRID IN FEET OR PROJECTION LINE IN METERS</td>
<td>DATUM CORRECTION</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>Gould Island, Tank, 1932</td>
<td>1/40, 501/4-10</td>
<td>1927</td>
<td>41 32 01,235</td>
<td>38.1 (1812,9)</td>
<td>1851.0 Off Sheet</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ida Lewis Light, 1934</td>
<td>1/59, 501/2</td>
<td>1927</td>
<td>41 28 38,95</td>
<td>1201.6 (649,4)</td>
<td>1851.0 Pricked Direct</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jamestown Standpipe 1912</td>
<td>1/139 n.d.</td>
<td>1927</td>
<td>41 29 27,673</td>
<td>853.9 (497,1)</td>
<td>1851.0 Pricked Direct</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Light on Rock, 1932</td>
<td>1/60, 501/1</td>
<td>1927</td>
<td>41 30 09,194</td>
<td>283.6 (1567,4)</td>
<td>1851.0 Off Sheet</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Memo, 1932</td>
<td>1/57, 501/4</td>
<td>1927</td>
<td>41 30 39,272</td>
<td>1211.6 (639,4)</td>
<td>1851.0 Pricked Direct</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mill, 1915</td>
<td>1/141, 501/5</td>
<td>1927</td>
<td>41 30 55,694</td>
<td>1718.2 (932,8)</td>
<td>1851.0 Off Sheet</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Newport, Channing Memorial Church, Spire, 1934</td>
<td>1/63, 501/2</td>
<td>1927</td>
<td>41 29 07,061</td>
<td>217.8 (1033,2)</td>
<td>1851.0 Pricked Direct</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Naval College Dome, 1888</td>
<td>1/137, 501/3</td>
<td>1927</td>
<td>41 30 26,313</td>
<td>811.8 (409,2)</td>
<td>1851.0 Off Sheet</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Newport City Hall Dome, 1934</td>
<td>1/62, 501/2</td>
<td>1927</td>
<td>41 29 29,435</td>
<td>908.1 (546,9)</td>
<td>1851.0 Pricked Direct</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Newport, Davis House, Cupola, 1912</td>
<td>1/139, 501/1</td>
<td>1927</td>
<td>41 27 00,799</td>
<td>24.6 (128,4)</td>
<td>1851.0 Pricked Direct</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Newport, St. George's Tower, 1932</td>
<td>1/6, 501/2</td>
<td>1927</td>
<td>41 29 28,888</td>
<td>890.9 (496,1)</td>
<td>1851.0 Pricked Direct</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Newport, St. Mary's Church, Spire, 1934</td>
<td>1/63, 501/2</td>
<td>1927</td>
<td>41 29 02,435</td>
<td>75.1 (427,5)</td>
<td>1851.0 Pricked Direct</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>STATION</td>
<td>SOURCE OF INFORMATION (INDEX)</td>
<td>DATUM</td>
<td>LATITUDE OR $\varphi$-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></td>
<td></td>
<td></td>
<td>LONGITUDE OR $\lambda$-COORDINATE</td>
<td>FORWARD (BACK)</td>
<td>FORWARD (BACK)</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>Newport, Trinity Church, Spire, 1934</td>
<td>1/63 501/2</td>
<td>1927</td>
<td>41-29-13.927</td>
<td>429.6 (1421.4)</td>
<td>1851.0 Pricked direct</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Naval Training Station, North Tank, 1943</td>
<td>1/70 501/14</td>
<td>1927</td>
<td>71-18-49.842</td>
<td>1156.3 (235.6)</td>
<td>1391.9</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Paradise Rock 2, 1917</td>
<td>1/55 502/2-11</td>
<td>1927</td>
<td>41-30-02.899</td>
<td>232.6 (1618.4)</td>
<td>1851.0 Off Sheet</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Potters Cove Rear Range, 1915</td>
<td>1/138 501/4</td>
<td>1927</td>
<td>71-15-46.676</td>
<td>452.8 (938.5)</td>
<td>1851.0 Pricked direct</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rapose, 1934</td>
<td>1/63 501/9</td>
<td>1927</td>
<td>41-30-45.787</td>
<td>1412.6 (438.4)</td>
<td>1851.0 Off Sheet</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rose Island Aero Light, 1934</td>
<td>1/60 501/3</td>
<td>1927</td>
<td>71-22-23.785</td>
<td>551.6 (839.8)</td>
<td>1851.0 Pricked direct</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rose Island L.H., 1888</td>
<td>1/58 501/3</td>
<td>1927</td>
<td>71-29-46.252</td>
<td>1426.9 (424.1)</td>
<td>1851.0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rose Island, Tank, 1940</td>
<td>1/40 501/9</td>
<td>1927</td>
<td>71-20-30.644</td>
<td>1003.1 (387.8)</td>
<td>1851.0 Pricked direct</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Naval Training Station South Tank, 1943</td>
<td>1/70 501/9</td>
<td>1927</td>
<td>41-29-43.985</td>
<td>1391.7</td>
<td>1851.0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>S.E. War College, Tank, 1943</td>
<td>1/70 846/1</td>
<td>1927</td>
<td>41-30-56.639</td>
<td>1747.4 (103.6)</td>
<td>1851.0 Pricked direct</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tall Stack, Waterfront, 1932</td>
<td>1/61 501/2</td>
<td>1927</td>
<td>71-19-21.379</td>
<td>174.8 (1216.5)</td>
<td>1851.0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Telegraph 2, 1869</td>
<td>1/57 501/1</td>
<td>1927</td>
<td>41-27-46.729</td>
<td>1441.6 (409.4)</td>
<td>1851.0 Pricked direct</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1 FT. = 3048000 METER

<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM A</th>
<th>LATITUDE OR Y-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD (BACK)</th>
<th>DATUM CORRECTION FORWARD (BACK)</th>
<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)</th>
<th>SCALE FACTOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>U.S.N. 9, 1932</td>
<td>1/58</td>
<td>1927</td>
<td>41-30-25,976</td>
<td>801.4 (1049.6)</td>
<td>1851.0</td>
<td>Off Sheet</td>
<td></td>
</tr>
<tr>
<td></td>
<td>501/3</td>
<td></td>
<td>71-19-50,585</td>
<td>1173.1 (218.3)</td>
<td>1391.4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>U.S.N. 56, 1932</td>
<td>1/58</td>
<td>1927</td>
<td>41-30-11,674</td>
<td>360.2 (1490.8)</td>
<td>1851.0</td>
<td>Fricked direct</td>
<td></td>
</tr>
<tr>
<td></td>
<td>501/3</td>
<td></td>
<td>71-19-32,928</td>
<td>763.7 (627.9)</td>
<td>1391.6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>War College Cupola, 1915</td>
<td>1/60</td>
<td>1927</td>
<td>41-30-26,383</td>
<td>813.9 (1037.1)</td>
<td>1851.0</td>
<td>Fricked direct</td>
<td></td>
</tr>
<tr>
<td></td>
<td>501/3</td>
<td></td>
<td>71-19-48,201</td>
<td>1117.8 (273.7)</td>
<td>1391.5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S.S. Adams 1940</td>
<td></td>
<td>1927</td>
<td>41-28</td>
<td>615.3 (1235.7)</td>
<td>1851.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>71-20</td>
<td>746.1 (646.2)</td>
<td>1392.3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S.S. Bishop 2, 1943</td>
<td></td>
<td>1927</td>
<td>41-31</td>
<td>110.8 (1740.2)</td>
<td>1851.0</td>
<td>Off Sheet</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>71-19</td>
<td>1182.5 (208.8)</td>
<td>1391.3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S.S. Paradise Rock 2, 1917</td>
<td></td>
<td>1927</td>
<td>41-30</td>
<td>80.0 (1771.0)</td>
<td>1851.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>71-15</td>
<td>1078.5 (313.1)</td>
<td>1391.6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S.S. Rapose, 1934</td>
<td></td>
<td>1927</td>
<td>41-32</td>
<td>157.0 (1694.0)</td>
<td>1851.0</td>
<td>Off Sheet</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>71-18</td>
<td>998.2 (392.7)</td>
<td>1390.9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Balch's House North Chimney, 1869</td>
<td>1/146</td>
<td>1927</td>
<td>41-28-59.96</td>
<td>1849.8 (1.2)</td>
<td>1851.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>502/2</td>
<td></td>
<td>71-16-21.02</td>
<td>487.7 (904.3)</td>
<td>1392.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>St. Georges Spire N.W. 1940</td>
<td>1/55</td>
<td>1927</td>
<td>41-29-29.020</td>
<td>895.3 (955.7)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>501/9</td>
<td></td>
<td>71-16-24.933</td>
<td>578.4 (813.4)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1 FT = 304800.6 METER

COMPUTED BY J. B. McDonald    DATE 27 July 1955
CHECKED BY Morton Keller     DATE 27 July 1955
Photogrammetric Plot Report:
Models were held to horizontal control points and pass-points from Washington Office (Stereoplanigraph) bridging.

31. **DELINEATION**

Delineation was by Kelsh plotter on vinylite projections. The final manuscript was prepared in two parts by standard scribing methods. Reproduction is on cronaflex. Field inspection was good.* 1956 photography was used for revision.

32. **CONTROL**

Horizontal control was adequate. Vertical control is inapplicable.

33. **SUPPLEMENTAL DATA**

Final names standard, dated 12/15/54.

34. **CONTOURS AND DRAINAGE**

Drainage is complete. Contours are inapplicable.

35. **SHORELINE AND ALONGSHORE DETAILS**

All shoreline details are from field inspection which was thorough. Low-water lines are based on field inspection.

1956 photography was used for shoreline changes:
- 56-W-233 through 234
- 376 through 379
- 474 through 475.

Most of the shoreline appears to have changed little, except for building deletions, new buildings and pier changes. Without the aid of new shoreline inspection, other possible changes could not be made with certainty.

36. **OFFSHORE DETAILS**

Notes to hydrographer were submitted 19 March 1956.
37. LANDMARKS AND AIDS

Forms 567 have been previously submitted for 17 landmarks and 7 aids. One landmark was recommended for deletion.

38. CONTROL FOR FUTURE SURVEYS

In addition to 5 landmarks and 1 aid, 3 recoverable topographic points were established. As these were natural objects, Forms 52b were not submitted. All topographic stations are listed under item 49.

39. JUNCTIONS

Junctions have been made as follows:
   To the north with T-10500 and T-10501
   (project Ph-163)
   To the east with T-11434
   To the west with T-11432
   To the south is an all water area.

40. HORIZONTAL AND VERTICAL ACCURACY

No comment.

41. thru 45.

Inapplicable.

46. COMPARISON WITH EXISTING MAPS

U.S.G.S. 7½ minute quadrangle, Newport, R. I., scale 1:31,680, 1944.

47. COMPARISON WITH NAUTICAL CHARTS


Items to be applied to nautical charts immediately: None.

Items to be carried forward: None.

Respectfully submitted,
25 March 1959

Joseph D. McEvoy
Carto. (Photo.)

Approved and forwarded

William F. Deane
CDR C&GS
Baltimore District Officer
PHOTOGRAHAMETRIC OFFICE REVIEW

T. 11433 E. NW


CONTROL STATIONS

ALONGSHORE AREAS
(Nautical Chart Data)

PHYSICAL FEATURES

CULTURAL FEATURES

BOUNDARIES
31. Boundary lines ✓ 32. Public land lines

MISCELLANEOUS

40. Joseph D. McGranery
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.

43. Remarks:

Compiler

Supervisor

COMM-DC 34529
I recommend that the following objects which have (have not) been inspected from seaward to determine their value as landmarks be

The positions given have been checked after listing by

Henry P. Richert

<table>
<thead>
<tr>
<th>STATE</th>
<th>RHODE ISLAND</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>STANDPIPE</td>
<td>Concrete, ht = 36' (△) Jamestown Stand Pipe, 1912</td>
</tr>
</tbody>
</table>

NOTE - New position of rebuilt standpipe has been listed on Form 567 with other landmarks for T-11433. See letter to Chief, Div. of Photogrammetry dated 3 November 1955.

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and non-floating...
I recommend that the following objects which have (have not) 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 Henry F. Eichert.

<table>
<thead>
<tr>
<th>STATE</th>
<th>RHODE ISLAND</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>TOWER</td>
<td>(133) (O N. Radio Tower, 1954)</td>
</tr>
<tr>
<td>S. RADIO</td>
<td>U.S. Navy Skeleton Steel, ht-127</td>
</tr>
<tr>
<td>TOWER</td>
<td>(133) (O S. Radio Tower, 1954)</td>
</tr>
<tr>
<td>RADIO</td>
<td>WBAK, Skeleton Steel, ht-196(311)</td>
</tr>
<tr>
<td>TOWER</td>
<td>(O Radio Tower, 1954)</td>
</tr>
<tr>
<td>STANDBIE</td>
<td>Concrete, ht-36(111)</td>
</tr>
<tr>
<td>(O Standpipe, 1954)</td>
<td></td>
</tr>
</tbody>
</table>

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

---

Baltimore, Maryland March 16, 1956

E. H. Kirch Chief of Party
**DEPARTMENT OF COMMERCE**  
U.S. COAST AND GEODETIC SURVEY  

**MOUNTING/ADJOINT LANDMARKS FOR CHARTS**  
Baltimore, Maryland  
March 16, 1956

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  

Henry P. Eichert

<table>
<thead>
<tr>
<th>STATE</th>
<th>RHODE ISLAND</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF LOCATION</th>
<th>DATE OF LOC.</th>
<th>DATE OF SURVEY</th>
<th>NUMBER OF CHARTS AFFECTED</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
</table>
| TANK | Water, Skeleton Steel, ht=70(78)  
(Rose Island Tank, 1910) | l1 29 1357.0  
71 20 598.2 | 1927  
N.A. | T-11433  
T-11430 | 1916  
1210 | 2963  
236,353 |  
X |  
X | X |
| TANK | Water, Skeleton Steel, ht=116(121)  
(Church Island, North Tank, 1913) | l1 29 119.0  
71 19 281 | 1954  
Air Photo | T-11433 | 1954 | 1210 | 236,353 |
| TANK | Water, Skeleton Steel, ht=116(126)  
(Church Island, South Tank, 1913) | l1 29 850.0  
71 19 952.9 | 1913  
T-11433 | 1913 | 1210 | 236,353 |
| SPIRE | White, wooden, ht=149(180)  
Newport, Trinity Church Spire, 1934 | l1 29 629.0  
71 18 1116.3 | 1934 |  
X |  
X |  
X |  
X |  
X |
| SPIRE | Brown, Stone, ht=127(207)  
Newport, Channing Memorial Ch. Spire, 1934 | l1 29 629.0  
71 18 1116.3 | 1934 |  
X |  
X |  
X |  
X |  
X |
| SPIRE | Brown, Stone, ht=137(175)  
Newport, St. Marys Ch. Spire, 1934 | l1 29 715.0  
71 18 1112.4 | 1934 |  
X |  
X |  
X |  
X |  
X |
| STACK | Yellow, brick, ht=165(193)  
Tall stack water front, 1932 | l1 29 75.1  
71 18 58.14 | 1932 |  
X |  
X |  
X |  
X |  
X |
| FLAGPOLE | White, wooden, ht=150(255)  
James Estate, Flagpole, 1913 | l1 29 155.0  
71 18 138.45 | 1913 |  
X |  
X |  
X |  
X |  
X |
| SPIRE | Gray, Stone, ht=130(200)  
St. Georges Spire W.W., 1910 | l1 29 695.3  
71 16 576.4 | 1910 |  
X |  
X |  
X |  
X |  
X |
| CUPOLA | Shingle covered, ht = 55 (125)  
(Cupola, 1932) | l1 29 793.0  
71 22 716.8 | 1912 |  
X |  
X |  
X |  
X |  
X |
| CUPOLA | Red, ht=58(76)  
Newport, Davis House, Cupola, 1912 | l1 29 0.79  
71 16 19.02 | 1912 |  
X |  
X |  
X |  
X |  
X |
| CUPOLA | Red, ht=59(75)  
Bull Point Cupola, 1915 | l1 29 47.663  
71 21 22.263 | 1915 |  
X |  
X |  
X |  
X |  
X |

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

**U.S. COAST AND GEODETIC SURVEY**

**NONFLOATING AIDS OR LANDMARKS FOR CHARTS**

**TO BE CHARTED**

_Baltimore, Maryland_  
_March 16, 1956_

I recommend that the following objects which have (have not) been inspected from seaward to determine their value as landmarks be charted on ( X ) the charts indicated.

The positions given have been checked after listing by __Henry P. Eichert__

<table>
<thead>
<tr>
<th>STATE</th>
<th>RHODE ISLAND</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE N</th>
<th>LATITUDE S</th>
<th>LONGITUDE W</th>
<th>LONGITUDE E</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>LH</td>
<td>Rose Island Light ( △ Rose Island Lighthouse, 1888)</td>
<td>41 29 1337.7, 71 20 829.3</td>
<td>1927</td>
<td>Triangle T-11433</td>
<td>1888</td>
<td>X</td>
<td>1210</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LH</td>
<td>Newport Harbor Light, (△ Goat Island Lighthouse, 1888)</td>
<td>41 29 1079.7, 71 19 909.3</td>
<td>1888</td>
<td>X</td>
<td>236, 353</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LH</td>
<td>Goat Island Shoal Light (△ Goat Island Shoal Light, 1934)</td>
<td>41 28 1790.0, 71 19 911.3</td>
<td>1934</td>
<td>X</td>
<td>1810</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LT</td>
<td>Ida Lewis Rock Light (△ Ida Lewis Rock, 1934)</td>
<td>41 28 1201.6, 71 19 816.5</td>
<td>1934</td>
<td>X</td>
<td>1934</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LT</td>
<td>Fort Adams Light (△ Fort Adams Light, 1934)</td>
<td>41 28 1660.3, 71 20 373.0</td>
<td>1934</td>
<td>X</td>
<td>1810</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LH</td>
<td>Castle Hill Light</td>
<td>41 27 1336.7, 71 21 1119.8</td>
<td>1897</td>
<td>X</td>
<td>1897</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

Almy Pond
Aquidneck Island

Bailey Beach
Brenton Cove
Brenton Point
*Brenton Reef
Bull Point
Butter Ball Rock

Castle Cove
Castle Hill
Cherry Neck
Citing Rock
Conanicut Island
Conrad Cave

*Easton Beach
Easton Point
*Easton Pond
East Passage

Fort Adams
Fort Cove
Fort Hamilton
Fort Wetherill
Forty Stems
Freebody Park

Gardiner Pond
Goat Island
Gooseberry Beach
Gooseberry Island
Goose Neck
Goose Neck Cove
Graves Point
*Greens End Pond
Gull Rock

Haycock Ledge
Hazard Beach

*Ida Lewis Rock

Jamestown

Kettle Bottom Rock
King Park
Lands End
Lily Pond
Little Ida Lewis Rock

Maidford River
Marys Seat
Mitchell Rock
Morton Park

Narragansett Bay
Nelson Pond
Newport
Newport Harbor
Newport Neck
N.T.N.H.&H.R.R.

Ochre Point
Old Salt Works Beach

Paradise Brook
Pirate Cave
Point of Trees
Price Neck
Purgatory

Ragged Point
Rams Head
Rose Island
Rough Point

Sachuest Bay
Sachuest Beach
Sand Beach Cove
Seal Rock
Sheep Point
Sheep Point Cove
Southwest Point
Spouting Rock
Supp Rock

The Dumplings
Tracey Ledge
Truro Park

West Cove

* B.G.N. Decision

GEORGIA NAME SECTION
21 April 1960
62. Comparison with Registered Topographic Surveys

<table>
<thead>
<tr>
<th>Number</th>
<th>Scale</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>182</td>
<td>1:10,000</td>
<td>1844</td>
</tr>
<tr>
<td>1163</td>
<td>&quot;</td>
<td>1870</td>
</tr>
<tr>
<td>1194</td>
<td>&quot;</td>
<td>1870-71</td>
</tr>
<tr>
<td>3678</td>
<td>&quot;</td>
<td>1917</td>
</tr>
<tr>
<td>6116</td>
<td>1: 5,000</td>
<td>1934</td>
</tr>
<tr>
<td>6117</td>
<td>1: 5,000</td>
<td>1934</td>
</tr>
</tbody>
</table>

63. Comparison with Maps of Other Agencies

USGS Newport, R.I. 31,680 1944

64. Comparison with Contemporary Hydrographic Surveys

The manuscript was compared with the unverified smooth sheet H-8367 and the partially verified smooth sheet H-8366.

Comparison was difficult due to the plethora of hydrographic data in the area, and the fact that most of the hydrographic information was unverified. Frequent discussions were held with the verification section to immediately resolve some differences and discuss others. All discrepancies, not resolved during review, are listed on a separate sheet.

Use of this sheet, with a copy of this report, will enable the hydrographic verifier to pinpoint the differences.

The field photographs involved and their respective stages of tide at time of exposure follow:

- 43646-43647 at MLW
- 54-W-1114 thru 1121 1:1' above MLW
- 54-W-1156 1159 0.8 " "
- 56-W-379 380 (376, 377, 378, could not be found during review (Final) 2.6' above MLW
DIFFERENCES

41°28'56"
71°15'39"

Position difference on two rocks awash

41°27'30"
71°19'29"

Manuscript show 3 MHW
Hydro. show awash MHW

41°27'06"
71°20'45"

Manuscript shows ledge - reef
Hydro sheet show rock awash - reef and reef top -

41°26'13"
71°20'58"

Manuscript shows two rocks
Hydro shows one whose position is in center of two

COMMENTS

Hydro position about 15m S of manuscript position.

Elevation from field inspection

Positions agree

All photos indicate two rocks
65. Comparison with Nautical Charts
353  1:40,000  19th Edition March 58  1/25/60

66. Adequacy of Results and Future Surveys

Field inspection was good. As mentioned in other reports, the poorest photographs were chosen for inspection, 54-W-1118-1119. The nine-lens of the same year was taken at low water and, superior in clarity and detail.

Much scribed offshore detail on the west sheet was added or deleted during review. Many rocks were added from nine-lens photographs and much of the offshore ledge was reduced in size and extent.

This map complies with all instructions and meets the National Standards of Map Accuracy.

Submitted by

L. K. Heywood

Approved

L. D. Lands, Chief
Review Section

Asst. L. H. Swanson, Chief
Photogrammetry Division

Chief, Chart Division

J. Waugh 12/1/61

Chief, Coastal Surveys Division
## Record of Application to Charts

<table>
<thead>
<tr>
<th>DATE</th>
<th>CHART</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>9-2-41</td>
<td>236</td>
<td>&quot;M. Rogers&quot;</td>
<td>Fully applied Before After Verification and Review</td>
</tr>
<tr>
<td>10/10/41</td>
<td>353</td>
<td>&quot;M. Rogers&quot;</td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
</tbody>
</table>

---

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.