U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTION REPORT

Type of Survey: Shoreline Survey
Field No.: CS-310
Office No.: T-5748

LOCALITY
State: Rhode Island
General locality: Narragansett Bay
Locality: Providence and Seekonk Rivers

1944
CHIEF OF PARTY
R.W. Knox

LIBRARY & ARCHIVES

DATE
Johnny Hanks
Colonel, USAF
Chief, Reconnaissance Branch
Air Intelligence Requirements Div.
Directorate of Intelligence

6 FEB 1950

Director
U. S. Coast and Geodetic Survey
Department of Commerce
Washington, D. C.

ATTN: Mr. C. Davis

Dear Sir:

Reference is made to the verbal inquiries made by Mr. Kunis, U. S. Coast and Geodetic Survey, concerning declassification of aerial photography of certain areas located in the First Army area. Mr. Kunis requested the following information:

1. Appropriate classification of aerial photography of the area of New Bedford, Massachusetts.

2. Appropriate classification of shoreline survey maps covering the Narragansett Bay area.

3. Appropriate classification of eight (8) aerial photographs of Portland, Maine and vicinity.

The photographic material and maps indicated above may be released or published as unclassified material.

Very truly yours,
DATA RECORD

Shoreline Survey T-5748

Quadrangle (II): T-5748

Project No. (II): C.S. 3/10

Field Office: Washington Office
Chief of Party: R. W. Knox

Compilation Office: Washington
Chief of Party: R. W. Knox

Instructions dated (II III): Sept 10 - Oct 12, 1944
Informal instructions only.

Manuscript completed in Washington
Completed survey received in office: 2/13/45

Reported to Nautical Chart Section: 2/14/45

Reviewed: 5-24-49
Applied to chart No. 278
Date: April 1948
350 (Part) June 1948

Redrafting Completed:

Registered: 7-25-49
Printed in two sections (No. 34)

Compilation Scale: 1:10,000
Published Scale:

Scale Factor (III): 1.0

Geographic Datum (III): N.A. 1927
Datum Plane (III): MHW

Reference Station (III): Kettle Point, 1863

Lat.: 41°47'45.85"
Long.: 71°22'41.11"

State Plane Coordinates (VI): None

Military Grid Zone (VI): None
PHOTOGRAPHS (III)

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(All photograph numbers are inclusive.)

Mean Range: 4.6'  Spring Range: 5.7'
Camera: (Kind or source) U. S. C. & G. S. Single Lens
Field Inspection by: Ralph Berry & D. L. Greene  date: Oct., 1944
Field Edit by: None  date:

Date of Mean High Water Line Location (III): Date of field inspection, October, 1944.

Projection and Grids ruled by (III) Ruling Machine  date: Sept. 1944
" " " checked by: " " " date: Sept. 1944
Control plotted by: J. N. Henningsen  date: Sept. 1944
Control checked by: K. N. Maki  date: Sept. 1944
Radial Plot by: A. LaFave and C. Hanovich  date: Dec. 1944
Detailed by: C. Hanovich  date: Dec. 1944
Reviewed in compilation office by: D. L. Greene  date: Feb. 1945
Inspected by: L. C. Lande  date:
Elevations on Field Edit Sheet checked by: None  date:
STATISTICS (III)

Land Area (Sq. Statute Miles);

Shoreline (More than 200 meters to opposite shore);

Shoreline (Less than 200 meters to opposite shore);

Number of Recoverable Topographic Stations established;

Number of Temporary Hydrographic Stations located by radial plot;

Leveling (to control contours) - miles;

Roman numerals indicate whether the item is to be entered by,

(II) Field Party, (III) Compilation Party, or, (VI) the Washington Office.

When entering names of personnel on this record give the surname and initials (not initials only).

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1 FT. = 3048006 METER

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1 ft. = 0.048006 meter

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FIELD INSPECTION REPORT
FOR
SHEET T-5748

1. The area covered by this survey embraces the Providence River from Pawtucket to Providence and the Seekonk River from Providence to Pawtucket. The area in general is a well-developed coast area including ship yards, large commercial plants, and large factories.

2. Due to the time limitation and in accordance with the instructions, field inspection consisted of the identification of horizontal control and the inspection of high water line and shoreline structures. This was accomplished by a two-man party operating by truck. Some shoreline inspection was executed from a skiff borrowed from the U. S. Engineer Department Division Office at Providence. High water line was indicated on the photographs in accordance with "Supplemental Instructions - Shoreline Inspection", dated March 18, 1944. Some small inlets were not entered and high water line must be interpreted by comparison with similar shoreline in the vicinity.

3. No single line exists on the photographs that can generally be considered as indicative of the position of mean high water line. The shoreline is usually characterized by a wide sand beach and the high water line is usually within this sand area. Dark patches sometimes seen on the photographs adjacent to the offshore limits of the beach are grass in water. The delineation of high water line, the identification of structures, and the selection of F.I.P.'s was rendered very difficult by poor definition on the field photographs. This seems to have been caused by excessive development contrast on the negative which made the shoreline so dense that the condition could not be rectified by the use of low contrast printing paper. The field photographs were very difficult to use because they were printed for the best rendition of in-shore details without regard to the shoreline areas.

4. No attempt was made to recover all the control stations in the area. A careful evaluation of available control was made in the Washington Office and stations whose recovery was essential to the proper laying of the radial plot were selected and designated for recovery. The instructions also required the establishment of some additional stations along the Seekonk River. All necessary stations were recovered.

In lieu of establishing additional stations, the U. S. Engineer Office was contacted and it was found that a number of their triangulation stations were in satisfactory locations
Field Inspection Report
Page 2

for the desired control. The geographic positions of these stations were defined by plane co-ordinates on the Pawtucket River System. This system of co-ordinates is in turn based on the Providence River System, and has the same orientation. The origin of the Pawtucket River System is triangulation station GULF (not U.S.C. & G.S.) and its co-ordinates on the Providence River System are: North, 22,343.96; West, 2,458.13.

This in effect means that the position of any station defined on the Pawtucket River System may be translated to a position on the Providence River System by adding 22,343.96 feet to its north co-ordinate, and by adding 2,458.13 feet to its west co-ordinate.

The Providence River System is a tangent plan projection oriented to the true meridian at its origin, which is U. S. Coast and Geodetic Survey triangulation station GASPE, and is controlled by other U. S. Coast and Geodetic Survey stations throughout the area, the co-ordinates on this system being computed in accordance with the tables in U. S. Coast and Geodetic Survey Special Publication No. 71, - The Relation Between Plane Rectangular Co-ordinates and Geographic Positions. When this was put in use all geographic positions were listed on the North American datum. Therefore, any geographic position derived from plane co-ordinates on either the Providence River or the Pawtucket River System is a North American datum position. In accordance with the above discussion, geographic positions on the North American datum were computed and then adjusted to the North American 1927 datum for the following U. S. Engineer Stations:

STATE PIER, NORTH
STATE PIER, SOUTH
CIRCLE SWAN
WEST BRIDGE BRIDGE
NO. 3, 1940 (Could not hold)
RED (Could not hold)

These stations are shown as topographic stations on the manuscript and the computations are filed in the Photogrammetric Section.

5. and 6. (Vertical Control and Contours): None
7. See preceding paragraph 2.
8. Inasmuch as the area covered by this survey is largely harbor areas characterized by many docks, piers, etc., it was not practicable to attempt to delineate low water line.

9. Sufficient ink notes were made on the field photographs to classify and identify all shoreline structures.

10. All rocks and wrecks visible on the photographs were indicated by appropriate notes. All other similar features not visible on the photographs but in evidence at the time of field inspection were located by sextant fixes.

11. Landmarks and fixed aids to navigation were indicated on the field photographs and positions will be obtained from the radial plot. Form 567 "Landmarks for Charts" is being submitted herewith. Chart letter 124 45

12. No stations were established for hydrographic control but certain landmarks and aids to navigation will partly fill this need.

13. There are no landing fields within the area covered by this survey and aeronautical aids were not investigated.

14. Does not apply to this survey.

15. All bridges were noted on the field photographs with their position and location of draw span. For other data concerning these bridges, reference is made to "List of Bridges Over the Navigable Waters of the United States", revised to July 1, 1941.

16. No complete inspection of buildings was undertaken but all large structures along the shoreline were indicated where necessary.

17. No investigation of boundary lines was made.

18. No investigation of geographic names was made.

Respectfully submitted,

Ralph Moore Berry
Associate Cartographic Engineer
COMPILATION REPORT
FOR
SHEET T-5748

26. Control: All U. S. Coast and Geodetic Survey control stations were held to during the radial plot. The following control stations were not held in this radial plot:

U. S. Engineers

No. 3, 1940 - Radial plot position approximately 5 m. east of plotted position.

Red, 1932 - Radial plot position approximately 10 m. east of plotted position.

U. S. Geological Survey

No. 350+ - Radial plot position approximately 12 m. west of plotted position.

No. 593+ - Radial plot position approximately 12 m. north and 2 to 3 m. east of plotted position.

No. 372+ - Radial plot position approximately 5 m. north of plotted position.

There was sufficient ground control by this Bureau to make a rigid radial plot. The discrepancies between the radial plot positions and the computed positions of the above stations have not been accounted for. These points were probably misidentified on the photographs.

27. Radial Plot: A radial line plot was laid using 19 celluloid templets. The control was well spaced and adequate. The radial line intersections of all secondary points were good and the azimuth lines between photo centers were held. These secondary points are shown on the manuscripts with large orange circles, and additional detail points are shown with small blue circles, but where detail points were obtained from two intersecting rays they have been shown with small green circles. Where the triangulation stations as intersected by the radial plot do not coincide exactly with the geographic position as plotted, the radial plot position has been shown with a large orange circle, as for example in the case of stations listed in paragraph 26.
26. **Detailing:** The area of this map drawing was compiled in accordance with the instructions. The detail was compiled from single lens ratio prints, scale 1:10,000, supplemented by duplicate field inspection prints. The following single lens ratio prints were used in detailing: C2167 to C2172, inclusive; C2174 to C2180, inclusive, and C2393 to C2397, inclusive. Standard symbols for use on topographic maps were used. All the detail is shown in black acetate ink except for wooded areas, which were shown in green acetate ink.

Pipe line and cable crossings were indicated by field inspection but were too numerous to compile in detail. Also, it was not possible for the field inspection to be sure that all such crossings had been noted. All of these fall within the limits shown on the present chart. Only the limits have been shown on the manuscript. See Review Report.

The compiled area comprises the north portion of Providence River, Seekonk River, and extends inland from 0.5 mile to a mile. Within this inland limit are sections of the cities of Providence, East Providence, Pawtucket, and Pawtuxet. All of these cities are highly industrialized. The interior of the compiled area is comprised of industrial and residential sections.

Additional detail points were established to aid in the detailing. In view of insufficient photographic coverage north and south along the east and west sides of this sheet some of these detail points were established only from two intersecting rays; in this case these detail points were denoted by a small green circle with two or three of these detail points discarded because of the acuteness of the angles of intersection. The remaining detail points, which were located by three or more intersecting rays, were denoted by small blue circles. In detailing, the detail points located by two intersections were used with caution and controlled by these with three or more cuts; since no appreciable tilt was found in any of the photographs no difficulty from this cause was encountered in detailing.

All roads, which are not classified on the manuscript, are first class roads. All buildings along the shore area are shown — while inland only public and landmark buildings were shown. Neither the roads nor the public buildings were classified on the field inspection photographs; hence their classification was determined from the U. S. Geological Survey quadrangles, or classified at the discretion of the compiler. The field inspection was complete and adequate insofar as the details offshore and along the high water line were concerned; however, no field inspection was done inland or along the Pawtuxet River, which extends inland, Bullock Cove, Natchemoket Cove, Railroad Pond, nor Omega Pond; the delineation of the
mean high water line and the limits of marsh in these areas were determined by stereoscopic observation. Along the Pawtuxet River, the limits of the marsh areas could not be readily interpreted stereoscopically due to the indefinite delineation of marsh areas on the photographs. The stereoscope was used extensively for inshore detailing of buildings, roads, railroad tracks, etc., and to check the field inspection. Railroad yards, parallel spur tracks, etc., were checked against U.S. Geological Survey quadrangles.

Place names were obtained from the Nautical Charts and the Geological Survey quadrangles of this area; when a name was in disagreement between these two sources, the Official Gazetteer of Rhode Island "settled the issue".

Approved list of names filed in the Geographic Names Section.

Supplemental Data:

1. U.S. Coast and Geodetic Survey:
   Charts No. 352 and No. 278

2. U.S. Geological Survey Quadrangles:
   Providence, R.I. (Edition of 1939), and


4. Field inspection sketch book

30. Mean High Water Line: The mean high water line was determined by field inspection and shown on the field inspection photographs.

31. Low Water and Shoal Lines: The low water and shoal lines were not indicated on the field inspection prints. The location of these lines (low water and shoal) were determined stereoscopically in the office.

32. Details Offshore from the High Water Line: The field inspection of offshore details was complete. All detached features were detailed and referenced, when necessary, by appropriate notes. However, in the vicinity of Cranberry Island and east of Field Point, a detached rock (Lovett Rock) is indicated on U.S.C. & G.S. Nautical Charts 352 and 278; this rock feature could not be discerned on the photographs nor was it indicated on any field inspection print, but the existence of the rock is not disproved.
33. Wharves and Shore Line Structures: The field inspection was complete; areas fouled with piling and debris, wrecks, rocks, docks, wharves, and other shoreline features and structures have been shown; appropriate notes were used.

34. Landmarks and Aids to Navigation: All landmarks and aids to navigation recommended for charting by the field party are shown on the sheet and their positions were determined by the radial plot. Form 567 "Landmarks for Charts" is submitted with this report. No photograph identification or recommendation was made by the field party for Pawtuxet Cove Front Range and Pawtuxet Cove Rear Range. (See 1944 light list.) It is recommended that these aids to navigation be carried forward from existing charts.

35. Hydrographic Control: Not applicable to this survey.

36. Landing Fields and Aeronautical Aids: There were no landing fields or aeronautical aids in this area.

44. Comparison with Existing Topographic Quadrangles: A comparison of this sheet was made with U. S. Geological Survey quadrangles Providence, R.I., and East Providence, Mass.-R.I. A detailed comparison was not made due to the large difference in scale. However, a general comparison was made and few changes were noted. The more important of these are:

(1) A change in shoreline features near Edgewood Beach.

(2) Interpretation of the marsh areas in the vicinity of Pawtuxet River.

45. Comparison with Nautical Charts: A visual comparison was made with chart 278 (scale 1:20,000). A direct comparison was made with chart 352 (scale 1:10,000). In the latter comparison, shoreline displacements were prevalent with a few instances of fair agreement; these errors were much more pronounced for inshore detail. In the remaining area of the compilation, which was not within the limits of this latter chart, the same errors were evident in a comparison with the first chart. See Review Report.

Respectfully submitted:

[Signature]

Charles Hanavich

Descriptive Report and compilation under direction of

[Walter L. Greene]

[Inspected by] L. C. Lande
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</table>

Names underlined in red are approved:

11/20/48. L. Keck
The positions given have been checked after listing.

Ralph Moore Berry  
Chief of Party.

<table>
<thead>
<tr>
<th>General Locality</th>
<th>Providence River</th>
<th>Name and Description</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Datum</th>
<th>Method of Location</th>
<th>Date of Location</th>
<th>Charts Affected</th>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Oil Terminal North Light</td>
<td>41° 50'</td>
<td>378.4</td>
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<td>721.2</td>
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</table>

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." 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 (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.

Ralph Moore Berry

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<th>Position</th>
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<td>SPIRE</td>
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<td>---</td>
<td>x</td>
<td>353 27</td>
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The positions given have been checked after listing.

---

<table>
<thead>
<tr>
<th>General Locality</th>
<th>Providence River</th>
<th>Position</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Datum</th>
<th>Method of Location</th>
<th>Date of Location</th>
<th>Charts Affected</th>
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<td></td>
<td>°</td>
<td>D. M. Meters</td>
<td>°</td>
<td>D. P. Meters</td>
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<tr>
<td>(East Providence Water Tank, 1912)</td>
<td>WATER TOWER*</td>
<td>41 48</td>
<td>1495.3</td>
<td>1927</td>
<td>Radial-Plot</td>
<td>1944</td>
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<td>352 &amp; 27</td>
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<tr>
<td>(Christian Science Church, 1912)</td>
<td>DOMÉ</td>
<td>41 49</td>
<td>1375.7</td>
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<tr>
<td>(Unitarian Church, 1863)</td>
<td>SPIRE</td>
<td>41 49</td>
<td>843.7</td>
<td>465.9</td>
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<td>(Providence Industrial Trust Bldg. 1932)</td>
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<td>41 49</td>
<td>854.8</td>
<td>966.4</td>
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<td>352 &amp; 27</td>
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* Photos show tank (elevated) 125

---

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." 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.

Ralph Moore Berry
Chief of Party.

<table>
<thead>
<tr>
<th>GENERAL LOCALITY</th>
<th>Providence River</th>
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<td>LATITUDE</td>
<td>LONGITUDE</td>
<td>DATUM</td>
<td>METHOD OF LOCATION</td>
<td>DATE OF LOCATION</td>
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<td>(Pawtuxet Church Spire, 1897) SPIRE</td>
<td>41° 45' 1808.1'</td>
<td>71° 23' 706.5'</td>
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<td>TRIANG</td>
<td>1877</td>
<td>353 &amp; 278</td>
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<td>GAS TANK</td>
<td>41° 47' 1438.6'</td>
<td>71° 23' 1154.0'</td>
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<td>1944</td>
<td>352 &amp; 278</td>
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<td>STACK</td>
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<td>TOWER (Transmission) (NW)</td>
<td>41° 51' 1786.1'</td>
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<tr>
<td>(Providence Capitol Dome, 1927)</td>
<td>41° 49' 1572.5'</td>
<td>71° 24' 1286.3</td>
<td>353 &amp; 278</td>
<td></td>
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</table>

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." 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.
Division of Photogrammetry

Review Report of
Shoreline Map Manuscript T-5748

Subject numbers not used in this report have been adequately covered in other parts of the descriptive report.

26. Control
The only triangulation stations shown on the map manuscript are those used in controlling the radial plot. These and all USGS triangulation stations within the area covered by the map manuscript have been listed on Forms M-2388-12 and made a part of the descriptive report.

Three USGS stations that were used in controlling the radial plot are also shown on the map manuscript and listed on Form M-2388-12.

The U. S. Engineer Stations mentioned in Paragraph 4 of the Field Inspection Report were deleted from the map manuscript. The computations of their positions were not available at the time of review and there is sufficient control in the area without these stations.

The Light List names of triangulation stations that are also Aids to Navigation have been added to the Map manuscript. The triangulation station names have been retained in parentheses.

28. Detailing
The only bridge clearances and cable areas shown on the map manuscript are those that were indicated by the Field Inspector. Clearances at cable crossings were not furnished by the Field Inspector.

34. Recoverable topographic stations
Form 524 cards were prepared for all landmarks and aids to navigation, other than triangulation stations. They are filed in the Division of Photogrammetry General Files.

The landmark "Spire," originally shown on the map manuscript as a topographic station, plots in the geographic position of triangulation station "Pawtuxet Church Spire, 1897, recovered in 1935. The landmark was incorrectly scaled 2.4 m. east of the triangulation station. Chart Letter 126(45) has been corrected and the triangulation station name added to the map manuscript.
### 44. Comparison with Existing Surveys

<table>
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<tr>
<th>Survey</th>
<th>Scale</th>
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<tr>
<td>USGS Providence Quadrangle</td>
<td>1:31680</td>
<td>1939 Repr. 1947</td>
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<td>USGS E. Providence Quadrangle</td>
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<td>1:10000</td>
<td>1863-65</td>
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<td>1433</td>
<td>1:2400</td>
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Extensive changes in shoreline that are shown on the map manuscript at Field Point and Greenwood Pt. are not shown on the surveys listed above.

### 45. Comparison with Nautical Charts

<table>
<thead>
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<th>Scale</th>
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<td>353</td>
<td>1:40000</td>
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<td>1:20000</td>
<td>1945 Corr 1947</td>
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<tr>
<td>352</td>
<td>1:10000</td>
<td>1945 Corr 1947</td>
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</tbody>
</table>

The map manuscript has been applied to Chart No. 278 and partially applied to Chart No. 353. It has not been applied to Chart No. 352.

The pond near Bold Pt. is shown with land tint on Chart 353.

The towers and tanks recommended as landmarks on Chart Letter 126(45) are not shown as such on Chart 353.

The mud flat and water area in the pond N X E. of Watchemoket Cove, are reversed on Chart No. 278.

### 46. Classification

By authority of the Security Classification Map dated December 16, 1946, all photographs of the Narragansett Bay area are confidential. The photographs, the map manuscript, and the descriptive report are so marked.

Reviewed by: C. Theurer 5-26-49

Under the direction of: A. V. Griffith

Approved by: B. D. Jones Jr. 

Chief, Review Section

Chief, Nautical Chart Branch

Division of Photogrammetry

Division of Charts

Chief, Div. of Photogrammetry

Chief, Div. of Coastal Surveys
## Record of Application to Charts

<table>
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<th>DATE</th>
<th>CHART</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
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<td>April 23</td>
<td>278</td>
<td>H. F. Stegman</td>
<td>Before After Verification and Review</td>
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<tr>
<td>June 15</td>
<td>353</td>
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<td>3/25/65</td>
<td>352</td>
<td>F. L. Poelot</td>
<td>Before After Verification and Review</td>
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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.