Form 504
U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey: SHORELINE-PHOTOMETRIC

Field No. PH-31(46)A Office No. T-6083

LOCALITY

State: CONNECTICUT

General locality: FISHERS ISLAND SOUND

Locality: POQUOSON RIVER AND VICINITY

194 A

CHIEF OF PARTY

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

LIBRARY & ARCHIVES

DATE: Oct 17, 1951
DATA RECORD

T-9083

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

Field Office (II): Chief of Party: Riley J. Sipe
Photogrammetric Office (III): Portland, Oregon Officer-in-Charge: Charles W. Clark

Instructions dated (II) (III): 9 April 1948 (Field) Copy filed in Division of Photogrammetry (IV)
9 February 1949 (Office) Review Sec. Office Files

Method of Compilation (III): Graphic

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

Scale Factor (III): None

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

Applied to Chart No. 359 Date: 5/22/51 Date registered (IV): 9-4-51

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

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

Reference Station (III): Groton, 1934

Lat.: 41° 18' 23.802" Long: 72° 00' 19.092"
(116.7 m) (444.1 m) Adjusted X

Plane Coordinates (IV): State: Connecticut Zone:

Y = X =

Roman numerals indicate whether the item is to be entered by (II) Field Party, (III) Photogrammetric Office, or (IV) Washington Office.

When entering names of personnel on this record give the surname and initials, not initials only.
Areas contoured by various personnel
(Show name within area)
(II) (III)
DATA RECORD

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

Planetable contouring by (II): Date:

Completion Surveys by (II): Date:

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

Projection and Grids ruled by (IV): Date:

Projection and Grids checked by (IV): Date:

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

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

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

Stereoscopic Instrument compilation (III): Planimetry Date:

Contours Date:

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

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

Elevations on Manuscript checked by (II) (III): Date:
K-17, U.S.C. & G.S., 6 inch focal length

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
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</thead>
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<td>0.8 ft. above M.L.W.</td>
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<td>1:10,000</td>
<td>0.9 ft. above M.L.W.</td>
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<td>5-2-48</td>
<td>13:21</td>
<td>1:10,000</td>
<td>0.9 ft. above M.L.W.</td>
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</table>

Tide (III)

<table>
<thead>
<tr>
<th>Ratio of Ranges</th>
<th>Mean Range</th>
<th>Spring Range</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2.6</td>
<td>3.1</td>
</tr>
</tbody>
</table>

Subordinate Station: None.

Washington Office Review by (IV): R.J. French
Final Drafting by (IV): M. Weber
Drafting verified for reproduction by (IV): C. Kupiec
Proof Edit by (IV): R.J. French & J.J. Streifler
Date: May 14, 1950
Date: 9-18-50
Date: 9-18-50
Date: 11-20-50

Land Area (Sq. Statute Miles) (III): 17.6
Shoreline (More than 200 meters to opposite shore) (III): 13.7 Statute Miles
Shoreline (Less than 200 meters to opposite shore) (III): 5.8 Statute Miles

Control Leveling - Miles (II):
Number of Triangulation Stations searched for (II): 35
Number of BMs searched for (II): 35
Number of Recoverable Photo Stations established (III): 2
Number of Temporary Photo Hydro Stations established (III): None

Recovery

Number of Stations searched for and recovered to the W and N of T-9083 mostly in New London, Conn. 42 were identified and 20 listed as destroyed.
Summary Report to Accompany T-9083

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

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

T-9083 was compiled from single lens photographs processed at 1:10,000 scale.

The several mapping operations were as follows:

1. Single lens photography and laboratory processing at 1:10,000 scale.
2. Field work included recovery and identification of horizontal control, clarification of photographic detail, geographic names investigation, and annotation of the field photographs.
3. Radial plot and graphic compilation (Portland).
4. Final review and completion of the manuscript for nautical charting purposes.
5. Processing;
   A film negative will be made, and a vinylite copy will be prepared with such drafting and stick-up as is necessary for publication.

T-9083 will be drafted and published at 1:10,000 scale and distributed by the Bureau as a planimetric map.

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

1. Filed in the Division of Photogrammetry
   a) The map manuscript (acetate original) at 1:10,000 scale with final review corrections applied.
   b) Geographic Names Sheet
   c) Pricking cards (for identification of horizontal control).
Summary T-9083

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

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

The above data (2) are to be permanently listed under one number (T-9083) when the shoreline map is registered.
FIELD INSPECTION REPORT
QUADRANGLES 9083 AND 9084
PROJECT Ph-31 (48)
SUB-PROJECT "A"

Riley J. Sipe, Chief of Party

All phases of the field work were done in accordance with the Director's Instructions, Project Ph-31 (48), Field, dated 9 April 1948.
The field work on these sheets was performed by the following personnel on the dates indicated:

<table>
<thead>
<tr>
<th>Name &amp; Title</th>
<th>Field Work</th>
<th>Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>E. T. JENKINS</td>
<td>Recovery, Shoreline, and Inspection</td>
<td>8-2-48</td>
</tr>
<tr>
<td>Engineering Aid</td>
<td></td>
<td>9-3-48</td>
</tr>
<tr>
<td>R. A. HORN</td>
<td>Recovery, Shoreline, and Inspection</td>
<td>8-2-48</td>
</tr>
<tr>
<td>Photogrammetrist</td>
<td></td>
<td>9-3-48</td>
</tr>
</tbody>
</table>

1. Description of the Area.

The area surveyed includes the land and bodies of water from the east shore of the Thames River, westward to Stonington, Connecticut. The line of northern limits is situated so that it includes all of Groton, Connecticut, and passes to the south of Old Mystic. The southern limits reach approximately half way across Fishers Island Sound.
The principal occupations of the inhabitants are diversified. Manufacturing, construction, fishing and maintenance of recreational facilities each play an important part.
The larger settlements embraced within the confines of this survey are Mystic, Noank, Groton Long Point, Poquonnock Bridge and a portion of Groton, Connecticut.
The entire area is readily accessible by air, water, railroad, or highway.

2. Completeness of Field Inspection

Field inspection is completely and adequately covered on the photographs.

3. Interpretation of the Photographs

The photography is considered excellent. The only
difficulty encountered was in areas with rocks and other off-shore detail that were in a very light tone area on the photographs, which it is assumed was caused by sun rays.

4. Horizontal Control

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

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

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

5. Vertical Control

Not applicable to this project.

6. Contours and Drainage

Not applicable.

7. Mean High Water Line

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

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

8. Low Water Line

The approximate low water line on part of the shores in the
quadrangles was indicated by the standard symbol.

9. Wharves and Shoreline Structures

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

10. Details Off-shore from Mean High Water Line

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

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

11. Landmarks and Aids to Navigation

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

12. Hydrographic Control

Not applicable.

13. Landing Fields and Aeronautical Aids

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

14. Roads

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

15. Bridges

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

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

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

16. **Buildings and Structures**

Adequately indicated on the photographs.

17. **Boundary Monuments and Lines**

Not applicable.

18. **Geographic Names**

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

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

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

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

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

5. Add "JUPITER POINT"
   References: 1, 2, and 3.
6. Add "FENNY ISLAND"
   References: 7, 8, and 9.

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

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

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

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

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

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

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

14. Change "QUAMBBAUG COVE" to "QUIAMBBAUG COVE"
    References: 9, 10, and 11.

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

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

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

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

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

20. Add "SYLVIAS POND"
    References: 11, 15, 16, and 17.
21. Change "STONGINTON POINT" to "STONINGTON POINT"
   References 9, 10, and 11.

22. Add "EAST: BREAKWATER"
    Add "WEST: BREAKWATER"
    Add "ATWOOD BREAKWATER"
    References 21, 22, and 23.

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

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

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

REFERENCES

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

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

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

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

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

6. Mr. Benjamin Hall
   Groton Long Point, Connecticut

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

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

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

10. Mr. Donald A. Truss  
    Mystic, Connecticut

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

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

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

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

15. Mr. W. Roberts  
    Mystic, Connecticut

16. Mr. C. Greenwood  
    Mystic, Connecticut

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

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

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

20. Miss Blanche Bessette  
    42 Elm Street  
    Stonington, Connecticut

    P.O. 272  
    Stonington, Connecticut

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

23. Mr. L. E. Allyn  
    West Mystic, Connecticut
All Geographic Name corrections or additions have been shown on the Preliminary Name Sheet submitted and on the aerial photographs.

Submitted:
Date __Sept 10, 1948__

E. T. JENKINS
Engineering Aid

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

21: AREA COVERED:

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

22: METHOD:

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

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

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

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

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

23: ADEQUACY OF CONTROL:

The field party identified an ample number of horizontal control stations to rigidly fix the orientation of the templets and all stations were held to during the running of the radial plot. Refer to sub heading 4: "Horizontal Control" of the Descriptive Reports
for T-9083 (1943) and T-9085 (1948). Also refer to "Notes to Compiler" which are included in these Descriptive Reports.

24: SUPPLEMENTAL DATA:

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

25: PHOTOGRAPHY:

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

26: REMARKS:

Attached are Forms M-2388-12 for map manuscript No. 1 for T-9083 to T-9086 inclusive and a letter size sketch, showing map limits, photograph centers and the horizontal control stations used to control the radial plot.

Approved:  
Charles W. Clark  
Chief of Party

Respectfully submitted:  
J. Edward Deal Jr.  
J. Edward Deal, Jr.  
Cartographer
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION</th>
<th>DATUM</th>
<th>LATITUDE OR y-COORDINATE</th>
<th>LONGITUDE OR x-COORDINATE</th>
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<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>
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</thead>
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<td>TANK ON BAILEY'S HILL, 1932</td>
<td>G-3540</td>
<td>N.A.</td>
<td>41° 22' 29.623&quot;</td>
<td>72° 04' 55.268&quot;</td>
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<td>973.9 (937.1)</td>
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<tr>
<td>CHASANBO, TOWER 1934</td>
<td>G-3539</td>
<td>N.A.</td>
<td>41° 20' 54.459&quot;</td>
<td>72° 00' 42.495&quot;</td>
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<td>1680.1 (170.9)</td>
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<td>MUMFORD POINT, RM 2/1934</td>
<td>Office Comp.</td>
<td>N.A.</td>
<td>41° 18' 44.530&quot;</td>
<td>72° 01' 49.654&quot;</td>
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<td>987.8 (407.0)</td>
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<tr>
<td>New York, New Haven &amp; Hartford R.R. Coal Pocket, 1934</td>
<td>G-3599</td>
<td>N.A.</td>
<td>41° 20' 25.38&quot;</td>
<td>72° 02' 02.20&quot;</td>
<td></td>
<td></td>
<td>1155.0 (240.7)</td>
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<tr>
<td>MAX POLLOCK CO. TANK, EL. 1934</td>
<td>G-3539</td>
<td>N.A.</td>
<td>41° 20' 40.03&quot;</td>
<td>72° 03' 46.85&quot;</td>
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<td></td>
<td>1234.9 (616.1)</td>
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<tr>
<td>DODDS CHIMNEY, 1934</td>
<td>G-3539</td>
<td>N.A.</td>
<td>41° 18' 49.523&quot;</td>
<td>72° 00' 53.520&quot;</td>
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<td>783.0 (1068.0)</td>
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<tr>
<td>TOWER SUB BASE 1932</td>
<td>G-7040</td>
<td>N.A.</td>
<td>41° 23' 43.510&quot;</td>
<td>72° 05' 33.983&quot;</td>
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<td>51.2 (1343.8)</td>
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<td>GROTON ELECTRIC BOAT WORKS TANK 1932</td>
<td>G-3540</td>
<td>N.A.</td>
<td>41° 20' 46.540&quot;</td>
<td>72° 04' 47.827&quot;</td>
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<td>1244.9 (150.7)</td>
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<td>NEW LONDON LEDGE Lighthouse, 1932</td>
<td>G-1299</td>
<td>N.A.</td>
<td>41° 18' 20.794&quot;</td>
<td>72° 04' 40.516&quot;</td>
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<td>1345.8 (155.2)</td>
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<td>PLANT (USE) List of Positions 1932</td>
<td>List of Positions</td>
<td>N.A.</td>
<td>41° 18' 57.533&quot;</td>
<td>72° 03' 59.985&quot;</td>
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<td></td>
<td>1107.3 (287.6)</td>
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</tr>
<tr>
<td>NEW LONDON BLACK TANK NEAR RAILROAD BRIDGE, 1932</td>
<td>G-3540</td>
<td>N.A.</td>
<td>41° 21' 34.653&quot;</td>
<td>72° 05' 31.468&quot;</td>
<td></td>
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<td>1395.2 (0.0)</td>
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<tr>
<td>NEW LONDON 2nd Congregational List of Positions 1934</td>
<td>G-3540</td>
<td>N.A.</td>
<td>41° 21' 25.811&quot;</td>
<td>72° 06' 06.480&quot;</td>
<td></td>
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<td>796.3 (1054.7)</td>
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<td>CHURCH SPIRE, 1934</td>
<td>List of Positions</td>
<td>N.A.</td>
<td>41° 21' 25.811&quot;</td>
<td>72° 06' 06.480&quot;</td>
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<td>150.6 (1224.0)</td>
<td></td>
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</tbody>
</table>

1 FT = 304.80008 METER

COMPUTED BY: J.C. Lajoye  DATE: 6/7/49

CHECKED BY: G. Richter  DATE: 6/8/49
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR $\gamma$-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</th>
<th>CORRECTION</th>
<th>N.A. 1927 - DATUM CORRECTION</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>WHITE COMPANY STACK, 1934</td>
<td>List of Positions Page 94</td>
<td>1927 N.A.</td>
<td>41° 20' 11.156&quot;</td>
<td>1269.7 (581.3)</td>
<td>1313.3 (81.6)</td>
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</tr>
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<td>LAWRENCE MEMORIAL HOSPITAL STACK 1934</td>
<td>List of Positions Page 94</td>
<td>1927 N.A.</td>
<td>41° 20' 09.185&quot;</td>
<td>2234.4 (1567.6)</td>
<td>492.9 (902.2)</td>
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<tr>
<td>HARKNESS WINDMILL 1934</td>
<td>List of Positions Page 94</td>
<td>1927 N.A.</td>
<td>41° 18' 10.232&quot;</td>
<td>315.7 (1535.3)</td>
<td>1100.1 (295.7)</td>
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<tr>
<td>BUSHY POINT, G-3539, 1934</td>
<td>Office (sub-station) Computed</td>
<td>1927 N.A.</td>
<td>41° 18' 55.930&quot;</td>
<td>1725.4 (125.6)</td>
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<td>RM 3 - MARQUARDT, G-3539, 1934</td>
<td>Office Page 84</td>
<td>1927 N.A.</td>
<td>41° 21' 23.763&quot;</td>
<td>733.1 (1117.9)</td>
<td>1088.2 (306.5)</td>
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<td>WESTERN, 1934</td>
<td>G-3539 Page 79</td>
<td>1927 N.A.</td>
<td>41° 18' 25.089&quot;</td>
<td>774.0 (1077.0)</td>
<td>976.2 (413.9)</td>
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<td>FRENTIS, WHITE</td>
<td>G-3539 Page 85</td>
<td>1927 N.A.</td>
<td>41° 19' 20.670&quot;</td>
<td>637.7 (1213.2)</td>
<td>1261.5 (133.9)</td>
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<td>CHIMNEY, 1882, 1934</td>
<td>New Land Survey #2091, 1939 W7200-Fg. 2</td>
<td>1927 N.A.</td>
<td>41° 21' 44.797&quot;</td>
<td>1382.0 (469.0)</td>
<td>94.3 (1300.6)</td>
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<td>1927</td>
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<td>625.5 (1225.5)</td>
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<td>&quot;</td>
<td>1927</td>
<td>41° 22' 59.840&quot;</td>
<td>1846.1 (4.9)</td>
<td>3.9 (10.4)</td>
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<td>CONN. GEOG. SURVEY &quot;</td>
<td>&quot;</td>
<td>1927</td>
<td>41° 22' 27.621&quot;</td>
<td>846.6 (1004.1)</td>
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<td>BLACK STANDPIPE G-3540</td>
<td>&quot;</td>
<td>1927</td>
<td>41° 20' 29.068&quot;</td>
<td>896.7 (954.3)</td>
<td>205.9 (1189.1)</td>
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1 FT. = 0.3048006 METER

COMPUTED BY: J.C. Lejoye DATE: 6/8/49
CHECKED BY: G. Richter DATE: 6/9/49
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<th>LONGITUDE OR $\alpha$-COORDINATE</th>
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<td>List of Positions</td>
<td>Page 33</td>
<td>41° 18' 54.599&quot;</td>
<td>72° 02' 03.364&quot;</td>
<td>1684.3 (166.6)</td>
<td>78.2 (1317.4)</td>
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<td>FORT HILL - 2</td>
<td>G-1299</td>
<td>Page 11</td>
<td>41° 20' 47.307&quot;</td>
<td>72° 00' 40.778&quot;</td>
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<td>LATHROP, 1934</td>
<td>G-3539</td>
<td>Page 79</td>
<td>41° 18' 49.724&quot;</td>
<td>72° 01' 05.001&quot;</td>
<td>1533.9 (317.0)</td>
<td>116.3 (1279.3)</td>
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<td>MAX-POLLACK CO.</td>
<td>G-3539</td>
<td>Page 84</td>
<td>41° 20' 38.371&quot;</td>
<td>72° 03' 52.354&quot;</td>
<td>1183.7 (667.3)</td>
<td>1217.2 (177.8)</td>
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<td>BAILEY 2, 1934</td>
<td>G-7040</td>
<td>Page 304</td>
<td>41° 22' 50.489&quot;</td>
<td>72° 04' 56.179&quot;</td>
<td>1557.6 (293.4)</td>
<td>1305.4 (88.8)</td>
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<td>New Lond. N-7115, W-7260</td>
<td>Page 2</td>
<td>41° 22' 02.870&quot;</td>
<td>72° 01' 35.194&quot;</td>
<td>88.5 (1762.5)</td>
<td>818.0 (576.5)</td>
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<td>SURVEY, 1939</td>
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<td>GROTON, 1934</td>
<td>G-3539</td>
<td>Page 76</td>
<td>41° 18' 23.802&quot;</td>
<td>72° 00' 19.092&quot;</td>
<td>734.3 (1116.7)</td>
<td>444.1 (951.6)</td>
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<td>GROTON MONUMENT</td>
<td>List of Positions</td>
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<td>41° 19' 14.604&quot;</td>
<td>72° 04' 28.716&quot;</td>
<td>450.5 (1400.5)</td>
<td>667.9 (727.6)</td>
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<td>Gris, 1932</td>
<td>G-1299</td>
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<td>41° 21' 14.067&quot;</td>
<td>72° 04' 49.922&quot;</td>
<td>510.3 (1310.7)</td>
<td>1106.8 (287.9)</td>
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<td>41° 22' 54.736&quot;</td>
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<td>NEW LONDON SHIP COMPANY STACK 1934</td>
<td>List of Positions</td>
<td>Page 94</td>
<td>41° 20' 44.81&quot;</td>
<td>72° 04' 50.25&quot;</td>
<td>1382.4 (468.6)</td>
<td>1168.3 (226.7)</td>
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<td>LONGITUDE OR ( x )-COORDINATE</td>
<td>DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS</td>
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<td>EASTERN POINT (USE), 1932</td>
<td>List of Positions 1927 Page 59</td>
<td>N.A. 41° 19' 09.353&quot;</td>
<td>72° 04' 31.737&quot;</td>
<td>288.5 (1562.5)</td>
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<td>SHENECOGETT FLAG POLE, 1934</td>
<td>G-3539 Page 84</td>
<td>N.A. 41° 19' 32.10&quot;</td>
<td>72° 04' 10.89&quot;</td>
<td>990.3 (860.7)</td>
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<td>GROTON COAST GUARD TRAINING STA., W.T. (Conn.) 1943</td>
<td>G-5831 Page 319</td>
<td>N.A. 41° 19' 10.866&quot;</td>
<td>72° 03' 54.325&quot;</td>
<td>1263.5 (132.0)</td>
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<tr>
<td>* Marquardt, 1934</td>
<td>No. 276-52 GP 33</td>
<td>41 21 23.959</td>
<td>72 03 48.525</td>
<td>759.1 (1111.8)</td>
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<td>Conn. Geod. Survey 1955</td>
<td>Naveland Grad NAIS W-330 Page 2</td>
<td>201, 206.14 feet</td>
<td>798,002.45 feet</td>
<td>1,206.14 (3793.8)</td>
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<td>Pine, 1943</td>
<td>No. 276-30 GP 34</td>
<td>41 18 43.830</td>
<td>72 03 38.804</td>
<td>1382.1 (498.9)</td>
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<td>Black Ledge Rocks h.d.</td>
<td>GP 320</td>
<td>41 18 19.188</td>
<td>72 04 18.33</td>
<td>601 (1450) For charting 438 (752.7) purposes only.</td>
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</table>

1 FT. = 304.8006 METER

COMPUTED BY: G. Richter
DATE 6/8/49

CHECKED BY: J.C. Lajoye
DATE 6/9/49
COMPILATION REPORT
Map Manuscript No. T-9063
Project Ph-21(48)A

31: **DELINEATION:**

The compilation was accomplished entirely by graphic methods.

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

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

For the areas of this map manuscript falling outside the de-
tail limits of these nautical charts, only arterial highways,
铁路s, drainage, and landmark buildings have been delineated.

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

See review report.

32: **CONTROL:**

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

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

33: **SUPPLEMENTAL DATA:**

Data used to supplement the photographs are as follows:

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

34: **CONTOURS AND DRAINAGE:**

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

Contours are not applicable.
35: SHORELINE AND ALONGSHORE DETAILS:

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

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

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

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

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

Field inspection should have been more inclusive in showing elevations of rocks alongshore in the "foul" areas.

36: OFFSHORE DETAILS:

There are no offshore details.

37: LANDMARKS AND AIDS:

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

38: CONTROL FOR FUTURE SURVEYS:

Form 524 is submitted for AVERY POINT LIGHT, 1948.
Form 524 is submitted changing & Phelps Flaggole, 1948 to a top station.

There are no photo hydro stations.
39: **JUNCTIONS:**

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

40: **HORIZONTAL ACCURACY:**

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

46: **COMPARISON WITH EXISTING MAPS:**

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

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

- Extensive development of Trumbull Airport.
- Development of an area between Midway Conn. and Poquonock Bridge, Conn.
- Changing of the route of a branch line of the New York, New Haven and Hartford R.R. which formerly ran southwest from Midway, Conn.

47: **COMPARISON WITH NAUTICAL CHARTS:**

Comparison was made with Nautical Chart 358 last printed 4/19/38 Scale, 1:20,000 hand corrected 12/13/48.

There are several minor differences in the shoreline.

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

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

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

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

*See review report RIF

Approved:  
Charles W. Clark  
Chief of Party

Respectfully submitted:  
J. Edward Deal, Jr.  
Cartographer
PHOTOGRAMMETRIC OFFICE REVIEW

T-9083


CONTROL STATIONS

ALONGSHORE AREAS
(Nautical Chart Data)

PHYSICAL FEATURES

CULTURAL FEATURES

BOUNDARIES
31. Boundary lines  32. Public land lines  

MISCELLANEOUS

Reviewer  

Supervisor, Review Section or Unit  

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  

M-2623-12

43. Remarks:
NONFLOATING AIDS OR LANDMARKS FOR CHARTS

Fishers Island Sound 1 October 1944

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 J. E. Deal

These landmarks were submitted in Chart Letter No. 141 (1950) a/ Charles W. Clark Chief of Party.

<table>
<thead>
<tr>
<th>STATE</th>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTS</th>
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<tbody>
<tr>
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<td>Groton Coast Guard Training Station Water Tank</td>
<td>l1 19 335.2 7203 1263.5 1927 Triang.</td>
<td>xx</td>
<td>1943</td>
<td>359</td>
<td></td>
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<td></td>
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<tr>
<td></td>
<td>Black Standpipe near Thames River in Groton Heights</td>
<td>l1 20 896.7 72 04 205.9</td>
<td>&quot; &quot;</td>
<td>1932</td>
<td>359</td>
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</table>

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

RJF
5-15-50

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

This aid was submitted in Chart Letter No. 141 (1950)  s/ Charles W. Clark  Chief of Party.

<table>
<thead>
<tr>
<th>STATE</th>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
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<tbody>
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<td></td>
<td>F.</td>
<td>Avery Point Light</td>
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<td>41.18</td>
<td>168.5</td>
<td>72.04</td>
<td>118.0</td>
<td>1927</td>
<td>9083 x</td>
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</table>

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating...
I recommend that the following objects which have (have not) been inspected from seaward to determine their value as landmarks be charted on (strike out) the charts indicated.

The positions given have been checked after listing by R. J. French

<table>
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<th>STATE</th>
<th>Charting Name</th>
<th>Description</th>
<th>Signal Name</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Datum</th>
<th>Method of Location and Survey No.</th>
<th>Date of Location</th>
<th>Chart No.</th>
<th>Chart Affects</th>
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<tr>
<td></td>
<td>AeroBn. 56&quot;Aero En. on Control Tower</td>
<td>at Trumbull Airport</td>
<td></td>
<td>41 19</td>
<td>72 02</td>
<td>1587</td>
<td>1927 Plot</td>
<td>4-20-50</td>
<td>293</td>
<td></td>
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</table>

* 29a card dated 6-28-49 in Aero Charts files shows this beacon on the control tower
I recommend that the following objects which \underline{\textit{have not}}\ been inspected from seaward to determine their value as landmarks be charted on \underline{\textit{faded from}}\ the charts indicated.

The positions given have been checked after listing by R. J. French

\underline{s/} S. V. Griffith
Chief of Party

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<td>Larger and most southerly of two standpipes in Groton</td>
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<th>OBSFORE CHART</th>
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<td>NA Radial</td>
<td>May 1950</td>
<td>293, 358</td>
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* See recovery for A Black Standpipe, 1932, 1948

This form shall be prepared in accordance with Hydrographic Manual, pages 800, 57, 514. Positions of charted landmarks and nonfloating...
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<th>G</th>
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MEMORANDUM FOR: DIRECTOR, U. S. COAST AND GEODETIC SURVEY, DEPARTMENT OF COMMERCE

ATTN: Administrative Planning Section

SUBJECT: Classification Clearance


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

FOR THE ASSISTANT CHIEF OF STAFF, G-2:

4 Incls

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

ERNEST A. BARLOW
Colonel, OGC
Chief, Security & Training Division
61. **General Statement:**

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

62. **Comparison with Registered Topographic Surveys:**

<table>
<thead>
<tr>
<th>Sheet Number</th>
<th>Scale</th>
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<tr>
<td>64</td>
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<tr>
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<td>1531</td>
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</tr>
<tr>
<td>1734</td>
<td>1:10,000</td>
<td>1882-3</td>
</tr>
</tbody>
</table>

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

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


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

64. **Comparison with Contemporary Hydrographic Surveys:** None

65. **Comparison with Nautical Charts:**

<table>
<thead>
<tr>
<th>Sheet Number</th>
<th>Scale</th>
<th>Date</th>
</tr>
</thead>
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<tr>
<td>358</td>
<td>1:20,000</td>
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<td>359</td>
<td>1:20,000</td>
<td>49-2/7</td>
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<tr>
<td>1211</td>
<td>1:80,000</td>
<td>49-7/25</td>
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</table>

This survey is generally complete for features above the MHWL and numerous changes have occurred since the compilation of the largest scale chart No. 293. Field inspection did not provide, however, for identification of many offshore rocks and such features as Horseshoe Reef, Black Ledge, and a rock shown SW of the west side of Groton Long Pt.
Three cuts on the rock on Black Ledge and 2 cuts on the rock on Horseshoe Reef confirm the position of those features as charted. No position could be determined for the other rock 150 meters off Groton Long Pt. near buoy N°16 C°. Likewise the numerous rocks north and west of Pine Island, Jupiter and Bushy Pt's., should be investigated by the hydrographic party.

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

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

66. Adequacy of Results and Future Surveys:

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

No horizontal accuracy tests were made for this sheet.

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

Reviewed by:

Roscov J. French
Roscov J. French

Approved by:

Chief, Review Section
Division of Photogrammetry

Chief, Nautical Chart Branch
Division of Charts

Chief, Div. of Photogrammetry

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

<table>
<thead>
<tr>
<th>DATE</th>
<th>CHART</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
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<tr>
<td>5/22</td>
<td>357</td>
<td>Pugari</td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td>2/24-55</td>
<td>359</td>
<td>Evick</td>
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<tr>
<td>6/12</td>
<td>359</td>
<td>Heles Mac Lean</td>
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<tr>
<td>12/13-72</td>
<td>358</td>
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<td>Before After Verification and Review</td>
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</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.