U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey: SHORELINE—PHOTOMETRIC
Field No.: Ph-31(48)F
Office No.: T-9093

LOCALITY
State: CONNECTICUT
General locality: CONNECTICUT RIVER
Locality: GOOSE ISLAND TO EUSTASIA ISLAND

1948

CHIEF OF PARTY
R. J. Sipe—Chief of Party
G. W. Clark—Portland Photogrammetric Office

LIBRARY & ARCHIVES
DATE: JUL 20 1954
Cht 266

App'd 10/18/65 etc

thru

BP68518 (Part 7)

Cht 1212 - FULLY APPLIED

DLP 6-18-73

215: see history

4 20
DATA RECORD

T - 9093

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

Photogrammetric Office (III): Portland, Oregon  Officer-In-Charge: Charles W. Clark
Instructions dated (II) (III): 9 April 1948 (Field)  Copy filed in Division of
9 February 1949 (Office)  Photogrammetry (IV)

Office Files.

Method of Compilation (III): Graphic
Manuscript Scale (III): 1:10,000  Stereoscopic Plotting Instrument Scale (III):
Scale Factor (III): None

Date received in Washington Office (IV): 9-5-50  Date reported to Nautical Chart Branch (IV): 8-14-50
Date registered (IV): 18 Nov. 1952

Publication Scale (IV): Publication date (IV): 8-14-50
Geographic Datum (III): N.A. 1927  (DATE OF ISSUE July 1952)
Vertical Datum (III): Mean Sea Level

Mean sea level except as follows:
Elevations shown as (25) refer to mean high water
Elevations shown as (2) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): COOPER, 1934

Lat.: 41° 21.5 50.778°   1566.5 m  Long.: 72° 22.0 28.279"  657.3 m
(284.5 m)  (737.3 m)  Adjusted X

Y = 193.613.53  Unadjusted
X = 703.073.25

Plane Coordinates (IV):

State:
Zone:

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

When entering names of personnel on this record give the surname and initials, not initials only.
Areas contoured by various personnel
(Show name within area)
(ii) (iii)
Shoreline Survey
Camera (kind or source) (III): U.S.C. & G.S. Single lens

PHOTOGRAPHS (III)

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<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
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</thead>
<tbody>
<tr>
<td>8 J 728 to 730</td>
<td>5/2/48</td>
<td>11:11</td>
<td>1:10,000 ratio</td>
<td>0.9 ft. above M.L.W.</td>
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<td>48 J 750 to 754</td>
<td>5/2/48</td>
<td>11:24</td>
<td>1:10,000 &quot;</td>
<td>0.8 ft. &quot;</td>
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* Tidal information applies only during lowest river stages.
(See Field Inspection Report for T-9093 and T-9094 Project Ph-31(48)F sub-heading 7 "Mean High-Water").

Tide (III)

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<tr>
<th>Ratio of Ranges</th>
<th>Mean Range</th>
<th>Spring Range</th>
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<td>1.0</td>
<td>2.6</td>
<td>3.2</td>
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Date: April 11, 1951

Washington Office Review by (IV): Leno T. Stevens

Final Drafting by (IV): A. Berry, J. R. Smith

Drafting verified for reproduction by (IV): L. Kupiec, W. O. Hellum

Proof Edit by (IV): W. Striffler

Date: Nov. 5, 1951

Date: Nov. 6, 1951

Date: June 13, 1952

Date: 8-4-1952

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

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

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

Control Leveling - Miles (II):

Number of Triangulation Stations searched for (II): Recovered: 60 Identified: 15

Number of BMs searched for (III): Recovered: Identified:

Number of Recoverable Photo Stations established (III): None

Number of Temporary Photo Hydro Stations established (III):

Remarks:

F.I. Photos:

46-0 - 2 310 26 21 June 7, 1946
46-8 - 2 3 36 23 1 4 - 44 = 2 8 4 4 - 1.0 1
DATA RECORD

Field Inspection by (II): E.T. Jenkins and R.A. Horn Date: 4/26/48 to 5/21/48

Planetary contouring by (II): __________ Date:

Completion Surveys by (II): __________ Date:

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

Projection and Grids ruled by (IV): __________ Date:

Projection and Grids checked by (IV): __________ Date:

Control plotted by (III): John C. Lajoye Date: 8/11/49

Control checked by (III): Frank H. Elrod Date: 8/15/49

Radial Plot or Stereoscopic Control extension by (III): James L. Harris and J.E. Deal Date: 8/26/49

_________________________________________ Date:

Stereoscopic Instrument compilation (III): __________

Contours __________ Date:

Manuscript delineated by (III): Marie B. Elrod Date: 11/2/49

Photogrammetric Office Review by (III): Ree H. Barron Date: 12/21/49

Elevations on Manuscript checked by (II) (III): __________ Date:
SUMMARY TO ACCOMPANY T-9093

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

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

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

* * * * * * * * *

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

1. A brief description of any historical or procedural matters peculiar to the project.

2. A project index sketch.

3. Important pertinent correspondence.

4. Any special reports (boundary, radial plot, etc.) not already incorporated with Descriptive Reports.

5. Statistical data.

6. A list of classified and accessioned geodetic data filed in the Bureau Archives.

7. A list of supplementary maps and plans, and the file number of Chart Letters forwarded to the Division of Charts.

8. Copies of project instructions.
FIELD INSPECTION REPORT
QUADRANGLES 9093 AND 9094
PROJECT Ph-31 (48)
SUB-PROJECT F

Riley J. Sipe, Chief of Party

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

<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</td>
<td>4-26-48</td>
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<tr>
<td>Engineering Aid</td>
<td>and Inspection</td>
<td>5-21-48</td>
</tr>
<tr>
<td>R. A. Horn</td>
<td>Recovery, Shoreline</td>
<td>4-26-48</td>
</tr>
<tr>
<td>Photogrammetrist</td>
<td>and Inspection</td>
<td>5-21-48</td>
</tr>
</tbody>
</table>

1. **Description of the Area**

The area surveyed includes the Connecticut River from Long Island Sound to, and including a portion of, Deep River, Connecticut; and the land area adjacent to the Connecticut River.
The River in this section is well marked by Aids to Navigation and has adequate water depth for the passage of large barges.
The principal settlements in the locality are Saybrook, Essex and Deep River. The predominant occupation of the inhabitants is manufacturing of all descriptions.

2. **Completeness of Field Inspection**

Field inspection is completely and adequately covered on the photographs.

3. **Interpretation of the Photographs**

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

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

5. **Vertical Control**

Not applicable to this project.

6. **Contours and Drainage**

Not applicable.

7. **Mean High Water**

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

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

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

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

8. **Low Water Line**

The approximate Low Water Line of part of the shores in the quadrangles was indicated by the standard symbol, under the same condition as mentioned in the last sentence of paragraph 7.
9. Wharves and Shoreline Structures

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

10. Details Off-shore from Mean High Water Line

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

11. Landmarks and Aids to Navigation

All landmarks and fixed aids to navigation in the quadrangle were investigated. Form 567 is submitted with the information determined. See also Review Report.

12. Hydrographic Control

Not applicable to this project.

13. Landing Fields and Aeronautical Aids

There is only one landing field within the limits of the quadrangle. This is a very short and narrow strip of land which is the remains of an old trolley line. It should be used only in case of extreme emergency, and then only by very light planes. It is located east of Saybrook. There are no Aeronautical Aids, as such, in this area.

See also Review Report.

14. Roads

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

15. Bridges

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

A new highway bridge is under construction just south of the Old Saybrook-Old Lyme bridge. Adequate information is given on the photographs concerning this bridge. See Supplement to 1941 edition of 'List of Bridges over the Navigable Waters of the United States, 1948, for clearances.
PHOTOGRAFMETRIC PLOT REPORT  
Map Manuscript T-9093  
Project Ph-31(48)F

The radial plot for this map manuscript is described in a combined photogrammetric plot report for map manuscripts no's. T-9092 to T-9094 incl., (1948) and is included in the descriptive report for T-9091 (1948).
PH 3140-F

CONNECTICUT RIVER

△ TRIANGULATION
○ TOPOGRAPHIC STATIONS
○ PHOTOGRAPHS
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR y-COORDINATE</th>
<th>LONGITUDE OR x-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</th>
<th>DATUM CORRECTION</th>
<th>N.A. 1927-DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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<tbody>
<tr>
<td>ESSEX REEF LIGHT</td>
<td>Pg. 142</td>
<td>1927</td>
<td>41° 20'</td>
<td>72° 22'</td>
<td>1301.9</td>
<td>549.1</td>
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<td>PRATT, READ</td>
<td>Pg. 171</td>
<td>1927</td>
<td>41° 23'</td>
<td>72° 26'</td>
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<td>STACK, 1934</td>
<td>Pg. 171</td>
<td>1927</td>
<td>41° 23'</td>
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<td>ST. JOHN'S SCHOOL</td>
<td>Pg. 171</td>
<td>1934</td>
<td>41° 22'</td>
<td>72° 23'</td>
<td>1567.5</td>
<td>283.5</td>
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<td>1934</td>
<td>41° 23'</td>
<td>72° 25'</td>
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<td>ELY'S LANDING, DOCK</td>
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<td>1934</td>
<td>41° 21'</td>
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<td>1934</td>
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<td>ELY'S RED BARN</td>
<td>Pg. 165</td>
<td>1934</td>
<td>41° 21'</td>
<td>72° 20'</td>
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<td>CUFOLA, 1936</td>
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<td>1934</td>
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1 FT. = 3048008 METER
COMPUTED BY J.C. Lejorde DATE 7/21/49 CHECKED BY G. Richter DATE 8/3/49
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<td>DEVILS WHARF</td>
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<td>LINTH, 1856</td>
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<td>BLACK'S TURRET,</td>
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<td>1934</td>
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<td>BOOK HILL, 1861</td>
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<td>1934</td>
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<td>BOWEN'S CHIMNEY</td>
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1 FT. = 0.3048006 METER

COMPUTED BY: J.C. Lajoye
DATE: 7/21/49

CHECKED BY: G. Richter
DATE: 8/3/49
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<td>N.A. 1927</td>
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<td>ESSEX BAPTIST CHURCH TOWER, 1934</td>
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<td>N.A. 1927</td>
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<tr>
<td>BELFREY, 1934</td>
<td>Pg. 166</td>
<td>N.A. 1927</td>
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<tr>
<td>CUFOLA, 1934</td>
<td>Pg. 167</td>
<td>N.A. 1927</td>
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<tr>
<td>ÉVANS' CUFOLA 1934</td>
<td>G-3536</td>
<td>N.A. 1927</td>
<td>41° 21' 00.304&quot;</td>
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<tr>
<td>GRAHAM'S CHIMNEY, 1924</td>
<td>G-3536</td>
<td>N.A. 1927</td>
<td>41° 23' 06.17&quot;</td>
<td>190.3 (1660.7)</td>
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<td>HALL'S BARN GABLE, 1935</td>
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<td>2121.9 (1291.1)</td>
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1 FT = 0.3048008 METER
COMPUTED BY: J.C. Lejoue
DATE: 7/21/49
CHECKED BY: G. Richter
DATE: 8/3/49
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<td>HAMILTONS</td>
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<td>N.A.</td>
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<td>GABLE, 1935</td>
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<td>Pg. 168 1934</td>
<td>41° 22' 54.796''</td>
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<td>72° 20' 29.544''</td>
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<td>HINRICHS, 1934</td>
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<td>HOWARDS CHIMNEY</td>
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<td>439.8 (955.2)</td>
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<td>1935</td>
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<td>Pg. 170</td>
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<td>HUBBARD, 1934</td>
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<td>41° 22' 51.335''</td>
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<td>72° 22' 37.962''</td>
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<td>LORDS HILL WATER</td>
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<td>Pg. 165</td>
<td>41° 21' 25.901''</td>
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<td>799.0 (1052.0)</td>
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<td>TANK, 1934</td>
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<td>Pg. 165</td>
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<td>POTTER AND SNEFF</td>
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<td>Pg. 171</td>
<td>41° 23' 38.518''</td>
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<td>1188.3 (662.7)</td>
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<td>CUPOLA, 1934</td>
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<td>72° 25' 39.367''</td>
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1 ST = 30480068 METER

COMPUTED BY: J. C. Lajoye
DATE: 7/21/49
CHECKED BY: G. Richter
DATE: 8/3/49
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<td>REYNOLDS, 1934</td>
<td>Pg. 144</td>
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<td>12.189''</td>
<td>376.0 (1475.0)</td>
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<td>SCHEIDE'S GABLE</td>
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<td>35.365''</td>
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<td>SEELEY'S SUMMER</td>
<td>G-3536</td>
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<td>93.4 (1300.5)</td>
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<td>HOUSE GABLE, 1935</td>
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<td>ST. JOHN'S MEMORIAL CHURCH TOWER</td>
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<td>1934</td>
<td>41° 21'</td>
<td>08.533''</td>
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<td>ST. JOHN'S SCHOOL TOWER, 1934</td>
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<td>50.602''</td>
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<td>TITANY, 1934</td>
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<td>WHITE, 1934</td>
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<td>Pg. 107</td>
<td>41° 23'</td>
<td>33.935''</td>
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<td>18.350''</td>
<td>566.1 (1284.9)</td>
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1 FT = 304.8006 METERS

COMPUTED BY: J.C. Lajoya          DATE: 7/21/49
CHECKED BY: G. Richter           DATE: 8/3/49
COMPILATION REPORT
Map Manuscript T-9093
Project Ph-31(48)F

Sub-headings 31, 32, 33, 34, 36, 37, 39 and 40 of the compilation report for T-9092 are applicable to the compilation report for T-9093. The words "and Nautical Chart No. 215" should be added wherever "Nautical Chart No. 266" appears in the compilation report for T-9091.

35: SHORELINE AND ALONGSHORE DETAILS:

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

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


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

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

38: CONTROL FOR FUTURE SURVEYS:

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

46: COMPARISON WITH EXISTING MAPS:

A visual comparison was made with the following:


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

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

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

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

Elsewhere numerous minor differences were noted.

Approved:

Charles W. Clark
Officer-in-Charge

Respectfully submitted:

J. Edward Deal, Jr.
Cartographer
PHOTOGRAMMETRIC OFFICE REVIEW
T-9093


CONTROL STATIONS
5. Horizontal control stations of third-order or higher accuracy ___ 6. Recoverable horizontal stations of less than third-order accuracy (topographic stations) ___ 7. Photo hydro stations ___ 8. Bench marks ___

ALONGSHORE AREAS
(Nautical Chart Data)

PHYSICAL FEATURES

CULTURAL FEATURES

BOUNDARIES
31. Boundary lines ___ 32. Public land lines ___

MISCELLANEOUS

40. ___ 41. Remarks (see attached sheet)

FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT
42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

Compiler ___ 43. Remarks: ___
Supervisor ___
48: GEOGRAPHIC NAME LIST:

CHART #215

- Brookway Bar
- Connecticut River
- Deep River (town)
- Deep Creek (tributary of Lord Cr.)
- Eightmile River
- Essex Shoe
- Ely Wharf

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

- Easton Road
- Bokum Road
- Brook Hill Road
- Brookway Landing
- Brookway
- Brookway Island
- Brush Hill Road
- Buckingham Road
- Center Brook (village: one word)
- Connecticut State Highway #6 #15b
- Coach Hole
- Devil's Pond
- Devil's Wharf Light
- Ely Cemetery
- Essex
- Essex Airport
- Evans Lane (in Essex)
- Eustasia Island
- Falls Brook
- Falls River
- Falls River Pond
- Perry Road
- Ely
- Fountain Hill Cemetery
- Foxboro Point
- Goose Island
- Great Meadow
- Grove Street (in Essex)
- Hamburg
- Haymoun Point
- Joshua Creek
- Joshua Town Road
- Joshua Rock (see chart 45)

- Hamburg Cove
- Lord Cove
- Lord Creek
- North Cove (ending with B. N.)
- Selden Creek
- South Cove
- King Lane (not in Essex)
- Lower Pond
- Mack Creek
- Main Street (through Centerbrook)
- Manse Cove (in Essex Boro)
- Middlesex Turnpike
- Mill Pond
- Middle Cove
- Mud River
- New York, New Haven & Hartford R.R.
- North Main Street (not in Essex)
- Nott Street
- Nott Island
- Post Cove
- Pratt Cove
- Prospect Street (in Essex)
- Rat Island
- Rattles Valley Hill
- Rattles Valley Road
- Read Street (in Deep River)
- River Road (one side of river)
- River View Cemetery (in Essex)
- Rogers Pond
- Selden Neck
- St. John's School
- Shippy Hill
- Stump Hill
- Sunset Pond
- Thatchwood Island
- Upper Pond
- West Avenue (west from Essex)
- Young Pond

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

In Deep River:

Additional Streets in Essex: Maple St., Fairview Ave., South Street, Village St., High St., Bridge St., Elm St., Kirkland St., River St., Spring St.
REVIEW REPORT T-9093
Shoreline Manuscript
11 April, 1951

62. Comparison with Registered Topographic Surveys

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

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

63. Comparison with Maps of Other Agencies

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

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

64. Comparison with Contemporary Hydrographic Surveys

None

65. Comparison with Nautical Charts

215  1:20,000  ed. May 1947  rev. December 1948

There are no significant differences between the map and the charts. Refer Accuracy item 49 with reference to chart 215.

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

67. Landmarks and Aids to Navigation:

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

Fixed Aids:

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

HOUSE: Triangulation station
CUPOLA: "
CH. TOWER: "
TOWER "

Ely's Chimney, 1934
Essex Steamboat Landing Cupola, 1934
Essex Baptist Church Tower, 1934
St. John's School Tower, 1934

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

Chart No. 88 (1951). Copy bound with T-3087

68. Landing Fields

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

1. Doane Airport
   Inspected by A. F. Chargois Jan. 24, 1947
   ACA frm. 29A
   N/S Runway: 1700'x200', loam base, sod surface
   NNW/SSE " 1900'x300' " " "

2. ACA Airman's Guide, Vol. 6, No. 1, Mar. 27, 1951
   (non-paved strip)

3. Data Sheets, Connecticut Airports, July 15, 1947
   (boundary)

Reviewed by:

Lena T. Stevens

Approved by:

Chief, Review Section Branch
Div. of Photogrammetry

Chief, Nautical Chart Branch
Division of Charts

Chief, Div. Photogrammetry

Chief, Div., Coastal Surveys