U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRPTIVE REPORT

<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>SHORELINE PHOTOGRAMMETRIC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Field No.</td>
<td>Ph-31(48)F</td>
</tr>
<tr>
<td>Office No.</td>
<td>T-9094</td>
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</table>

**LOCALITY**

<table>
<thead>
<tr>
<th>State</th>
<th>CONNECTICUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>General locality</td>
<td>CONNECTICUT RIVER</td>
</tr>
<tr>
<td>Locality</td>
<td>FROM LONG ISLAND SOUND TO GOOSE ISLAND</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>194 8</th>
</tr>
</thead>
</table>

**CHIEF OF PARTY**

R. J. Sipe-Chief of Party
C. W. Clark-Portland Photogrammetric Office

**LIBRARY & ARCHIVES**

**DATE**

JUL 13 1954
DATA RECORD

T - 9094

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)  9 February 1949 (Office)
Copy filed in Division of 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 Sept 50

Applied to Chart No.  Date:  Date registered (IV): 18 Nov. 1952

Publication Scale (IV): Publication date (IV): (DATE OF ISSUE- JUNE 1962)

Geographic Datum (III): N.A. 1927  Vertical Datum (III): Mean Sea Level

Mean sea level except as follows:
Elevations shown as (25) refer to mean high water
Elevations shown as (3) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): CHADWICK, 1934

Lat.: 41 ° 18'  59.351''  1831.0 m  Long: 72 ° 20' 33.112'' 770.2 m Adjusted X
( 20.0 m)  (625.4 m)  Unadjusted

Plane Coordinates (IV):

Y = 174,303.2  State: Conn.  Zone:

X = 711,934.8  8

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.

Form T: Page 1
Areas contoured by various personnel
(Show name within area)
(II) (III)

*Shoreline Map*
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. Lajcye  
Date: 8/12/49

Control checked by (III): Frank H. Elrod  
Date: 8/17/49

Radial Plot or Stereoscopic: James L. Harris and J.E. Deal  
Date: 8/26/49

Control extension by (III):  
Planimetry  
Date:

Stereoscopic Instrument compilation (III):  
Contours  
Date:

Manuscript delineated by (III): Marie B. Elrod  
Date: 12/20/49

Photogrammetric Office Review by (III): Ree H. Barron  
Date: 3/8/50

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

<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>
<tbody>
<tr>
<td>18</td>
<td>5/2/48</td>
<td>11:01</td>
<td>1:10,000 ratio</td>
<td>0.5 ft. above M.L.W.</td>
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<tr>
<td>43</td>
<td>5/2/48</td>
<td>11:10</td>
<td>1:10,000</td>
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<tr>
<td>48</td>
<td>5/2/48</td>
<td>11:28</td>
<td>1:10,000</td>
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</table>

(See Field Inspection Report for T-9093 and T-9094, Project Ph-31(48)F sub-heading 7 "Mean High-Water").

* The 1948 edition Tide Tables Atlantic Ocean does not indicate that the predicted tides in the area of T-9094 are applicable only to the lowest river stages.

Tide (III)

| Subordinate Station: Saybrook, Jetty, Conn. |

<table>
<thead>
<tr>
<th>Ratio of Ranges</th>
<th>Mean Ranges</th>
<th>Spring Ranges</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.0</td>
<td>2.6</td>
<td>3.1</td>
</tr>
<tr>
<td>1.3</td>
<td>3.5</td>
<td>4.2</td>
</tr>
</tbody>
</table>

Washington Office Review by (IV): [Signature]
Final Drafting by (IV): A. Berry, J. Battle
Drafting verified for reproduction by (IV): C. Kupic, W. O. Kallin
Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III): 12.0
Shoreline (More than 200 meters to opposite shore) (III): 25.6
Shoreline (Less than 200 meters to opposite shore) (III): 12.1
Control Leveling - Miles (II):
Number of Triangulation Stations searched for (II): Recovered: 33 Identified: 13
Number of BMs searched for (II): Recovered: Identified:
Number of Recoverable Photo Stations established (III): 2
Number of Temporary Photo Hydro Stations established (III):

Remarks:

F.I. Photos:
46-6-2304 to 2809
73-22 to 2336
June 7, 1944
SUMMARY TO ACCOMPANY T-9094

Shoreline survey T-9094, scale 1:10,000 (Latitude 41°15' to 20', Longitude 72°18' to 24') 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-9094 is the most southern of the F group maps which 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.
FIELD INSPECTION REPORT
Map Manuscript T-9094
Project Ph-31(48)F

The field inspection report for this map manuscript is part of a combined field inspection report for map manuscripts No's. T-9093 and T-9094 (1948) and is included in the descriptive report for T-9093.
PHOTOGRAHMETRIC PLOT REPORT
Map Manuscript T-9094
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-9091 to T-9094 incl., (1948) and is included in the descriptive report for T-9091 (1948).
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION INDEX</th>
<th>DATUM</th>
<th>LATITUDE OR $y$-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET OR PROJECTION LINE IN METERS</th>
<th>DATUM CORRECTION</th>
<th>N.A. 1927 - DATUM</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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<tbody>
<tr>
<td>CALVES ISLAND</td>
<td>G-3536</td>
<td>1927</td>
<td>$41^\circ 19' 51.236''$</td>
<td>1580.6</td>
<td>1580.6</td>
<td>(270.4)</td>
<td></td>
</tr>
<tr>
<td>LIGHT, 1856</td>
<td>Pg. 164</td>
<td></td>
<td>$72^\circ 21' 01.608''$</td>
<td>37.4</td>
<td>37.4</td>
<td>(1335.8)</td>
<td></td>
</tr>
<tr>
<td>ELY'S WINDMILL, 1934</td>
<td>Pg. 61</td>
<td></td>
<td>$41^\circ 17' 06.279''$</td>
<td>193.7</td>
<td>193.7</td>
<td>(1657.3)</td>
<td></td>
</tr>
<tr>
<td>GRISWOLD POINT WINDMILL, 1934</td>
<td>Pg. 61</td>
<td></td>
<td>$72^\circ 18' 21.686''$</td>
<td>504.6</td>
<td>504.6</td>
<td>(891.7)</td>
<td></td>
</tr>
<tr>
<td>GUARDHOUSE POINT TANK, 1934</td>
<td>Pg. 60</td>
<td></td>
<td>$41^\circ 16' 53.796''$</td>
<td>1659.6</td>
<td>1659.6</td>
<td>(191.4)</td>
<td></td>
</tr>
<tr>
<td>HEARN, 1932</td>
<td>Pg. 4</td>
<td></td>
<td>$72^\circ 23' 05.121''$</td>
<td>1080.4</td>
<td>1080.4</td>
<td>(315.9)</td>
<td></td>
</tr>
<tr>
<td>OLD LYM CONGREGATIONAL CHURCH SPIRE, 1934</td>
<td>Pg. 60</td>
<td></td>
<td>$41^\circ 18' 45.936''$</td>
<td>119.2</td>
<td>119.2</td>
<td>(1277.5)</td>
<td></td>
</tr>
<tr>
<td>BIONOWSKI'S TOWER, 1924</td>
<td>Pg. 60</td>
<td></td>
<td>$72^\circ 21' 13.785''$</td>
<td>1454.2</td>
<td>1454.2</td>
<td>(396.8)</td>
<td></td>
</tr>
<tr>
<td>POWERHOUSE STACK 1934</td>
<td>Pg. 163</td>
<td></td>
<td>$41^\circ 18' 46.222''$</td>
<td>1095.1</td>
<td>1095.1</td>
<td>(210.7)</td>
<td></td>
</tr>
<tr>
<td>SAYBROOK, 1934</td>
<td>Pg. 56</td>
<td></td>
<td>$72^\circ 21' 02.022''$</td>
<td>320.6</td>
<td>320.6</td>
<td>(1075.1)</td>
<td></td>
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<tr>
<td>SAYBROOK BREAKWATER LIGHTHOUSE 1896</td>
<td>G-1246</td>
<td></td>
<td>$41^\circ 15' 47.185''$</td>
<td>1455.7</td>
<td>1455.7</td>
<td>(395.3)</td>
<td></td>
</tr>
<tr>
<td>SAYBROOK BEACON 1924</td>
<td>Pg. 56</td>
<td></td>
<td>$72^\circ 20' 35.611''$</td>
<td>829.0</td>
<td>829.0</td>
<td>(567.7)</td>
<td></td>
</tr>
<tr>
<td>No. 226 (USE), 1934</td>
<td>Pg. 142</td>
<td></td>
<td>$41^\circ 19' 56.076''$</td>
<td>216.5</td>
<td>216.5</td>
<td>(1634.5)</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>$72^\circ 20' 41.883''$</td>
<td>438.5</td>
<td>438.5</td>
<td>(958.1)</td>
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</table>

1 FT. = 30.48006 METER

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<th>Station</th>
<th>Source of Information</th>
<th>Datum</th>
<th>Latitude or μ-coordinate Longitude or λ-coordinate</th>
<th>Distance from Grid or Projection Line in Meters</th>
<th>Datum Correction</th>
<th>N.A. 1927-Datum Distance from Grid or Projection Line in Meters</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. 227 (USE), 1934</td>
<td>Pg. 141</td>
<td>N.A.</td>
<td>41° 19' 56.571&quot;</td>
<td>1745.2 (105.8)</td>
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<tr>
<td>No. 232 (USE), 1934</td>
<td>Pg. 56</td>
<td>&quot;</td>
<td>41° 17' 44.856&quot;</td>
<td>1383.8 (267.2)</td>
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<td></td>
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<tr>
<td>Bridge control</td>
<td>G-3536</td>
<td>&quot;</td>
<td>41° 19' 12.715&quot;</td>
<td>392.3 (1458.7)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>House, 1934</td>
<td>Pg. 163</td>
<td>&quot;</td>
<td>41° 20' 48.632&quot;</td>
<td>1131.1 (264.4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chadwick, 1934</td>
<td>Pg. 141</td>
<td>&quot;</td>
<td>41° 18' 59.351&quot;</td>
<td>1831.0 (20.0)</td>
<td></td>
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<tr>
<td>Champlain, 1934</td>
<td>Pg. 30</td>
<td>&quot;</td>
<td>41° 18' 48.753&quot;</td>
<td>1504.0 (347.0)</td>
<td></td>
<td></td>
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<tr>
<td>Cornfield, 1934</td>
<td>Pg. 55</td>
<td>&quot;</td>
<td>41° 18' 38.457&quot;</td>
<td>1186.4 (664.6)</td>
<td></td>
<td></td>
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<tr>
<td>Cornfield Point</td>
<td>Pg. 55</td>
<td>&quot;</td>
<td>41° 15' 46.924&quot;</td>
<td>1447.6 (403.4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tank, 1934</td>
<td>Pg. 55</td>
<td>&quot;</td>
<td>42° 23' 20.448&quot;</td>
<td>476.0 (920.7)</td>
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<tr>
<td>Daniel's chimney</td>
<td>G-3536</td>
<td>&quot;</td>
<td>41° 19' 21.046&quot;</td>
<td>649.3 (1201.7)</td>
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<td>1934</td>
<td>Pg. 164</td>
<td>&quot;</td>
<td>42° 21' 07.638&quot;</td>
<td>177.6 (1217.9)</td>
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<td>Ferry Hill, 1934</td>
<td>Pg. 30</td>
<td>&quot;</td>
<td>41° 18' 57.754&quot;</td>
<td>1781.7 (69.3)</td>
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<td>Ferry Point, 1934</td>
<td>Pg. 141</td>
<td>&quot;</td>
<td>41° 19' 19.559&quot;</td>
<td>693.4 (1247.6)</td>
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<td>Gardner's chimney</td>
<td>G-3536</td>
<td>&quot;</td>
<td>41° 19' 34.867&quot;</td>
<td>1075.6 (775.4)</td>
<td></td>
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</tr>
<tr>
<td>Chimney, 1934</td>
<td>Pg. 164</td>
<td>&quot;</td>
<td>42° 20' 24.736&quot;</td>
<td>575.3 (820.1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Krupp, 1934</td>
<td>Pg. 30</td>
<td>&quot;</td>
<td>41° 16' 57.043&quot;</td>
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</tr>
<tr>
<td></td>
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<td>&quot;</td>
<td>72° 18' 01.383&quot;</td>
<td>32.2 (1364.1)</td>
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<tr>
<td>STATION</td>
<td>SOURCE OF INFORMATION (INDEX)</td>
<td>DATUM</td>
<td>LATITUDE OR U-COORDINATE</td>
<td>LONGITUDE OR X-COORDINATE</td>
<td>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD / BACK</td>
<td>DATUM CORRECTION</td>
</tr>
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<tr>
<td>OLD LIME INN</td>
<td>G-3536</td>
<td>N.A. 1927</td>
<td>41° 18' 147.172&quot;</td>
<td>72° 20' 05.666&quot;</td>
<td>1455.3 (395.7)</td>
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<tr>
<td>FLAGSTAFF, 1934</td>
<td>Pg. 163</td>
<td></td>
<td></td>
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<td>129.5 (1266.2)</td>
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<tr>
<td>OLD LIME INN, ELE...</td>
<td>G-3536</td>
<td>&quot;</td>
<td>41° 18' 145.861&quot;</td>
<td>72° 20' 04.971&quot;</td>
<td>1414.8 (436.2)</td>
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<tr>
<td>VATED TANK, 1934</td>
<td>Pg. 163</td>
<td>&quot;</td>
<td></td>
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<td>115.6 (1280.1)</td>
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<tr>
<td>RYAN'S GABLE, 1935</td>
<td>G-3536</td>
<td>&quot;</td>
<td>41° 19' 17.249&quot;</td>
<td>72° 21' 05.782&quot;</td>
<td>532.1 (1318.9)</td>
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<td>Pg. 163</td>
<td>&quot;</td>
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<td>134.5 (1261.0)</td>
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<td>SAYBROOK 2, 1948</td>
<td>Office</td>
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<td>41° 17' 11.874&quot;</td>
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<td>338.6 (1512.4)</td>
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<td>COMP.</td>
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<td>SAYBROOK LIGHT-HOUSE 1861</td>
<td>G-3536</td>
<td>&quot;</td>
<td>41° 16' 16.894&quot;</td>
<td>72° 20' 37.013&quot;</td>
<td>521.2 (1329.8)</td>
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</tr>
<tr>
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<td>Pg. 56</td>
<td>&quot;</td>
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<td></td>
<td>861.5 (535.0)</td>
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<tr>
<td>SCHELDS CHIMNEY</td>
<td>G-3536</td>
<td>&quot;</td>
<td>41° 19' 31.202&quot;</td>
<td>72° 22' 06.909&quot;</td>
<td>962.6 (888.6)</td>
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<tr>
<td>1934</td>
<td>Pg. 164</td>
<td>&quot;</td>
<td></td>
<td></td>
<td>160.7 (1234.7)</td>
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</tr>
<tr>
<td>YE CASTLE INN TOWER, 1934</td>
<td>G-3536</td>
<td>&quot;</td>
<td>41° 15' 42.455&quot;</td>
<td>72° 23' 15.463&quot; (1450')</td>
<td>1309.8 (541.2)</td>
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<tr>
<td></td>
<td>Pg. 55</td>
<td>&quot;</td>
<td></td>
<td></td>
<td>360.0 (1036.7)</td>
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</tr>
</tbody>
</table>

1 FT. = 0.3048006 METER

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

35: SHORELINE AND ALONGSHORE DETAILS:

The facts contained in sub-heading 35 of the compilation report for T-9093 are applicable to map manuscript T-9094.

38: CONTROL FOR FUTURE SURVEYS:

Forms 524 are submitted by this office for two objects, which were recommended by the field party as landmarks. These are listed under sub-heading 49 of this report. Forms 624 on file in Div. of Photogrammetry general files.

46: COMPARISON WITH EXISTING MAPS:

A visual comparison was made with U.S.G.S. quadrangles as follows:

LYME, CONN., 7 1/2 min., Scale 1:31,680 preliminary edition 1941
ESSEX, CONN., 7 1/2 min., Scale 1:31,680 edition of 1944

47: COMPARISON WITH NAUTICAL CHARTS:

Comparison was made, by use of the vertical projector, with Nautical Chart No. 215, Scale 1:30,000 last printed 12/27/48, last hand correction date not shown.

There are numerous minor differences between the map manuscript and chart in the shoreline and other planimetric features.

Approved:
Charles W. Clark
Charles W. Clark
Officer-in-Charge

Respectfully submitted:
J. Edward Deal, Jr.
J. Edward Deal, Jr.
Cartographer

Landmarks:
- E. Tower (cable) in 524 Chart: Letter No. 35 (1951)
- W. Tower (cable) in 524
- Guardhouse, Print Tank A
- Ye Castle Jan. Tower A (2 COP on Chart 215)
- Powerhouse Stack A
Recoverable Topographic Stations:

East Tower, Overhead Cable, 1950
West Tower, Overhead Cable, 1950

There were no photo-hydro stations established during the compilation of this map manuscript.
PHOTOGRAMMETRIC OFFICE REVIEW

T-9094

1. Projection and grids
2. Title
3. Manuscript numbers
4. Manuscript size

CONTROL STATIONS

5. Horizontal control stations of third-order or higher accuracy
6. Recoverable horizontal stations of less than third-order accuracy (topographic stations)
7. Photo hydro stations
8. Bench marks
9. Plotting of sextant fixes
10. Photogrammetric plot report
11. Detail points

ALONGSHORE AREAS

(Nautical Chart Data)

12. Shoreline
13. Low-water line
14. Rocks, shoals, etc.
15. Bridges
16. Aids to navigation
17. Landmarks
18. Other alongshore physical features
19. Other alongshore cultural features

PHYSICAL FEATURES

20. Water features
21. Natural ground cover
22. Planetable contours
23. Stereoscopic instrument contours
24. Contours in general
25. Spot elevations
26. Other physical features

CULTURAL FEATURES

27. Roads
28. Buildings
29. Railroads
30. Other cultural features

BOUNDARIES

31. Boundary lines
32. Public land lines

MISCELLANEOUS

33. Geographic names
34. Junctions
35. Legibility of the manuscript
36. Discrepancy overlay
37. Descriptive Report
38. Field inspection photographs
39. Forms

40. Reviewer
41. Remarks (see attached sheet)

FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT

42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

Compiler
Supervisor

43. Remarks:

M-2623-15
GEOGRAPHIC NAME LIST:

- Back River (E. side of Conn. R.)
- Black Hall River
- Cornfield Point
- Connecticut River
- Duck River
- Ferry Point
- Griswold Point
- Guardhouse Point
- Lieutenant River
- Long Island Sound
- Lynde Point
- North Cove
- Oyster River
- Poverty Point
- Poverty Island
- Ragged Neck Creek
- Saybrook Point
- South Cove
- Quarry Hill

As of Sept. 4, 1883—Lyme, Conn., and Essex, Conn.

Ayres Road
Back River (N. of Cornfield Pt.)
Beamon Creek
Black Hall
Bokum Road
Boston Post Road
Calves Island
Chalkers Hill Pond
Duck River Cemetery
Dunks Island
Ferry Road
Farnick
Goose Island
Great Island
Great Hamnock Beach
Hammock Road
Indian Town Harbor
Ingham Ponds
Jacobs Peak
Johnny Cake Hill
Knollwood
Lyme Station
Elm St.

Passed Inspection

Old Post Road
Sunset Avenue
Sunrise Avenue
Plum Bank Cr.
Cypress Cem.

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

- Mill Meadow
- Whipoorwill Road
- Mill Rock Road

Names approved: Saybrook-Lyme Bridge
J-27-51
A.J.U.
REVIEW REPORT T-9094
Shoreline Manuscript
27 March, 1951

62. Comparison with Registered Topographic Surveys:

<table>
<thead>
<tr>
<th>Survey</th>
<th>Scale</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-80</td>
<td>1:10,000</td>
<td>1838</td>
</tr>
<tr>
<td>T-81</td>
<td></td>
<td>1838</td>
</tr>
<tr>
<td>T-297</td>
<td></td>
<td>1850</td>
</tr>
<tr>
<td>T-1568</td>
<td></td>
<td>1883-85</td>
</tr>
<tr>
<td>T-2025</td>
<td></td>
<td>1890-92</td>
</tr>
<tr>
<td>T-5081</td>
<td></td>
<td>1933</td>
</tr>
<tr>
<td>T-6759b</td>
<td></td>
<td>1946</td>
</tr>
</tbody>
</table>

Except for contours and off-shore details, T-9094 supersedes the older surveys in common areas.

63. Comparison with Maps of Other Agencies:

<table>
<thead>
<tr>
<th>USE</th>
<th>Essex</th>
<th>Scale</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>USE</td>
<td>Lyme</td>
<td>1:25,000</td>
<td>1947</td>
</tr>
</tbody>
</table>

64. Comparison with Contemporary Hydrographic Surveys:

None

65. Comparison with Nautical Charts:


Numerous obstructions on either side of the river channel and a sunken wreck at Saybrook Point do not appear on the map manuscript. No offshore inspection was required by the field inspection instructions.

66. Accuracy

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

67. Bridges:

Seven bridges appear on T-9094. Five are listed in the USE Bridge List for 1941 and one in the 1948 Supplemental List.

<table>
<thead>
<tr>
<th>Lieutenant River</th>
<th>Bridge List</th>
<th>Map Manuscript</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;</td>
<td>H=45 ft. V=5.3 ft.</td>
<td>H=not given V=skiff</td>
</tr>
</tbody>
</table>

"Hwy (F)" and "Hwy. (U.S. No. 1)(F)" only.
Connecticut River:  | Bridge List | Map Manuscript |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Hwy (U.S.No.1) (B)</td>
<td>H=200 ft. V=29.6 ft.</td>
<td>H=200 ft. V=</td>
</tr>
<tr>
<td>7 spans)</td>
<td>(central span) (planned)</td>
<td></td>
</tr>
</tbody>
</table>

No review adjustment of the field inspection figures can be made for the Lieutenant River Bridges because the day and the time of inspection was not given. Because Lieutenant River is navigable by skiff only at Old Lyme, adjustment of the figures is not essential.

Reviewed by:

Lena T. Stevens

Approved:

Chief, Div. of Photogrammetry  
Chief, Div. of Coastal Surveys

Chief, Review Section  
Chief, Nautical Chart Branch

Division of Charts