

1751<sup>a</sup>

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Department of Commerce and Labor COAST AND GEODETIC SURVEY <i>D. H. Titman</i> Superintendent.
State: <i>Conn.</i>
DESCRIPTIVE REPORT. <i>Hyd.</i> Sheet No. <i>1757</i>
LOCALITY: <i>Lockness Island</i> <i>to Sheffield Pt.</i>
1914
CHIEF OF PARTY: <i>Paul C. Whitney</i>

11-4045

Descriptive Report  
to accompany Hydrographic Sheet  
Along North Shore of Long Island Sound  
Cockenoes Island to Sheffield Island  
Conn.

September- December, 1914

Str. Hydrographer

Paul C. Whitney

Chief of Party.

The hydrography on this sheet was executed in accordance with instructions of May 14, 1914.

The boat sheet used was a bromide print of the original hydrographic sheet, executed in 1885, by Lt. S. C. Paine, U.S.N., and accompanys this report as the smooth sheet. On this bromide there were drawn by the Office, splits to be run and special developments to be made, all of which were executed.

The signals used were those already plotted on the sheet and some additional ones furnished by the Office resulting from the triangulation of 1904. These are distinguished from the older stations by being plotted in red. Plottings in blue are hydrographic determinations with the sextent.

On this sheet two hitherto uncharted shoals were found. The examinations of these are recorded, for the one in Cockenoes Harbor, on pages 49 - 50 Vol. 2 and the one south of Goose Island on pages 52 - 53, same volume

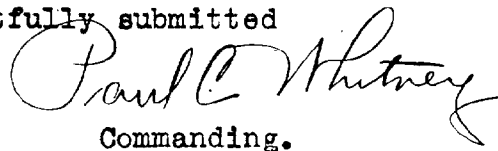
A 22 foot sounding south of Sheffield Island was searched for, but without success. This examination is recorded on pages 54 - 55, Volume 2.

A dredged cut leading to a wharf at Wilsons Point, was sounded out with a close system of lines. This work was plotted on a 1/5,000 scale sheet and sent to the Office as advanced information. The wharf is leased by the Standard Oil Company from the New York, New Haven and Harford R. R. and is used by them to land oil through a pipe-line to tanks a mile inland. There is also a railroad connection to the main line of the New Haven. This new survey shows quite a shoaling up of the entrance, abreast of Bell Island and a shoal depth of 11 feet abreast of the wharf. To carry the best water to the wharf bring the water tank on Wilsons Point in range with the radio pole, until 1/4 mile off the wharf, then steer for the end of the wharf.

The rocky area south of Goose Island and the entrance to Cockenoes Harbor was examined very closely

Tides were read at South Norwalk, the staff being erected at the South Norwalk Yacht Club Pier. The plane of reference used reads 2.4 feet on the staff and is based on levels run from two E. S. Engineer's bench marks, in the vicinity. On the last day, December 3, 1914, for some of the Wilson Point work, tides were read at Stamford.

Respectfully submitted



Commanding.

List of Statistics  
to accompany Hydrographic Sheet  
Along North Shore of Long Island Sound  
from  
Cockenoes Island to Sheffield Island  
Conn.

September - December, 1914

Str. Hydrographer

Paul C. Whitney

Chief of Party

Date 1914	Vol.	Let.	Miles	Soundings	Positions	Vessel
Sept. 21	1	a	5.0	279	50	Launch 51
" 22	1	b	9.5	543	105	"
" 23	1	c	6.5	366	66	"
" 24	1	d	7.25	387	68	"
" 25	1	e	8.0	463	84	"
" 25	2	e	8.25	374	60	"
Oct. 1	2	f	9.5	587	119	"
" 2	2	g	9.75	620	122	"
" 6	2	h	0.5	76	17	"
" 7	2	k	5.5	289	71	"
" 7	3	k	0.1	13	2	"
" 8	3	l	3.0	314	62	"
Dec. 3	3	m	1.0	81	18	"
Totals	3	11	73.85	4392	844	"

Tide Staff at South Norwalk Yacht Club Pier, Plane of reference  
reads, 2.4 feet on staff.

VEC

Mar. 2, 1915  
L. P. S.

HYDROGRAPHIC SHEET 1751a.

Long Island Sound, Cokenoes Island to Sheffield Island,  
Connecticut, by Assistant P. C. Whitney in 1914.

TIDES.

	South Norwalk ft.	Stamford Yacht Club ft.
Mean low water, or plane of reference on staff	2.4	2.0
Lowest tide observed " "	1.7	0.2
Highest " " " "	10.9	10.9
Mean range of tide	7.0	7.3

Index

Hyd. Sheet No. 1751B

This sheet was projected and the positions plotted on brown paper. This was then traced on a piece of vellum and the soundings plotted and inked on the vellum, which will serve as the smooth sheet.

This sheet was compared with the original sheet - Hyd. Sheet No. 1751 - and was found to conform very closely to it at points where soundings were common to both sheets. The curves were penciled on the vellum and were drawn so as to conform as nearly as possible to those on the old sheet.

The area covered by this new survey comprises only a part of that covered by the original survey.

Lyman E. Robinson.

Prof. Plotted and inked by L.E.R., 24, 1885.

Rev. by S. L. K.

Names in red ink should be heavier

E.R.