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JAN 31 1901 02159

Diag. Cht. No. 1211-1 & 1211-2

U. S. G. & G. SURVEY  
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JAN 31 1901  
Acc. No. 52571

Descriptive Report  
to accompany  
Hydrographic Sheet No. 2473  
Surveyed by Party of  
Henry L. Merwin  
Assistant  
in August, 1900.

2473

Title.

Treasury Department  
U.S. Coast and Geodetic Survey  
Henry A. Fitchett Supdt.

Thomas River  
New London N.H. Bridge to Naval Station.  
Connecticut  
Assistant - H. L. Marindin Chf of Party.  
August 15<sup>th</sup> to August 21<sup>st</sup>  
— 1900 —

Scale.  $\frac{1}{5000}$

Observers: F. M. Little Assnt.  
F. H. Ainsworth 1<sup>st</sup> Watch Officer  
Recorder: Dyer Smith  
Leadman: Andy White, Jr. Mast 2<sup>d</sup> cl.  
Coxswain: John Peterson 3<sup>d</sup> cl.  
Tide Obsvr. N. W. Cantwell Jr.

Statistics

1900	Letter	Book
Aug. 15	a	1
" 17	b	1
" 18	c	1 & 2
" 20	d	2
" 21	e	3
no Sqr Naut. Miles		

- Note: The soundings are expressed in feet and refer to Mean Low Water.

The 12 foot curve is shown thus

" 18 "

" 24 "

" 27 "

Tides: The Datum Plane is mean low water as determined by 354 consecutive tides registered by Automatic Tide gauge at the Naval Station, between May 12<sup>th</sup> and November 17<sup>th</sup> 1899.

The mean range of tides at Naval Station = 2.58 feet.

Bench Mark: B.M. is the top of a hole drilled into a ledge of rock at the Old Ice House Dock at Naval Station 21.5 feet shoreward from a large boulder in the water and which is 66 feet south of S.E. corner of main building on Wharf.

The top of hole is 8.95 feet above mean low water and 10.848 feet above zero of staff.

M.L.W. on staff = 1.90 feet.

The tide staff was nailed to a spike on the southern face of the wharf, on that part extending from the T shoreward.

This plane of mean low water has been adopted by the U.S. Engineer in charge of the District, Major Smith S. Leach for reference of slogs in the Harbor of New London and the Thames River.

Another Bench Mark was established on the outer end of the Stone Dock of the Central Vermont R.R. just below the New London R.R. Bridge, but outside of the limits of this Sheet. The description of this <sup>and reference</sup> Bench Mark to that at New London Naval Station, will be found

in the Descriptive report of the Hydrographic Sheet for the Entrance into the Thames River, surveyed this same season.

The resurvey of the lower part of the Thames River was made by request of the Naval Authorities who represented that many changes had taken place along the Channel but especially above the New London N.R. Bridge up to the Naval Station. The location of a new R.R. road line on the left bank of the river close to the water's edge was reported to have changed the depths in the Channel which here runs close to that shore. In the vicinity of the long dock at the Naval Station considerable dredging had been done by the naval authorities so that all in all it was desirable to have a resurvey. The commerce on the Thames River consists mainly in coal traffic up to Allgys Point where it is transferred from the barges to the Rail roads terminating at the Point. It has been reported that barges drawing 20 feet of water have under favorable conditions of tide been towed up to Allgys Point.

Numerous passenger excursion Steamers run up to Norwich during the summer season, these run out to Fisher's Island, and Watch Hill and across the Sound to Long Island points. These are well patronized.

Harry L. Menden, Asst.  
Chief of Party