2474

Desc. Sht. No. 1211-2

Descriptive Report

to accompany

Hydrographic Sheet No 2474

Surveyed by Party of

Henry L. Marindin

Assistant

in September 1900.

2474

Title:

Treasury Department
U.S. Coast and Geodetic Survey
Henry S. Pritchett Supt.

Thames River
Below New London R.R. Bridge
Connecticut.
Assistant H.L. Marindin, Chief of Party -
September 7 to September 22
— 1900 —
Scale 1/5,000

Observers: F.M. Little, Assistant
F.H. Ainsworth 1st Watch officer.
Recorder: Dyer Smith
Leadsman Andy White 1st Instr 2d cl.
Coxswain Joen Pellerson 1st Instr: 3d cl.
Tide Observer: R.W. Cantwell Jr.

Statistics

1900	Letter	Book	Remarks
Sept 7	h	5	
" 8	i	5	
" 10	k	5	
" 13	m	5	
" 14	n	5 & 6	
" 19	o	6	
" 20	p	6	Dragging for obstructions
" 21	q	6	Hunting for rock in Greens Harbor

The line used was 300 feet in length so that the width actually dragged over by the light of the line was at least 300 feet; by repeating this run twice up the channel a zone of 600 feet in width was actually passed over by the drag.

New London is the terminus of the Norwich Line of steamers from New York making daily trips.

Henry L Marindin
Asst. in Charge of Party

NOTE: The soundings are expressed in feet and tenths and refer to Mean Low Water.
The 24 foot curve is shown thus
" 27 " " " " "
The tinted space shows the area dragged over for obstructions to navigation, none were discovered.

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 and November 17–1899 and referred by simultaneous observations to gauges at Pequot No. Dock and at Central Vermont Stone Dock.

Bench-Marks:

At Pequot House Dock, B.M.1. High point of rock surrounded by rough circle about 8 feet from end of sea wall on S side of Stone Pier, Letters U S B.M. cut in rock on N side of Bench mark

B.M.1, above zero of staff	10.22 ft.
" " M.L.W.	8.85 ft.
Mean Low Water on staff	=	1.37 ft.

B.M.2: Top of iron spike set with lead in hole drilled into rock near N side of Stone Pier and sea wall at Pequot House. Letters B M are cut in rock on E side of Bench.

B.M.2 above zero of staff	=	6.00 ft.
" " M.L.W.		4.63 "
Mean Low Water		

The resurvey of the deep water channel between the 30 foot contour at the mouth of the Thames River in Long Island Sound, and the same depth in the hole just below the New London R.R. Bridge covered the two shoal places over which a vessel

has to pass in entering the inner harbor of New London.

The vessels entering the Harbor and also those passing out do not as a rule run up the deepest water channel but follow closer to the left bank. The reason for this proceeding I have been unable to ascertain but I infer from the fact that during the summer season the harbor is full of yachts who anchor near the right bank because on the right of the river are situated the principal hotels and Club Houses, it has become customary for steamers and other craft to pass on the side of the river which is free from vessels at anchor. The depth of water along the Left bank is sufficient for vessels which use this harbor.

About 26 feet at mean low water is the controlling depth over the shoalest part of the channel into the Harbor.

The examination was limited to the 24 foot depth on each side of the channel and to the 30 foot contours in the Sound and in the deeper water at and below the N Road Bridge.

The towing within the harbor is mainly performed by the "Thames Towing Co" they also perform the greater share of the towing of coal barges to Allyns Point and to Norwich.

During the summer season numerous excursion boats ply between New London and Fishers Island Watch hill and points on the Long Island shore some of them starting from Norwich.

The colored area represents the width of channel dragged over for obstructions to navigation the method pursued was by chartering two tug boats which were kept at an extended distance apart while they dragged a rope heavily weighted as secured by the end at the stern of the boats