

13307

13307

NOAA FORM 76-35

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEY

DESCRIPTIVE REPORT

Type of Survey *Shoreline (Photogrammetric)*...Job No. *PH-6815*..... Map No. *T-13307*.....Classification No. Edition No. *4*.....*FIELD EDITED MAP*

LOCALITY

State *Connecticut*.....General Locality *Connecticut River*.....Locality *Middle Haddam*.....

1968 TO 1969

REGISTRY IN ARCHIVES

DATE

DESCRIPTIVE REPORT - DATA RECORD

T-13307

①

PROJECT NO. (II):

PH-6815

FIELD OFFICE (III):

None

CHIEF OF PARTY

PHOTOGRAMMETRIC OFFICE (III):

Atlantic Marine Center, Norfolk, VA

OFFICER-IN-CHARGE

Alfred C. Holmes, Director

INSTRUCTIONS DATED (II) (III):

Aerotriangulation and Compilation - Dec. 4, 1968
Office - Amendment I - Jan. 14, 1969

METHOD OF COMPILATION (III):

Wild B-8 Plotter and Graphic

MANUSCRIPT SCALE (III):

1:10,000

STEREOSCOPIC PLOTTING INSTRUMENT SCALE (III):

1:10,000 Pantographed to 1:10,000
1:20,000 " " 1:10,000

DATE RECEIVED IN WASHINGTON OFFICE (IV):

DATE REPORTED TO NAUTICAL CHART BRANCH (IV):

APPLIED TO CHART NO.

DATE:

DATE REGISTERED (IV):

JUL 29 1974

GEOGRAPHIC DATUM (III):

N.A. 1927

VERTICAL DATUM (III):

~~MEAN LOW WATER~~ HIGH WATER
EXCEPT AS FOLLOWS:

Elevations shown as (25) refer to mean high water

Elevations shown as (5) refer to sounding datum

i.e., mean low water ~~or mean lower low water~~

REFERENCE STATION (III):

Paper Rock Light 1891

LAT.:

41°33'31".91 984.5m

LONG.:

72°34'38".04 881.5m

☒ ADJUSTED☐ UNADJUSTED

PLANE COORDINATES (IV):

y = 264,400.68 FT.

x = 647,284.77 FT.

STATE

Connecticut

ZONE

MAN 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.

DESCRIPTIVE REPORT - DATA RECORD

(2)

T-13307

FIELD INSPECTION BY (III): None		DATE:
MEAN HIGH WATER LOCATION (III) (STATE DATE AND METHOD OF LOCATION): Air Photo Compilation - Oct. 1, 1968 Date of Photography		
REFER TO THE FIELD EDIT REPORT (PAGE 18, ITEM 52)		
PROJECTION AND GRIDS RULED BY (IV): A. Bethea		DATE Nov. 21, 1968
PROJECTION AND GRIDS CHECKED BY (IV): L. Van Scoy		DATE Nov. 26, 1968
CONTROL PLOTTED BY (III): Aerotriangulation - J. Minton Triangulation - A.C. Rauck, Jr.		DATE March 3, 1969 March 18, 1969
CONTROL CHECKED BY (III): Aerotriangulation - J. Steinberg Triangulation - C. Bishop		DATE March 3, 1969 March 18, 1969
RADIAL PLOT OR STEREOSCOPIC CONTROL EXTENSION BY (III): I.I. Saperstein		DATE Jan. 16, 1969
STEREOSCOPIC INSTRUMENT COMPILATION (III):		DATE
PLANIMETRY L.O. Neterer, Jr.		4/30/69
Reviewed By: A.C. Bishop & A. Rauck		4/30/69
CONTOURS		DATE
Inapplicable		
MANUSCRIPT DELINEATED BY (III): A.C. Rauck, Jr.		DATE May 23, 1969
SCRIBING BY (III): Rockville Office		DATE 3/10/72
PHOTOGRAMMETRIC OFFICE REVIEW BY (III):		DATE
Compilation C.H. Bishop		May 28, 1969
Field Edit R.E. Smith		May 25, 1970
Scribing and Stick Up F. Margiotta		7/21/1972
REMARKS: Field Edit:- R. E. Kesselring DATE Oct. 1969		

DESCRIPTIVE REPORT - DATA RECORD

T-13307

(3)

ERA (KIND OR SOURCE) (III):

Type "E" Wild RC-8

PHOTOGRAPHS (III)

NUMBER	DATE	TIME	SCALE	STAGE OF TIDE
68E(c)-7965	Oct. 1, 1968	11:00	1:40,000	1.8' Above M.L.W.
68E(c)-8008-8010	"	12:07	1:20,000	1.4' " "
68E(c)-8018-8020	"	12:21	"	1.3' " "

Predicted TIDE (III)

	RATIO OF RANGES	MEAN RANGE	SPRING RANGE
REFERENCE STATION: New London, Conn., State Pier		2.6'	3.1'
SUBORDINATE STATION: Portland, Conn.		2.0'	2.4'
SUBORDINATE STATION:			

WASHINGTON OFFICE REVIEW BY (IV): Bernard Kurs

DATE:
October 18, 1972

PROOF EDIT BY (IV):

DATE:

NUMBER OF TRIANGULATION STATIONS SEARCHED FOR (II): 6

RECOVERED:
6IDENTIFIED:
3

NUMBER OF BM(S) SEARCHED FOR (II):

None

RECOVERED:
NoneIDENTIFIED
None

NUMBER OF RECOVERABLE PHOTO STATIONS ESTABLISHED (III): None

NUMBER OF TEMPORARY PHOTO HYDRO STATIONS ESTABLISHED (III): None

REMARKS:

④

T-13307

COMPILATION RECORD	COMPLETION DATE	REMARKS
Compilation Complete Pending Field Edit	May 23, 1969	Superseded
Field Edit Applied Compilation Complete	April 3, 1970	SUPERSEDED *SEE BELOW
Final Review	Oct. 18, 1972	

* CHART MAINTENANCE PRINT (ADVANCE MANUSCRIPT COPY)
FORWARDED TO MARINE CHART DIVISION, JULY 17, 1970
SCRIBING AND STICK-UP COMPLETED, 7/21/1972
CHART MAINTENANCE PRINT (FINAL REVIEWED COPY)
FORWARDED TO ROCKVILLE OFFICE, DEC. 15, 1972
- To Marine Charts, July 1974

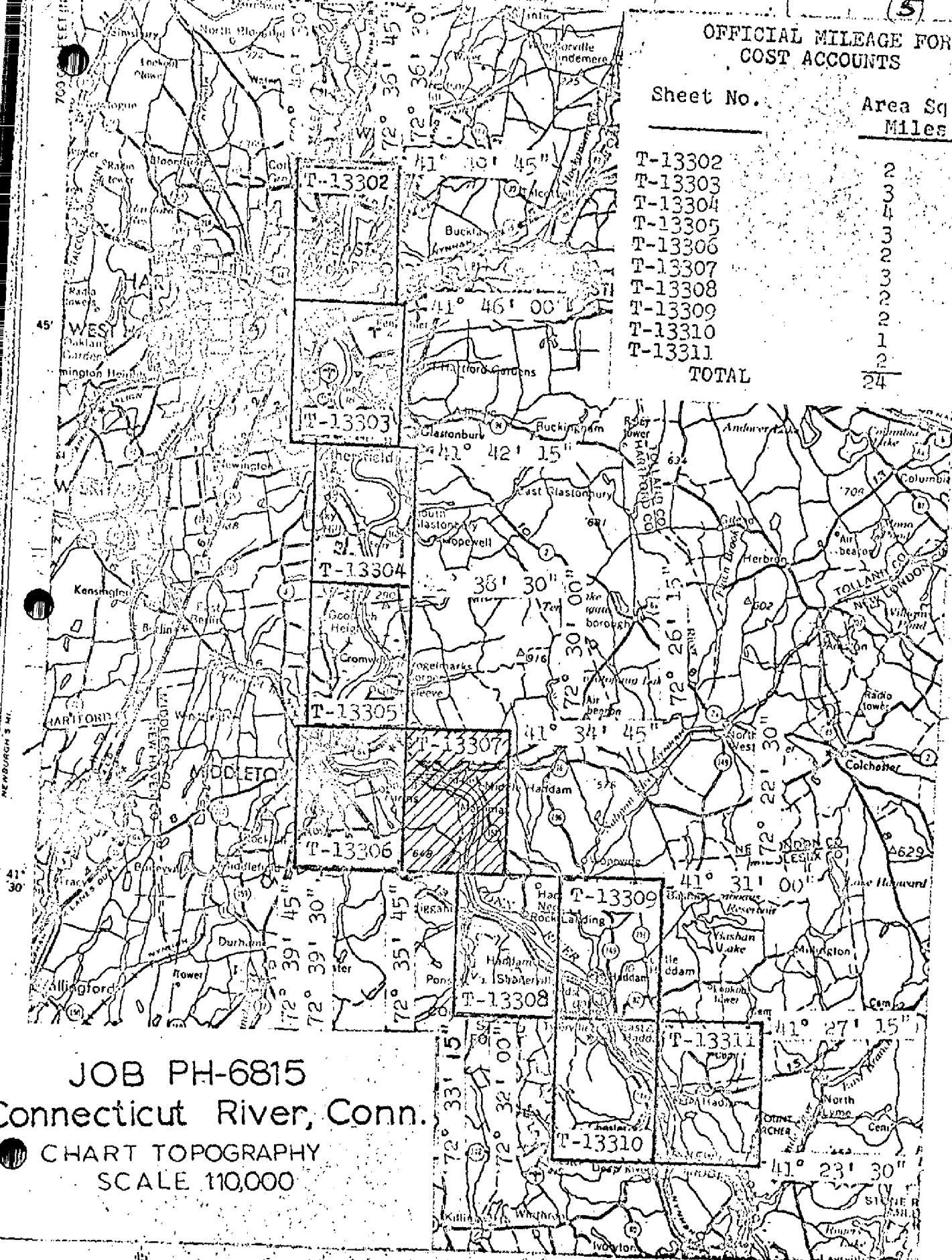
OFFICIAL MILEAGE FOR
COST ACCOUNTS

Sheet No. _____

Area Sq.
Miles

T-13302	2
T-13303	3
T-13304	4
T-13305	3
T-13306	3
T-13307	3
T-13308	2
T-13309	2
T-13310	1
T-13311	2
TOTAL	24

600 000 FEET (N.Y. L.I.)



JOB PH-6815
Connecticut River, Conn.

CHART TOPOGRAPHY
SCALE 10,000

6

SUMMARY TO ACCOMPANY

DESCRIPTIVE REPORT T-13307

Shoreline survey T-13307 is one of 10 similar surveys in project PH-6815. The primary purpose of the project is to provide up-to-date shoreline and photo-hydro support data for the hydrographic surveys in the Connecticut River area. See page 5 for the area covered by the project and the location of this survey within the project.

There was no field work prior to compilation with the exception of premarking of horizontal control. ~~for identification prior to the flying of photography.~~

Compilation was at 1:10,000 scale by ~~Wild D-8~~ ^{Stereo-} Plotter ^{and graphic methods} using photography of October, 1968. Copies of the incomplete manuscript along with specially prepared photographs and ozalids were furnished for the transfer of the shoreline to the boat sheet, photo hydro support use and field edit.

The compilation manuscript is a vinylite sheet 3 minutes 45 seconds in latitude by 3 minutes 45 seconds longitude. After field edit data was applied the survey was scribed and reproduced on cronaflex. Final review was at the Atlantic Marine Center in October 1972. One cronaflex positive and negative of the final reviewed survey are forwarded for record and registry.

FIELD INSPECTION REPORT

PH-6815

T-13307

There was no field inspection prior to compilation.

(6)

Photogrammetric List Report
Job "H-6015"
Conn. River, Conn.

January 16, 1969

21. Area Covered

This report covers the Connecticut River, Connecticut, from latitudes $41^{\circ}23'30''$ to $41^{\circ}49'45''$ and consists of ten (10) 1:10,000 scale T-sheets, T-13302 thru T-13311.

22. Method

Two (2) 1:40,000 scale and one (1) 1:20,000 scale strips of color photographs were bridged by analytical aerotriangulation methods.

The attached sketch of the strips bridged shows the placement of triangulation used in the final strip adjustments. Closure to horizontal control on Connecticut state plane coordinates are shown for each strip on the IBM readouts.

23. Adequacy of Control

All horizontal control was premarked and appeared on the photographs very clear. Strip 3 was controlled by ties from strip 2 and held very well.

24. Supplemental Data

Vertical control needed for the adjustment was taken from USGS quadrangles.

25. Photography

The definition and quality of the RC-8 "E" color photography were good. Coverage was adequate to compile all sheets.

Cronapague and matte ratio prints have been ordered for the 1:20,000 scale color photographs on black and white base.

Respectfully submitted,

/s/

I. I. Saperstein

Approved and forwarded,

/s/

Chief, Aerotriangulation Section

Connecticut River, Connecticut
Job PH-6815

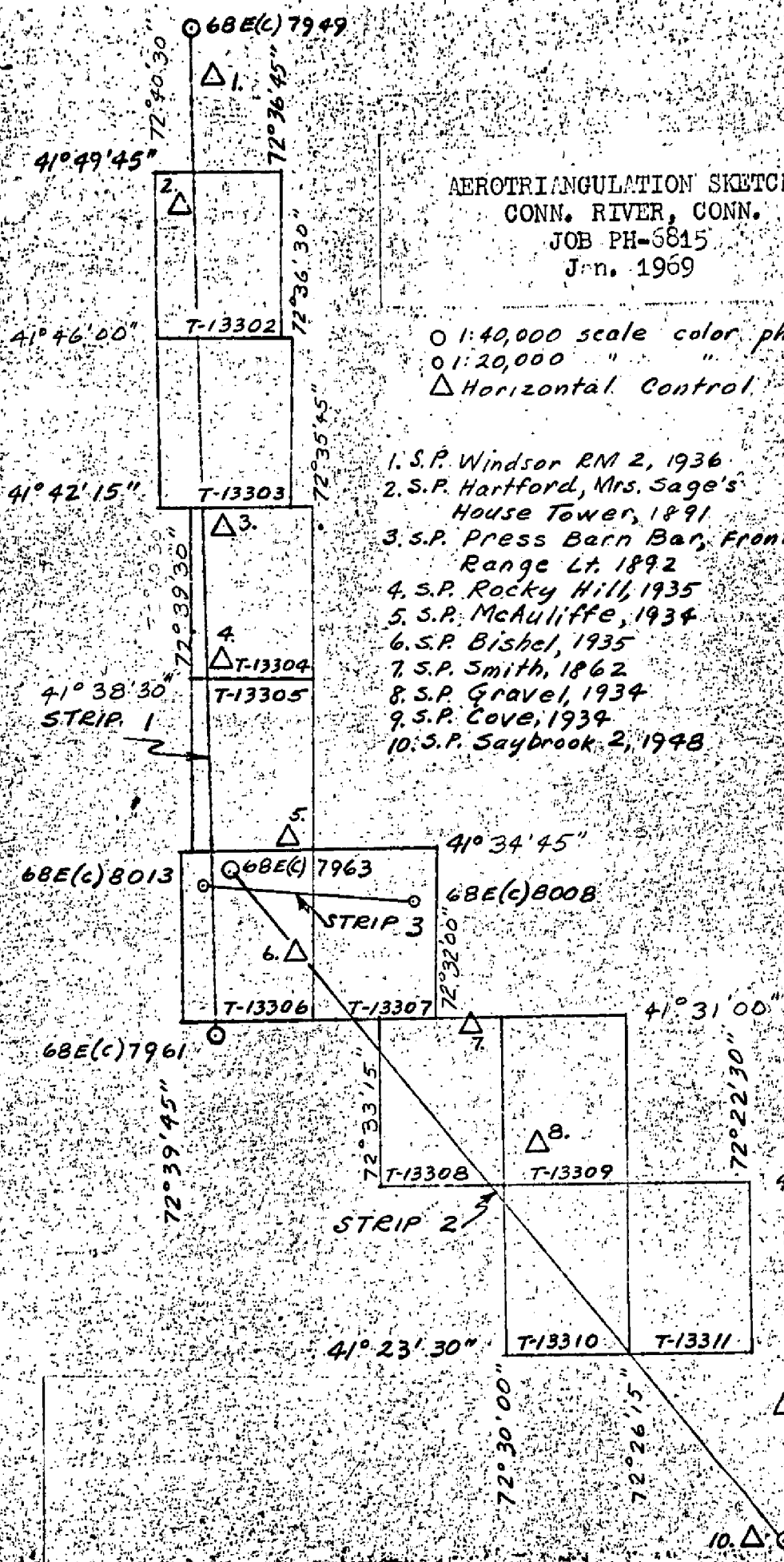
Notes to Compiler

It will be noted that many bridge points classified 500 e.g. 19503 are shown on the IBM readouts and pricked on the 1:20,000 scale contact photographs. These points were to be used to orient the 1:20,000 scale ratio prints for hydro support. This was done by Washington Compilation Office request. Description for each 500 point is included.

AEROTRIANGULATION SKETCH
CONN. RIVER, CONN.
JOB PH-6815
Jan. 1969

○ 1:40,000 scale color photography
○ 1:20,000 " " "
△ Horizontal Control

1. S.P. Windsor RM 2, 1936
2. S.P. Hartford, Mrs. Sage's House Tower, 1891
3. S.P. Press Barn Bar, Front Range Lt. 1892
4. S.P. Rocky Hill, 1935
5. S.P. McAuliffe, 1934
6. S.P. Bishel, 1935
7. S.P. Smith, 1862
8. S.P. Gravel, 1934
9. S.P. Cove, 1934
10. S.P. Saybrook 2, 1948



MAP T-13307

PROJECT NO. PH-6815

SCALE OF MAP 1:10,000

SCALE FACTOR

None

[illegible]

COMPUTED BY A.C. Rauck, Jr.
R.R. White

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CHECKED BY	CHB
	ACR

DATE 3/18/69
2/19/70

COMPILATION REPORT

T-13307

31. DELINEATION

1:40,000 scale models were set on ^{a Stereo -} the ~~Wild B-8~~ plotter for the initial compilation. Minute details were compared against the 1:10,000 scale ratio prints, made from the 1:20,000 scale ~~contact~~ prints, furnished for hydro support data ~~where necessary~~ ^{and} details were added or graphically corrected, ^{where necessary}.

32. CONTROL

Control was adequate. Refer to PHOTOGRAMMETRIC PLOT REPORT, dated Jan. 15, 1969, specifically "NOTE TO THE COMPILER."

33. SUPPLEMENTAL DATA

None

34. CONTOURS AND DRAINAGE

Contours are inapplicable.

Drainage was verified and delineated from office stereoscopic examination of the 1:10,000 scale ratioed photographs.

35. SHORELINE AND ALONGSHORE DETAILS

In a few areas along both shores of the river, the mean high water line was obscured by overhanging trees. There was, however, enough scattered open areas to facilitate delineation of the shoreline to meet required accuracy.

Dart Island, and the large breakwater at the south edge of the manuscript will require edit and verification in the field. These areas are apparently obscured by trees, either at the mean high water line or growing in the immediate foreshore. Delineation of the shoreline was difficult and they were called to the attention of the field editor.

The mean low water line appearing as limits of small sandy beach areas, and shoal and shallow areas were delineated from the ~~low~~ ~~water~~ photography by stereoscopic examination and interpretation.

36. OFFSHORE DETAILS

Offshore details, such as dolphins and other unidentifiable features were delineated by office interpretation and referred to the attention of the field editor for further clarification.

37. LANDMARKS AND AIDS

Photogrammetric evidence of several new probable landmarks, and the apparent removal of several aids were referred to the field editor for his verification.

Forms 567 for landmarks and non-floating aids were submitted to the Rockville, MD, office under date:

June 11, 1970

38. CONTROL FOR FUTURE SURVEYS

None

39. JUNCTIONS

Junctions are in agreement to the south with T-13308, to the west with T-13306. There are no contemporary surveys to the north and east.

40. HORIZONTAL AND VERTICAL ACCURACY

No statement.

41. FIELD EDIT

The field edit for this sheet was well done and all items in question were answered very satisfactorily and cross referenced to the color ratio photographs.

All landmarks and aids were identified and forms 567 submitted.

42 through 45

Inapplicable.

46. COMPARISON WITH EXISTING MAPS

Comparison was made with MIDDLE HADDAM, CT, U. S. Geological Survey quadrangle, scale 1:24,000, issued 1961, and reprinted in 1964.

47. COMPARISON WITH NAUTICAL CHARTS

Comparison was made with U.S.C.&G.S. Chart No. 266, scale 1:20,000, 4th Edition dated Jan. 15, 1968.

ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY

None

ITEMS TO BE CARRIED FORWARD

None

Submitted by:

Albert C. Rauck Jr.
Albert C. Rauck, Jr.
May 26, 1969
June 11, 1970

Approved for forwarding:

Melvin J. Umbach
Melvin J. Umbach, CDR
Chief, Coastal Mapping Division
Atlantic Marine Center

Approved:

Alfred C. Holmes
Alfred C. Holmes
RADM, NOAA
Director, AMC

OCT 4 1972

GEOGRAPHIC NAMES

FINAL NAME SHEETS

Ph-6815 (Conn.)

T-13307

Aircraft Road	Laurel
Carlson Pond	Long Hill Road
Cobalt	Maromas
Cobalt Landing	Middle Haddam
Cobalt Road	Mine Brook
Connecticut River	Moodus Road
Dart Brook	Paper Rock
Dart Island	Riverdale
Great Hill Pond Brook	River Road
Hubbard Brook	Scovill Rock
Hurd Brook	

Approved:

G. P. Meredith
G. P. Meredith
Chief, Scientific Data
and Services Division

Prepared by:

A. J. Wraight
A. Joseph Wraight
Chief Geographer

T-13307

49. NOTES FOR THE HYDROGRAPHER

Shoals and bars indicated on chart 266 have not been compiled.
These were not visible on the photography.

PHOTOGRAMMETRIC OFFICE REVIEW

T-13307

1. PROJECTION AND GRIDS CHB	2. TITLE CHB	3. MANUSCRIPT NUMBERS CHB	4. MANUSCRIPT SIZE CHB
CONTROL STATIONS			
5. HORIZONTAL CONTROL STATIONS OF THIRD-ORDER OR HIGHER ACCURACY CHB	6. RECOVERABLE HORIZONTAL STATIONS OF LESS THAN THIRD-ORDER ACCURACY (Topographic stations) CHB		7. PHOTO HYDRO STATIONS CHB
8. BENCH MARKS CHB	9. PLOTTING OF SEXTANT FIXES RES	10. PHOTOGRAMMETRIC PLOT REPORT CHB	11. DETAIL POINTS CHB
ALONGSHORE AREAS (Nautical Chart Data)			
12. SHORELINE CHB	13. LOW-WATER LINE CHB	14. ROCKS, SHOALS, ETC. CHB	15. BRIDGES CHB
16. AIDS TO NAVIGATION CHB	17. LANDMARKS CHB	18. OTHER ALONGSHORE PHYSICAL FEATURES CHB	19. OTHER ALONGSHORE CULTURAL FEATURES CHB
PHYSICAL FEATURES			
20. WATER FEATURES CHB	21. NATURAL GROUND COVER CHB		22. PLANETABLE CONTOURS XX
23. STEREOSCOPIC INSTRUMENT CONTOURS XX	24. CONTOURS IN GENERAL XX	25. SPOT ELEVATIONS XX	26. OTHER PHYSICAL FEATURES
CULTURAL FEATURES			
27. ROADS CHB	28. BUILDINGS CHB	29. RAILROADS CHB	30. OTHER CULTURAL FEATURES CHB
BOUNDARIES			
31. BOUNDARY LINES XX		32. PUBLIC LAND LINES XX	
MISCELLANEOUS			
33. GEOGRAPHIC NAMES CHB	34. JUNCTIONS CHB		35. LEGIBILITY OF THE MANUSCRIPT CHB
36. DISCREPANCY OVERLAY CHB	37. DESCRIPTIVE REPORT CHB	38. FIELD INSPECTION PHOTOGRAPHS RES	39. FORMS RES
40. REVIEWER Charles H. Bishop		DATE 5/28/69	SUPERVISOR REVIEW SECTION OR UNIT Albert C. Rauck, Jr.
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 R.J. Pate		DATE April 3, 1970	SUPERVISOR Albert C. Rauck, Jr.
Reviewer: R.E. Smith		5/25/70	
43. REMARKS Field Edit Applied From:- Field Edit Ozalid & Color Ratio Photos. No: 68E(c)-8008 thru 68E(c)-8010 68E(c)-8017 thru 68E(c)-8020			

FIELD EDIT REPORT
CONNECTICUT RIVER, CONN.
JOB FH-6815
MAP T-13307

52. ADEQUACY OF COMPILATION

Compilation was adequate. A few minor shoreline changes were indicated. The area of "fast" land at the northwesterly tip of Dart Island is actually awash at MLW. Two bare rocks were compiled as "piers", as were two fallen trees. The mouth of Hurd Brook was incorrectly located and a "pier ruins" was overlooked in the same area. In the case of Hurd Brook and the pier ruins, the corrections were indicated on the field edit ozalid and cross-referenced to the proper photograph. The other details were dealt with on the field edit ozalid, except for the shoreline changes.

At Lat. $41^{\circ} 31.4'$, Long. $72^{\circ} 33.6'$, the mouth of Hubbard Brook was incorrectly mapped. The brook actually turns south just past the railroad track and almost parallels the track till it joins the stream to the south. The correction was inked on the appropriate color photograph and noted, with cross-references, on the field edit ozalid.

The "breakwater" at Lat. $41^{\circ} 31.3'$, Long. $72^{\circ} 33.3'$, is constructed of quarried granite with rock riprap piled in front. Many trees and bushes grow on it. The Corps of Engineers drawings show the structure as a "dike".

The two objects at Lat. $41^{\circ} 32.5'$, Long. $72^{\circ} 33.2'$, are "ice breakers" to protect the pier and pumping station just downstream of them. The "ice breakers" are constructed of quarried granite with a concrete cap. They bare about 12 feet at MLW.

The diked area in the vicinity of Lat. $41^{\circ} 33.2'$, Long. $72^{\circ} 34.3'$, is a "settling basin" for the power plant just upstream of it. The basin is used to settle the colloids from the water that the power plant uses. The water is probably used for the anti-pollution devices of the power plant. The plant has converted from coal to oil fuel. The coal pile visible on the photographs is merely a reserve, as the plant does not have enough oil storage, at present, to meet legal requirements.

Several "dolphins" were mapped near the Laurel Power Plant. These were not dolphins, but floats and the pipe of a dredge that was working in the area at the time. The "dolphins" were deleted from the field edit ozalid.

The New York, New Haven and Hartford Railroad is abandoned downstream of the Laurel railroad siding. See the field edit report for T-11782 for a further discussion on the railroad.

There are no public boat launching ramps within the limits of this map.

54. RECOMMENDATIONS

Recommendations were discussed under this heading in the field edit report for T-13302. They apply to this map, also.

55. EXAMINATION OF PROOF COPY

Mr. Earl E. Maxfield, a senior river pilot of the Connecticut River, will be happy to examine a proof copy of the map. Mr. Maxfield's address is: 1 Roberts Street, Saybrook, Connecticut.

56. LANDMARKS AND NON-FLOATING AIDS FOR NAVIGATION

There are five recommended nautical landmarks on this map. All were office identified and compiled. Several office identified landmarks were deleted, either because they had no value as landmarks, or because it was felt they were superfluous. All landmarks were indexed on form 152 and submitted on form 567.

St. Clements Castle, at Lat. $41^{\circ} 33.4'$, Long. $72^{\circ} 33.9'$, should be mapped as a landmark building. It is a prominent object going up river.

Nine fixed aids to navigation are contained in this sheet. Three of them were office identified and compiled. Paper Rock Light is triangulation. The Sears Shoal Range Lights were located by intersection from triangulation stations before the color photography was available. They are, however, visible on the color photographs. The front range light was erroneously compiled as a "rock awash". White Rock Daybeacon was located with a theodolite fix from photo-hydro stations, plotted on the signal manuscript, scaled off, and entered on form 567.

The Maromas Mooring Dolphin Light and the Maromas pier North and South Lights were located by measurements from identifiable points on the structures they are situated on. Form 152 was submitted for each light and the lights were entered on form 567.

The field editor was requested to check the location of Middle Haddam Light 64. The office identification of the light appears to be accurate. However, a three point sextant fix was taken at the light utilizing Hurd Park Light 62, the "Radio Tower" at Maromas, Paper Rock Light 1891, and a check angle to the easterly elevator tank at Maromas. The fix was listed on the field edit ozalid and also on form 152.

The other fixed aids were verified and submitted on form 567.

57. GEOGRAPHIC NAMES

No evidence could be found of U.S. Highway Alternate 6. The route may very well be "Alternate 6", but it is not so designated by any highway signs. This road, Cobalt Road, is actually Connecticut Highway 66.

Canel Access Road, at Lat. $41^{\circ} 31.8'$, Long. $72^{\circ} 33.9'$, is officially designated AIRCRAFT ROAD. All official highway signs so name this road and local residents confirm it.

No other discrepancies were noted in the names on this map.

58. ROCKS AND SHOALS

Only one rock, at Lat. $41^{\circ} 31.2'$, Long. $72^{\circ} 33.6'$, was compiled. The object compiled is not a "rock awash" but is Sears Shoal Front Range Light. One, fairly important, submerged rock, was found by the hydrographer at Lat. $41^{\circ} 31.6'$, Long. $72^{\circ} 33.4'$. It is submerged 3.0 feet at MLW. This rock is on boat sheet 745-10-5-69, position numbers 407 and 408.

One or two unimportant rocks were located by the field editor on the color photos. They were noted, with cross-references, on the field edit ozalid. Several large bare rocks and a "foul area" were overlooked near the mouth of Great Hill Pond Brook, Lat. $41^{\circ} 33.3'$, Long. $72^{\circ} 33.8'$. Appropriate action was taken with these items. There are no other noteworthy rocks.

There are no proper shoals on this map. There is, however, a large "shallow" area just upstream of Dart Island. A good portion of it is awash at MLW.

A large "shallow" area, just downstream of the Maromas Pier, was overlooked during compilation. The area was outlined on the color photographs and attention was drawn to it, by outlining it, approximately, on the field edit ozalid. One or two smaller "shallow" areas were not compiled. Parts of these bare or awash at MLW and appropriate notations were made on the photos and the ozalid.

59. PHOTOGRAPHY

Photography consisted of black and white copies of color photography and color photographs. The color was used for the field edit. The photography was good. No difficulties were encountered, except along the south bank of the river, near the extreme western limits of the map, where heavy shadows made verification of the MHWL difficult.

60. DISPOSITION OF DATA

The field edit ozalid, field prints containing field edit information and the processed cronapaque office prints, along with all pertinent data were forwarded to the Atlantic Marine Center. The film ozalids, copies of form 567's and copies of form 526's were transmitted to the hydrographic field party. The original form 526's were transmitted to Geodesy.

Richard E. Kesselring
Richard E. Kesselring
Surveying Technician

October 20, 1969

TO BE CHARTED
~~TO BE REVISED~~
~~TO BE DELETED~~

Atlantic Marine Center
May 25 1970

I recommend that the following objects which have ~~these~~ ^{not} been inspected from seaward to determine their value as landmarks be charted on ~~separate~~ ^{new} the charts indicated.

The positions given have been checked after listing by

Albert C. Rauck, Jr.
Albert C. Rauck, Jr.

Allen L. Powell, Director, AMChief of Party.

[illegible]

This form shall be prepared in accordance with Hydrographic Manual, Publication 20.2, Sec. 1-55, 2-39, 6-36, 7-18 to 22 inclusive, and Fig. 79. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. Revisions shall show both the old and new positions. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

TO BE CHARTED
~~TO BE REVERSED~~
~~TO BE DELETED~~

STRIKE OUT TWO

Atlantic Marine Center

I recommend that the following objects which have ~~been~~ not been inspected from seaward to determine their value as landmarks be charted on ~~the~~ new the charts indicated.

The positions given have been checked after listing by

A. C. Rauck, Jr.

Allen L. Powell, Director, AMC Chief of Party.

Allen L. Powell, Director, AMC Chief of Party.

[illegible]

This form shall be prepared in accordance with Hydrographic Manual, Publication 20.2, Sec. 1-55, 2-39, 6-36, 7-18 to 22 inclusive, and Fig. 79. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. Revisions shall show both the old and new positions. The data should be recorded for the chart of the area and not by individual field survey sheets. Information under each column heading should be given.

* TABULATE SECONDS AND METERS

~~TO BE CHARTERED~~
~~TO BE REVISED~~
TO BE DELETED

STRIKE OUT TWO

ENGINEERING AIDS OF LANDMARKS FOR CHARTS

Atlantic Marine Center

April 6 1970

I recommend that the following objects which have ~~have not~~ been inspected from seaward to determine their value as landmarks be ~~retained~~ *retained* (deleted from) the charts indicated.

The positions given have been checked after listing by R. P. L. A. C.

R. J. Pate

Allen L. Powell, Director, AMC	Chief of Party
--------------------------------	----------------

Chief of Party.

[illegible]

This form shall be prepared in accordance with Hydrographic Manual, Publication 20.2, Sec. 1-55, 2-39, 6-36, 7-18 to 22 inclusive, and Fig. 79. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. Revisions shall show both the old and new positions. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

REVIEW REPORT T-13307

SHORELINE

OCTOBER, 1972

61. GENERAL STATEMENT

See summary which is page 6 of the Descriptive Report.

62. COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS

A visual comparison was made with T-9090 and T-9091 July, 1952, at 1:10,000 scale. Discrepancies are noted on the comparison print in blue.

The shoreline of these surveys is superseded by T-13307 for nautical chart construction purposes.

63. COMPARISON WITH MAPS OF OTHER AGENCIES

A visual comparison was made with U.S.G.S. Middle Haddam, CT, 1961, 1:24,000 scale. Discrepancies are noted on the comparison sheet in Brown.

64. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS

Comparison was made with boat sheet H-9052, 10/5/69, 1:10,000 scale. The source of the shoreline appears to be the incomplete manuscript of T-13307. The differences are noted on the comparison ozalid sheet in purple.

65. COMPARISON WITH NAUTICAL CHARTS

Comparison was made with Chart 266, Conn. River, Deep River to Bodkin Rock, 6th Edition, March 25, 1972, 1:20,000 scale. Differences are noted on the comparison ozalid print in red.

66. ADEQUACY OF RESULTS AND FUTURE SURVEYS

This survey complies with the project instructions and ~~appears to~~ meets the National Standards of Map Accuracy.

Submitted by:

Bernard Kurs

Bernard Kurs
Cartographer

Approved for forwarding:

Melvin J. Umbach
Melvin J. Umbach, CDR
Chief, Coastal Mapping Div., AMC

Approved:

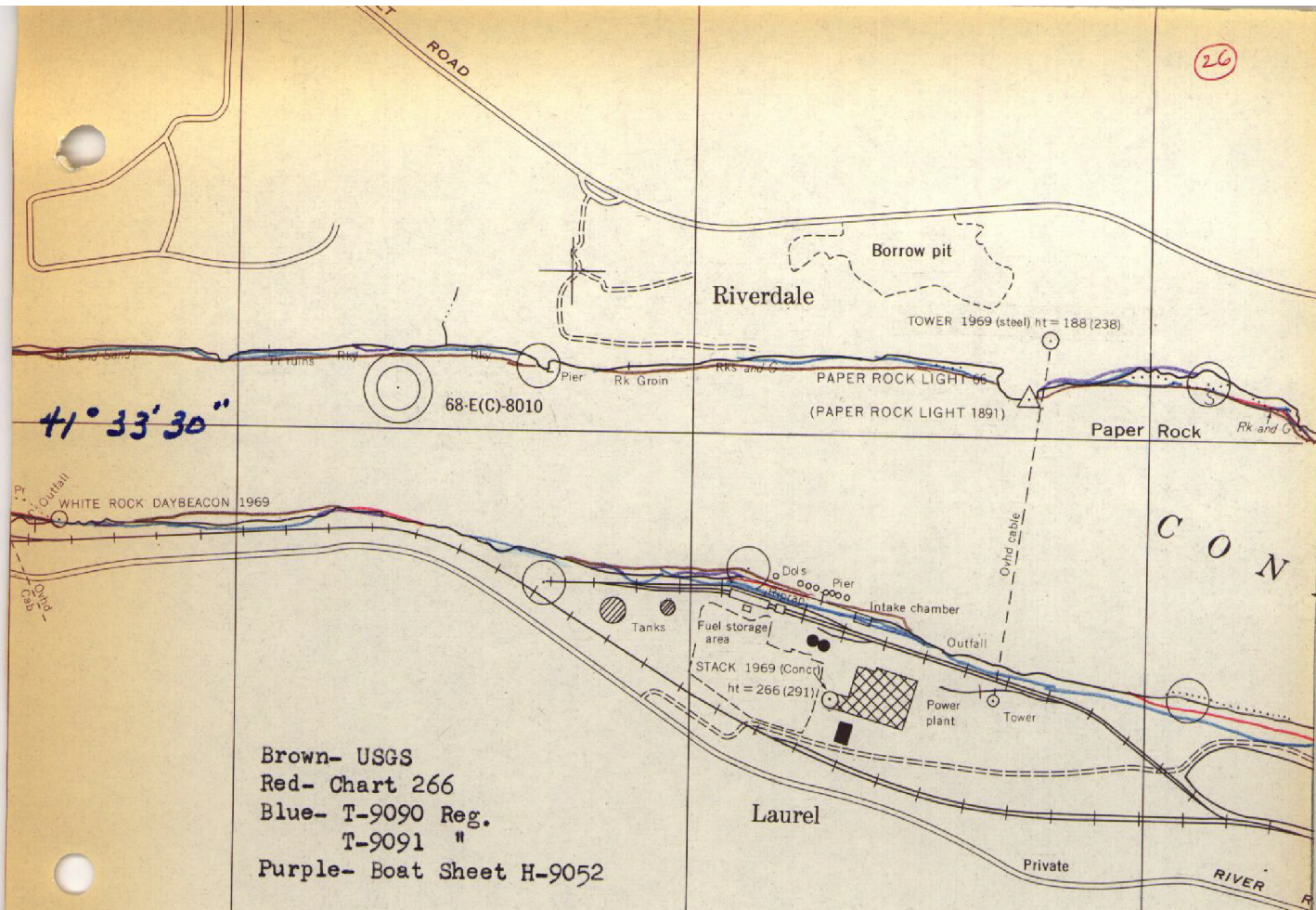
Alfred C. Holmes
Alfred C. Holmes
RADM, NOAA
Director, AMC

Approved:

Charles L. Henn
Chief, Photogrammetric Branch, ^{W&S}

Wesley V. Hill
Chief, Coastal Mapping Division

26



27

Brown- USGS
Red- Chart 266
Blue- T-9090 Reg.
T-9091 "
Purple- Boat Sheet H-9052

66
Cobalt

41° 33' 30"

Cobalt Landing

68-E(C)-8009

NO. 150 (USE) 1934

Wd Bkhd in ruins

Cemetery

Borrow pit

LONG HILL ROAD

MIDDLE

CONNECTICUT RIVER

Dart Island

MIDDLE HADDAM LIGHT 64, 1969

68-E(C)-8020

RADIO TOWER 1969 (Steel)
ht = 200 (340)

Maromas

Dart Brook

Under construction

Cemetery

TANK 1969 (Steel) ht = 143 (283)

TANK 1969 (Steel)
ht = 143 (283)

Ice breakers

Fender Dolphin

Pumping station

Dolphins

Awash MHW *

32° 30'

72° 34'

Brown- USGS
Red- Chart 266
Blue- T-9090 Reg.
T-9091 "
Purple- Boat Sheet H-9052

