

9087

Diag. Cht. No. 1212-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey SHORELINE-PHOTOGRAMMETRIC

Field No. Ph-31(48)F Office No. T-9087

LOCALITY

State CONNECTICUT

General locality CONNECTICUT RIVER

Locality CONNECTICUT RIVER BRIDGE TO WINDSOR,
CONNECTICUT.

194 48

CHIEF OF PARTY

R.J.Sipe , Chief of Party.

C.W.Clark,Portland Photogrammetric Office

LIBRARY & ARCHIVES

DATE Oct 19 - 1953

B-1870-1 (1)

2806

Cht 267 ^{Part} Applied 9-24-65
thru RS-817 GRJ
BP 68518(part 1)

DATA RECORD

T-9087

Project No. (II): Ph-31(48)F Quadrangle Name (IV):

Field Office (II): Washington, N.C.

Chief of Party: Riley J. Sipe

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): JAN 17 1951 Date reported to Nautical Chart Branch (IV): JAN 24 1951

Applied to Chart No.

Date:

Date registered (IV): 18 Nov. 1952

Publication Scale (IV): 1:10,000

Publication date (IV): (Date of issue July 1952)

Geographic Datum (III): N.A. 1927

Local Mean River Level
Vertical Datum (III): ~~Mean Sea Level~~Mean sea level 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): FULLER (M.D.S.H.C.) 1935

Lat.: 41° 47' 59.330" 1830.4 m Long.: 72° 39' 42.426" 979.5 m Adjusted X
(20.7 m) (405.7 m) Unadjusted

Plane Coordinates (IV):

State: Conn

Zone:

Y= 352,163.65

X= 624,054.07

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.

Areas contoured by various personnel

(Show name within area)

(II) (III)

Shoreline

DATA RECORD

Field Inspection by (II): E.T. Jenkins & R.A. Horn

Date: 7/7/48 to 7/29/48

Planetable contouring by (II):

Date:

Completion Surveys by (II):

Date:

Mean High Water Location (III) (State date and method of location): 7/7/48 to 7/29/48 Located on field photographs.

Projection and Grids ruled by (IV):

Date:

Projection and Grids checked by (IV):

Date:

Control plotted by (III): Alfred C. Holmes

Date: 1/18/50

Control checked by (III): Roy A. Davidson

Date: 1/19/50

Radial Plot or Stereoscopic Control extension by (III): James L. Harris and Alfred C. Holmes

Date: 2/17/50

Stereoscopic Instrument compilation (III):

Planimetry

Date:

Contours

Date:

Manuscript delineated by (III): Carita C. Wiebe

Date: 7/20/50

Photogrammetric Office Review by (III): Ree H. Barron

Date: 8/31/50

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

Date:

Camera (kind or source) (III): Camera "J" U.S.C. & G.S. Single lens

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
48-J-795 to 798 incl.	5-2-48	12:14	1:10,000 ratio	1.0 ft. above M.L.W.
48-J-803 to 807 incl.	5-2-48	12:37	1:10,000 ratio	0.9 ft. above M.L.W.
48-J-809 and 810	5-2-48	12:44	1:10,000 ratio	0.9 ft. above M.L.W.

Note: Tidal information applies only during lowest river stages. (See Field Inspection Report for T-9093 and T-9094, Project Ph-31 (48)F sub-heading 7, "Mean High-Water").

Tide (III)

Reference Station: New London, Conn.
 Subordinate Station: Hartford, Conn.
 Subordinate Station:

Ratio of Ranges	Mean Range	Spring Range
1.0	2.6	3.7
0.7	1.7	2.0

Washington Office Review by (IV): *Lena T. Stevens*Date: *9 Aug. 1951*Final Drafting by (IV): *M. Wabber*Date: *10/3/51*Drafting verified for reproduction by (IV): *S. Dean*
*W. O. Hall*Date: *5/7/52*
6/17/52

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): 90.4

Shoreline (More than 200 meters to opposite shore) (III): 12.2

Shoreline (Less than 200 meters to opposite shore) (III): 9.3

Control Leveling - Miles (II):

Number of Triangulation Stations searched for (II):

Recovered: 17

Identified: 5

Number of BMs searched for (II):

Recovered:

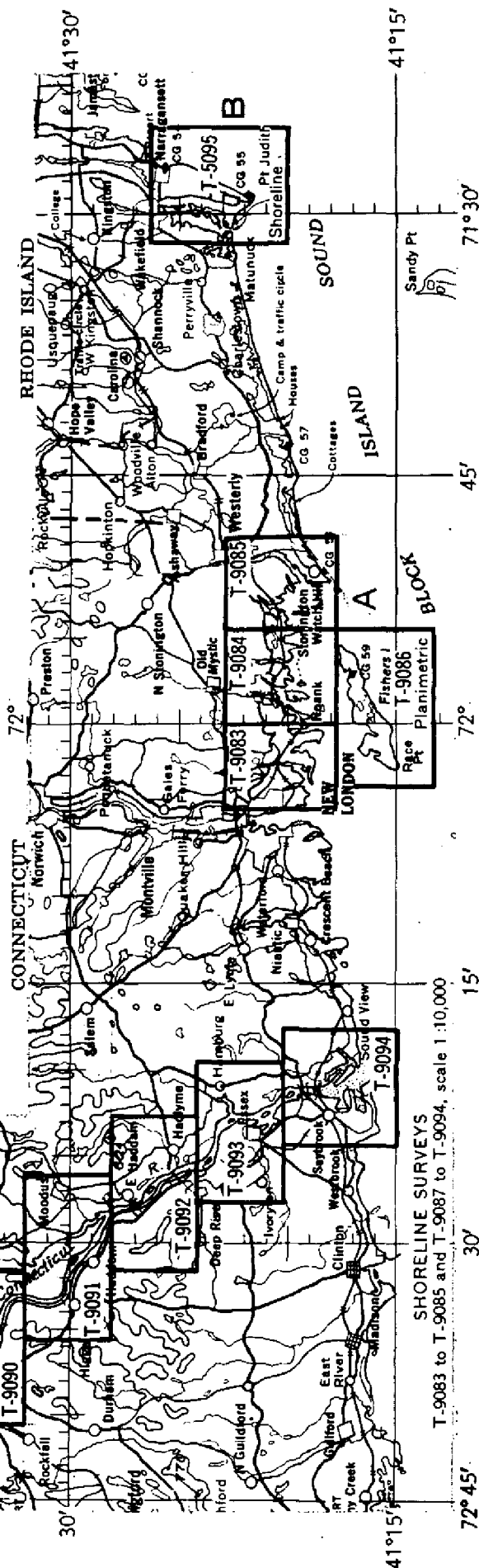
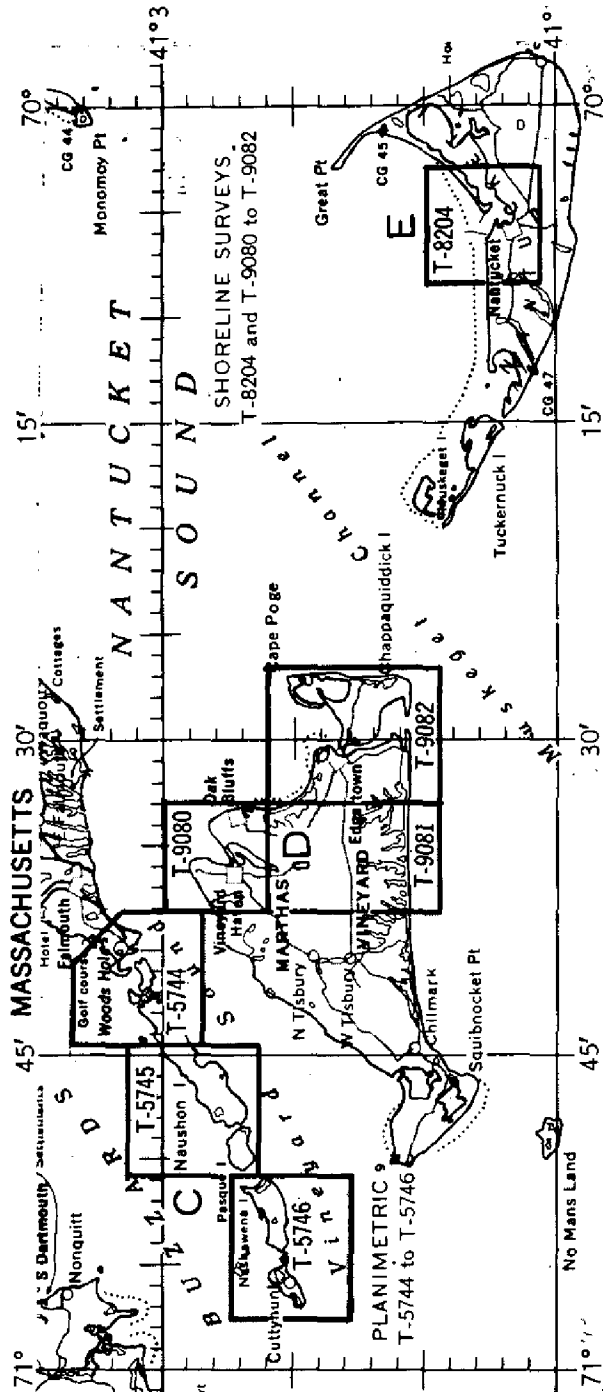
Identified:

Number of Recoverable Photo Stations established (III): None

Number of Temporary Photo Hydro Stations established (III): None

Remarks:

PLANIMETRIC AND SHORLINE MAPPING PROJECTS PH-31(48) A-B-C-D-E-F



Summary to Accompany T-9087

Shoreline Survey T-9087, scale 1:10,000 (latitude $41^{\circ} 46'$ to $51'$, longitude $72^{\circ} 35'$ to $40\frac{1}{2}'$) is one of 20 maps in planimetric and shoreline project Ph-31(48). This project has six parts (A to F) and extends from Nantucket Island, Mass. to and including the Connecticut River, Conn.

T-9087 is one of the F group and includes that part of the Connecticut River between the Connecticut River Bridge (Hartford to East Hartford) on the south, and the town of Windsor and Farmington River on the north.

The F group 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.

After the map manuscripts in this project have been reviewed, smooth-drafted, reproduced, and registered, a Completion Report will be written and filed in the Bureau Archives under the project number. This report will include:

1. A brief description of any historical or procedural matters peculiar to the project.
2. A project index sketch.
3. Important pertinent correspondence.
4. Any special reports (boundary, radial plot, etc.) not already incorporated with the Descriptive Reports.
5. Statistical data.
6. A list of classified and accessioned data filed in the Bureau of Archives.
7. A list of supplementary maps and plans, and the Chart Letters (by file number) forwarded to the Division of Charts.
8. Copies of project instructions.

FIELD INSPECTION REPORT
 QUADRANGLES 9087 AND 9088
 PROJECT Ph-31 (48)
 SUB-PROJECT "F"

Riley J. Sipe, Chief of Party

All phases of the field work were done in accordance with The Director's Instructions, Project Ph-31(48), Field, dated 9 April 1948.

The field work on these sheets was performed by the following personnel on the dates indicated:

<u>Name & Title</u>	<u>Field Work</u>	<u>Dates</u>
E. F. JENKINS Engineering Aid	Recovery, Shoreline, and Inspection	7/7/48 7/29/48
R. A. HORN Photogrammetrist	Recovery, Shoreline, and inspection	7/7/48 7/29/48

1. Description of the Area.

The area surveyed includes the Connecticut River from Rocky Hill, Connecticut to, and including a portion of, Windsor, Connecticut; also the land area adjacent to the river in this locality.

The river is well marked by Aids to Navigation and has adequate water depth for the passage of large barges and medium size tankers up to the Shell Oil Company in Hartford, which is just north of the Charter Oak highway Bridge. Beyond this point to the northern limits of sheet 9087 there are no aids to navigation; the channel, as such, is definitely variable since there is a constant fluctuation of the sand bottom which, in addition to the numerous underwater obstructions, makes navigation hazardous even by smaller boats unless the navigator is familiar with the waters.

The principal settlements within the confines of these sheets are Glastonbury, Hartford, and Windsor, Connecticut. The predominant occupation of the inhabitants is manufacturing of many descriptions; ranking next in importance is the carefully nurtured crop of tobacco that is grown.

2. Completeness of Field Inspection.

Field Inspection is completely and adequately covered on the photographs.

3. Interpretation of the Photographs.

The photography is considered excellent. No difficulty was encountered in the interpretations of the photographs.

4. Horizontal Control.

All horizontal control stations were searched for and the majority recovered. Stations were identified in accordance with the Project Instructions. Form 526 is submitted regarding the status of each station.

5. Vertical Control.

Not applicable to this project.

6. Contours and Drainage.

Not applicable.

7. Mean High Water Line.

See Report on Sheets 9093 and 9094. Also, "SPECIAL REPORT-U. S. ENGINEER'S REFERENCE PLANES- CONNECTICUT RIVER".

Attached.

8. Low Water Line.

The approximate low water line of part of the shores in the quadrangles was indicated by the standard symbol, under conditions mentioned in paragraph # 7.

9. Wharves and Shoreline Structures.

All wharves and shoreline structures discernible on the photographs have been inspected and explained on the photographs. Additional delineations were made where necessary.

10. Details Off-shore from Mean High Water Line.

Off-shore detail discernible on the photographs has been labeled appropriately; that not discernible is discussed in sentences that follow.

Near the South Glastonbury Range Lights, in approximately mid-stream, there is a log obstruction not apparent on the photograph. A three-point fix was taken at this point and is submitted on same. *(Plotted on T-9088)*

Also, between the Connecticut River Bridge and the New York, New Haven, and Hartford Railroad Bridge there are five obstructions not discernible on the photograph. They appear to be the remains of a series of dolphins that have been broken off, the remains of which bare at low water. A sufficient number of angles or "cuts" have been taken and the results submitted for their location. *(Plotted on T-9087)*

Report on their location is attached.

11. Landmarks and Aids to Navigation.

All landm arks and fixed aids to navigation in the quadrangles were investigated. Form 567 is submitted with the information determined.

For the sake of clarity a note is added here on the *T-9088* Glastonbury, First Congragational Church Spire. This object was listed as a triangulation station and a landmark, and as such was destroyed in a hurricane in 1938. However, the church and spire were rebuilt, with a slightly altered geographic position, and the spire today is an excellent landmark. It is listed as such on Form 567, but it should not be confused with the original because of the proximity of positions.

12. Hydrographic Control.

Not applicable to this project.

13. Landing Fields and Aeronautical Aids.

There are two major landing fields in this area; also identified on the photographs are the Municipal Airport Beacon and the Hartford Radio Range.

T-9088

14. Roads.

The roads and trails were classified in accordance with Photogrammetry Instructions number 10, dated 14 April 1947, and the Ammendment to the above dated 24 October 1947.

15. Bridges.

All bridge information for the area covered by this report as listed in the U. S. Engineer's 'List of Bridges Over Navigable Waters in the United States', dated 1 July 1941 was verified. All clearances were carefully measured

with a steel tape and the published clearances were found to be correct except for the following discrepancies which have been reported to the District Engineer. The three-span, fixed, Charter Oak Highway Bridge at Hartford, Connecticut is listed with a horizontal clearance of the right span of 150 feet and a vertical clearance of 80 feet. Our measurements of the left or west(channel) span, between the Mean High Water mark on the pier in the stream and the Mean High Water Line on shore, reveal the clearance to be 251 feet. The minimum vertical clearance was found to be 72 feet with a maximum vertical clearance of 78.6 feet.

16. Buildings and Structures.

Adequately indicated on the photographs.

17. Boundary Monuments and Lines.

Not applicable to this project.

18. Geographic Names. *FA 25 ✓*

In accordance with the Project Instructions, a systematic investigation of geographic names was not made. However, important points were identified and a few additional names supplied. One discrepancy was noted on Nautical Chart 267; the highway bridge at Hartford, Connecticut is shown as Memorial Bridge. After a thorough investigation it was verified that the proper name of this bridge is the "CONNECTICUT RIVER BRIDGE".

Submitted:

Date 29 July 1948

E. T. Jenkins
E. T. JENKINS
Engineering Aid

R. A. Horn
R. A. HORN
Photogrammetrist

SPECIAL REPORT

PROJECT Ph-31(48)
SUB-PROJECT "F"

U.S. ENGINEER'S REFERENCE PLANES - CONNECTICUT RIVER

R.J.Sipe, Chief of Party

Enclosed with this report is data furnished by the U. S. ENGINEERS OFFICE of Boston, Massachusetts in response to my request for information on Mean Low Water and Mean High Water reference planes.

In practice it was found that the mean stage of the river is quite apparent where the banks are steep, as is the case over most of the project, and the shoreline could be readily identified on the photographs.

Where the banks are flat the shoreline for charts is marked by the line of vegetation, either trees or marsh, and this was identified as apparent shoreline or vegetation. For example, when the shoreline was found to be more than a few meters inside the vegetation line and apparent shoreline (or vegetation line) was mapped.

In order to make a comparison for purposes of record the shoreline as identified was referenced by hand level to a number of the U. S. Engineer Bench Marks for which elevations and descriptions are given in the enclosed data. The results of these observations are as follows:

<u>BENCH MARK</u>		<u>SHORELINE AS IDENTIFIED</u>
Portland Bar- B.M. Lawler	T-9090	
9.1 ft. above local M.L.W.		5.6 ft. above local M.L.W.
Press Barn Bar- B.M. 54	T-9088	
14.9 ft above local M.L.W.		4.7 ft. above local M.L.W.
Clay Banks Bar- B.M. 49	T-9088	
9.4 ft. above local M.L.W.		4.3 ft. above local M.L.W.

Submitted:
Date 7/29/48

Robert A. Horn
Photogrammetrist

*The report including tables, graphs
and map are found with
the Completion Report & filed in the library.*

PHOTOGRAMMETRIC PLOT REPORT
Map Manuscripts Nos. T-9087 to T-9090 Incl.
Project Ph-31(48)F

21: AREA COVERED:

This radial plot covers the shorelines of the Connecticut River and adjacent interior areas (approximately 3 miles wide) along both shores of the river from Cromwell, Connecticut to Windsor, Connecticut. It comprises Map Manuscripts Nos. T-9087 to T-9090 Incl.

22: METHOD:

The same methods were used as those described in side heading 22: "METHOD" of the Photogrammetric Plot Report for Map Manuscripts Nos. T-9083 to T-9086 Incl. (1948) Project Ph-31(48)A, which is included in the Descriptive Report for T-9083 (1948).

23: ADEQUACY OF CONTROL:

There is a probability that the extreme north portion of this radial plot between Latitude $41^{\circ} 48' 35''$ and Latitude $41^{\circ} 51'$ (an area of approximately 14.0 square miles) is not of as high an accuracy as that obtained for the remaining area of this radial plot. In order to complete the radial plot, in this questionable area, to the northern detail limits of Map Manuscript No. T-9087 it was necessary to graphically locate pass points without the aid of any horizontal control stations because either no horizontal control stations existed in this area or none were recovered. T-9087

For the area south of Latitude $41^{\circ} 48' 35''$ the field party identified an ample number of horizontal control stations to rigidly fix the orientation of the templets. All identified stations were held to during the running of the radial plot.

Attached to this descriptive report are copies of three letters dated 8/1/50, 8/8/50, and 8/14/50 which contain data relative to the triangulation position of "EAST HARTFORD, HOCKONUM METHODIST EPISCOPAL CHURCH, SPIRE". T-9088

Also attached is a letter dated 6 October 1950 relative to a discrepancy in the triangulation position of "PICKERING ELEVATED TANK". This office has not been informed of the results of any investigation of this discrepancy at the date of the writing of this report. T-9090

24: SUPPLEMENTAL DATA:

There were no graphic control surveys furnished for the area of this radial plot.

25: PHOTOGRAPHY:

The photography was adequate for the area of this radial plot.

26: REMARKS:

Attached are Forms M-2388-12 for map manuscript No. T-9087 and a letter size sketch, showing map limits, photograph centers and the horizontal control stations used to control the radial plot.

Approved:

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

Respectfully submitted:

J. Edward Deal Jr.
J. Edward Deal, Jr.
Cartographer

ph 31

Radial Plot Report for
Five Log Obstruction Positions
Determined for T-9087 and Chart 267

Five log obstructions in the Connecticut River at Hartford, between the Connecticut River and New York, New Hampshire and Hartford R.R. Bridges, which bare at low water and are not discernible on the photographs, were observed for directions from three identified photo points and submitted on form 24A by the field party under R. J. Sipe and dated July 21, 1948.

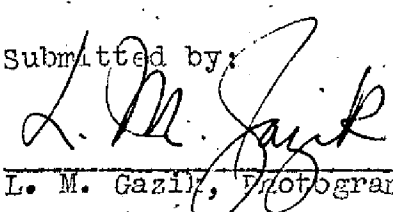
These three photo points were fixed in a radial plot of three acetate templates adequately controlled by triangulation in the Hartford area.

These three determined photo points and the triangulation station, TRAVELERS, were then used to fix three more acetate templates with the observed directions to each of the log obstructions. Cuts to these obstructions from the photo points yielded small triangles, but the positions so determined are believed to be within 0.5 millimeters of true position.

Templets were made from 1:10,000 photographs J 807, J808, and J 810, and laid on Obstruction Plan No. 189 at 1:15,000, previously compiled in the same area. In scaling the resulting positions of the log obstructions a correction factor was necessary for the slightly shrunk manuscript. These positions are submitted on the accompanying form No. 567.

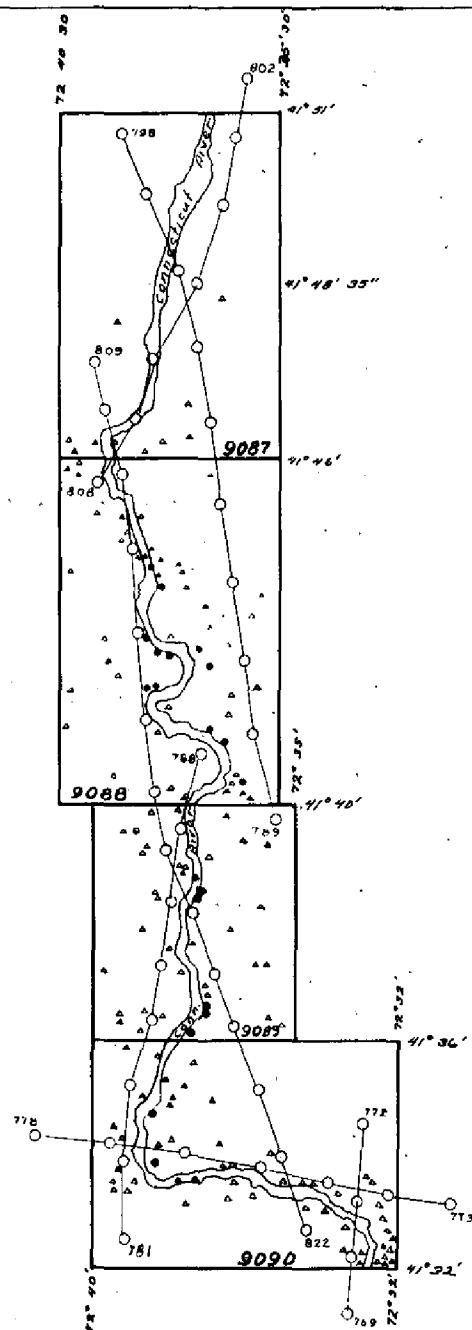
Further verification of these positions may be had upon the laying of radial plots for the complete area, T-9087 and T-9088, by the Baltimore Office in the near future.

Submitted by:


L. M. Gazik, Photogrammetrist

Approved by:

Date: September 27, 1948



PH-31 (48) "F"

- \triangle = Horizontal Control Recovered
- \bullet = Topographic Stations
- \circ = 1948 Photography

MAP T-2087

PROJECT NO. Ph-31 (48)F

SCALE OF MAP 1:10,000

SCALE FACTOR None

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ν -COORDINATE LONGITUDE OR κ -COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS	DATUM CORRECTION	N.A. 1927 - DATUM		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
						FORWARD	(BACK)	
HARTFORD, FOURTH CONGREGATIONAL CHURCH SPIRE, 1935	G-3536 P. 205	N.A. 1927	41° 46' 46.124" 72° 41' 22.173"	<i>West of map limit</i>	<i>Deane</i>	1423.0	(428.1)	
FULLER (M.D.S.H.C.) 1935	G-3536 P. 158	"	41° 47' 59.330" 72° 39' 42.426"			1830.4	(20.7)	
GARCIA (M.D.S.H.C.) 1935	G-3536 P. 158	"	41° 48' 34.520" 72° 37' 24.083"			1065.0	(786.1)	
EAST HARTFORD FIRST NATIONAL TANK (EL.) 1935	G-3536 P. 204	"	41° 46' 51.836" 72° 37' 53.994"			1599.2	(251.9)	
EAST HARTFORD CON- GREGATIONAL CHURCH TOWER, 1875	G-3536 P. 205	"	41° 46' 08.110" 72° 38' 41.425"			250.2	(1600.9)	
BURNSIDE METHODIST CHURCH, 1891	G-6763 P. 296	"	41° 46' 43.206" 72° 36' 33.691"			1333.0	(518.1)	
HARTFORD, NE SCHOOL HOUSE CHIMNEY, 1891	G-6763 P. 295	"	41° 47' 23.857" 72° 40' 29.787"			736.0	(1115.1)	
AMERICAN INDUSTRIAL 1935	G-4047 P. 41	"	41° 46' 06.917" 72° 40' 25.537"			213.4	(1637.7)	
HARTFORD, NORTH METHODIST CHURCH SPIRE, 1891	G-3536 P. 204	"	41° 46' 57.062" 72° 40' 35.956"			1760.5	(90.6)	
NEW YORK, NEW HAVEN AND HARTFORD RAIL- ROAD TANK (EL.) 1935	G-3536 P. 205	"	41° 46' 43.347" 72° 37' 53.595"			830.3	(555.3)	
EAST HARTFORD EPIS- COPAL CHURCH SPIRE 1891	G-6763 P. 295	"	41° 46' 24.03 " 72° 38' 28.21 "			1237.8	(147.9)	
HARTFORD, Conn. River Bridge, West Base Ecc. (USE) 1935	G-3536 P. 205	"	41° 46' 09.205" 72° 40' 04.403"			284.0	(1567.1)	
						101.7	(1284.2)	

Page

M 2088-12

1 FT. = 3048006 METER

COMPUTED BY: J.C. Lajoie

DATE 7/7/49

CHECKED BY: G. Richter

DATE 7/8/49

[illegible]

COMPILATION REPORT
Map Manuscript No. T-9087
Project Ph-31(48)F

31: DELINEATION:

Graphic methods were used for the compilation of this map manuscript.

There were no unusual methods used for the compilation work.

The field inspection was in general satisfactory. There were some places along the shoreline where the high-water line was not clearly indicated by field inspection.

All planimetric details, except complete building coverage, have been detailed for the area of this map manuscript. The portion of the area of Nautical Chart No. 267, which falls within the detail limits of this map manuscript has been delineated in accordance with paragraph 5 of the office instructions for Project Ph-31(48)F.

All buildings falling within an area approximately 300 meters back from the shoreline of this map manuscript have been delineated. Outside of this area only landmark buildings have been delineated.

32: CONTROL:

The horizontal control stations were well identified and the placement and density were satisfactory.

Refer to side heading 23: "Adequacy of Control" of the Photogrammetric Plot Report for additional facts.

33: SUPPLEMENTAL DATA:

There were no supplemental data furnished this office for the area of this map manuscript.

34: CONTOURS AND DRAINAGE:

The stereoscope was used to verify the drainage delineated by the field inspection party. Drainage not indicated by field inspection was delineated by office examination of the photographs and by comparison with the U.S. Geological Survey and Army Map Service quadrangles of the area.

Contours are not applicable.

35: SHORELINE AND ALONGSHORE DETAILS:

There were some small portions of shoreline where the mean high-water line was not clearly indicated by field inspection. In these places a delineation was made by stereoscopic study of the office photographs.

Refer to sub-heading 7: "Mean High-Water" of the combined field inspection report for T-9093 and T-9094 (1948) and sub-heading 8: "Low-Water Line" of the combined field inspection report for T-9091 and T-9092 (1948).

Refer to Special Report U.S. Engineer Reference Planes Connecticut River Project Ph-31(48)F 1948.

The approximate limits of one shoal area, which could be seen on the photographs, and also several areas that bare at low-water, which would be seen on the photographs, have been detailed.

Alongshore details have been shown as delineated by the field inspection party.

36: OFFSHORE DETAILS:

There are no offshore details.

37: LANDMARKS AND AIDS:

Forms 567 are being submitted for the entire area of Project Ph-31(48)F.
Copies attached.

38: CONTROL FOR FUTURE SURVEYS:

There were no recoverable topographic stations recommended by the field party for the area of this map manuscript.

39: JUNCTIONS:

Complete and satisfactory junctions have been made with adjoining map manuscripts.

40: HORIZONTAL AND VERTICAL ACCURACY: See item 66.

Refer to side heading 23: "ADEQUACY OF CONTROL" of the Photogrammetric Plot Report.

Vertical accuracy is not applicable.

46: COMPARISON WITH EXISTING MAPS:

A visual comparison was made with U.S.G.S. Hartford North, Conn., 7 1/2 min. quadrangle, Scale 1:31,680 Edition of 1945.

A visual comparison was made with U.S.G.S. Manchester, Conn., 7 1/2 min. quadrangle, Scale, 1:31680 Edition of 1944.

47: COMPARISON WITH NAUTICAL CHARTS:

Comparison was made with Nautical Chart No. 267, Scale, 1:20,000 published 3/22/48, hand corrected 10/14/48.

"ITEMS TO BE APPLIED TO NAUTICAL CHART IMMEDIATELY"

None.

Approved:

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

Respectfully submitted:

J. Edward Deal Jr.
J. Edward Deal, Jr.
Cartographer

PHOTOGRAMMETRIC OFFICE REVIEW

T-9087

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 along-shore 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. Ree H. Barron J. Edward Deal Jr.
Reviewer Supervisor, Review Section or Unit

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-2623-12

Chart 35 (1951)

Form 567
April 1945

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

Subject Ph-31 (48) F
Page 1 of 4

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED
~~TO BE DELETED~~

STRIKE OUT ONE

Portland, Oregon

29 December, 1951

I recommend that the following objects which have ~~been~~ been inspected from seaward to determine their value as landmarks be charted on ~~(deleted from)~~ the charts indicated.

The positions given have been checked after listing by

J. H. Neal

Chart Letter No. 35 (1951)

Charles W. Clark

Chief of Party

STATE Connecticut				POSITION				METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
CHARTING NAME	DESCRIPTION	SIGNAL NAME	LATITUDE		LONGITUDE		DATUM						
			° ' "	D. M. METERS	° ' "	D. P. METERS							
	Saybrook Breakwater		41 15	1455.6	72 20	829.0	N.A. 1927	Triangulation	1886	X			215
	Saybrook (Lynde Point)		41 16	521.2	72 20	861.6	"	"	1861	X			215
Bn.	Saybrook Day beacon		41 16	216.5	72 20	438.5	"	"	1934	X			215
	Calves Island 20		41 19	1580.6	72 21	37.4	"	"	1856	X			215
	Essex Reef 23		41 20	1301.9	72 22	882.2	"	"	1889	X			215
	Brockway Island 29		41 22	222.9	72 22	845.2	"	"	1931	X			215
	Brockway Reach 32		41 23	284.0	72 22	1234.3	"	"	1856	X			215 266
	Devils Wharf		41 23	613.1	72 25	126.7	"	"	1856	X			215
	Chester Rock		41 24	200.5	72 25	1029.9	"	"	1889	X			266
	Whalebone Creek Range Front 38		41 25	45.1	72 25	851.7	"	"	1897	X			266
	Whalebone Creek Range Rear 38		41 25	127.5	72 25	876.6	"	"	1897	X			266
	Eddy Rock 41		41 26	373.5	72 27	778.2	"	"	1934	X			266
	Warners Quarry Dock 49 (51' m. chrt)		41 28	875 (976) 1119	72 29	1383 (9) 1158	"	"	Rad. Plot T-9091	X			266
	Haddam Island Front 52		41 29	1732	72 30	221	"	"	1948	X			266

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating* aids to navigation, if redetermined, shall be reported on this form. 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.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

Project Ph-31 (48) F
Page 2 of 4TO BE CHARTED
~~TO BE DELETED~~

STRIKE OUT ONE

Portland, Oregon

29 December, 1950

I recommend that the following objects which have ~~been~~ been inspected from seaward to determine their value as landmarks be charted on ~~(deleted from)~~ the charts indicated.

The positions given have been checked after listing by J. E. Deaf

Charles W. Clark

Chief of Party.

Connecticut			POSITION				METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED	
CHARTING NAME	DESCRIPTION	SIGNAL NAME	LATITUDE		LONGITUDE								DATUM
			°	'	°	'							
	Mrs. S.		41	29	1096.5	72	30	1094.7 (293.1)	N.A. 1927	Rad. Plot T-9091	1948	X	266
	Rock Landing Front 54	Rock are	41	29	1532.0	72	31	583.0	"	Triangu- lation	1915	X	266
	Rock Landing Rear 54	back view	41	29	1515.5	72	31	500.5	"	"	1915	X	266
	Higganum 55	plane about 1/2 mi.	41	30	1725	72	33	1365	"	Rad. Plot T-9091	1948	X	266
	Sears Shoal Front 61		41	31	1725.8 (1782.2)	72	33	621.1	"	"	1948	X	266
	Sears Shoal Rear 61		41	31	1551	72	33	586	"	"	1948	X	266
	Paper Rock 66		41	33	984.5	72	34	881.5	"	Triangu- lation	1891	X	266
	Bodkin Rock 68		41	33	1223.9	72	36	257.0	"	"	1891	X	266
	Mouse Island 73		41	33	1004.2	72	37	391.9	"	"	1931	X	266
	Portland 78		41	34	1322	72	38	978	"	Rad. Plot T-9090	1948	X	267
	Siam Dock 80		41	36	232	72	36	1342	"	Rad. Plot T-9089	1948	X	267
	Pistol Point Front 82		41	36	1251	72	36	1052	"	"	1948	X	267
	Pistol Point Rear 82		41	36	1203	72	36	986	"	"	1948	X	267
	Dividend Bar Front 84		41	38	1087	72	37	611	"	"	"	X	267

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEYTO BE CHARTED
~~TO BE DELETED~~

STRIKE OUT ONE

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

Project Ph-31 (48)F
Page 3 of 4

Portland, Oregon

29 December, 1950

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

The positions given have been checked after listing by *J. E. Deal*

Charles W. Clark

Chief of Party.

STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION			METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
				LATITUDE	LONGITUDE	DATUM						
Connecticut				0	D. M. METERS	0	D. P. METERS					
	Dividend Bar Rear 84			41 38	1050	72 37	609	N.A. 1927	Rad. Plot T-9089	1948	X	267
	Two Piers Channel Front 86			41 40	754.6	72 36	731.0	"	Triangu-lation	1892	X	267
	Two Piers Channel Rear 86			41 40	776.2	72 36	670.6	"	"	1892	X	267
	South Glastonbury Front 88			41 40	973.7	72 36	639.3	"	"	1907	X	267
	South Glastonbury Rear 88 (fm 524)			41 40	880	72 36	622	"	Rad. Plot T-9089	1948	X	267
	Press Barn Bar Front 93			41 41	1803.0	72 38	322.4	"	"	1948	X	267
	Press Barn Bar Rear 93			41 41	1799.4	72 38	379.5	"	"	1948	X	267
	Naubuc Bar 95			41 42	1318	72 37	1267	"	Rad. Plot T-9088	1948	X	267
	Cy's Hollow Lower 97			41 42	1368	72 38	498	"	"	1948	X	267
	Cy's Hollow Upper 99			41 42	1630	72 38	893	"	"	1948	X	267
	Clay Banks Front 100			41 44	78.5	72 38	656.5	"	Triangu-lation	1935	X	267
	Clay Banks Rear 100			41 44	28	72 38	655	"	Rad. Plot T-9088	1948	X	267
	Intake Chamber Light Private)			41 44	782	72 38	687	"	Rad. Plot T-9088	1948	X	267
	Hartford Jetty 101			41 45	100.6	72 39	100.7	"	Triangu-lation	1948	X	267

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating* aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual charts.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

TO BE CHARTED
~~TO BE DELETED~~

STRIKE OUT ONE

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

Project Ph-31(48)F
Page 4 of 4
29 December 1950

I recommend that the following objects which have ~~(been examined)~~ been inspected from seaward to determine their value as landmarks be charted on ~~(detected from)~~ the charts indicated.

The positions given have been checked after listing by

Charles W. Clark

Chief of Party.

[illegible]

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual files. Information under each column heading should be given

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEYProject Ph-3 (48)F
Page 1 of 3

NON-FLOATING AIDSON LANDMARKS FOR CHARTS

TO BE CHARTED
~~TO BE DELETED~~

STRIKE OUT ONE

Portland, Oregon

29 December, 1950

I recommend that the following objects which have ~~been~~ been inspected from seaward to determine their value as landmarks be charted on ~~the~~ the charts indicated.

The positions given have been checked after listing by J. W. Deal

Charles W. Clark

Chief of Party.

STATE	CHARTING NAME	Connecticut	DESCRIPTION	SIGNAL NAME	POSITION						METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	CHARTS AFFECTED		
					LATITUDE		LONGITUDE		DATUM	HARBOR CHART			INSHORE CHART	OFFSHORE CHART	
					°	'	D. M. METERS	°							'
TANK		Pickering Tank (EL.)			41	34	183	72	38	336	N.A. 1927	1948	X		267
TANK		Hubbard Fertilizer Tank (E.)			41	34	142	72	38	1034	"	1948	X		267
STACK		Rocky Hill Belamose Stack			41	38	1555.4	72	37	1007.8	"	1935	X		267
TANK		Rocky Hill, Comm. Foundry, Elevated tank			41	39	1563.0	72	37	1121.5	"	1935	X		267
SPIRE		St. Mary's Church Tower			41	33	458.2	72	39	82.0	"	1934	X		267
STACK		Middletown Remington Stack			41	34	562.2	72	39	562.5	"	1935	X		267
STACK		Middletown State Hospital Stack			41	33	251.3	72	37	1083.7	"	1935	X		267
STACK		East Cromwell, Pierson's Stack			41	36	866.5	72	38	1045.4	"	1935	X		267
AERO		Cromwell Airway Beacon			41	36	1036.1	72	39	742.5	"	1935	X		267
STACK		Wethersfield State Prison Stack			41	43	346.9	72	39	603.2	"	1891	X		267
PYLON		Pratt & Whitney South black and yellow pylon			41	41	581.3	72	38	14.7	"	1935	X		267
TANK		Veterans New Elevated Tank		(160' ±)	41	39	880	72	39	222	"	1948	X		267
TOWER		Traveler's Tower			41	45	1594.7	72	40	542.9	"	1935	X		267
SPIRE		Wethersfield First Cong. Church Spire			41	42	1424.3	72	39	221.9	"	1875	X		267

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. 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.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

Project Ph-37 '48)F
Page 2 of 3

TO BE CHARTED
~~TO BE DELETED~~

STRIKE OUT ONE

NONFLOATING AID FOR LANDMARKS FOR CHARTS

Portland, Oregon

29 December, 19 50

I recommend that the following objects which have ~~been~~ been inspected from seaward to determine their value as landmarks be charted on ~~charts~~ the charts indicated.

The positions given have been checked after listing by J. J. Deal

Charles W. Clark

Chief of Party.

STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION						METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED		
				LATITUDE		LONGITUDE		D.M. METERS	°							'	D.P. METERS
				°	'	°	'										
TOWER	Hartford Light Co., West Tower		4~	41	45	254.6	72	39		700.4	N.A. 1927	Triangu-lation	1935	X		267	
TOWER	Hartford Light Co., east tower		5~	41	45	579.0	72	39		324.4	"	"	"	X		267	
SPIRE	Portland Cong. Church spire			41	35	866.2	72	37		686.0	"	"	1875	X		267	
SPIRE	Glastonbury First Cong. Church			41	42	970	72	36		744	"	Rad. Plot T-9088	1948	X		267	
TANK	Hartford, Pratt & Whitney, elevated tank		3~	41	44	1758.1	72	38		370.1	"	Triangu-lation	1935	X		267	
TOWER	East Hartford, Congregational Church tower		60'	41	46	250.2	72	38		956.8	"	"	1875	X		267	
STACK	Powerhouse stack			41	18	1425.9	72	21		320.6	"	"	1934	X		215	
TOWER	Overhead Cable, east tower			41	19	391	72	20		952	"	Rad. Plot T-9094	1948	X		266	
TOWER	Overhead Cable, west tower			41	19	331	72	21		176	"	"	1948	X		266	
HOUSE	Fly's Chimney			41	21	905.6	72	20		942.2	"	Triangu-lation	1934	X		266	
CUPOLA	Essex, steamboat dock cupola			41	21	149.5	72	23		145.0	"	"	1934	X		266	
CH. TOWER	Essex, Baptist Church tower			41	21	547.8	72	23		784.4	"	"	1934	X		266	
TOWER	St. John's School tower			41	23	1561.1	72	25		1340.1	"	"	1934	X		266	
CUPOLA	Ye Castle Inn, tower			41	15	1309.7	72	23		360.0	"	"	1934	X		215	

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. 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.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEYProject Ph-31 (48)F
Page of 3

NONFLOATING AID FOR LANDMARKS FOR CHARTS

TO BE CHARTED
~~TO BE DELETED~~

STRIKE OUT ONE

Portland, Oregon

29 December, 1950

I recommend that the following objects which have ~~been~~ been inspected from seaward to determine their value as landmarks be charted on ~~(deleted from)~~ the charts indicated.

The positions given have been checked after listing by General

Charles W. Clark

Chief of Party.

STATE Connecticut			DESCRIPTION	SIGNAL NAME	POSITION					METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED	
CHARTING NAME	TANK	SPIRE			TOWER	TOWER	SPIRE	SPIRE	CUPOLA							TOWER
LATITUDE		LONGITUDE		D. M. METERS	°	'	D. P. METERS	DATUM								
°	'	°	'													
	41 16	200.5	72 22	546.7	N.A. 1927				Triangulation	1934	X			215		
	41 24	120.5	72 26	713.2	"				"	1934	X			266		
	41 27	181.7	72 27	1090.7	"				"	1934	X			266		
	41 27	1226.3	72 27	1170.9	"				"	1934	X			266		
	41 27	1207.3	72 28	454.4	"				"	1934	X			266		
	41 29	1840.0	72 30	1021.7	"				"	1934	X			266		
	41 29	1670.5	72 33	1152.8	"				"	1862	X			266		
	41 30	791.7	72 32	1183.7	"				"	1934	X			266		
	41 25	597.3	72 25	1041.0	"				"	1934	X			266		
NOTE: See attached rough copies of Forms 567 for recommendations made by the field unit for these landmarks. On these sheets which have been compiled and typed at the photogrammetric office the triangulation station names have been shown as listed in the Geographic Positions Form 28B.																

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating* aids to navigation, if redetermined, shall be reported on this form. 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.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

Subject Ph-31(48)F

NON-POINT SOURCE LANDMARKS FOR CHARTS

~~TO BE EXHIBITED~~
TO BE DELETED

Portland, Oregon

29 December 1950

I recommend that the following objects which have ~~been~~ been inspected from seaward to determine their value as landmarks be ~~recharted~~ ~~from~~ the charts indicated.

The positions given have been checked after listing by

Charles W. Clark

Chief of Party:

STATE		Connecticut		POSITION						METHOD OF LOCATION AND SURVEY		DATE OF LOCATION		HARBOR CHART		INSHORE CHART		OFFSHORE CHART		CHARTS AFFECTED	
CHARTING NAME	DESCRIPTION	SIGNAL NAME	LATITUDE		LONGITUDE				DATUM												
			°	'	°	'	°	'													D. P. METERS
CUPOLA	Suda's Shop Cupola		41	22	806.9	72	23	444.3	N.A.	1927	Triangulation	1935	X							215	
CUPOLA	Old State House Cupola		41	46		72	40.4		"		"	1875	X							267	
SPIRE	South Cong. Ch. Spire		41	45.6		72	40.6		"		"	1875	X							267	
SPIRE	Glastonbury First Cong. Ch. Spire		41	42.5		72	36.5		"		"	1935	X							267	
BARN CUPOLA	Rays Barn Cupola		41	27	110.3	72	27	325.8	"		"	1934	X							266	
NOTE: Attached are the rough copies (5 pages) which were furnished the photogrammetric office by the field unit.																					

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. 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.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

U.S. COAST AND GEODETIC SURVEY

NONLOCALITY AND STANDARDS FOR CHARTS

TO BE CHARTED

STRIKE OUT ONE

Washington, D. C.

1987

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

The positions given have been checked after listing by L. Martin Gazik

L. C. Lande

Chief of Party.

[illegible]

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by the charting office.

COPY

Portland Photogrammetric Office
c/o Swan Island Postal Station
Portland 18, Oregon

1 August 1950

To: The Director
U.S. Coast and Geodetic Survey
Washington 25, D.C.

Subject: Discrepancy in Triangulation Station Position

During the compilation of planimetric map T-9088, Project Ph-31(48)F, Connecticut River, it was noted that the map position of a church failed to agree with the geographic position of the same church.

The church in question is listed in list of geographic positions No. G 3536, Connecticut, page 202 as "East Hartford, Hockonum Methodist Epis, Church twr, 1935." This is a no-check position observed from Dirck and Pilgard.

The position of the church on the photographs is about 400 meters northwest of the geographic position. The geographic position plots in an open field not near any buildings.

The map position of this church indicates that the cut on it from Dirck was correctly identified and the cut from Pilgard was incorrectly identified.

Using published data on East Hartford, Hockanum Congregational Church, spire, 1891,-1935 on page 300 with the cut from Pilgard, close agreement was obtained on the length of the line Wickham-East Hartford, Hockanum Congregational Church, spire, which indicated that the cut from Pilgard is on this church instead of the former one.

Charles W. Clark
Lt. Comdr.-USC&G Survey
Officer-in-Charge

CWC/gr

COPY

DEPARTMENT OF COMMERCE
U.S. Coast and Geodetic Survey
Washington 25

63-vw

8 August 1950

To: Lieut. Comdr. Charles W. Clark
U.S. Coast and Geodetic Survey
Swan Island Postal Station
Portland 18, Oregon

Subject: Correction of Triangulation Station Position

In reply to your letter of 1 August 1950, the observations at triangulation station PILGARD have been inspected and it is evident that the direction listed as East Hartford, Hockonum Methodist Episcopal Church, Tower refers to the East Hartford, Hockonum Congregational Church, Spire. By interchanging the directions at PILGARD, the following position of East Hartford, Hockonum Methodist Episcopal Church, Tower has been computed:

41°	44'	08.98"
72	37	42.47

Please check this position on your photographs and inform this Office whether or not this is the correct position of the church.

/S/ K. T. Adams

Acting Director

COPY

Portland Photogrammetric Office
c/o Swan Island Postal Station
Portland 18, Oregon

14 August 1950

To: The Director
U.S. Coast and Geodetic Survey
Washington 25, D.C.

Subject: Geographic Position of triangulation station "EAST
HARTFORD, HOCKONUM METHODIST EPISCOPAL CHURCH TOWER"

Reference: Letter 63-vw dated 8 August 1950, Subject: "Correction
of Triangulation Station Position"

The geographic position of triangulation station "East Hartford, Hockonum Methodist Episcopal Church Tower," which was furnished this office in the above reference plots on the location of the church building tower compiled on Map Manuscript T-9088, Project Ph-31(48)F.

J. Edward Deal, Jr.
For: Charles W. Clark
Lt. Comdr.-USC&G Survey
Officer-in-Charge

JED/gr

COPY

Portland Photogrammetric Office
c/o Swan Island Postal Station
Portland 18, Oregon

6 October 1950

To: The Director
U.S. Coast and Geodetic Survey
Washington 25, D.C.

Subject: Discrepancy in Triangulation Station Position

During the compilation of planimetric map T-9090, Project Ph-31(48)F, Connecticut River, it was noted that the map position of a tank failed to agree with the published geographic position of the same tank.

Now listed as Chatham's Elev Tank on page 192 of published G-3536 RKD 5-21-54
The tank in question is listed in list of geographic positions No. G-3536, page 192 as Pickering elevated tank, 1935. This is a no check position observed from Westfield and Hospital. *(Station has been rejected and deleted from the list by Geodesy Lfs. 1951)*

Pickering elevated tank was not identified for control and was not used in the radial plot. A tank clearly visible on the photographs was labeled Pickering elevated tank, 1935. The map position of this tank is about 60 meters in approximate azimuth $259^{\circ} 45'$ from the geographic position.

No tank is visible on the photographs at the geographic position.

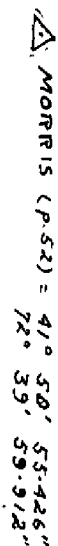
The map position of this tank indicates that the cut from WESTFIELD was correctly identified and the cut from HOSPITAL was incorrectly identified.

On examining the photographs another tank was found about 60 meters south of Chatham's elevated tank, 1933, which is approximately on the extended line from HOSPITAL to the published position of Pickering elevated tank. It appears that the cut from HOSPITAL was on this tank and was incorrectly identified as Pickering elevated tank.

Charles W. Clark
Lt. Comdr.-USC&G Survey
Officer-in-Charge

CWC/gr

T-9087



Commission of Regional Planning. Report No. 1. Triangulation, 1935.

48: GEOGRAPHIC NAMES:

Refer to Item 18 "GEOGRAPHIC NAMES" of the field inspection report for T-9087 and T-9088 which is included in this descriptive report.

The following geographic names have been obtained from the "North Hartford" and "Manchester" U.S.G.S. 15 min. quadrangles unless otherwise noted.

- Albany Avenue
- Bancroft Brook
- Barbour School
- Brickyard Pond
- Burnham
- Burnham Brook
- Burnham Street
- Burnside
- Burnside Reservoir
- Capen Street
- Center Cemetery (East Hartford)
- Chapel Road
- Connecticut River Bridge:
 - Field Inspection
- Deckers Brook
- Deerfield Grammar School:
 - Field Inspection
- Dudley Town Road
- East Hartford:
 - Nautical Chart 267
- Ellington Road
- Farmington River
- Goodwin Brook
- Goodwin Street
- Hartford: - Nautical Chart 267
- Hartford Bypass.
- Hockanum River:
 - Nautical Chart 267
- Jonathan Edwards Cemetery
- Kensy Park

Added Names:

- Filley Pond (S. of Park Ave on Deckers Brook)
- Wilbur Cross Highway (applies to part of U.S.-6 shown here)

Names on manuscript not listed above:

- Meadow Brook
- Meadow Road
- Main Street (East side river)

- Loomis Institute
- Main Street (W. side river)
- Matianuck Avenue
- Meadow School
- Middle Turnpike
- Newberry Brook
- Newberry Road
- New York, New Haven and Hartford R.R.
- North Main Street
- Northwood Cemetery
- Park Avenue
- Pleasant Valley Road
- Podunk River: - Nautical Chart 267
- Riverside Park
- Soldiers Field Cemetery
- South Windsor
- Stony Hill School
- Stoughton Brook
- Strong Road
- Tolland Turnpike
- Tower Avenue
- Union School
- Wilson
- Windsor
- Windsor Avenue
- Wolcott Avenue
- Wolcott School

St. Marys Cemetery
Center Cemetery (at S. Windsor)

U.S. No. 5

U.S. No. 5A (should be only on west side of river)

U.S. No. 6

U.S. No. 44

State No. 9

" 128

State No. 15
(with U.S. 6)

Street names:

Cherry Street (E. Hartford)

Sketchewank Street (Wilson)

East Barber " "

Rooney " "

Midian Avenue (W. of Wilson)

Highland Avenue "

Lovel " "

Seymour " "

Colton " "

Portman " "

Henry Street "

Woodland Street "

Sinclair Avenue "

Names underlined in
red are approved. 8-9-51
L Heck

Review Report T-9087
Shoreline Manuscript
9 August 1951

62. Comparison with Registered Topographic Surveys:

T-2046 1:10,000 1891-4 (with contours)

This survey extends to $41^{\circ} 48'$. No older survey covers the area of T-9087 north of that parallel.

Except for contours T-9087 supersedes the older survey for charting purposes.

63. Comparison with Maps of Other Agencies:

USGS	Hartford North	1:31,680	ed.	1945
USGS	Manchester	" "	"	1944
USE	" "	1:25,000	"	1950

The shoreline and near-shore features are superseded for charting purposes.

64. Comparison with Contemporary Hydrographic Surveys:

None.

65. Comparison with Nautical Charts:

267 1:20,000 ed. March 1948 rev. May 1951

Discrepancy:

A charted low-water marsh island north of the Connecticut River Bridge is not drawn on the manuscript. It was not noted by the field inspector and its presence is not evident on the photographs (at less than half-tide).

66. Accuracy:

That portion of the map manuscript between $41^{\circ} 46'$ and $48'$ is well controlled and meets the National Standard of map accuracy. (This area is included in chart 267.) North of $41^{\circ} 48' 34''$ no control was used (see Radial Plot Report, heading 23). Because no previous maps exist and the quadrangle has too small a scale to afford a basis of comparison, a search for some control points was made. The Division of Geodesy supplied a publication "The Geodetic Survey of the Metropolitan District, Commission of Regional Planning Report No. 1, Triangulation, 1935." This 1st and 2nd order survey was made by a private firm who used the C&GS 1927 Datum. Excellent sketches were supplied for each station, with various angle and distance records. Station MORRIS falls in the north-western corner of the map manuscript, and station STACK (Pleasant Valley Brick Co.) falls in the northeastern corner.

These two stations were plotted on the map manuscript (a dashed triangle, in red). The angles and distances were then used to test detail delineation. The data for STACK fits the condition on the map manuscript precisely. At MORRIS, by using the same method it was found necessary to re-delineate a road moving it eastward a small amount. Any inaccuracy that occurs in planimetric location along the north margin of the map manuscript is distributed through four degrees of longitude. The shoreline area lies nearer the station STACK than MORRIS so that the shoreline and near-shore features from $41^{\circ} 48'$ northward may be said to also meet the National Standards of Map Accuracy.

The area in the northwest corner (latitude $41^{\circ} 50'$ to $51'$, longitude $72^{\circ} 39\frac{1}{4}'$ to $40\frac{1}{2}'$) does not meet this accuracy nor could it be corrected because only one photograph covers the area, thus giving no radial intersections.

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127