**DESCRIPTIVE REPORT**

**Type of Survey** Shoreline (Photogrammetric)

**Job No.** PH-68-515

**Map No.** T-13310

**Classification No.**

**Edition No.** A

### LOCALITY

**State** Connecticut

**General Locality** Connecticut River

**Locality** Chester

**1968 TO 1969**

### REGISTRY IN ARCHIVES

**DATE**

© U.S. GOVERNMENT PRINTING OFFICE: 1972-765-583
DESCRIPTIVE REPORT - DATA RECORD
T-13310

PROJECT NO. (III):
PH-6815

FIELD OFFICE (III):
None

CHIEF OF PARTY

PHOTOGRAHMETRIC OFFICE (III):
Atlantic Marine Center, Norfolk, VA

OFFICER-IN-CHARGE
Alfred C. Holmes, Director

INSTRUCTIONS DATED (III) (IV):

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

METHOD OF COMPIATION (III):
Wild B-8 Plotter and Graphic

MANUSCRIPT SCALE (III):
1:10,000

STEREOSCOPIC PLOTTING INSTRUMENT SCALE (III):
1:20,000 Pantographed to 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

REFERENCE STATION (III):
Story, 1934

LAT.: 41°24'32.588" 1005.3m
LONG.: 72°26'56.801" 1319.3m

ADJUSTED
UNADJUSTED

PLANE COORDINATES (IV):
Y = 209,910.42 FT. x = 682,540.62 FT.

STATE
Connecticut

ZONE

HUMAN NUMERALS INDICATE WHETHER THE ITEM IS TO BE ENTERED BY (III) FIELD PARTY, (III) PHOTOGRAHMETRIC 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

**T-13310**

### Field Inspection by (III):
None

### 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, Heading 52)

### Projection and Grids Ruled by (IV):
- A. Bethea
  - Date: Nov. 22, 1968

### Projection and Grids Checked by (IV):
- L. Van Scy
  - Date: Nov. 26, 1968

### Control Plotted by (III):
- Aerotriangulation - J. Minton
  - Triangulation - A.C. Rauck, Jr.
  - Date: Feb. 26, 1969
  - March 18, 1969

### Control Checked by (III):
- Aerotriangulation - J. Steinberg
  - Triangulation - C. Bishop
  - Date: Feb. 26, 1969
  - March 18, 1969

### Radial Plot or Stereoscopic Control Extension by (III):
- I.T. Saperstein
  - Date: Jan. 16, 1969

### Stereoscopic Instrument Compilation (III):
- **Planimetry:** L.O. Neterer, Jr.
  - Reviewed By: A. Shands & A.C. Rauck
    - Date: 4/18/69
- **Contours:** Inapplicable

### Manuscript Delineated by (III):
- C. Bishop
  - Date: 5/8/69

### Scribing by (III):
- Rockville Office

### Photogrammetric Office Review by (III):
- Compilation: A.C. Rauck, Jr.
  - Field Edit: R.E. Smith
  - Scribing and Stick Up: F. Margiotta
  - Date: May 12, 1969
  - 6/2/70
  - 7/24/72

### Remarks:
**Field Edit By:** Richard E. Kesselring
**Date:** Sept. 26, 1969
### Type "E" Wild RC-8

<table>
<thead>
<tr>
<th>NUMBER</th>
<th>DATE</th>
<th>TIME</th>
<th>SCALE</th>
<th>STAGE OF TIDE</th>
</tr>
</thead>
<tbody>
<tr>
<td>68E(c)-7968-7970</td>
<td>Oct. 1, 1968</td>
<td>11:04</td>
<td>1:40,000</td>
<td>1.1' Above M.L.W.</td>
</tr>
<tr>
<td>68E(c)-8071-8073</td>
<td>&quot;</td>
<td>13:22</td>
<td>1:20,000</td>
<td>0.4' &quot; &quot;</td>
</tr>
</tbody>
</table>

#### Predicted TIDE (III)

<table>
<thead>
<tr>
<th>REFERENCE STATION:</th>
<th>New London, Conn., State Pier</th>
</tr>
</thead>
<tbody>
<tr>
<td>ORDINATE STATION:</td>
<td>Hadlyme, Conn.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>WASHINGTON OFFICE REVIEW BY (IV):</th>
<th>Bernard Kurs</th>
<th>DATE: November, 1972</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>NUMBER OF TRIANGULATION STATIONS SEARCHED FOR (III):</th>
<th>RECOVERED:</th>
<th>IDENTIFIED:</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>4</td>
<td>1</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NUMBER OF BM(S) SEARCHED FOR (III):</th>
<th>RECOVERED:</th>
<th>IDENTIFIED:</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>None</td>
<td>None</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NUMBER OF RECOVERABLE PHOTO STATIONS ESTABLISHED (III):</th>
<th>None</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>NUMBER OF TEMPORARY PHOTO HYDRO STATIONS ESTABLISHED (III):</th>
<th>None</th>
</tr>
</thead>
<tbody>
<tr>
<td>Compilation Complete Pending Field Edit</td>
<td>May 1969</td>
</tr>
<tr>
<td>----------------------------------------</td>
<td>----------</td>
</tr>
<tr>
<td>Field Edit Applied Compilation Complete</td>
<td>April 1970</td>
</tr>
<tr>
<td>Final Review</td>
<td>Nov. 1972</td>
</tr>
</tbody>
</table>

*Chart Maintenance Print (Advance Manuscript Copy) Forwarded to Marine Chart Division, July 17, 1970.*

*Scribings and Stick-Up Completed 7/24/72.*

*Chart Maintenance Print (Final Review Copy) Forwarded to Rockville Office Dec. 15, 1972.*

*To Marine Charts, July 1974.*
SUMMARY TO ACCOMPANY

DESCRIPTIVE REPORT T-13310

Shoreline survey T-13310 is one of 10 similar surveys in project PH-5815. 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 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 Wide B-8 Plotter 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

Map T - 13310

Project PH-6315

There was no field inspection prior to Compilation.
Photogrammetric Lot Report
Job E-5019
Conn. River, Conn.

January 16, 1959

21. Area Covered

This report covers the Connecticut River, Connecticut, from latitudes 41°23'30" to 41°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 aero-triangulation 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 5 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.

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

Respectfully submitted,

I. I. Saperstein

Approved and forwarded,

Chief, Aerotriangulation Section
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 photographe. 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.
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR Y COORDINATE</th>
<th>LONGITUDE OR X COORDINATE</th>
<th>DISTANCE FROM GRID OR PROJECTION LINE IN METERS (1 Ft. = 3048006 meter)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Story, 1934</td>
<td>Geo. Pos. Vol. 1, Pg. 107</td>
<td>N.A. 1927</td>
<td>41° 24' 32.588&quot;</td>
<td>72° 26' 58.801&quot;</td>
<td>1005.3 845.7</td>
</tr>
<tr>
<td>Eddy Rock Light, 1934</td>
<td>&quot; &quot; Vol. 1, Pg. 146</td>
<td>&quot; &quot;</td>
<td>41° 26' 12.106&quot;</td>
<td>72° 27' 33.520&quot;</td>
<td>373.5 1477.5</td>
</tr>
<tr>
<td>Francis, 1934</td>
<td>G.P. Vol. 1, Pg. 147</td>
<td>&quot; &quot;</td>
<td>41° 25' 49.923&quot;</td>
<td>72° 26' 54.828&quot;</td>
<td>1540.1 310.9</td>
</tr>
<tr>
<td>Goodspeed's Turret, 1934</td>
<td>G.P. Vol. 1, Pg. 177</td>
<td>&quot; &quot;</td>
<td>41° 27' 05.889&quot;</td>
<td>72° 27' 46.990&quot;</td>
<td>181.7 1669.3</td>
</tr>
</tbody>
</table>

**Computed by**: A.C. Rauck, Jr.  
**Date**: Jan. 30, 1969  
**Checked by**: CHB  
**Checked by**: ACR  
**Date**: 3/18/69  
**Date**: 2/17/70
31. **DELINEATION**

Compilation was by Wild B-8 at 1:10,000 scale, using 1:40,000 scale models. The map was checked with 1:10,000 ratio photographs from 1:20,000 photography. Additions and corrections were made graphically.

32. **CONTROL**

Control was adequate. Refer to PHOTOGRAMMETRIC PLOT REPORT dated January 16, 1969, specifically "Notes to Compiler".

33. **SUPPLEMENTAL DATA**

None

34. **CONTOURS AND DRAINAGE**

Contours are inapplicable.

Drainage was compiled from office interpretation and stereoscopic examination of the 1:10,000 scale ratio photographs.

35. **SHORELINE AND ALONGSHORE DETAILS**

The mean high water line was compiled from office interpretation on the Wild B-8, and refined graphically with 1:10,000 scale ratio prints of 1:20,000 photography. Tree overhang made identification of the mean high water line difficult in places, but compilation is believed to be within the required accuracy.

The low water line and grass in water was compiled from office interpretation of the 1:10,000 scale ratio photographs taken near low water.

36. **OFFSHORE DETAILS**

None
37. **LANDMARKS AND AIDS**

Forms 567 were submitted for two landmarks and one fixed aid to navigation under date:

*June 11, 1970*

38. **CONTROL FOR FUTURE SURVEYS**

None

39. **JUNCTIONS**

Satisfactory junctions have been made with T-13311 to the east and T-13309 to the north. There are no contemporary surveys to the south or west.

40. **HORIZONTAL AND VERTICAL ACCURACY**

No statement.

41 through 45

Inapplicable

46. **COMPARISON WITH EXISTING MAPS**

Comparison was made with U.S.G.S. Quadrangle DEEP RIVER, CT, scale 1:24,000, dated 1961, reprinted 1964.

47. **COMPARISON WITH NAUTICAL CHARTS**

Comparison was made with Chart 266, scale 1:24,000, 4th Edition, dated January 15, 1968.
ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY

None

ITEMS TO BE CARRIED FORWARD

None

Submitted:
Charles H. Bishop
Cartographer
May 12, 1969

June 11, 1970

Approved for forwarding:

Melvin J. Umbach, CDR, NOAA
Chief, Coastal Mapping Division, AMC

Approved:

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

FINAL NAME SHEETS

Ph-5815 (Conn.)

T-13310

Camp Bethel
Chapman Pond
Chester
Chester Creek
Clark Creek
Connecticut River
Deep River
Deep River (Vg.)
East Haddam
Eddy Rock
Goodspeeds Landing
Kings Highway
Lord Island
Middletown Yacht Club
Rich Island
Succor Brook

Approved:  

[Signature]
G. P. Meredith
Chief, Scientific Data and Services Division

Prepared by:  

[Signature]
A. Joseph Wright
Chief Geographer
49. NOTES FOR THE HYDROGRAPHER

Eddy Rock Shoal was not visible on the photographs and was not compiled.
### PHOTOGNOMETRIC OFFICE REVIEW

<table>
<thead>
<tr>
<th>1. PROJECTION AND GRIDS</th>
<th>2. TITLE</th>
<th>3. MANUSCRIPT NUMBERS</th>
<th>4. MANUSCRIPT SIZE</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHB</td>
<td>CHB</td>
<td>CHB</td>
<td>ACR</td>
</tr>
</tbody>
</table>

#### CONTROL STATIONS

<table>
<thead>
<tr>
<th>5. HORIZONTAL CONTROL STATIONS OF THIRD-ORDER OR HIGHER ACCURACY</th>
<th>6. RECOVERABLE HORIZONTAL STATIONS OF LESS THAN THIRD-ORDER ACCURACY (Topographic stations)</th>
<th>7. PHOTO HYDRO STATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACR</td>
<td>ACR</td>
<td>ACR</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>8. BENCH MARKS</th>
<th>9. PLOTTING OF SEXTANT FIXES</th>
<th>10. PHOTOGNOMETRIC PLOT REPORT</th>
<th>11. DETAIL POINTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACR</td>
<td>ACR</td>
<td>ACR</td>
<td>ACR</td>
</tr>
</tbody>
</table>

#### ALONGSHORE AREAS (Nautical Chart Date)

<table>
<thead>
<tr>
<th>12. SHORELINE</th>
<th>13. LOW-WATER LINE</th>
<th>14. ROCKS, SHOALS, ETC.</th>
<th>15. BRIDGES</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACR</td>
<td>ACR</td>
<td>ACR</td>
<td>ACR</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>16. AIDS TO NAVIGATION</th>
<th>17. LANDMARKS</th>
<th>18. OTHER ALONGSHORE PHYSICAL FEATURES</th>
<th>19. OTHER ALONGSHORE CULTURAL FEATURES</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACR</td>
<td>ACR</td>
<td>ACR</td>
<td>ACR</td>
</tr>
</tbody>
</table>

#### PHYSICAL FEATURES

<table>
<thead>
<tr>
<th>20. WATER FEATURES</th>
<th>21. NATURAL GROUND COVER</th>
<th>22. PLANETABLE CONTOURS</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACR</td>
<td>ACR</td>
<td>XX</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>23. STEREOSCOPIC INSTRUMENT CONTOURS</th>
<th>24. CONTOURS IN GENERAL</th>
<th>25. SPOT ELEVATIONS</th>
<th>26. OTHER PHYSICAL FEATURES</th>
</tr>
</thead>
<tbody>
<tr>
<td>XX</td>
<td>XX</td>
<td>XX</td>
<td>ACR</td>
</tr>
</tbody>
</table>

#### CULTURAL FEATURES

<table>
<thead>
<tr>
<th>27. ROADS</th>
<th>28. BUILDINGS</th>
<th>29. RAILROADS</th>
<th>30. OTHER CULTURAL FEATURES</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACR</td>
<td>ACR</td>
<td>ACR</td>
<td>ACR</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>31. BOUNDARY LINES</th>
<th>32. PUBLIC LAND LINES</th>
</tr>
</thead>
<tbody>
<tr>
<td>XX</td>
<td>XX</td>
</tr>
</tbody>
</table>

#### MISCELLANEOUS

<table>
<thead>
<tr>
<th>33. GEOGRAPHIC NAMES</th>
<th>34. JUNCTIONS</th>
<th>35. LEGIBILITY OF THE MANUSCRIPT</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACR</td>
<td>ACR</td>
<td>ACR</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>36. DISCREPANCY OVERLAY</th>
<th>37. DESCRIPTIVE REPORT</th>
<th>38. FIELD INSPECTION PHOTOGRAPHS</th>
<th>39. FORMS</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACR</td>
<td>ACR</td>
<td>RJP</td>
<td>RJP</td>
</tr>
</tbody>
</table>

**40. REVIEWER**

Albert C. Rauck, Jr.  
DATE: 5/12/69

**SUPervisor:** Albert C. Rauck, Jr.

#### 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:** A.C. Rauck, Jr.  
**REVIEWER:** E.E. Smith  
**SUPERVISOR:** Albert C. Rauck, Jr.

**FIELD EDIT APPLIED FROM:** Field Edit Ozalid and The Following Color Ratio Prints: - 68E(c)-8070 thru 8074
52. ADEQUACY OF Compilation

Compilation was adequate. Shoreline changes were minor and were dealt with in the prescribed manner. One or two measurements were made to the HML on the northeasterly side of Rich Island. A fairly extensive swamp was overlooked southeast of Chapman Pond. Several small piers were not mapped in the area just upstream of Clark Creek. These were located on the appropriate color photo and noted with cross-references, on the field edit ozalid.

Eight pilings and a small pier were not mapped in a small basin at Lat. 41° 23.7', Long 72° 26.4'. A sketch of the area was made and one of the pilings and the pier were indicated on the color photographs. The sketch is enclosed with this report.

The "grass in water" in Chapman Pond is the same as that in Salmon Cove. Please see the field edit report for T-13309 for a discussion on this grass.

Two dolphins, a pier ruins, a wood bulkhead in ruins and a wooden bulkhead were overlooked just downstream of Goodspeeds Landing. They were labeled on the color photographs and noted on the field edit ozalid.

The section of the N.Y. N.H. & H. Railroad on this map is abandoned. See the field edit report for T-11782.

54. RECOMMENDATIONS

It is recommended, that, on future projects of a nature similar to this one and in areas of heavy deciduous vegetation, the photography for the HML be flown in late winter or early spring before the foliage is on. This will assure a more accurate and much easier delineation of the HML.

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 two recommended landmarks on this map. One, Goodspeeds Turret, 1934, is triangulation. The other, a flagpole at the Kiddletown Yacht Club was not compiled. Both were indexed on form 152 and submitted on form 567. The flagpole was indicated on color photograph 682072(c).

The building on which "East Turret" is situated is class I and should be retained on the chart.

There is only one fixed aid within the limits of this sheet. It is Eddy Rock Light number 61. The light is triangulation. It was verified and submitted on form 567.

57. GEOGRAPHIC NAMES

The airstrip at East Haddam is owned by an organization called the FLYING "B". They are no longer in operation and the airstrip is private. Recommend that no name be mapped for this field.

The road mapped as Connecticut Route 9 is Connecticut 9A. Connecticut 9 is a new, four lane, divided highway to the west.
No other discrepancies were noted in the names on this map.

58. ROCKS AND SHOALS

No important rocks were found in the area covered by this map. One rock submerged 2.0 feet at MLW was found in channel leading to Chapman Cove.

There are no proper shoals on this sheet. A fairly large area that is awash at MLW was found just upstream of the bridge near the northern limits of the map. It was indicated by a dashed line on the color photograph and outlined, approximately, on the field edit ozalid. Appropriate notes and cross references were made.

There is a small area awash at MLW in the entrance of the channel to Chapman Cove. Two other "awash" areas are to be found, one at the mouth of Clark Creek and the other at the head of Rich Island. See the field edit ozalid and color photographs for notes pertaining to these areas.

59. PHOTOGRAPHY

Photography consisted of black and white copies of color photography and color photographs. The color photography was utilized exclusively for the field edit. Shadows and overhanging tree limbs caused some difficulty in a few areas, but the photography was generally good and allowed ready discernment of small details.

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
Surveying Technician

September 26, 1969
TO BE CHARTED
TO BE REVISED
TO BE DELETED
STRIKE OUT TWO

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

Atlantic Marine Center
June 1, 1970

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

The positions given have been checked after listing by Albert C. Rauck, Jr.

<table>
<thead>
<tr>
<th>Charting Name</th>
<th>Description</th>
<th>Signal Name</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Datum</th>
<th>Method</th>
<th>Date of Location</th>
<th>Chart Affected</th>
</tr>
</thead>
<tbody>
<tr>
<td>GOODSPEEDS LANDING TO CHESTER</td>
<td>Truncated pyramidal turret, white square base and a black top (Goodspeeds Turret, 1934)</td>
<td></td>
<td>41 27</td>
<td>181.7</td>
<td>72 27</td>
<td>1090.7</td>
<td>1927</td>
<td>T13310 9/31/69</td>
</tr>
<tr>
<td>W. TURRET</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>N.A.</td>
<td>Triang</td>
<td></td>
</tr>
<tr>
<td>FLAGPOLE</td>
<td>White flagpole at Middleton Yacht Club</td>
<td></td>
<td>41 25</td>
<td>1692</td>
<td>72 27</td>
<td>151</td>
<td>Photo</td>
<td>T13310 10/8/69</td>
</tr>
</tbody>
</table>

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 determined, 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.

* TABULATE SECONDS AND METERS

USCOMM-DC 36485-P56
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be charted on the charts indicated.
The positions given have been checked after listing by Albert C. Rauck, Jr. Allen L. Powell, Director. 

<table>
<thead>
<tr>
<th>STATE</th>
<th>CONNECTICUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td></td>
<td>LONG ISLAND SOUND CONNNECTICUT RIVER</td>
</tr>
<tr>
<td></td>
<td>LIGHT 41 (Eddy Rock Light, 1934)</td>
</tr>
</tbody>
</table>

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. 70. 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.
# Non Floating Aids or Landmarks for Charts

Atlantic Marine Center  June 1, 1970

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

The positions given have been checked after listing by Albert C. Rauck, Jr.

Allen L. Powell, Director, AMC

<table>
<thead>
<tr>
<th>State</th>
<th>Connecticut</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charting Name</td>
<td>Description</td>
</tr>
<tr>
<td>SPIRE</td>
<td>Not of landmark value</td>
</tr>
</tbody>
</table>

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.
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-9092, 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-13310 for nautical chart construction purposes.

63. **COMPARISON WITH MAPS OF OTHER AGENCIES**

   A visual comparison was made with U.S.G.S. Deep River, CT, 1:24,000 scale dated 1961. Discrepancies are noted on the comparison sheet in brown.

64. **COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS**

   Comparison was made with boat sheet H-9050 10/6/69, 1:10,000 scale and boat sheet H-9051 10/4/69, 1:10,000 scale. The source of the shoreline appears to be the incomplete manuscript of T-13311. All differences are noted on the comparison sheet in purple.

65. **COMPARISON WITH NAUTICAL CHARTS**

   A visual comparison was made with Chart 266 Conn. River, Deep River to Bodkin Rock, 6th Edition, 1:20,000 dated March 25, 1972. Differences are noted on the comparison sheet in red.

66. **ADEQUACY OF RESULTS AND FUTURE SURVEYS**

   This survey complies with project instructions and appears to meet the National Standards of Map Accuracy.
Submitted by:

Bernard Kurs
Cartographer

Approved for forwarding:

Melvin J. Beach, CDR, NOAA
Chief, Coastal Mapping Div., AMC

Approved:

Alfred C. Holmes
RADM, NOAA
Director, AMC

Approved:

Charles Homer
Chief, Photogrammetric Branch

Wesley L. Hill
Chief, Coastal Mapping Division
**INSTRUCTIONS**

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart.

1. Letter all information.
2. In "Remarks" column cross out words that do not apply.
3. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

<table>
<thead>
<tr>
<th>CHART</th>
<th>DATE</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
</tr>
</thead>
</table>
| 266   | 2-27-75 | Kurt Healy   | **Final**  
|       |       |              | **Full Part Before After Verification Review Inspection Signed Via**  
|       |       |              | Drawing No. **23**  
| (12377) |      |              | **CONSIDER ADEQUATELY APPLIED.** |
|       |       |              | **Full Part Before After Verification Review Inspection Signed Via**  
|       |       |              | Drawing No. |
|       |       |              | **Full Part Before After Verification Review Inspection Signed Via**  
|       |       |              | Drawing No. |
|       |       |              | **Full Part Before After Verification Review Inspection Signed Via**  
|       |       |              | Drawing No. |
|       |       |              | **Full Part Before After Verification Review Inspection Signed Via**  
|       |       |              | Drawing No. |
|       |       |              | **Full Part Before After Verification Review Inspection Signed Via**  
|       |       |              | Drawing No. |
|       |       |              | **Full Part Before After Verification Review Inspection Signed Via**  
|       |       |              | Drawing No. |
|       |       |              | **Full Part Before After Verification Review Inspection Signed Via**  
|       |       |              | Drawing No. |