Form 504
U.S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

**Type of Survey**  
SHORELINE PHOTOGRAMMETRIC

**Field No.** Ph-31(4)F  
**Office No.** T-9088

**LOCALITY**

**State**  
CONNECTICUT

**General locality**  
CONNECTICUT RIVER

**Locality**  
FROM ROCKY HILL, CONNECTICUT TO  
EAST HARTFORD, CONNECTICUT  

1948

**CHIEF OF PARTY**  
R. J. Sipe, Chief of Field Party  
C. W. Clark, Portland Photogrammetric Office

**LIBRARY & ARCHIVES**

**DATE**  
Mar-30-1953
DATA RECORD

T-9088

Project No. (II): Ph-31(49)F

Quadranlage 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)

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): 11-18-52

Publication Scale (IV):

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

Geographic Datum (III): N.A. 1927

Vertical Datum (III): Local Mean River Level

Mean sea level except as follows:

Elevations shown as (2) refer to mean high water

Elevations shown as (3) refer to sounding datum

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

Reference Station (III): CLAY BANKS, 1935

Lat.: 41° 44' 02.545" 78.5 m

Long.: 72° 38' 28.406" 656.5 m

(1722.6 m) (730.1 m)

Adjusted \( \times \) Unadjusted

Plane Coordinates (IV):

State: Conn.

Zone: —

\( Y = 328202.83 \)

\( X = 629690.76 \)

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 and R.A. Horn

Date: 7/7/48 - 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 inspection photographs.

Projection and Grids ruled by (IV):

Date:

Projection and Grids checked by (IV):

Date:

Control plotted by (III): Alfred C. Holmes

Date: 1/17/50

Control checked by (III): Roy A. Davidson

Date: 1/18/50

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): Helen L. Laube

Date: 7/21/50

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

Date: 8/24/50

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

Date:
PHOTOGRAPHS (III)

<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>48-J-788</td>
<td>5/2/48</td>
<td>12:03</td>
<td>1:10000 ratio</td>
<td>1.0 ft. above M.L.W.</td>
</tr>
<tr>
<td>48-J-790 thru 794</td>
<td>5/2/48</td>
<td>12:13</td>
<td>&quot;</td>
<td>1.0 ft. above M.L.W.</td>
</tr>
<tr>
<td>8-J-802 II</td>
<td>806</td>
<td>5/2/48</td>
<td>12:37</td>
<td>&quot;</td>
</tr>
<tr>
<td>8-J-808</td>
<td>5/2/48</td>
<td>12:38</td>
<td>&quot;</td>
<td>0.9 ft. above M.L.W.</td>
</tr>
</tbody>
</table>

NOTE: Tidal information applies only during lowest river stages. (See Field Inspection Report for T-9093 and T-9094 Project Ph-31(48)F side-heading 7, "Mean High-Water").
Summary to Accompany T-9088

Shoreline Survey T-9088, scale 1:10,000 (latitude 41° 40' to 46'; longitude 72° 35' to 40½') 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-9088 is one of the F group and includes that part of the Connecticut River between Rocky Hill on the south to East Hartford 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 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
Map Manuscript No. T-9088
Project Ph-31(48)F

The field inspection report for this map manuscript is part of a combined field inspection report for Map Manuscripts Nos. T-9087 and T-9088 and is included in the Descriptive Report for T-9087 (1948).
The Photogrammetric Plot for this map manuscript is described in a combined Photogrammetric Plot Report for Map Manuscripts Nos. T-9087 to T-9090 Incl. and is included in the Descriptive Report for Map Manuscript No. T-9087 (1948).
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>LATITUDE OR $\gamma$-COORDINATE LONGITUDE OR $x$-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET OR PROJECTION LINE IN METERS FORWARD (BACK)</th>
<th>DATUM CORRECTION</th>
<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pratt, Whitney, Black and Yellow, South-Pylon, 1935</td>
<td>G-3536 P. 199 1927</td>
<td>41° 41' 18.842'' 72° 38' 00.634''</td>
<td>10</td>
<td>581.3 (1269.3)</td>
<td>14.7 (1372.9)</td>
<td></td>
</tr>
<tr>
<td>Mosley Silo, 1935</td>
<td>G-3536 P. 200 1927</td>
<td>41° 41' 42.47 '' 72° 36' 26.58 ''</td>
<td>1300.3 (540.8)</td>
<td>614.6 (772.8)</td>
<td>1795.5 (55.6)</td>
<td>141.8 (1245.2)</td>
</tr>
<tr>
<td>Nashua Factory</td>
<td>G-3536 P. 200 1927</td>
<td>41° 42' 58.198'' 72° 37' 06.134''</td>
<td>19</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Smoke Stack, 1891</td>
<td>G-3536 P. 158 1927</td>
<td>41° 44' 02.545'' 72° 38' 28.406''</td>
<td>31</td>
<td>78.5 (1772.6)</td>
<td>656.5 (730.1)</td>
<td></td>
</tr>
<tr>
<td>Clay Banks, 1935</td>
<td>G-3536 P. 158 1927</td>
<td>41° 42' 15.383'' 72° 35' 52.330''</td>
<td>22</td>
<td>474.6 (1376.5)</td>
<td>1209.9 (177.3)</td>
<td>656.5 (730.1)</td>
</tr>
<tr>
<td>Glastonbury Williams Company</td>
<td>G-3536 P. 200 1927</td>
<td>41° 45' 41.428'' 72° 37' 20.709''</td>
<td>34</td>
<td>1278.1 (573.0)</td>
<td>478.4 (907.7)</td>
<td>1209.9 (177.3)</td>
</tr>
<tr>
<td>East Hartford Silver Lane Tank (El.) 1935</td>
<td>G-3536 P. 204 1927</td>
<td>41° 44' 38.414'' 72° 38' 04.045''</td>
<td>27</td>
<td>1185.1 (666.0)</td>
<td>93.5 (1292.9)</td>
<td></td>
</tr>
<tr>
<td>East Hartford Hockanum Congregational Church, 1881</td>
<td>G-6763 P. 300 1927</td>
<td>41° 42' 46.167'' 72° 39' 09.597''</td>
<td>16</td>
<td>1424.3 (426.8)</td>
<td>221.9 (1165.2)</td>
<td>823.3 (1027.8)</td>
</tr>
<tr>
<td>Wethersfield First Congregational Church Spire, 1875</td>
<td>G-3536 P. 200 1927</td>
<td>41° 45' 26.686'' 72° 40' 09.427''</td>
<td>37</td>
<td>217.8 (1168.4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hartford Church of the Good Shepherd, 1875</td>
<td>G-3536 P. 204 1927</td>
<td>41° 43' 11.243'' 72° 39' 26.094''</td>
<td>25</td>
<td>346.9 (1504.2)</td>
<td>603.2 (783.7)</td>
<td>346.9 (1504.2)</td>
</tr>
<tr>
<td>Wethersfield State Prison Stack, 1891</td>
<td>G-3536 P. 201 1927</td>
<td>41° 42' 42.11 '' 72° 37' 44.83 ''</td>
<td>23</td>
<td>1299.2 (551.9)</td>
<td>1036.2 (350.6)</td>
<td></td>
</tr>
<tr>
<td>East Hartford Red Barn Cupola, 1935</td>
<td>G-3536 P. 202 1927</td>
<td>41° 44' 54.976'' 72° 38' 15.336''</td>
<td>24</td>
<td>1693.0 (158.1)</td>
<td>354.3 (1032.0)</td>
<td></td>
</tr>
</tbody>
</table>
RADIAL PLOT FOR ONE LOG OBSTRUCTION POSITION
DETERMINED FOR T-9088 and CHART 267

A log obstruction near midstream in the Connecticut
River between the towns of South Glastonbury and Rocky
Hill which bares at low water and is not discernible on
the photographs was located by observed directions to two
triangulation stations, - VETERANS ELEVATED TANK and TWO
PLRS FRNT RANGE LT - and, to two lights whose positions
have been determined by this plot - GLASTONBURY LOWER Lt
No. 90 and SOUTH GLASTONBURY REAR RANGE Lt.

Two acetate templats, for photographs J 787 and J 815
(1:10,000), were laid on T-9088 and T-9089 (1:10,000) with
adequate control. A third templet, with the observed direc-
tions to the points and stations mentioned in the preceding
paragraph, was then oriented to these points.

The scaled position of this log obstruction is sub-
mitted on form No. 567 and is believed to be within the 0.5
millimeter accuracy.

Further verification of this position may be had
upon the laying of radial plots for T-9088 and T-9089 by
the Baltimore Office in the near future.

* Work reassigned to Portland Photogrammetric Office.

Submitted by:

L. Martin Gazik
Photogrammetrist

Approved by:

L. C. Lande

Date: Sept. 27, 1948
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION</th>
<th>LATITUDE OR $\nu$-COORDINATE</th>
<th>LONGITUDE OR $\chi$-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</th>
<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>$^0$</td>
<td>$'$</td>
<td>$''$</td>
<td>FORWARD (BACK)</td>
</tr>
<tr>
<td>SOUTH GLASTONBURY</td>
<td>G-3536</td>
<td>41° 40' 02.08''</td>
<td>72° 36' 10.84''</td>
<td>1</td>
<td>64.2 (1786.9)</td>
</tr>
<tr>
<td>EPISCOPAL CHURCH TOWER, 1935</td>
<td>P. 198</td>
<td>1927</td>
<td></td>
<td></td>
<td>250.8 (1137.3)</td>
</tr>
<tr>
<td>HARTFORD, CAPITAL</td>
<td>G-3536</td>
<td>41° 45' 50.570''</td>
<td>72° 40' 57.366''</td>
<td>38 (West of map limit)</td>
<td>1560.2 (290.9)</td>
</tr>
<tr>
<td>HEAD OF VICTORY</td>
<td>P. 205</td>
<td>1931</td>
<td></td>
<td></td>
<td>1336.7 (49.3)</td>
</tr>
<tr>
<td>HARTFORD, LIGHT COMPANY STACK</td>
<td>G-3536</td>
<td>41° 45' 00.27''</td>
<td>72° 39' 11.00''</td>
<td>$^3$</td>
<td>8.3 (1842.8)</td>
</tr>
<tr>
<td>1935</td>
<td>P. 203</td>
<td></td>
<td></td>
<td></td>
<td>254.2 (1132.1)</td>
</tr>
<tr>
<td>SOUTH GLASTONBURY</td>
<td>G-3536</td>
<td>41° 40' 31.56''</td>
<td>72° 36' 27.64''</td>
<td>2</td>
<td>973.7 (877.4)</td>
</tr>
<tr>
<td>FRONT RANGE LIGHT</td>
<td>P. 198</td>
<td></td>
<td></td>
<td></td>
<td>639.3 (748.6)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>7</td>
<td>210.6 (1640.5)</td>
</tr>
<tr>
<td>GREWIND, 1935</td>
<td>G-3536</td>
<td>41° 42' 06.828''</td>
<td>72° 40' 02.050''</td>
<td></td>
<td>47.4 (1339.9)</td>
</tr>
<tr>
<td></td>
<td>P. 157</td>
<td></td>
<td></td>
<td></td>
<td>1053.5 (797.6)</td>
</tr>
<tr>
<td>TEXACO BARREL ELEVATOR, 1935</td>
<td>G-3536</td>
<td>41° 44' 34.148''</td>
<td>72° 38' 30.744''</td>
<td></td>
<td>710.4 (676.0)</td>
</tr>
<tr>
<td></td>
<td>P. 203</td>
<td></td>
<td></td>
<td></td>
<td>672.0 (1179.1)</td>
</tr>
<tr>
<td>GLASTONBURY ST. MARKS CHURCH</td>
<td>G-3536</td>
<td>41° 43' 21.78''</td>
<td>72° 36' 42.19''</td>
<td></td>
<td>975.2 (411.7)</td>
</tr>
<tr>
<td>TOWER, 1935</td>
<td>P. 201</td>
<td></td>
<td></td>
<td></td>
<td>359.7 (1491.4)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>4</td>
<td>278.1 (1109.9)</td>
</tr>
<tr>
<td>THAP ROCK, 1935</td>
<td>G-3536</td>
<td>41° 40' 11.658''</td>
<td>72° 38' 12.023''</td>
<td></td>
<td>1701.7 (149.4)</td>
</tr>
<tr>
<td></td>
<td>P. 156</td>
<td></td>
<td></td>
<td></td>
<td>496.5 (890.5)</td>
</tr>
<tr>
<td>WEHNSFIELD, MAGGIE'S SEED HOUSE &amp; CUPOLA, 1891</td>
<td>G-6763</td>
<td>41° 42' 55.158''</td>
<td>72° 39' 21.478''</td>
<td></td>
<td>17.9 (1833.2)</td>
</tr>
<tr>
<td></td>
<td>P. 298</td>
<td></td>
<td></td>
<td></td>
<td>225.7 (1160.6)</td>
</tr>
<tr>
<td>HELCO, 1935</td>
<td>G-3536</td>
<td>41° 45' 00.579''</td>
<td>72° 39' 09.768''</td>
<td></td>
<td>142.1 (439.0)</td>
</tr>
<tr>
<td></td>
<td>P. 157</td>
<td></td>
<td></td>
<td></td>
<td>212.3 (1174.1)</td>
</tr>
<tr>
<td>EAST HARTFORD</td>
<td>G-3536</td>
<td>41° 44' 45.77''</td>
<td>72° 38' 09.19''</td>
<td></td>
<td>277.05 (1574.07)</td>
</tr>
<tr>
<td>BORQUE TOWER, 1935</td>
<td>P. 202</td>
<td></td>
<td></td>
<td></td>
<td>981.4 (405.2)</td>
</tr>
<tr>
<td>EAST HARTFORD HOOK</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GINN METHODIST EPISC. TOWER, 1935</td>
<td>G-3536</td>
<td>41° 44' 08.98''</td>
<td>72° 37' 42.47''</td>
<td></td>
<td></td>
</tr>
<tr>
<td>COPAL CHURCH TOWER, from Wash.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>STATION</td>
<td>SOURCE OF INFORMATION (INDEX)</td>
<td>DATUM</td>
<td>LATITUDE OR U-COORDINATE</td>
<td>LONGITUDE OR X-COORDINATE</td>
<td>DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS FORWARD (BACK)</td>
</tr>
<tr>
<td>---------</td>
<td>-------------------------------</td>
<td>-------</td>
<td>--------------------------</td>
<td>----------------------------</td>
<td>-------------------------------------------------------------------</td>
</tr>
<tr>
<td>DIRCK'S BARN</td>
<td>Pos.comp. from desc. of DIRCK 1927</td>
<td>GABLE, 1935</td>
<td>41° 43' 32.280&quot;</td>
<td>72° 35' 54.664&quot;</td>
<td>25&quot;</td>
</tr>
<tr>
<td>DIRCK</td>
<td>G-3536</td>
<td>Pg. 157</td>
<td>41° 33' 32.495&quot;</td>
<td>72° 35' 54.492&quot;</td>
<td>24&quot;</td>
</tr>
<tr>
<td>GLASTONBURY CONSOLIDATED CIGAR CO.</td>
<td>G-3536</td>
<td>Pg. 200</td>
<td>41° 41' 59.831&quot;</td>
<td>72° 36' 23.75&quot;</td>
<td>13&quot;</td>
</tr>
<tr>
<td>HARTFORD PRATT &amp; WHITNEY TANK (EL.)</td>
<td>G-3536</td>
<td>Pg. 202</td>
<td>41° 41' 56.986&quot;</td>
<td>72° 38' 16.018&quot;</td>
<td>3&quot;</td>
</tr>
<tr>
<td>HARTFORD, INSANE</td>
<td>G-6763</td>
<td>Pg. 292</td>
<td>41° 41' 58.621&quot;</td>
<td>72° 40' 57.116&quot;</td>
<td>33&quot; (west of map limit)</td>
</tr>
<tr>
<td>RETREAT VANE, 1891</td>
<td>G-6763</td>
<td>Pg. 292</td>
<td>41° 44' 31.146&quot;</td>
<td>72° 40' 21.614&quot;</td>
<td>34&quot;</td>
</tr>
<tr>
<td>HARTFORD, WETHERSFIELD AVENUE CONGREGATIONAL CH.</td>
<td>G-6763</td>
<td>Pg. 293</td>
<td>41° 45' 23.814&quot;</td>
<td>72° 39' 48.957&quot;</td>
<td>41&quot;</td>
</tr>
<tr>
<td>HARTFORD, COLTS FACTORY CUPOLA, 1876</td>
<td>G-3536</td>
<td>Pg. 294</td>
<td>41° 45' 08.251&quot;</td>
<td>72° 39' 30.313&quot;</td>
<td>43&quot;</td>
</tr>
<tr>
<td>HARTFORD LIGHT COMPANY W. TOWER</td>
<td>G-3536</td>
<td>Pg. 203</td>
<td>41° 45' 11.626&quot;</td>
<td>72° 39' 25.828&quot;</td>
<td>43&quot;</td>
</tr>
<tr>
<td>COLT PIER LIGHT</td>
<td>G-3536</td>
<td>Pg. 203</td>
<td>41° 45' 03.26&quot;</td>
<td>72° 39' 04.36&quot;</td>
<td>45&quot;</td>
</tr>
<tr>
<td>HARTFORD JETTY LIGHT, 1913</td>
<td>G-3536</td>
<td>Pg. 203</td>
<td>41° 45' 33.156&quot;</td>
<td>72° 40' 44.349&quot;</td>
<td>45&quot; (west of map limit)</td>
</tr>
<tr>
<td>HARTFORD SOUTHERN CUPOLA, 1891</td>
<td>G-3536</td>
<td>Pg. 203</td>
<td>41° 45' 34.368&quot;</td>
<td>72° 40' 33.404&quot;</td>
<td>45&quot;</td>
</tr>
</tbody>
</table>

1 FT. = 0.3048008 METER

### Table: Coordinate Data

<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR μ-COORDINATE</th>
<th>LONGITUDE OR x-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET OR PROJECTION LINE IN METERS</th>
<th>DATUM CORRECTION</th>
<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>HARTFORD, OLD STATE HOUSE, CUPOLA, 1875</td>
<td>G-6763</td>
<td>N.A.</td>
<td>41° 45′ 57.554″</td>
<td>72° 40′ 23.394″</td>
<td>0</td>
<td>1775.9 (75.5)</td>
<td>540.4 (845.5)</td>
<td></td>
</tr>
<tr>
<td>HARTFORD CENTER CONGREGATIONAL CHURCH SPIRE, 1891</td>
<td>G-6763</td>
<td>1927</td>
<td>41° 45′ 52.127″</td>
<td>72° 40′ 28.590″</td>
<td>0.5</td>
<td>1608.2 (242.9)</td>
<td>660.4 (725.6)</td>
<td></td>
</tr>
<tr>
<td>TRAVELERS TOWER, 1935</td>
<td>G-3536</td>
<td>N.A.</td>
<td>41° 45′ 51.688″</td>
<td>72° 40′ 23.502″</td>
<td>0.5</td>
<td>1594.7 (256.4)</td>
<td>542.9 (843.1)</td>
<td></td>
</tr>
<tr>
<td>WETHERSFIELD SCHOOL</td>
<td>G-3536</td>
<td>1927</td>
<td>41° 42′ 36.518″</td>
<td>72° 39′ 53.266″</td>
<td>1</td>
<td>1126.6 (724.5)</td>
<td>1231.2 (155.9)</td>
<td></td>
</tr>
<tr>
<td>CUPOLA, 1935</td>
<td>G-3536</td>
<td>1927</td>
<td>41° 42′ 14.631″</td>
<td>72° 37′ 10.785″</td>
<td>0</td>
<td>451.4 (1392.7)</td>
<td>249.4 (1137.8)</td>
<td></td>
</tr>
<tr>
<td>CROW POINT, 1935</td>
<td>G-3536</td>
<td>1927</td>
<td>41° 45′ 18.766″</td>
<td>72° 39′ 14.043″</td>
<td>0.5</td>
<td>579.6 (1272.1)</td>
<td>324.4 (1061.8)</td>
<td></td>
</tr>
<tr>
<td>HARTFORD LIGHT COMPANY, EAST TOWER, 1935</td>
<td>G-3536</td>
<td>1927</td>
<td>41° 40′ 33.677″</td>
<td>72° 38′ 35.463″</td>
<td>0.5</td>
<td>1039.0 (812.1)</td>
<td>820.3 (567.6)</td>
<td></td>
</tr>
<tr>
<td>SHIPMAN (MDSIC)</td>
<td>G-3536</td>
<td>1927</td>
<td>41° 40′ 24.467″</td>
<td>72° 36′ 31.603″</td>
<td>5</td>
<td>754.6 (1096.5)</td>
<td>731.0 (656.9)</td>
<td></td>
</tr>
<tr>
<td>TWO PIERS CHANNEL FRONT RANGE LIGHT</td>
<td>G-3536</td>
<td>1927</td>
<td>41° 40′ 06.329″</td>
<td>72° 37′ 47.577″</td>
<td>1</td>
<td>1100.7 (287.4)</td>
<td>1100.7 (287.4)</td>
<td></td>
</tr>
<tr>
<td>PRATT-WHITNEY RED AND WHITE S. PYLON, 1935</td>
<td>G-3536</td>
<td>1927</td>
<td>41° 40′ 03.564″</td>
<td>72° 36′ 12.222″</td>
<td>2</td>
<td>109.8 (1741.3)</td>
<td>282.7 (1105.3)</td>
<td></td>
</tr>
<tr>
<td>SOUTH GLASTONBURY CONGREGATIONAL CHURCH TOWER, 1935</td>
<td>G-3536</td>
<td>1927</td>
<td>41° 40′ 17.430″</td>
<td>72° 36′ 06.362″</td>
<td>5</td>
<td>537.7 (1313.4)</td>
<td>147.2 (1240.8)</td>
<td></td>
</tr>
<tr>
<td>GLASTONBURY GIBBERTS TOWER, 1935</td>
<td>G-3536</td>
<td>1927</td>
<td>41° 40′ 58.723″</td>
<td>72° 38′ 18.649″</td>
<td>1</td>
<td>1811.7 (39.4)</td>
<td>431.1 (955.9)</td>
<td></td>
</tr>
</tbody>
</table>

1 FT = 0.3048006 METER

COMPUTED BY: J.C. Lajoie
DATE: 7/11/49

CHECKED BY: G. Richter
DATE: 7/12/49
Compilation Report
Map Manuscript T-9088
Project Ph-31(48)P

Side headings 31 to 34 incl., 36, 37, 39, and 47 of the Compilation Report for T-9087 are applicable to the Compilation Report for T-9088.

35: Shoreline and Alongshore Details:

Paragraphs 1, 2, 3, and 5 of side heading 35: "Shoreline and Alongshore Details" of the Compilation Report for T-9087 are applicable to T-9088. The approximate limits of several shoal areas have been indicated.

38: Control for Future Surveys:

Forms 524 are being submitted with this map manuscript for 13 recoverable topographic stations which are listed under side heading 49: "Notes to the Hydrographer".

40: Horizontal and Vertical Accuracy:

It is believed there are no areas of sub-normal horizontal accuracy. 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, 1:31,680, Edition of 1944.

A visual comparison was made with U.S.G.S. Hartford South, Conn., 7 1/2 min. quadrangle, Scale, 1:31,680, Edition of 1944.

A visual comparison was made with Army Map Service Glastonbury, Conn., 7 1/2 min. quadrangle, Scale, 1:25,000, Edition of 1946.

Approved:

Charles W. Clark
Officer-in-Charge

Respectfully submitted:

J. Edward Deal, Jr.
Cartographer
PHOTOGRAMMETRIC OFFICE REVIEW
T-9088


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

ALONGSHORE AREAS
(Nautical Chart Data)

PHYSICAL FEATURES

CULTURAL FEATURES

BOUNDARIES
31. Boundary lines  32. Public land lines

MISCELLANEOUS

Reviewer  Supervisor

40. ____________  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:

N-3623-12
Refer to side heading 18: "GEOGRAPHIC NAMES" of the field inspection report for T-9087 and T-9088 which is included in the Descriptive Report for T-9087. The following geographic names shown on the map manuscript were obtained from the sources shown below.

Nautical Chart #267

Brainard Field
Glastonbury Bar
Goff Brook
Hartford Bar
Hockanum River
c
Hollow Bar
Keansy Cove
Naubuc Bar
Pepperpot Brook
Press Barn Bar
Rentchler Airport
t
Two Piers Bar
Wethersfield Cove
Wethersfield Shoal

Army Map Service Glastonbury Quad

Conn. State Highway #17
Crow Point
East Hartford Gardens
Forest Village
Glastonbury
Glastonbury Green Cemetery
Glastonbury Meadows
Holland Brook
Hubbard Brook
naubuc
New London Turnpike
State No. 2
Old Church Cemetery
Porter Brook
Rams Pond
Roebling Brook
Salmon Brook
Smith Brook
South Glastonbury
St. James Cemetery

Williams Village
Williams School

Added Names:

Red Hill Acres
State Street
State Prison
State No. 160 (Small Section)
State No. 15: Same as U.S. 5 and U.S. 6, in Part

IESG Quad Hartford South

Brewer Street
Burr School
Charter Road
Conn. State Highway #9
Conn. State Highway #175
Elm Street
Griswoldville
Hartford
Hartford Bypass
High Street
Hockanum
Jordan Lane
Keansy Point
Main Street
Maple Street
Middletown Road = same as Main	naubuc Ave
Nott Street
Old Hockanum Cemetery
Rocky Hill
Silas Dean Highway
South School
South Wethersfield
Stillman School
U.S. Highway #3
U.S. Highway #6
Walcott Hill Road
Wells Road
Wethersfield
Wethersfield Ave
Wright School

Hartford North Quad

Charter Oak Bridge
Silver Lane School
Willow Brook

IESG Manchester Quad

Forbes Street
Silver Lane

Willow-Cross Highway U.S. 6 E. of Hartford

Wethersfield High School
Wethersfield
Weldon Acres
Beaver Brook (main Goff Brook)
Names on manuscript not listed:

Near:

Prospect Street  (Griswoldville)
Meadow Road  (Rocky Hill)
Park River Outlet  (Hartford)
East Hartford
Clay Banks Bar  (Brainard Field)
Colt Park  (Hartford)

Howard Ave River Road
South Street  (Wethersfield)
Bedwell School  (W. of Brainard Field)
Wright School
Kinsella School
St. Peters School
St. Cyril School
Hoover School
Commerce Street
Wawarmre Avenue
Aviation Street  (N. of Brainard Field)
Griswold Street  (Naubuc)
State No 94  (Glastonbury)

Names underlined in red are approved.
7-26-51  L. Heck
The following recoverable topographic stations were located by air photographic plot on this map manuscript.

AIRPORT BEACON
CLAY BANKS REAR "100"
CYS HOLLOW UPPER LIGHT #99
CYS HOLLOW LOWER LIGHT #97
FLASHING RED LIGHT (PRIVATE)
GLASTONBURY FIRST CONGREGATIONAL CHURCH SPIRE
GLASTONBURY UPPER LIGHT #92
GLASTONBURY LOWER LIGHT #90
HARTFORD RADIO RANGE
NAU BUC BAR LIGHT (95)
PRESS BARN BAR FRONT RANGE LIGHT #93
PRESS BARN BAR REAR RANGE (93)
SOUTH GLASTONBURY REAR 88

There were no photo hydro stations located during the compilation of this map manuscript.
62. Comparison with Registered Topographic Surveys

<table>
<thead>
<tr>
<th>Survey</th>
<th>Scale</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-2045</td>
<td>1:10,000</td>
<td>1891-3 (with contours)</td>
</tr>
<tr>
<td>T-2046</td>
<td></td>
<td>1891-4</td>
</tr>
</tbody>
</table>

Except for contours T-9088 supersedes the older surveys for charting purposes.

63. Comparison with Maps of Other Agencies

<table>
<thead>
<tr>
<th>Agency</th>
<th>Location</th>
<th>Scale</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>U.S.G.S.</td>
<td>Hartford North</td>
<td>1:31,680</td>
<td>ed. 1945</td>
</tr>
<tr>
<td>&quot;</td>
<td>&quot; South</td>
<td></td>
<td>1944</td>
</tr>
<tr>
<td>&quot;</td>
<td>Manchester</td>
<td></td>
<td></td>
</tr>
<tr>
<td>U.S.E.</td>
<td></td>
<td>1:25,000</td>
<td>1950</td>
</tr>
<tr>
<td>U.S.G.S.</td>
<td>Glastonbury</td>
<td>1:31,680</td>
<td>ed. 1946</td>
</tr>
<tr>
<td>U.S.E.</td>
<td></td>
<td>1:25,000</td>
<td>1948</td>
</tr>
</tbody>
</table>

The shoreline and near-shore features on T-9088 supersedes those on the quadrangles.

Some of the revisions and additions to the map manuscript interior areas were made to bring it into closer agreement with the other surveys because the photographs indicate the conditions still exist.

In the case of the sewage disposal area at Brainard Field, no field inspection noted a pool within the road layout between the runway area and the large dike to the south. An inspection of the photographs indicates that the data on the quadrangle can be accepted as correct. The pool and the words "Sewage Disposal" have been added to the map manuscript.

64. Comparison with Contemporary Hydrographic Surveys

None

65. Comparison with Nautical Charts

<table>
<thead>
<tr>
<th>Chart No.</th>
<th>Scale</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>267</td>
<td>1:20,000</td>
<td>ed. March 1948 rev. May 1951</td>
</tr>
</tbody>
</table>
Discrepancies:

<table>
<thead>
<tr>
<th>Lights and Ranges</th>
<th>Book</th>
<th>Ms.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two Piers Channel</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front &amp; Rear</td>
<td>60</td>
<td>70</td>
</tr>
<tr>
<td>South Glastonbury</td>
<td>97</td>
<td>101</td>
</tr>
<tr>
<td>&quot;</td>
<td>166°</td>
<td>167°50'</td>
</tr>
<tr>
<td>Glastonbury Lower</td>
<td>1225</td>
<td>1232</td>
</tr>
<tr>
<td>&quot;</td>
<td>348°</td>
<td>348°</td>
</tr>
<tr>
<td>Upper</td>
<td>1725</td>
<td>1718</td>
</tr>
<tr>
<td>&quot;</td>
<td>336°</td>
<td>336°20'</td>
</tr>
<tr>
<td>*Press Born Bar Front-Rear</td>
<td>67</td>
<td>67</td>
</tr>
<tr>
<td>Naubuc Bar</td>
<td>700</td>
<td>680</td>
</tr>
<tr>
<td>&quot;</td>
<td>95°</td>
<td>95°</td>
</tr>
<tr>
<td>Cys Hollow Upper-Lower</td>
<td>500</td>
<td>518</td>
</tr>
<tr>
<td>&quot;</td>
<td>304°</td>
<td>303°7'</td>
</tr>
<tr>
<td>Clay Banks Front-Rear</td>
<td>55</td>
<td>55</td>
</tr>
<tr>
<td>&quot;</td>
<td>174°</td>
<td>174°40'</td>
</tr>
<tr>
<td>Colt Pier</td>
<td>600</td>
<td>617</td>
</tr>
</tbody>
</table>

*These two lights were re-pricked during review, and their positions changed. Form 524 was corrected to read:
Front, 41°41' 1806.0 m 72°38' 318.9 m
Rear  41°41' 1799.6 m 72°38' 379.5 m

These light records appear on Chart Letter No. 35(1951) in the Division of Charts' file. Copy bound with T-3087

Dolphins not charted
One dolphin east of Keeney Cove
Four dolphins at Wethersfield Shoal

Charted Lights not on manuscript
Wethersfield 99A (built 1950)
East Hartford 100A (built 1950)

Jetties
There are five jetties north of Keeney Pt.
Only four are charted

Radio Range Towers: Five 135-ft. towers northwest of Glastonbury are not on the chart. A form 524 was made for the central tower. (Heading 49 Compilation Report)

66. Bridges

The horizontal clearance for the west (channel) span of Charter Oak Bridge was measured between MHW mark on the pier in the stream and the MHW line on shore. (Descriptive Report T-9087)

67. Accuracy

This map complies with project instructions and meets the National Standards of Map Accuracy.

Reviewed by:

Lena T. Stevens
Approved:

S. Smith 1/12/63
Chief, Review Section
Div. of Photogrammetry

E. McComber
Chief, Nautical Chart Branch
Division of Charts

O. Reading
Chief, Div. of Photogrammetry

E. O. Eaton
Chief, Div. of Coastal Surveys
CONTROL TO BE SMOOTH-DRAFTED ON T-9088

Triangulation

1. South Glastonbury Episcopal Church Tower, 1935
2. " " Front Range Light, 1907
3. Trap Rock, 1935
4. Shipman (NDIG), 1935
5. Two Pier Channel Front Range Light, 1892
6. Pratt & Whitney Red & White South Pylon, 1935
7. South Glastonbury Congregational Church Tower, 1935
8. Glastonbury, Gilberts Tower, 1935
9. Two Pier Channel Rear Range Light, 1892
11. Mosleys Silo, 1935
14. Naubene Factory Smoke-Stack, 1891
16. * Wethersfield, First Congregational Church Spire, 1875
17. Griswold, 1935
18. Wethersfield, Meggats Seed House Cupola, 1891
19. Wethersfield School Cupola, 1935
20. Crow Point, 1935
23. East Hartford, Red Barn Cupola, 1935
24. Glastonbury, St. Marks Church Tower, 1935
25. Dircks Barn Gable, 1935
26. Dircks, 1935
27. East Hartford, Hockanum Congregational Church Spire, 1891
28. " " Pratt & Whitney Stack, 1935
29. Texaco Barrel Elevator, 1935
30. East Hartford, Bourque Tower, 1935
31. East Hartford, Hockanum Methodist Episcopal Church Tower, 1935
32. * Hartford, Pratt & Whitney Elevated Tank, 1935
33. " " Insane Retreat Vane, 1891
34. " " Wethersfield Ave. Congregational Church Spire, 1891
35. Clay Banks, 1935
36. East Hartford, Silver Lane Elevated Tank, 1935
37. Hartford, Church of the Good Shepherd, 1875
38. " " Capitol Head of Victory, 1891
40. Helco, 1935
41. Hartford, Colts Factory Cupola, 1875
42. * Hartford Light Co. West Tower, 1935
43. Colt Pier Light, 1889
44. Hartford Jetty Light, 1913
45. " " South School Cupola, 1891
46. " " South Congregational Church Spire, 1875
47. " " Old State House Cupola, 1875
48. " " Center Congregational Church Spire, 1891
49. * Travelers Tower, 1935

(Note to draftsman: the disparity in spelling of the town name in Nos. 27 & 31 above should be retained because Geodesy has those spellings.)
Topographic

1. Aero: (Airport Beacon) 1948
2. Light: (Clay Banks Rear Range 100) 1948
3. Light: (Cys Hollow Upper Light No. 99) 1948
4. Light: (Cys Hollow Lower Light No. 97) 1948
5. Intake Chamber (Flashing Red Light, Private) 1948
6. Spire: # (Glastonbury First Cong. Church Spire) 1948
7. Light: (Glastonbury Upper Light No. 92) 1948
8. Light: (Lower " " 90) 1948
9. Tower: (Hartford Radio Range) 1948
10. Light: (Naubuc Bar Light No. 95) 1948
11. Light: (Press Barn Bar Front Range Light No. 93) 1948
12. Light: (" " " Rear " " " ) 1948
13. Light: (South Glastonbury Rear Range Light No. 88) 1948

* Landmarks

Pylon = No. 10 under triangulation (90')
Spire = " 16 " " (150')
Stack = " 22 " " (160')
Tank = " 32 " " (125')
Tower = " 42 " " (200')
Tower = " 49 " " (527')
Tower = " 50 " " (200')
Spire = " 6 " topographic (30')