Type of Survey: SHORELINE-PHOTOGRAMMETRIC

Field No.: Ph-31(48) Office No. 7-9089

LOCALITY

State: CONNECTICUT

General locality: CONNECTICUT RIVER

Locality: GILDERSLEEVE ISLAND TO ROCKY HILL

1948

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

DATE: Aug. 14, 1953
DATA RECORD

T-9089

Project No. (II): Ph-31(40)F Quadrangle Name (IV):

Photogrammetric Office (III): Portland, Oregon Officer-in-Charge: Charles W. Clark

Instructions dated (II) (III): 9 April 1948 (Field) Copy filed in Division of Photogrammetry (IV)
9 February 1949 (Office) 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): Date reported to Nautical Chart Branch (IV):
Applied to Chart No. Date: Date registered (IV): 15 Nov. 1952

Publication Scale (IV):
Geographic Datum (III): N.A. 1927

Reference Station (III): ARMS, 1935
Lat.: 41° 37' 51.668" Long.: 72° 37' 42.130" (257.1m)
1592.0m 975.2 m 975.2 m Adjusted X
(413.6 m) Unadjusted

Plane Coordinates (IV): State: Conn. Zone:
Y = 290, 668.35 X = 633, 252.25

Mean sea level except as follows:
Elevations shown as (H) refer to mean high water
Elevations shown as (G) refer to sounding datum
i.e., mean low water or mean lower low water

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): R.A. Horn and E.T. Jenkins  
Date: 6/12/48 to 7/6/48

Plane Table contouring by (II):  
Date:

Completion Surveys by (II):  
Date:

Mean High Water Location (III) (State date and method of location): 6/12/48 to 7/6/48. 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: 1/16/50

Control checked by (III): Roy A. Davidson  
Date: 1/17/50

Radial Plot or Stereoscopic Control extension by (III): James L. Harris and Alfred C. Holmes  
Date: 2/17/50

Stereoscopic Instrument compilation (III):  
Date:

Manuscript delineated by (III): Marie B. Elrod  
Date: 5/19/50

Photogrammetric Office Review by (III): Ree H. Barron  
Date: 7/21/50

Elevations on Manuscript  
Date:

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

PHOTOGRAPHS (III)

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
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</thead>
<tbody>
<tr>
<td>48 J-784 to 786 Incl.</td>
<td>5/2/43</td>
<td>12:02</td>
<td>1:10,000 ratio</td>
<td>0.2 ft. above M.L.W.</td>
</tr>
<tr>
<td>48 J-817 to 819 Incl.</td>
<td>5/2/43</td>
<td>12:47</td>
<td>1:10,000 ratio</td>
<td>0.1 ft. below M.L.W.</td>
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</tbody>
</table>

* 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").

Tide (III)

<table>
<thead>
<tr>
<th>Ratio</th>
<th>Mean</th>
<th>Spring</th>
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<tr>
<td>1.0</td>
<td>2.6</td>
<td>3.1</td>
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<td>0.8</td>
<td>2.6</td>
<td>2.4</td>
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</tbody>
</table>

Subordinate Station: FortLand, Conn.

Washington Office Review by (IV):

Final Drafting by (IV): M.C. Jones

Drafting verified for reproduction by (IV): L. Dean, W.O. Helmin

Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III): 16.9
Shoreline (More than 200 meters to opposite shore) (III): 10.1
Shoreline (Less than 200 meters to opposite shore) (III): 4.4
Control Leveling - Miles (II):
Number of Triangulation Stations searched for (II): 36
Number of BMs searched for (II): Recovered: 36, Identified: 11
Number of Recoverable Photo Stations established (III): 7
Number of Temporary Photo Hydro Stations established (III):

Remarks:
Summary to Accompany T-9089

Shoreline Survey T-9089, scale 1:10,000, (latitude 41° 36' to 40'; Longitude 72° 35' to 40') 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, Massachusetts, to and including the Connecticut River, Connecticut.

T-9089 is one of the F group and includes that part of the Connecticut River between Cromwell and Gildersleeve Island on the south to and including the Glastonbury Ferry between Rocky Hill and the river's east shore 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 numbers) forwarded to the Division of Charts.
8. Copies of project instructions.
FIELD INSPECTION REPORT
QUADRANGLES 9089 AND 9096
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 quadrangles was performed by the following personnel on the dates indicated:

<table>
<thead>
<tr>
<th>Name &amp; Title</th>
<th>Field Work</th>
<th>Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>E. T. Jenkins Engineering Aid</td>
<td>Recovery, Shoreline and Inspection</td>
<td>6-12-48</td>
</tr>
<tr>
<td>Robert A. Horn Photogrammetrist</td>
<td>Recovery, Shoreline and Inspection</td>
<td>6-12-48</td>
</tr>
</tbody>
</table>

1. Description of the Area

The area surveyed includes the Connecticut River from Cobalt, Connecticut, up to and including a portion of Rocky Hill, Connecticut; also the land area adjacent to the Connecticut River.

The river in this section is well marked by Aids to Navigation and has adequate water depth for the passage of large barges and medium size tankers.

The principal settlements in the locality are Middletown, Portland, Cromwell and Rocky Hill. The predominant occupation of the inhabitants is manufacturing of many descriptions.

As this survey continues north, it is apparent that the general trend of the topography is changing from the steep, rocky nature of shoreline to a low alluvial type which floods frequently and is subjected to a considerable number of changes due to the high waters.

2. Completeness of Field Inspection

See Report on Quadrangles 9093 and 9094.

3. Interpretation of the Photographs

Up to and including sheet 9090, the photographs taken
with Camera "D" in 1946 were used. However, in Quadrangle 9089 it was deemed advisable to use the recent photography taken in May of this year. As noted in the last sentence of paragraph one, the general characteristics of the shoreline have changed north of Middletown and it was felt that a more efficient and accurate survey would emerge by using the most recent photography.

4. **Horizontal Control**

   See Report on Quadrangles 9093 and 9094.

5. **Vertical Control**

   Not applicable to this Project.

6. **Contours and Drainage**

   Not applicable.

7. **Mean High Water**

   See Report on Quadrangles 9093 and 9094.

8. **Low Water Line**

   See Report on Quadrangles 9093 and 9094.

9. **Wharves and Shoreline Structures**

   See Report on Quadrangles 9093 and 9094.

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

    See Report on Quadrangles 9093 and 9094.

11. **Landmarks and Aids to Navigation**

    **ch. tet. No 35(1951)**

    All Landmarks and Fixed Aids to Navigation in the area were investigated. A few new and particularly desirable Landmarks have been added. Form 567 is submitted with the information determined.

12. **Hydrographic Control**

    Not applicable.

PAGE TWO
13. **Landing Fields and Aeronautical Aids**

There are no landing fields in this area. There is one aeronautical aid, the CROMWELL AIRWAY BEACON, which is triangulation.

14. **Roads**

Same as Report on Quadrangles 9093 and 9094.

15. **Bridges**

All bridge information for the area covered by this report as listed in the U. S. Engineers 'List of Bridges Over Navigable Waters in the U. S.', dated July 1, 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 discrepancy which has been reported to the District Engineer. The two span, fixed, highway bridge at Middletown, Connecticut, is listed with a horizontal clearance of 480 feet. Our measurements of the east span (channel), between the Mean High Water mark on the pier in mid-stream and the Mean High Water Line on shore, reveal the clearance to be 550 feet. In reply to our letter concerning the discrepancy, the District Engineer informed this sub-party that the horizontal measurements listed in the Bridge Book are taken at Mean Low Water level and then only to the extremes to which their minimum vertical clearances will allow. 

16. **Buildings and Structures**

Same as report on Quadrangles 9091 and 9092.

17. **Boundary Monuments and Lines**

Not applicable to this Project.

18. **Geographic Names**

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 chart 267, just north of Middletown, Connectic ut, on the west shore of the river.
At this point, there is a tributary identified as MATTABESSET RIVER; all local information indicates and verifies that this stream is generally known as LITTLE RIVER.

Submitted:
Date 8 July 1948

E. T. Jenkins
Engineering Aid

Robert A. Horn
Photogrammetrist
PHOTOGRAMMETRIC PLOT REPORT
Map Manuscript No. T-9089
Project Ph-31(48)F

The photogrammetric plot for this map manuscript is described in a combined Photogrammetric Plot Report for Map Manuscripts T-9087 to T-9090 Incl. and is included in the Descriptive Report for Map Manuscript No. T-9087 (1948).
<table>
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<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR v-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>SCALE FACTOR</th>
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</thead>
<tbody>
<tr>
<td>ARMS, 1935</td>
<td>G-3536 Pg. 156</td>
<td>1927</td>
<td>41° 37'</td>
<td>51.688°</td>
<td>1594.0 (257.1)</td>
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<tr>
<td>PORTLAND, AMERICAN TELEGRAPH COMPANY EAST TOWER, 1935</td>
<td>G-3536 Pg. 195</td>
<td></td>
<td>41° 36'</td>
<td>59.832°</td>
<td>1845.9 (5.2)</td>
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<tr>
<td>SIMPSON, 1875</td>
<td>G-3536 Pg. 154</td>
<td></td>
<td>41° 36'</td>
<td>57.601°</td>
<td>1777.1 (74.0)</td>
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<td></td>
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<tr>
<td>BORDONARO, 1935</td>
<td>G-3536 Pg. 155</td>
<td></td>
<td>41° 36'</td>
<td>03.622°</td>
<td>1106.7 (282.1)</td>
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<tr>
<td>MCLEAN, 1935</td>
<td>G-3536 Pg. 156</td>
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<td>41° 39'</td>
<td>58.674°</td>
<td>576.1 (1275.0)</td>
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<tr>
<td>CROMWELL AIRWAY BEACON, 1935</td>
<td>G-3536 Pg. 194</td>
<td></td>
<td>41° 36'</td>
<td>33.583°</td>
<td>219.6 (1168.7)</td>
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<td>G-3536 Pg. 194</td>
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<td>41° 36'</td>
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<td>41° 36'</td>
<td>46.858°</td>
<td>1790.0 (61.1)</td>
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<td>PIERSSEN, 1935</td>
<td>G-3536 Pg. 154</td>
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<td>41° 36'</td>
<td>36.207°</td>
<td>167.7 (1221.4)</td>
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<td>CROMWELL, PIERSSEN STACK, 1935</td>
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<td>41° 36'</td>
<td>13.942°</td>
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<td>ROCKY HILL STAND-PIPE, 1935</td>
<td>G-3536 Pg. 197</td>
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<td>41° 39'</td>
<td>06.961°</td>
<td>1120.1 (731.0)</td>
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<tr>
<td>ROCKY HILL, 1935</td>
<td>G-3536 Pg. 153</td>
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<td>41° 39'</td>
<td>07.759°</td>
<td>1120.1 (731.0)</td>
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1 FT. = .3048008 METER
COMPUTED BY: J.C. Lajoye
DATE: 7/12/49
CHECKED BY: G. Richter
DATE: 7/13/49
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<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR $\lambda$-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>
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<tbody>
<tr>
<td>ROCKY HILL BELA-MOSE STACK, 1935</td>
<td>G-3536</td>
<td>N.A. 1927</td>
<td>41° 38' 50.416&quot;</td>
<td>1555.4 (295.7)</td>
<td>1007.8 (380.6)</td>
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<tr>
<td>ROCKY HILL BELA-MOSE ELEVATED SHORT TANK, 1935</td>
<td>G-3536</td>
<td>N.A. 1927</td>
<td>41° 38' 50.357&quot;</td>
<td>1553.6 (297.5)</td>
<td>978.8 (401.6)</td>
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<tr>
<td>MAURICE HOUSE GABLE, 1934</td>
<td>Pos. Comp. from deg. for MAURICE, 1935</td>
<td>N.A. 1927</td>
<td>41° 38' 24.505&quot;</td>
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<td>MAURICE, 1935</td>
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<td>41° 38' 24.113&quot;</td>
<td>743.9 (1107.2)</td>
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<tr>
<td>CROMWELL ELEVATED TANK, 1935</td>
<td>G-3536</td>
<td>N.A. 1927</td>
<td>41° 36' 32.511&quot;</td>
<td>1003.0 (848.1)</td>
<td>1291.8 (97.5)</td>
<td>822.5 (1028.6)</td>
<td>1236.0 (152.3)</td>
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<td>CAVANAUGH, 1935</td>
<td>G-3536</td>
<td>N.A. 1927</td>
<td>41° 39' 26.660&quot;</td>
<td>1470.9 (380.1)</td>
<td>913.0 (475.1)</td>
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<tr>
<td>RICHARDS, 1935</td>
<td>G-3536</td>
<td>N.A. 1927</td>
<td>41° 39' 47.679&quot;</td>
<td>1738.1 (113.0)</td>
<td>880.7 (507.4)</td>
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</tr>
<tr>
<td>ROCKY HILL CATHOLIC CHURCH SPIRE, 1891</td>
<td>G-3536</td>
<td>N.A. 1927</td>
<td>41° 39' 56.339&quot;</td>
<td>1753.7 (97.4)</td>
<td>1318.5 (69.6)</td>
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<td></td>
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<tr>
<td>ROCKY HILL HALLS</td>
<td>G-3536</td>
<td>N.A. 1927</td>
<td>41° 39' 56.843&quot;</td>
<td>1670.4 (180.6)</td>
<td>568.0 (820.8)</td>
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</tr>
<tr>
<td>EDGECWOOD CLUB HOUSE GABLE, 1935</td>
<td>G-3536</td>
<td>N.A. 1927</td>
<td>41° 37' 54.145&quot;</td>
<td>1670.4 (180.6)</td>
<td>568.0 (820.8)</td>
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1 FT. = 30.48006 METER

COMPUTED BY: J.C. Lejayc | DATE: 7/12/49 | CHECKED BY: G. Richter | DATE: 7/13/49
COMPILATION REPORT  
Map Manuscript No. T-9089  
Project Ph-31(43)F

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-9089.

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-9089.

The approximate limits of several small shoal areas have been indicated.

38: CONTROL FOR FUTURE SURVEYS:

Forms 524 are being submitted with this map manuscript for 7 recoverable topographic stations which are listed under side heading 49: "NOTES TO THE HYDROGRAPHER".

40: HORIZONTAL AND VERTICAL CONTROL:

It is believed there are no areas of sub-normal horizontal accuracy. Vertical accuracy is not applicable. See item 47.

46: COMPARISON WITH EXISTING MAPS:

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

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

A visual comparison was made with U.S.G.S. Middletown, Conn., 15 min. quadrangle, Scale, l:62,500, Edition of 1893, Reprinted 1942.

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

Approved:  
Charles W. Clark  
Officer-in-Charge

Respectfully submitted:  
J. Edward Deal, Jr.  
Cartographer
NOTES TO THE HYDROGRAPHER:

The following recoverable topographic stations were located by air photographic plot on this map manuscript:

DIVIDEND BAR FRONT RANGE LIGHT  
DIVIDEND BAR REAR RANGE LIGHT  
PISTOL POINT FRONT RANGE LIGHT  
PISTOL POINT REAR RANGE LIGHT  
PUMP  
SIAM DOCK LIGHT #80  
VERS TANK, 1948

Forms 524 filed in Div. of Photogrammetry general files.

There were no photo hydro stations located during the compilation of this map manuscript.
PHOTOGRAMMETRIC OFFICE REVIEW
T. 9089


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)
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 alongshore cultural features

PHYSICAL FEATURES

CULTURAL FEATURES

BOUNDARIES
31. Boundary lines   32. Public land lines

MISCELLANEOUS
33. Geographic names   34. Junctions   35. Legibility of the manuscript   36. Discrepancy overlay
40. [Signature] Reviewer
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:
GEOGRAPHIC NAMES:

Refer to side heading 18: "GEOGRAPHIC NAMES" of the field inspection report for T-9089 and T-9090 which is included with this Descriptive Report. The following geographic names shown on the map manuscript were obtained from the sources shown below.

<table>
<thead>
<tr>
<th>NAUTICAL CHART 267</th>
<th>ARMY MAP SERVICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belamose</td>
<td>GLASTONBURY QUAD</td>
</tr>
<tr>
<td>Brownstone Bar</td>
<td>Conn. State Highway #17</td>
</tr>
<tr>
<td>Dead Mans Swamp</td>
<td>Great Pond</td>
</tr>
<tr>
<td>Dividend Bar Island</td>
<td>Hales Brook</td>
</tr>
<tr>
<td>Gildersleeve, Bar</td>
<td>Potter Pond</td>
</tr>
<tr>
<td>Gildersleeve Island</td>
<td>South Glastonbury</td>
</tr>
<tr>
<td>North Cromwell</td>
<td>St. Augustine Cemetery</td>
</tr>
<tr>
<td>(shift name to SE)</td>
<td>Still Hill Cemetery</td>
</tr>
<tr>
<td>Pistol Point Bar</td>
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</tbody>
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<table>
<thead>
<tr>
<th>USGS QUAD HARTFORD SOUTH</th>
<th>USGS MIDDLE HADDAM QUAD</th>
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<tbody>
<tr>
<td>Connecticut River</td>
<td>Conn. State Highway #17</td>
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<tr>
<td>Conn. State Highway #9</td>
<td>Conn. State Highway #17A</td>
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<tr>
<td>(Silas Dean</td>
<td>Fogalmarks Corners</td>
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<tr>
<td>Dividend Brook</td>
<td>Reservoir Brook</td>
</tr>
<tr>
<td>Dividend Pond</td>
<td>Strickland Hill</td>
</tr>
<tr>
<td>Elm Street</td>
<td>Mangunk Meadows</td>
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<td>Glastonbury Ferry</td>
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<tr>
<td>Hog Brook</td>
<td>Additional Names:</td>
</tr>
<tr>
<td>Rocky Hill</td>
<td>Icehouse Pond</td>
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<tr>
<td>South School</td>
<td>Creamery Pond</td>
</tr>
<tr>
<td>State Veterans Home</td>
<td>Goodrich Heights</td>
</tr>
<tr>
<td>Veterans Cemetery</td>
<td>Millanes Pond</td>
</tr>
<tr>
<td>West Street</td>
<td>Edgewood Country Club</td>
</tr>
<tr>
<td></td>
<td>State No. 160</td>
</tr>
<tr>
<td>Names on manuscript:</td>
<td>Glastonbury Ave</td>
</tr>
<tr>
<td>Drum Hill</td>
<td>Pratt Street</td>
</tr>
<tr>
<td>Roaring Brook</td>
<td></td>
</tr>
<tr>
<td>Slam Dock Light</td>
<td></td>
</tr>
<tr>
<td>Rose Hill Cemetery</td>
<td></td>
</tr>
<tr>
<td>N.Y., N.H. &amp; H.</td>
<td></td>
</tr>
<tr>
<td>Gear Street</td>
<td></td>
</tr>
<tr>
<td>Brook Street</td>
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</tr>
<tr>
<td>Dividend Road</td>
<td></td>
</tr>
<tr>
<td>Evans Road</td>
<td></td>
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<tr>
<td>Oak Hill Road</td>
<td></td>
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<tr>
<td>Riverview Street</td>
<td></td>
</tr>
<tr>
<td>Charter Road</td>
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</tr>
</tbody>
</table>

Names underlined in red are approved. 6-20-51

H. Heck
62. **Comparison with Registered Topographic Surveys.**

T-2044 1:10,000 1891-93 (with contours)

T-2045 1:10,000 1891-93

Except for contours T-9089 supersedes the older surveys for shore and near-shore features for charting purposes.

63. **Comparison with Maps of Other Agencies.**

USGS Hartford South, Conn. 1:31,680 ed. 1944

USGS Glastonbury " " 1946

USE " " 1:25,000 1948

USGS Middletown " 1:31,680 1945

USGS Middle Haddam " " 1945

64. **Comparison with Contemporary Hydrographic Surveys.** None

65. **Comparison with Nautical Charts.**

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

**Discrepancies:**

1. Pistol Point Range Lights are 91.8 yds. (84m) apart (Light List gives 83 yds).

2. Dividend Bar Range is 176° 19' (Light List gives 177°)

3. A charted submerged dike in the river channel between the mainland and the west shore of Gildersleeve Island is not delineated on the map manuscript. No field inspection identification was made, and it is not visible on the photographs.

4. The point of landing at the east end of Glastonbury Ferry is no longer at the end of former dock. This dock appears to be in ruins, and a dolphin slip has been established at the south side of the old dock. (Field Inspection Photo 48-J-787).

66. **Control.** Station Powder, 1935 and its two reference marks were recovered in 1948, but the position pricked on the field photograph (48-J-818) fell about 1 mm south of the plotted position so that the station could not be used to control the radial plot. Control in the area was abundant, so that station powder was not essential to the plot.

67. **Accuracy.** This map complies with project instructions and meets the National Standards of map accuracy.

Reviewed by:

[Signature]

Lena T. Stevens