

See memo 1st page
Being

5975

Diag'd. on diag. ch. No. 1204-2

T- 6800 1940
6959 1944
6960 1944

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Planimetric Air Photographic
(Shoreline)

Field No. _____ Office No. T-5975

LOCALITY

State Maine

General locality Coast of Maine

Locality Merrymeeting Bay - Kennebec River
Nequasset Pond

1943

CHIEF OF PARTY

Fred. L. Peacock

LIBRARY & ARCHIVES

DATE Feb 17 - 1949

5975

Memorandum to be added at front of descriptive reports T-5974, T-5975, and T-5965

The U. S. Engineer Stations on this sheet above latitude 36' were plotted from state coordinate positions furnished the Baltimore Office by the Boston Field Station. A copy of these coordinates is enclosed in the descriptive report T-5975. A copy will also be on file in Geodesy.

It is understood at this date (May 3, 1944) that the Division of Geodesy intends to adjust this Engineer triangulation. At the time the office review is made, check with Geodesy and get the adjusted positions, if available. Determine the magnitude of the change in positions made by the adjustment. Determine whether this is large enough to affect the accuracy of the sheet.

B. G. Jones

Note: The above mentioned U. S. E. Stations have not been adjusted at the time of final review (Oct. 1945). Due to weakness in the U.S.E. - U.S.C. & G.S. "tie" this adjustment will not be determined until additional work has been done in the area.

Oct. 2, 1945

Howard M. Thune

Landing	Alders Center Lines No. Lines Juniper	16°20'15" 327 40 01 273 20 27 213 19 22	1,232.59 1,485.05 1,340.36 1,327.11	Landing	413,653.53	587,453.90	
No. Lines	Alders Landing Juniper Junction	56 44 51 93 20 27 152 50 20 230 33 59	2,014.68 1,340.36 1,334.15 2,251.28	No. Lines	413,575.42	588,791.98	
Juniper	Landing No. Lines Junction Koult	33 19 22 332 50 20 264 05 32 229 43 44	1,327.11 1,334.15 2,360.37 2,890.71	Juniper	414,762.45	588,182.95	
Junction	No. Lines Juniper Koult Hemlock	50 33 59 23 05 32 174 59 58 94 25 42	2,251.28 2,360.37 1,031.83 2,210.35	Junction	415,005.40	590,530.73	
Koult	Juniper Junction Hemlock Quartz Beebe Tension Chops	49 43 44 344 59 58 54 47 12 167 18 28 191 35 22 140 10 08 122 19 59	2,890.71 1,631.43 2,523.23 2,026.00 2,114.91 2,763.08 2,833.53	Koult	416,621.02	590,388.54	
Hemlock	Junction Koult Quartz	271 25 42 234 47 12 123 29 04	2,210.35 1,523.23 2,062.10	Hemlock	416,176.07	588,327.03	

1940

LINE	DISTANCE	POINT	COORDINATES		DESCRIPTION
			WEATH	EAST	
Cottage 101-05-12	1.941.34 1.711.77 1.483.77	Cottage	406,114.15	591,527.23	76
Telegraph Cottage 101-05-12	218-01-16 131-05-13 175-11-24	Telegraph	407,413.00	591,870.49	
Bushwood 101-05-12	1.671.95 1.363.57 1.107.28	Bushwood	408,777.41	591,764.06	
Whitewood 101-05-12	1.005.75 1.301.28 1,820.40	Whitewood	407,467.09	591,592.47	
Thorne 101-05-12	323-11-19 287-05-26 182-16-04	Thorne	404,097.66	590,738.72	
South Line 101-05-12	244-20-12 09-12-49 64-35-46	South Line	409,725.56	588,311.02	
Crawford 101-05-12	122-12-18 205-11-12 242-28-04	Crawford	406,512.60	588,866.22	
Thorne 101-05-12	180-11-49 135-05-38				

LINE	AZIMUTH	DISTANCE	POINT	COORDINATES		DESCRIPTION
				NORTH	EAST	
Hike	Singlebolt	55-22-00	Hike	197,335.30	595,039.88	14
	Blatwell	353-24-24				
	Sewall	91-05-22				
	Pulp	136-36-48				
Sewall	Singlebolt	16-32-45	Sewall	397,767.07	593,377.52	
	Hike	271-05-12				
	Pulp	189-15-03				
	Scrub	254-57-20				
Pulp	Hike	316-32-48	Pulp	389,837.19	593,626.97	
	Sewall	9-15-03				
	Scrub	306-32-30				
	Boog	206-20-27				
Scrub	Towestie	223-27-06	Scrub	397,805.58	595,008.99	
	Sewall	74-57-20				
	Pulp	126-13-30				
	Boog	182-27-06				
Boog	Pulp	64-20-27	Boog	399,417.38	595,077.95	
	Scrub	2-27-00				
	Towestie	128-46-27				
	Clamp	94-50-30				
Towestie	Pulp	43-27-06	Towestie	400,472.36	595,166.07	
	Boog	4-46-27				
	Clamp	63-33-04				
	Blatwell	120-38-19				
	Blatwell	176-43-49				

LINE	SOURCES	DISTANCE	POINT	COORDINATES		DESCRIPTION
				NORTH	EAST	
Ledge	Yorrest Yeldspar Hill Cedar Gibbons	505-58-11 43-32-34 301-25-46 281-30-27 173-00-29		1,975.34 1,290.16 2,210.39 1,179.43 1,478.73		
Ledge	Ledge Feldspar Box Salt S. Bridge Woolwich Gibbons	101-30-27 65-35-36 106-20-44 199-27-22 190-29-13 189-02-30 133-58-54	Cedar	1,734.43 2,198.12 1,928.69 3,362.36 1,127.07 3,745.38 2,611.98	389,257.67 594,771.30	
Salt	Cedar Woolwich S. Bridge	319-27-22 245-29-23 241-32-41	Salt	3,482.36 2,998.74 3,281.38	591,605.95 592,637.67	
S. Bridge	Salt Cedar	61-32-41 10-29-43	S. Bridge	3,281.83 4,127.07	593,169.68 595,523.06	
S. Bridge	Ledge Woolwich	4-55-45 275-56-17	S. Bridge	3,612.05 1,994.77	593,056.37 593,382.10	
Granite	Ledge Stinson Bartels	143-57-20 104-28-44 50-32-09	Granite see above	2,985.25 2,734.14 3,610.48		
Stinson Hill	Ledge Granite Ledge Feldspar	297-14-58 264-28-44 121-95-46 67-23-20	Stinson Hill	1,946.05 2,734.14 2,210.39 2,190.57	387,727.59 388,305.07	
Kennebec River						

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LINE	AZIMUTH	DISTANCE	POINT	COORDINATES		DESCRIPTION
				NORTH	EAST	
Quartz	Hemlock Kodit Seebe Tension	3624.94 287 18 28 233 07 14 185 15 05	2,062.10 2,028.00 2,780.45 1,527.62	Quartz	417.234.30	582,452.37
Bea	Moult Quartz Chops	11 35 22 58 07 14 78 50 13	2,114.91 2,730.45 2,873.45	Bea	418,702.81	590,813.42
Tension	Moult Quartz Chops Kenney	320 10 02 6 15 05 45 50 11 76 38 23	2,763.08 1,527.62 870.32 1,543.58	Tension	418,752.90	588,012.11
Chops	Moult Bebe Tension Kenney Merrymeeting	302 19 59 258 50 13 225 50 11 105 53 11 199 19 18	2,833.53 2,873.45 870.38 912.28 1,561.66	Chops	418,146.50	587,994.34
Kenney	Tension Chops Merrymeeting Center	256 38 23 285 53 11 223 43 07 116 46 03	1,543.58 912.28 1,355.20 6,214.00	Kenney	418,396.22	587,116.90

LINE	ADDITIONAL	DISCOUNT	POL.	OCCUR DATES		DESCRIPTION
				MO/TH	EAST	
Kerry West Chops Center Keller Blind	108-01-07 19-19-18 102-46-46 162-00-35 129-09-04	1695.20 1501.66 7118.60 6818.14 6800.00	Kerry West Blind Center Keller Blind	419, 620.70 421, 194.83 426, 104.09 426, 333.65	584, 511.05 581, 568.79 586, 405.23 589, 598.52	
Wheel Blind	137-57-34 179-19-13	4227.21 3817.98	Wheel	422, 519.04	589, 637.77	
Andros Blind Sprague Hunter	165-55-118 210-41-02 44-38-05 43-59-54	607.83 12, 871.28 13, 241.80 26, 324.41	Andros Sprague Hunter	415, 107.43 416, 371.40 400, 686.35	581, 049.80 569, 851.30 568, 511.70	
Smelt Center Flinn Abake Blind	108-04-05 168-32-12 213-57-16 172-51-20 276-27-48	4, 399.00 2, 699.50 4, 687.83 2, 711.34 1944.53	Smelt Flinn Abake	424, 740.66 426, 142.79 427, 430.22	590, 587.40 591, 524.67 592, 400.24	

DESCRIPTION

16 48

LINE	AZIMUTH	STATIONS	POINT	COORDINATES		DESCRIPTION
				NORTH	EAST	
Rem Isl. South Lines Main	315059.38 249 55 46 190 08 24 122 36 25	1,431.65 1,024.03 914.36 1,128.46	Rem Isl.	409,361.41	527,211.60	7
Lines Rem Island South Lines Main West Lines	10 08 24 302 32 14 79 21 28 176 06 11	914.36 994.54 1,041.06 877.71	Lines	410,661.49	527,972.59	
Main Rem Isl. Lines West Lines Alders	308 36 25 259 21 26 222 42 27 124 13 05	1,128.46 1,061.06 1,450.17 2,411.70	Main	410,065.54	526,929.78	
West Lines/lines Main Alders Center Lines	356 06 11 42 42 23 146 57 32 194 47 46	877.71 1,450.17 1,563.41 1,311.02	West Lines	411,131.16	527,913.35	
Alders Main West Lines Center Lines Landing No. Lines	4 13 05 308 57 32 273 36 35 196 00 15 236 44 54	2,411.70 1,563.41 1,143.25 1,232.59 2,018.68	Alders	412,470.71	527,107.17	
Center Lines Alders Landing	46 47 46 31 36 59 191 46 04	1,311.02 1,143.25 1,425.05	Center Lines	412,398.73	522,218.16	

LINE	AZIMUTH	DISTANCE	POINT	COORDINATES		DESCRIPTION
				NORTH	EAST	
Clapp House Towers Lilac	274-50-30 243-33-04 167-05-39	1,742.06 2,032.30 2,160.74	Clapp	399,564.50	593,341.11	
Lilac Clapp Towers Stetson Crock	347-03-39 300-32-19 235-55-30 121-17-18	2,360.74 2,733.88 2,641.63 3,041.58	Lilac	401,665.60	592,813.84	
Stetson Lilac Crock Days Ferry	346-43-40 59-45-30 126-21-54 103-14-30	2,777.97 2,041.63 2,032.31 1,044.46	Stetson	403,345.65	595,001.92	
Crock Lilac Stetson Days Ferry Race	1-17-18 306-01-50 226-46-55 175-00-16	3,041.58 2,032.31 1,044.46 2,424.10	Crock	404,406.41	592,382.24	
Race Crock Days Ferry Cottages Telegraph Foothold Waterhole	346-43-40 302-43-04 2-42-51 92-43-26 245-10-35 01-46-18	2,424.10 1,614.29 1,273.77 823.77 1,671.95 1,005.75	Race	407,383.43	592,694.73	
Days Ferry/Stetson Crock Race Cottages	343-12-16 74-00-55 122-04-04 74-50-50	3,304.16 1,986.16 1,614.29 1,511.44	Days Ferry	406,510.40	591,052.90	

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LINE	AZIMUTH	DISTANCE	POINT	COORDINATES		DESCRIPTION
				SOUTH	EAST	
Barter Granite Shore	230-32-09 295-45-13	3510.48 2,581.77	Barter	384,812.67	597,115.12	13
Gibbons Ledge Cedar	353-00-29 313-52-04	1,478.73 2,611.98	Gibbons	390,325.40	592,891.73	
Salt Cedar Woolwich S. Bridge	319-27-22 245-29-23 241-12-01	3,285.36 2,998.74 3,281.88	Salt	391,605.95	592,637.67	
Woolwich Cedar Salt Ledge Carlton Blaisdell W. Bridge	2-02-10 65-29-23 34-04-22 05-32-46 171-16-45 95-56-17	3,755.38 2,344.74 4,086.40 2,700.51 2,672.52 1,944.77	Woolwich	392,850.00	595,364.14	
Carlton Ledge Woolwich Blaisdell Alnsbolt	7-42-12 275-32-46 219-02-19 177-01-15	3,002.53 2,134.51 3,171.26 2,447.12	Carlton	393,056.29	593,241.65	
Blaisdell Carlton Woolwich Alnsbolt Hike	39-02-19 357-16-25 103-04-27 173-40-14	3,171.08 2,672.52 2,172.77 1,526.09	Blaisdell	344,519.50	595,659.06	
Alnsbolt Carlton Blaisdell Hike Sewall	357-41-35 283-34-08 235-22-10 190-38-45	2,957.12 2,172.47 2,340.15 1,378.65	Alnsbolt	396,011.02	597,122.62	
Kennebec River						
6 of 6						

12006

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DATA RECORD

T- 5975

Shoreline

Quadrangle (II): Bath, Maine (15')

Project No. (II): No. CS 272
Sub-Project No. CS 272-BField Office: U.S.C.&G.S. (Bath, Maine)
S.S. "LYDONIA"Chief of Party: H. O. Fortin
C. D. Meaney

Compilation Office:

Air Photographic Party No. 2
Baltimore, Maryland

Chief of Party:

Fred. L. Peacock

Instructions dated (II III):

January 12, 1942
April 1, 1942Copy filed in Descriptive-
~~Report No. T-~~ (VI)
*Div. Photogram. Office Files*Completed survey received in office: *19 Aug. 1943*

Reported to Nautical Chart Section:

Reviewed: *26 Nov. 1945* Applied to chart No. *314* Date: *9 Sept. 1946*Redrafting Completed: *4 Nov. 1947*Registered: *13 Jan. 1948*~~Published:~~

Compilation Scale: 1:10,000

~~Published Scale:~~

Scale Factor (III): None

Geographic Datum (III): N. A. 1927

Datum Plane (III): Mean Sea Level

Reference Station (III): Hodgkins 2, 1933, r., 1942

Lat.: $43^{\circ} 58' 42.832''$ $1321.9m$ Long.: $69^{\circ} 48' 48.003''$ $1069.9m$ ~~Unadjusted~~ ^{Adjusted}

State Plane Coordinates (VI):

X = *593,010.10*Y = *417,620.44*

Military Grid Zone (VI)

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
*6722 to 6725	10/17/41	10:57 to 10:59 a.m.	1:10,000	4.4' above M. L. W.
*6753	10/17/41	12:07 p.m.	1:10,000	3.7' above M. L. W.
**6750 to 6752	10/17/41	12:04 to 12:06 p.m.	1:10,000	3.6' above M. L. W.
*6779 to 6780	10/17/41	12:30 to 12:31 p.m.	1:10,000	3.3' above M. L. W.
***6797 to 6798	10/17/41	12:55 to 12:56 p.m.	1:10,000	2.1' above M. L. W.
***6820 to 6822	10/17/41	1:28 to 1:29 p.m.	1:10,000	1.3' above M. L. W.

Tide from (III), Portland, Maine with time correction to: *Pleasant Point, Androscoggin River; **Abagadasset Point, Kennebec River; and to***Bath, Maine

Mean Range: *Pleasant Point, 4.7'

Spring Range: *Pleasant Point, 5.3'

***Abagadasset Point, 5.5, ***Bath Maine 6.4' **Abagadasset Point, 6.3'; ***Bath, Maine 7.3'.

Camera: (Kind or source)

U. S. Coast & Geodetic Survey, nine lens camera (focal length, 8 $\frac{1}{4}$ ")

All negatives are on file in the Washington Office.

Field Inspection by: Lt. Henry O. Fortin

date: Summer & Fall, 1942

Field Edit by:

date:

Date of Mean High-Water Line Location (III):

October 17, 1941

Washington Office
Projection and Grids ruled by (III) John C. O'Neill

date: 2/18/43

Washington Office
" " " **checked by:** John C. O'Neill

date: 2/18/43

Control plotted by: Walter E. Schmidt & F. W. Hildebrand

date: 2/23/43

Control checked by: Louise C. Painter

date: 3/11/43

Radial Plot by: Walter E. Schmidt

date: May, 1943

Detailed by: William O. Norris (Shoreline rough draft)

date: 6/4/43 to 8/7/43

Reviewed in compilation office by: James E. Sunderland

date: August 1943

Elevations on Field Edit Sheet
checked by:

date:

STATISTICS (III)

Land Area (Sq. Statute Miles); None

Shoreline (More than 200 meters to opposite shore); 25.5 statute miles

Shoreline (Less than 200 meters to opposite shore); 6.5 statute miles (scaled along center line)

Number of Recoverable Topographic Stations established; by radial intersection - 4

Number of Temporary Hydrographic Stations located by radial plot; 46

Leveling (to control contours) - miles; None

Roman numerals indicate whether the item is to be entered by,

(II) Field Party, (III) Compilation Party, or, (VI) the Washington Office.

When entering names of personnel on this record give the surname and initials (not initials only).

Remarks:

DESCRIPTIVE REPORT OF RADIAL PLOT
MAP DRAWING, SURVEY NUMBER T-5975
PROJECT CS 272-B

An individual plot was laid for this map drawing by the usual radial method. No celluloid templates were used.

Positions of photograph centers and secondary points established by plots of adjoining areas were transferred to map drawing for survey No. T-5975. They could be "held to" in the plot within the desirable accuracy.

The number of control stations was adequate.

The identification of the control was adequate, except for the following:

Three (3) U. S. Coast and Geodetic Survey triangulation stations

BRICK, 1871, r. 1942; the point identified by the field inspection party as the station, could not be "held to" in the plot in conjunction with other control considered accurately identified by this compilation office. However, the point identified as the station by the field inspection party was pricked on three office photographs (it could not be identified on more than three because of relief displacement and dark shadows) and its position radial plotted. The intersection of the radials was very good. The position determined by radial intersection was approximately 6.0 mm. northeast of the geographic position, of the station determined by triangulation in 1871, which was corrected to the North American Datum 1927 by this compilation office. It is believed that the identification of this station by the field inspection party of 1942 was probably incorrect. A field inspection station (F.I.S.) would have provided better identification.

BUCKNER, 1860, 1933, r. 1942; this station mark is located in a thickly wooded area. The point identified as the station by the field inspection party in the year 1942 could not be "held to" in the plot. However, the point identified as the station by the field inspection party was pricked on three office photographs, and its position determined by radial intersection which was approximately 2.1 mm. north of the geographic position determined by triangulation. A field inspection station would have provided better identification.

ABACADASSET POINT, BACK RANGE LIGHT, 1913, r. 1942; this station was located in a thickly wooded area and it could not be identified correctly on a sufficient number of office

photographs for use in the plot. Relief displacement of surrounding trees prevented the correct identification of this station. The field inspection party did not prick this station direct but submitted reference points (a,b,c, etc.) and distances from these points to the station. This compilation office made an attempt to identify the station from stereoscopic examination, but this was unsuccessful. The photographic color of the structure upon which this light was installed blended with the photographic color of the surrounding trees and prevented a direct identification. However, there was a sufficient number of other stations within the surrounding area, which could be identified accurately and used to control the plot.

One (1) U. S. Engineers triangulation station

CRAWFORD (U.S.E.); this station as identified by the field inspection party in the year 1942 on the field photograph, could not be identified on a sufficient number of office photographs for use as control in the plot. The photographic color of the area in the immediate vicinity of the station was very dark. Because of this the reference points (a,b,c, etc.) identified by the field inspection party, could not be identified on the office photographs within the desirable accuracy, and therefore the photographic position of the station could not be determined from the intersection of arcs struck from the reference points with distances submitted by the field inspection party. It is believed no field inspection station could have been conveniently established in this area. There was a sufficient number of other stations within the surrounding area which could be identified accurately and used to control the plot.

The number of photographs was adequate. This plot was controlled mainly by U. S. Engineers stations.

No exceptional difficulty was encountered.

The positions of the photograph centers and secondary points determined by this plot were within the desirable accuracy.

Positions of control stations transferred from adjoining map drawings have been shown by red acid ink triangles.

No difficulty should be encountered by the compiler of

this map drawing in the determination of the positions of
minor detail points.

Respectfully submitted
June 17, 1943

Walter E. Schmidt

Walter E. Schmidt
Asst. Photogrammetric Engineer

Approved

Fred. L. Peacock

Fred. L. Peacock
Chief, Air Photographic Party No. 2

26 CONTROL:

The control plotted and control transferred from adjoining map drawings consists of nineteen (19) U. S. Coast and Geodetic Survey triangulation stations, thirty-one (31) U. S. E. triangulation stations, and seven (7) U. S. G. S. traverse stations. The triangulation stations and the traverse stations have been shown by the standard triangulation symbol.

The following control stations are within the detail limits of map drawing, Survey No. T-5975:

Ten (10) U. S. Coast & Geodetic Survey Triangulation Stations

- ✓ NEGOASSET, 1855, 1933, r 1942
- ✓ HODGKINS 2, 1933, r 1942
- ✓ EAST TELEGRAPH POLE, 1855
- ✓ ABAGADASSET PT., BACK RANGE LIGHT, 1913, r 1942 *
- ✓ WEST TELEGRAPH POLE, 1855
- ✓ BUCKNER, 1860, 1933, r 1942 *
- ✓ BLUFF, 1871
- ✓ #BRICK, 1871 *
- ✓ HOUSE, CHY. IN CENTER 1860 (recovery in 1942, partial - shown with dashed triangle)
- ✓ SENTER, 1871

#Field identification inadequate 1942. Recovery not certain - no detailed description was available.

Twenty-seven (27) U. S. E. Triangulation Stations

- ✓ RACE, (U.S.E.) r 1942
- ✓ DAYS FERRY (U.S.E.)
- ✓ COTTAGE (U.S.E.)
- ✓ CROOK, (U.S.E.) r 1942
- ✓ STETSON, (U.S.E.) r 1942
- ✓ SMELT, (U.S.E.) r 1942
- ✓ WHEEL, (U.S.E.) r 1942
- ✓ TENSION, (U.S.E.) r 1942
- ✓ BEEBE, (U.S.E.) r 1942
- ✓ CHOPS, (U.S.E.) r 1942
- ✓ JUNCTION, (U.S.E.) r 1942
- ✓ JUNIPER, (U.S.E.) r 1942
- ✓ NORTH LINES, (U.S.E.) r 1942
- ✓ WEST LINES (U.S.E.)
- ✓ LINES (U.S.E.)
- ✓ SOUTH LINES, (U.S.E.) r 1942
- ✓ RAM ISLAND (U.S.E.)
- ✓ CRAWFORD, (U.S.E.) r 1942 *
- ✓ THORNE, (U.S.E.) r 1942
- ✓ BUSHWOOD (U.S.E.)
- ✓ TELEGRAPH, (U.S.E.) r 1942

* see Radial Plot report attached hereto.

26 CONTROL: (Cont'd.)

- ✓ WHISKEAG, (U.S.E.)
- ✓ KENNEY, (U.S.E.) r 1942
- ✓ ALDERS, (U.S.E.) r 1942
- ✓ MAIN, (U.S.E.) r 1942
- ✓ ANDROS, (U.S.E.) r 1942
- CENTER, (U.S.E.) r 1942

The following control stations fall just outside the detail limits of map drawing Survey No. T-5975:

Nine (9) U. S. Coast & Geodetic Survey Triangulation Stations

- ABAGADASSET PT., FRONT RANGE LIGHT, 1933, r 1942
- BOWDINHAM BROWN SPIRE, 1860, r 1942
- BOWDINHAM WHITE SPIRE, 1860 (recovery in 1942 partial - shown with dashed triangle)
- SEDGELY, 1871
- POPLAR, 1871
- SPRAGUE, 1855, r 1913, 1933, r 1942
- CAMP, 1871
- FRY, 1871
- *HUNTER, 1860, r 1942

Four (4) U. S. E. Triangulation Stations:

- BLIND, (U.S.E.) r 1942
- ABAGA, (U.S.E.) r 1942
- KELLEY, (U.S.E.) r 1942
- LILAC, (U.S.E.) r 1942

Seven (7) U. S. G. S. Traverse Stations:

- 2217
- 2209
- 2207
- 2189, r 1942
- 2184, r 1942
- 2181, r 1942
- ** TT77HO (U.S.G.S.) (2199A), 1940, r 1942

*The position of this triangulation station was transferred from the adjoining map drawing, Survey No. T-5967 on which it had been previously plotted from submitted geographic coordinates, and it has been shown with a full line red acid ink triangle. The positions of all other stations have been plotted from submitted geographic coordinates, and have been shown with full line black acid ink triangles except as otherwise noted.

**This is a permanently marked traverse station. The other six are not permanently marked.

27 RADIAL PLOT:

A report on the radial plot for the area of Survey No. T-5975 is submitted ~~herein as an appendix~~ ^{and attached at front of} to this descriptive report.

The seven U. S. Geological Survey traverse stations which lie just outside the detail limits of this map drawing along its north-eastern boundary could not be held to in this radial plot on the basis of field identification furnished. These traverse stations fall within the detail limits of Surveys Nos. T-5986 and T-5976. The fact that we could not coordinate the geographic positions of these traverse stations with other horizontal control in the vicinity is discussed in detail in the descriptive report of the radial plot for the area of Surveys T-5985 to T-5994, inclusive, submitted with the descriptive report for map drawing, Survey No. T-5986, on Map 13, 1943.

28 DETAILING:

The shore line and immediate adjacent culture have been detailed on the map drawing in accordance with the Director's letters dated January 12, 1942, and April 1, 1942, pertaining to project No. CS 272. The area of Survey No. T-5975 is part of sub-project No. CS 272-B.

All detail on the map drawing has been shown by the standard symbols recommended by the Washington Office, and notes fully describing any deviation therefrom, appear on the map drawing or overlay sheet, in order that the planimetry may be clearly interpreted by those concerned. The number of photographs was sufficient for detailing.

The field inspection party did not submit any data to assist the compiler in identifying bluffs along the shore line. Therefore, they were detailed according to stereoscopic examination of the office photographs. Since their character, whether rock or soil, could not be determined satisfactorily by stereoscopic examination, the dirt bluff symbol was used throughout.

The shore line in the vicinity of Latitude $43^{\circ} 57' 00''$ and Longitude $69^{\circ} 52' 15''$ was noted on the field inspection photographs as very indefinite because it was apparent that small islands were forming and others disappearing in the area. The compiler detailed the area in accordance with the submitted field inspection data. This compilation office recommends that our interpretation of the area (outlined in green ink on the map drawing) be checked in the field when practicable. Notes have been shown on the map drawing calling attention to the above mentioned area.

It is believed that all buildings immediately adjacent to the shoreline have been shown on the map drawing.

An elevated object at approximately Latitude $43^{\circ} 58' 26''$ and Longitude $69^{\circ} 49' 16''$ has been detailed on the map drawing as identified on the photographs by this compilation office. The note "Elevated object" has been shown on the map drawing. No field inspection data were submitted for this object. *This object is not shown on posted copies of T-5975 map. It is carried on vault copy*

30 MEAN-HIGH WATER LINE:

The mean high water line (firm ground) has been shown by a solid heavy-weight black acid ink line, the center of which should be taken as the true position. The outer limits of marsh areas have been detailed in accordance with the submitted field inspection data and have been shown with a solid light weight black acid ink line which defines the outer limits of vegetation visible at mean high water. Where the outer limits of marsh could not be definitely identified on the photographs and there apparently was a gradual change from grass in water to marsh, no line was shown to define the outer limits of marsh. This is in accordance with field memorandum #1 (1938).

31 LOW-WATER AND SHOAL LINES:

The approximate limits of rocky, grass and water, and shoal areas outside the mean high water line (firm ground) have been detailed on the map drawing in accordance with the submitted field inspection data and have been shown with the standard symbols. Where necessary descriptive notes have been shown on the overlay sheet. These limits are for the use of future hydrographic parties only. These limits should not be accepted as an accurate determination of their positions.

32 DETAILS OFFSHORE FROM HIGH-WATER LINE:

Rocks, old bridge piers, etc., have been shown in accordance with the submitted field inspection data. The extent to which rocks bare at mean high-water or mean low-water has been shown by notes on the overlay sheet.

33 WHARVES AND SHORE LINE STRUCTURES:

Piers, cribbing, etc., have been shown on this map drawing in accordance with the submitted field inspection data. Notes have been shown on the overlay sheet calling attention to such structures.

34 LANDMARKS AND AIDS TO NAVIGATION:

The two (2) landmarks listed below were recommended by the field inspection party. Their scaled geographic positions as radial plotted by this compilation office, and their descriptions as submitted by the field inspection party, have both been submitted on Form 567. These landmarks have been shown on the map drawing with $2\frac{1}{2}$ mm. black acid ink circles in conjunction with their descriptions. The note "Landmark" has also been shown on the map drawing.

Two (2) landmarks

Tower, south, steel, Chops Point
Tower, north, steel, on east bank of Kennebec River,
just across from Chops Point

~~Hydro. Stations: Two lists are attached hereto~~

- ~~1. A list of 40 numbered & described,
compiled by the reviewer~~
- ~~2. A list of 6 giving descriptions only,
taken from the map manuscript
at time of map registration~~

The temporary hydrographic stations (photo hydro
stations are shown listed at the back of this
report. The stations are shown on the manuscript
but are not shown on the printed registered
copy of T5975 B.G. Jones

35 HYDROGRAPHIC CONTROL:

40

The positions of four (4) recoverable topographic stations and forty-six (46) temporary hydrographic stations have been radial plotted on the map drawing. They have been shown by purple or green ink circles on the glossy side of the celluloid map drawing, depending on whether their positions were considered relatively strong or weak respectively. The recoverable topographic stations have been shown on the dull side of the celluloid map drawing with $2\frac{1}{2}$ mm. black acid ink circles in conjunction with their descriptions. The note "recoverable" has also been shown on the map drawing.

The temporary hydrographic stations have been shown on the dull side of the map drawing by $2\frac{1}{2}$ mm. black acid ink circles, and their descriptions have been shown on the overlay sheet.

The descriptions, sketches and scaled geographic positions of the following four (4) recoverable topographic stations have been submitted on Form No. 524.

Four (4) recoverable topographic stations

- No. 2003, north steel tower on east bank of Kennebec River just across from Chops Pt. (landmark)
- CHOPS PT., south steel tower (landmark)
- TOWER, steel, second south of the Chops
- GABLE, west, white L shaped house (*Hy Sta 2007*)

37 JUNCTIONS:

- Map Drawing Survey No. T-5966 - West Side - Junction in agreement
- Map Drawing Survey No. T-5976 -North Side - The detailing of the planimetry on map drawing, Survey No. T-5976, has not been started and therefore no junction could be made at this time.
- Map Drawing Survey No. T-5986 - East Side - The area involved was all land and no shoreline junction was necessary.
- Map Drawing Survey No. T-5974 -South Side - Junction in agreement except for the following:

Where Nequasset Brook crosses Latitude $43^{\circ} 56' 15''$, the junction with map drawing Survey No. T-5974 was in disagreement. The area involved has been outlined in red ink on the glossy side of the celluloid map drawing, Survey No. T-5975 and this compilation office recommends that the detail as shown on map drawing, Survey No. T-5974 be corrected to agree with the detail as shown on map drawing, Survey No. T-5975. *Adjustment made during review*

Where the east shore line of the Kennebec River crosses Latitude $43^{\circ} 56' 15''$, the junction with map drawing, Survey No. T-5974, was in disagreement. The area involved has been outlined in red ink on the glossy side of the celluloid map drawing, Survey No. T-5975, and this compilation office recommends that the detail as shown on map drawing, Survey No. T-5974, be corrected to agree with the detail as shown on

37 JUNCTIONS: (Cont'd.)

map drawing, Survey No. T-5975. *Adjustment made during review*

Where a marsh crosses Latitude $43^{\circ} 56' 15''$ at Longitude $69^{\circ} 51' 40''$, the junction with map drawing, Survey No. T-5974 was in disagreement. The area involved has been outlined in red ink on the glossy side of the celluloid map drawing, Survey No. T-5975, and this compilation office recommends that the detail as shown on map drawing, Survey No. T-5974, be corrected to agree with the detail as shown on map drawing, Survey No. T-5975. *Adjustment made at time of registration (L.T.S., 12 Jan. 1940)*

38 OVERHEAD CABLE CROSSING AREA:

A power line of the Maine Central Power Company crosses the Kennebec River at the Chops. The power line is shown on the map drawing with the standard power line symbol. The vertical clearance above mean high water has been noted on the map drawing.

39 RECOMMENDATIONS FOR FUTURE SURVEYS:

The planimetry shown on this map drawing is believed to be complete in all details of importance for charting, and no additional surveys are recommended.

It is believed that the probable error in the positions of radial points and well-defined objects along the shore line is not greater than 0.5 mm., and that the probable error in the positions of inland radial points and details of importance does not exceed 1.0 mm.

40 GEOGRAPHIC NAMES:

A special report on the investigation of geographic names has been submitted to the Washington Office by Lieutenant Henry O. Fortin.

A tabulated list of disputed and undisputed geographic names is submitted herein.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

Bath Quadrangle (15') U.S.G.S., scale 1:62,500, edition 1894, reprinted 1940.

Because of the difference in scale between the map drawing and the above mentioned quadrangle, planimetric detail could not be readily compared. However, the following disagreements were noted:

At approximately Latitude $43^{\circ} 58' 36''$ and Longitude $69^{\circ} 50' 40''$ an island as shown on the quadrangle does not appear on the map drawing, because it could not be identified on the photographs. No field inspection data were submitted and it is believed the island does not exist.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES: (Cont'd.)

At approximately Latitude $43^{\circ} 58' 48''$ and Longitude $69^{\circ} 50' 10''$, an island as shown on the quadrangle appears as two islands as identified on the photographs and detailed on the map drawing.

At approximately Latitude $43^{\circ} 59' 00''$ and Longitude $69^{\circ} 52' 00''$ a highway running in a northerly direction on the quadrangle could not be identified on the photographs and therefore was not detailed on the map drawing.

At approximately Latitude $43^{\circ} 56' 24''$ and Longitude $69^{\circ} 46' 30''$ a railroad shown on the quadrangle has now been relocated to approximately Latitude $43^{\circ} 56' 15''$ and Longitude $69^{\circ} 46' 36''$ as identified on the photographs and detailed on the map drawing.

45 COMPARISON WITH NAUTICAL CHARTS:

Chart No. 314 - Scale 1:40,000, published February 1935, reissued July, 1938 (corrected to March 23, 1943).

Because of scale difference between the map drawing and chart No. 314, planimetric details could not be readily compared. In general, however, planimetry common to both, is in fair agreement except the following:

At approximately Latitude $43^{\circ} 58' 36''$ and Longitude $69^{\circ} 50' 40''$ an island as shown on the chart could not be identified on any of the photographs, and therefore has not been shown on the map drawing.

At approximately Latitude $43^{\circ} 56' 24''$ and Longitude $69^{\circ} 46' 30''$ a railroad shown on the chart has been relocated to approximately Latitude $43^{\circ} 56' 15''$ and Longitude $69^{\circ} 46' 36''$ as identified on the photographs and detailed on the map drawing.

Between approximately Latitude $43^{\circ} 56' 15''$ and Latitude $43^{\circ} 57' 40''$, and Longitudes $69^{\circ} 51' 40''$ and $69^{\circ} 52' 30''$, the shoreline and off-shore detail on the chart is in disagreement, as identified on the photographs and detailed on the map drawing.

Chart No. 1204 - Scale 1:80,000, published March 1942 (corrected to April 12, 1942).

Because of scale difference between the map drawing and chart No. 1204, planimetric detail could not be readily compared. In general, however, planimetry common to both is in fair agreement except the following:

At approximately Latitude $43^{\circ} 58' 48''$ and Longitude $69^{\circ} 50' 10''$, an island as identified on the photographs and detailed on the map drawing, does not appear on the chart.

At approximately Latitude $43^{\circ} 58' 36''$ and Longitude $69^{\circ} 50' 40''$ an island as shown on the chart could not be identified on any of the photographs and therefore, was not detailed on the map drawing.

45 COMPARISON WITH NAUTICAL CHARTS: (Cont'd.)

At approximately Latitude $43^{\circ} 56' 24''$ and Longitude $69^{\circ} 46' 30''$ a railroad shown on the chart has now been relocated to approximately Latitude $43^{\circ} 56' 15''$ and Longitude $69^{\circ} 46' 36''$ as identified on the photographs and detailed on the map drawing.

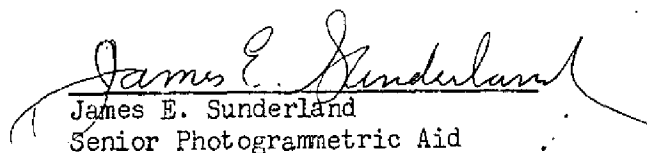
Between approximately Latitude $43^{\circ} 56' 15''$ and Latitude $43^{\circ} 57' 40''$ and Longitude $69^{\circ} 51' 40''$ and Longitude $69^{\circ} 52' 30''$ the shore line and offshore detail on the chart is in disagreement as identified on the photographs and detailed on the map drawing.

Respectfully submitted 8/16/43




William O. Norris
Photogrammetric Aid

Compilation & Descriptive
Report reviewed by



James E. Sunderland
Senior Photogrammetric Aid

Supervised by


Walter E. Schmidt
Asst. Photogrammetric Engineer

Approved and Forwarded:
8/17/43



Fred. L. Peacock
Chief, Air Photographic Party No.2

REVIEW REPORT
Shoreline Map T-5975
Kennebec River MERRYMEETING BAY & Vicinity, Me.
1941-1942

Subjects not used in this review report are adequately covered in the Descriptive Report, or do not apply.

28. DETAILING A considerable amount of shoreline and rock data were delineated anew during review. Field inspection notes were often ambiguous or contradictory; heights of rocks seemed to have been based on time of photography rather than on time of field inspection. The stereoscope was used to more accurately place ^{the} MEW line and to distinguish marsh from grass-in-water areas. Tide curves were drawn to establish rock ~~heights to MLW~~ ^{elevations} at the time of field inspection.

The hydrographic signal numbers and descriptions, and the rock heights (corrected) which were originally on an overlay, were placed upon the map manuscript. A typewritten list of 40 numbered and described signals, ~~and three tide curves~~ are attached to this report.

43. COMPARISON WITH HYDROGRAPHIC SURVEYS: T-5975 was compared with the following surveys, and found to agree in all significant detail:

H-6800	1942	1:5,000	H-6959	1944	1:5,000
		H-6950	1944	1:5,000	

44. COMPARISON WITH TOPOGRAPHIC SURVEYS A comparison with the following topographic surveys was made

T-728	1858-60, 1890	1:10,000	T-1115	1869-90	1:10000
967	1860-64	"	1214	1871	"
1061	1859-65	"	6911b	1942	"

U.S.G.S.-War Dept. BATH 15' 1941 (ed 1945) 1:62,500
^{common features on}

T-5975 supersedes ^{the} above surveys for the areas in common

45. COMPARISON WITH NAUTICAL CHARTS

314	1935	1:40,000	1204	Mar. 1942	1:80,000
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The numerous shoreline adjustments from hydrographic survey notes

were made in red upon the manuscript.

T-5975 has not been applied to the charts as of the date of this review.

Reviewed by

H. W. Thune
Photogrammetrist
26 Nov. 1945

Under direction of

Ralph Moore Berry
Ralph Moore Berry
Chief, Review Section

APPROVED:

¢ *B. Jones 2/48*
Technical Assistant to the
Chief, Div. of Photogrammetry

K.T. Adams
Chief, Division of Photogrammetry

Antarling
Chief, Nautical Chart Br.
Division of Charts

C. K. Green
Chief, Div. of Coastal Surveys

P.S. (As of date of registration)

A additional list of six temporary hydrographic signals, which appear on the manuscript by description only, is attached hereto.

Lena T. Stevens

13 Jan, 1948

40
List of Temporary Hydrographic Signals - Sheet T-5975

- No. 1939 - North edge of brush on small island. (Signal Site)
- No. 1940 - Top of white rock point. North side of cedar covered point. (Signal Site)
- No. 1941 - At High-Water Line on tip of point where large flat boulder lies. (Signal Site)
- No. 1942 - Top center of grey rock, opposite break in cedar lined shore on north edge of field. (Signal Site)
- No. 1943 - Six feet south of tree line on pine covered island. (Signal Site)
- No. 1944 - South gable of small shack, northeast of cedar grove in hayfield.
- No. 1989 - Top of grey rock, south of cottage and just west of end of beach. (Signal Site)
- No. 1990 - High part of grey whaleback ledge in cove. (Signal Site)
- No. 1991 - In saddle about 4 feet south of cedar on top of large grey rock at west end of sand beach. (Signal Site)
- No. 1992 - Top of large grey rock between two sand beaches and off 3 or 4 white birches. (Signal Site)
- No. 1993 - Top of grey rounded rock, northern most of three boulders on square rocks at center of beach. (Signal Site)
- No. 1994 - Six feet out from brush line on rock point west of opening in woods on point. (Signal Site)
- No. 1995 - Four foot round loose boulder on point west of leaning spruce. (Signal Site)
- No. 1996 - Group of cedars at corner of field on west end of beach, at head of cove. (Not lone cedar to south) (Signal Site)
- No. 1997 - Dark fence post in center of break in trees at shoreline, northwest of field and near head of bight. (Signal Site)
- No. 1998 - Six feet north of brushline on rock point. (Signal Site)
- No. 1999 - Edge of vegetation on round rock point, west of sandy beach; a lone pine (12 feet) on point. (Signal Site)
- No. 2000 - Edge of brushline at south tip of long rock point. South of bare soil bank. (Signal Site)

- No. 2001 - Center of pile of rocks at south end of grey island ledge.
(Signal Site)
- No. 2002 - Flagpole (base) on north end of island with red house.
(30 feet high) 2003 is a Topo Sta
(for 524)
- No. 2004 - North end of grey colored area on top of small rock point,
(or about at High-Water Line on point) west of small beach.
(Signal Site)
- No. 2005 - West gable of low part of the part cream colored house.
- No. 2006 - High part of south end of reef, about 20 feet offshore.
(Signal Site)
- No. 2008 - Top of round white top rock point, west of small beach.
(Signal Site) 2007 is a
Topo Sta. (for 524)
- No. 2015 - South gable-L shaped, brown shingle house with green trim.
- No. 2016 - Mast easterly of row of cedars, south of boat house building.
(Signal Site)
- No. 2017 - Top center of high rock at edge of brush where marsh grass
begins at rock point. (Signal Site)
- No. 2018 - Top of grey rock on flat-topped point in bight. (Signal Site)
- No. 2019 - At High-Water Mark on cusp on point on side toward an off-
shore rock awash at High-Water point, has bare soil cap.
(Signal Site)
- No. 2020 - Small loose rock on rock point about 10 feet south of brush-
line. (Signal Site)
- No. 2021 - Tip of point (south of broken topped pine) at High-Water
Mark. (Signal Site)
- No. 2022 - Tip of marsh grass at High-Water Mark on west side of mouth
of creek. (Signal Site)
- No. 2036 - Eight foot white stake on southeast tip of small island,
southwest of Brick Island. Stake is 15 feet southeast of
lone birch.
- No. 2037 - Top center, rounded rock ledge of south tip of small island,
south of Brick Island.
- No. 2038 - Low cedar bush on northern most tip of Brick Island.
- No. 2062 - Twelve foot pine just east of path on point north of bight.
(Signal Site)

- No. 2063 - Tuft of grass on small rock island about 75 feet offshore,
and south of point forming south entrance to long cove.
(Signal Site)
- No. 2065 - Point of rock ledge at High-Water Mark. (Signal Site)
- No. 2066 - North tip of rock ledge in west side of creek. (Signal Site)
- No. 2067 - Southwest corner of bridge. (Signal Site)

Six Temporary Hydrographic Signals not listed and
not numbered, but appearing on map manuscript.
(Listed from north to south)

West gable of white house with green roof.
(This station lies north of triangulation JUNCTION)

Prominent rock (north of ~~West~~ Lines Island)

East gable of small white house
(South of Butler Cove)

High point, white rock

Lone tree

South gable of house.
(West side of Whiskeag Creek, and southwest of
Wood Island)

(L.T.S.)

7

Geographic Names (Undisputed)

- ✓ Back River Creek -
- ✓ Bald Head -
- ✓ Beach Point -
- ✓ Brick Island -
- ✓ Burnt Jacket Channel -
- ✓ Butler Cove -
- ✓ Butler Point -
- ✓ Centers Point -
- ✓ Crawford Island -
- ✓ East Branch -
- ✓ Goose Cove -
- ✓ Grace Rock -
- ✓ Kennebec River -
- ✓ Lines Island -
- ~~Little Cove~~
- ✓ Merrymeeting Bay -
- ✓ Middle Point -
- ✓ Neguasset Brook -
- ✓ Neguasset Pond -
- ✓ Ram Island -
- ✓ Telegraph Point -
- ✓ Thorne Island -
- ✓ Towesic Neck -
- ✓ West Branch -
- ✓ Whiskeag Creek -
- ✓ Wood Island -
- ✓ West Woolwich -

(Thorne Head - has not
been approved by U.S.B.G.N.)

2/11/48

The following three (3) undisputed geographic names have not been shown either on this map drawing or on the overlay sheet. They pertain to features within the detail limits of the map drawing, which have not been detailed because they could not be identified on the photographs and no field inspection data were submitted for them.

Three (3) Undisputed Geographic Names

Stetson Rocks
Thorne Island Ledge
Trott Rock

} These names are o.k. if
they are to be used.

- Maine Central -
- State No. 127 -
- " " 128 -
- ✓ New Meadows River -
- ✓ Sturgeon Island -
- ✓ Chops Creek -
- ✓ Chops Pt -
- ✓ chops -

Geographic Names (Disputed)

- Chops
 - Chops Point
 - West Woolwich
- (Pending with D.S.B.N.)
- ~~The Chops~~
~~Chop Point~~
~~Days Ferry~~

Names preceded by . are
approved. L. Heck 9/30/47.

GEOGRAPHIC NAMES

NAUTICAL CHARTS BRANCH

SURVEY NO. T5975

Record of Application to Charts

[illegible]

M-216S-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.