8010

Diag'd. on Diag. Ch. No. 1203

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Planimetric Air Photographic

Field No. CS-272 Office No. T-8010 (East & West Halves)

LOCALITY

State Maine

General locality West Penobscot Bay

Locality Rockport and Vicinity

1941-'43

CHIEF OF PARTY

F.L.Peacock

LIBRARY & ARCHIVES

DATE April 27, 1949

B-1870-1 (1)

8010

Form T-1

DATA RECORD
MAP DRAWING SURVEY
T- 8010(East half). ~~To include T6625 (henceforth called H4-T6010).~~

Quadrangle (II): Rockland Maine (15') U.S.G.S. Northeast portion

Project No. (II): C.S. 272
Part of Sub-Project No. C.S. 272 C

Field Office:
Air Photographic Party No. 2

Chief of Party: Henry O. Fortin ~~Fred. L. Peacock~~

Compilation Office:
Baltimore Photogrammetric Office

Chief of Party: Fred. L. Peacock

Instructions dated (II III):
April 1, 1942 and April 20, 1943

Copy filed in Division of Photogrammetry General Files ~~Descriptive Report No. T (VI)~~

Completed survey received in office: 30 June, 1944

Reported to Nautical Chart Section:

Reviewed: Nov. 1945 **Applied to chart No.** 320, 321, 209 **Date:** 12 June, 1944, 17 May, 1946, 3 Mar. 1949

Redrafting Completed: 9 April, 1948

Registered: 19 July, 1948 **Published:** June 1948 (vault copy)

Compilation Scale: 1:9,700 **Published Scale:** 1:10,000

Scale Factor (III): 1.0309

Geographic Datum (III): N. A. 1927 **Datum Plane (III):** Mean ~~Sea Level~~ H. W.

Reference Station (III): BEAR HILL, 1858, r.1934, r.1943

Lat.: 44° 08' 38.88~~3~~4"(1200.2m) **Long.:** 69° 06' 24.84~~5~~6"(552.2m) **Adjusted** ~~Unadjusted~~

State Plane Coordinates (VI): Maine, East Zone

X = 340,696.34 FT. Y = 113,874.61 FT.

Military Grid Zone (VI)

None to be shown

Rockland Harbor Grid, U.S.E.

South	East	
5,442.848 ft	12,448.963 ft	To end of South Breakwater

PHOTOGRAPHS (III)

(Metal Mounted)

Number	Date	Time	Scale	Stage of Tide
7185	10/21/41	9:30 A.M.	1:10,000	10.4' above M.L.W.
7205 to 7207 Inc.	10/21/41	10:17 A.M.	1:10,000	11.4' above M.L.W.
7232 and 7233	10/21/41	10:17 A.M.	1:10,000	11.4' above M.L.W.

Tide from (III): Tide tables, Atlantic Ocean, 1941, reference station, Portland, Maine, with corrections to Camden, Maine
Mean Range: 9.6' **Spring Range:** 10.9'

Camera: (Kind or source) U.S. Coast and Geodetic Survey nine lens camera (focal length 8¼") All negatives are on file in the Washington Office.

Field Inspection by: Lieut. Comdr. Henry O. Fortin **date:** Season 1943
Season's Field Inspection Report previously submitted

Field Edit by: **date:**

Date of Mean High-Water Line Location (III): As of photographs taken on 10/21/41, Supplemented by the Field Inspection Data obtained in 1943

Projection and Grids ruled by (III) B.R.C. - J.T.B. Washington Office **date:** 10/30/43

" " " **checked by:** B.R.C. Washington Office **date:** 11/1/43
Overlap checked by: R.M.B. Washington Office date: 11/2/43

Control plotted by: Donald M. Brant **date:** 12/11/43

Control checked by: A. L. Goncharsky **date:** 12/15/43

Radial Plot by: W. E. Schmidt **date:** 1-44

Detailed by: Carlyn Goldenberg (interior - rough draft) **date:** 5/16/44-6/28/44
Edwin Whittemore, Jr. (shoreline-rough draft) 1/22/44-2/21/44

Reviewed in compilation office by: Harry R. Rudolph **date:** 6/44

Elevations on Field Edit Sheet checked by: **date:**

STATISTICS (III)

Land Area (Sq. Statute Miles): 11

Shoreline (More than 200 meters to opposite shore): 9.9 Statute Miles
Interior ponds 3.7 Statute Miles

Shoreline (Less than 200 meters to opposite shore): None

Number of Recoverable Topographic Stations established: 7

Number of Temporary Hydrographic Stations located by radial plot: 46

Leveling (to control contours) - miles: None

Roman numberals 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: T5625 descriptive report follows in this binder & is to be considered as part of T-8010. Reference Station M.G.S. Monument No. 207, 1934-35, r.1943 will not be used; Bear Hill, 1868, r.1934, r.1943 will serve as Reference Station for the sheet.

26 CONTROL:

There are ~~19~~ 18 horizontal control stations appearing on the Map Drawing for Survey No. T-8010 (E. half). They consist of 10 ~~11~~ U. S. Coast & Geodetic Survey Triangulation Stations, one of which has been identified by a Field Inspection Point; three U. S. Engineers Triangulation Stations, one of which has been identified by a Field Inspection Point; and 5 Maine ~~State~~ Geodetic Survey Traverse Stations, which are also bench marks. All of the triangulation and traverse stations have been shown on the Map Drawing with the conventional triangulation symbol, while the F.I.P.'s have been shown with small black acid ink squares.

The following horizontal control stations lie within the detail limits of the Map Drawing:

~~Six~~ 5 U. S. Coast & Geodetic Survey Triangulation Stations

INDIAN ISLAND LIGHTHOUSE, 1902, r.1934, r.1943
~~PORTERFIELD LEDGE BEACON, 1904, r.1943~~ lost as △
GRAVES, 1861, no recovery in 1943 2067R
THE GRAVES SPINDLE, 1904, 1934, r.1943 P32 neg.
BEAR HILL, 1858, r.1934, r.1943 (F.I.P. "Bear") P31 neg.
ROCKPORT WHITE SQUARE CUPOLA, 1934, r.1943

2 Maine ~~State~~ Geodetic Survey Traverse Stations, which are also bench marks
M.G.S. (Maine Geodetic Survey)
Monument No. 208, 1934-35, r.1943
Monument No. 209, 1934-35, r.1943

See also report for T-5625 attached hereto.

The following horizontal control stations fall outside the detail limits of the Map Drawing:

5 U. S. Coast & Geodetic Survey Triangulation Stations

JAMESON POINT, SAMOSET HOTEL WATER TANK, 1934, r.1943
SAMOSET HOTEL CUPOLA POLE, 1902, r.1943
OJIER, 1861, no recovery in 1943
ROCKPORT SCHOOL HOUSE, CLOCK TOWER, 1911, 1934, r.1943
MARK ISLAND POINT SPINDLE, 1904, r.1934, r.1943

26 CONTROL: (Continued)

3 U. S. Engineers Triangulation Stations

*I (USE), r.1943
II (USE), r.1943 (F.I.P. "Sam")
*III (USE), r.1943

*Stations recovered by the Field Inspection Sub-Party, but no identification was furnished. They were not used to control the radial plot.

3 Maine ~~State~~ M.G.S. Geodetic Traverse Stations, which are also bench marks

Monument No. 196, 1934-35, r.1943
Monument No. 197, 1934-35, r.1943
Monument No. 205, 1934-35, r.1943

Bench Marks
F-18 S-51
G-18 T-51
H-18 288 (USGS)

A copy of the "Identification Report" of the horizontal control for the area of Survey No. T-8010 (E. half), as furnished by the Field Inspection Party, is submitted herein.

27 RADIAL PLOT:

An individual plot was laid for the area of Survey No. T-8010 (E. half). No celluloid templets were used, the photographs being oriented directly under the Map Drawing Projection. Satisfactory results were obtained. The facts pertaining to the radial plot have been fully brought out in the Report on the individual radial plots for the areas of Surveys Nos. T-5625, T-8000 to T-8003, incl., and T-8007 to T-8011 incl., attached to the Descriptive Report for Map Drawing, Survey No. T-8002, previously submitted.

28 DETAILING:

The Map Drawing for Survey No. T-8010 (E. half) has been compiled in accordance with instructions. The topographic features have been detailed from metal mounted nine lens photographs, which were supplemented by the

Pages 57-9 of former T5625 follow page 16 of 1st part of binder.

28 DETAILING: (Continued)

field inspection data. Symbolization is in accordance with the recommended symbols.

The area of Survey No. T-3010 (wharf) was well covered by photography, the number of photographs being adequate for detailing. The field inspection data were ~~also~~ adequate, unless otherwise mentioned in the subsequent paragraphs of this report. The scales of the Map Drawing and the photographs were in good agreement, the use of the vertical projector being unnecessary.

The main bodies of water appearing on the Map Drawing are Rockport Harbor and a portion of West Penobscot Bay. There are also several inland ponds, the largest one being Chickawaukie Pond. The land area is mainly wooded. There are, however, several cultivated farm lands, villages, and a portion of the town of Rockport. The town of Rockport could not be considered a congested urban district, based on the instructions from the Washington Office.

The shore line along West Penobscot Bay and Rockport Harbor is bordered, for the most part, by rock bluff with several stretches of sand or gravel beaches and wooded dirt bluff. The shore line of the interior ponds is, for the most part, bordered by dirt bluff and a few marsh areas.

The radially plotted positions of temporary hydrographic stations, recoverable topographic stations, and minor detail points, considered relatively strong, have been shown on the glossy side of the Map Drawing with small single blue ink circles, while the relatively weak positions of such points have been shown with small green ink circles.

Since all notes pertinent to the compilation have been lettered on the Map Drawing, no overlay sheet was made.

All roads are to be considered 0.6mm. in width, unless otherwise noted on the Map Drawing. Trails have

28 DETAILING: (Continued)

been shown with the conventional symbol, accompanied by the note "Trail"

All public buildings within the area of the Survey have been detailed in accordance with the field inspection data and shown on the Map Drawing with the conventional symbols. Descriptive notes have been added where thought to be necessary for clarification. All other buildings, except small outbuildings and those whose images were not visible on the photographs, have been shown on the Map Drawing with the conventional symbol.

The field inspection data pertaining to the investigation of drainage for the area of the Survey, were inadequate. For the most part, the character and location of the drainage was determined by stereoscopy at the Baltimore Compilation Office.

The street and road names shown on the Map Drawing are in accordance with the field inspection data.

A list of abbreviations accompanied by explanatory notes has been lettered on the Map Drawing just outside its eastern detail limit.

30 MEAN HIGH-WATER LINE:

The Mean High-Water Line (firm ground) which for the most part was fully identified and delineated upon the field photographs by the Field Inspection Sub-Party, has been shown on the Map Drawing with a full heavy-weight black acid ink line. However, along three portions of the shore line proper, the location of the Mean High-Water Line, as identified by the Field Inspection Sub-Party, differed from the location as thought to be correct by the Baltimore Compilation Office.

The ~~location of the Mean High-Water Line along these portions as determined by office interpretation~~,

30 MEAN HIGH-WATER LINE: (Continued)

~~has been detailed and shown on the Map Drawing with a full heavy-weight black acid ink line, while the Mean High-Water Line, as delineated by the Field Inspection Sub-Party, has been detailed and shown with a full heavy-weight red acid ink line. Notes have been added for clarification.~~

There are no marsh areas bordering the Mean High-Water Line. There are, however, a few marsh areas bordering the shore line of the interior ponds. The outer limits of these marsh areas have been shown with a full light-weight black acid ink line, the included areas being shown with the conventional marsh symbol.

31 LOW-WATER AND SHOAL LINES:

The approximate outer limits of shoal areas bordering the Mean High-Water Line have been detailed in accordance with the field inspection data, and shown on the Map Drawing with a dashed light-weight black acid ink line, accompanied by the note "shoal", lettered within the included area.

No part of the Mean Low-Water Line could be detailed, either by the field inspection data or office interpretation of the photographs.

The approximate outer limits of rock ledge areas bordering the Mean High-Water Line have been detailed in accordance with office interpretation of the photographs, based upon a visual comparison with the available nautical charts covering the area of the Survey. The outer limits of such features have been shown with the conventional symbol, accompanied by descriptive notes. Portions of the rock ledge areas appearing on the Map Drawing are probably covered at Mean Low-Water.

The only grass-in-water areas which are visible on the photographs and which were identified by the Field Inspection Sub-Party, are along portions of the shore line of Chickawaukie Pond. They have been shown with the conventional symbol.

32 DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

The details offshore from the Mean High-Water Line appearing on the Map Drawing consist of rocks, reefs, and fish traps. The existence of such features were verified by the Field Inspection Sub-Party.

The extent to which the offshore rocks and reefs bare at Mean Low-Water or Mean High-Water has been shown by notes lettered on the Map Drawing.

33 WHARVES AND SHORE LINE STRUCTURES:

The existence of wharves, retaining walls, abutments and all other shore line structures located within the area of the Survey, have been verified by the Field Inspection Sub-Party. Such features have been shown on the Map Drawing with the conventional symbols, accompanied by descriptive notes.

34 LANDMARKS, FIXED AIDS TO NAVIGATION AND AERONAUTICAL AIDS:

One landmark, "Tower" (Triangulation Station INDIAN ISLAND LIGHTHOUSE,1934, r.1943) previously charted, has been shown within the detail limits of the Map Drawing with a conventional triangulation symbol, accompanied by the note "landmark". Since the position of the landmark has been previously determined by triangulation by the Bureau, Form 567 will not be submitted.

For additional "LANDMARK" see T-8010 (West half) ~~T-8011~~ report in this binder.

Six previously charted Fixed Aids to Navigation appear within the detail limits of the Map Drawing. They are as follows:

**THE GRAVES LIGHT
**LOWELL ROCK BEACON
**SEAL LEDGE BEACON
**SHIPYARD LEDGE BEACON
*~~PORTERFIELD LEDGE BEACON~~ (~~Triangulation Station~~: PORTERFIELD LEDGE BEACON, 1904, r.1943) considered lost as a
*THE GRAVES BEACON (Triangulation Station: THE GRAVES SPINDLE, 1904, 1934, r.1943)

34 LANDMARKS, FIXED AIDS TO NAVIGATION AND AERONAUTICAL AIDS: (Continued)

*Since the positions of these charted Fixed Aids to Navigation have been previously determined by Triangulation by the Bureau, Form 567 will not be submitted.

**Positions have been redetermined by the radial plot and shown on the Map Drawing with 2½mm. black acid ink circles, accompanied by their names and the note "Fixed Aid to Navigation." Form 567 has been submitted for charting and deletions. Cht. Lst. No 484 (1944)

There were no new landmarks, new fixed aids to navigation, or aeronautical aids recommended for the area of Survey No. T-8010 (East half) See "Landmark" described in ~~T-8626~~ T-8010 (West half) ~~which is now within limits of T8010.~~

35 HYDROGRAPHIC CONTROL:

The recommended hydrographic control for the area of the Survey consists of 46 temporary hydrographic stations and 7 Recoverable Topographic Stations. Their positions have been determined by the radial plot and shown on the Map Drawing with 2½ mm. black acid ink circles.

The numbers, names and descriptions of the Recoverable Topographic Stations, and the numbers and descriptions of the temporary hydrographic stations have been lettered on the Map Drawing. The recoverable topographic stations have been identified by the note "Recoverable Topographic Station" lettered on the Map Drawing.

Form ~~567~~ 524 has been submitted for the following 7 Recoverable Topographic Stations:

No.	Name
4443	Pyramidal Top of Sub-Station
4453	South Gable White House
4470	The Graves Light (fixed aid to navigation)
4483	Lowell Rock Beacon (fixed aid to navigation)
4484	Seal Ledge Beacon (fixed aid to navigation)
4485	Shipyard Ledge Beacon (fixed aid to navigation)
4540	Gable, North Dormer Two Story House

36 LANDING FIELDS:

There are no airports or landing fields within the area of Survey No. T-8010 (E. half)

37 JUNCTIONS:

Junctions of shore line and interior details were made with Map Drawings, Surveys Nos. T-8009 to the south, and T-~~5025~~ 8010 (W. half) to the west. They are in agreement.

Junction of shore line with Map Drawing, Survey No. T-8011 to the north, has been made and is in agreement. Since the interior detail of Map Drawing Survey No. T-8011, along its southern limits has not been started, junction of the two Map Drawings will be made at a later date. 45-11

OK July, 1948

Map Drawing, Survey No. T-8023 is to the east. Since the meridian at Longitude 69° 00' 00", along which the two Map Drawings join together, passes through an all water area, no junction of details need be considered.

New limits exclude area 69°02'00" to 69°00'00" between T8010 & T8023

38 GEOGRAPHIC NAMES:

The geographic names for the area of Survey No. T-8010 (E. half) were investigated by the Field Inspection Sub-Party in accordance with Paragraph No. 8 of the "Instructions for Field Inspection, Project CS 272", dated April 20, 1943. The data obtained by the investigation were submitted to the Baltimore Office in the form of a special geographic name report which is being retained for use in the compilation of other Map Drawings. The geographic names appearing on the Map Drawing are in accordance with the field inspection data, and also in accordance with additional data obtained from the best known sources available for use by the Baltimore Compilation Office.

814

An alphabetical list of the geographic names pertaining to the area of the Survey, is submitted herein. Only one of the names was disputed.

39 RECOMMENDATIONS FOR FUTURE SURVEYS:

The positions of the planimetric details appearing on the Map Drawing are believed to be within the limits of satisfactory accuracy. The compilation is complete with respect to all detail needed for charting or the preparation of a planimetric map, except for the disagreements in the position of the Mean High-Water Line previously discussed, under side heading No. 30 in this report, and the absence of many rocks awash, which are to be discussed under side heading No. 45.

40 TELEPHONE AND POWER LINES:

Telephone and power lines have been shown on the Map Drawing with the conventional symbols.

At approximately Latitude 44° 09' 32" and Longitude 69° 06' 38", a power line appearing on the Map Drawing is in disagreement with the field inspection data, which called for a telephone line. Careful examination of the photographs proved that the field data was incorrect. This decision was based on an investigation of the feature's image to the south and north of the approximate location mentioned above. ok The telephone line as mentioned above, is believed to be 150 meters east of the above-mentioned power line. Another feature which is believed to be a power line has been shown on the Map Drawing with the conventional symbol, accompanied by the note "Possible Power Line." No field inspection data were submitted for this feature.

41 BRIDGES:

One highway bridge and one foot bridge have been shown on the Map Drawing with the conventional symbols, accompanied by pertinent notes. Both of the bridges are located near the mouth of Goose River, which is at the head of Rockport Harbor.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

Rockland, Maine (15') U.S.G.S., scale 1:62,500, edition of 1906, reprinted 1938.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:(Continued)

Since the scale difference between the Map Drawing and the above mentioned quadrangle was very large, comparison of small planimetric details could not be readily made. By visual comparison, however, the following differences were apparent:

Index to (a,b,c) ~~under~~ see below

(a,b,c) More roads have been shown on the Map Drawing.

(a,b,c) The location of common roads are in disagreement.

(a,c) A small islet just south of Hog Cove Ledge does not appear on the quadrangle.

(a) An electric railroad near the west shore line of Rockport Harbor and Glen Cove has not been shown on the Map Drawing. It is believed that this feature no longer exists, because no field inspection data were submitted for its identification, and because its image was not visible on any of the photographs.

(a,c) An overhead telephone line connecting a small islet which is just north of Indian Island, to the mainland at Beauchamp Point, does not appear on the quadrangle.

(a,b) A marsh area along the northern extremity of Chickawaukie Pond, does not appear on the quadrangle.

(a,b,c) Several small piers do not appear on the quadrangle.

(a,b) A small islet at approximately Latitude 44° 08' 53", and Longitude 69° 04' 48", does not appear on the quadrangle.

(a,b,c) The shore line as shown on the Map Drawing, is more irregular.

INDEX TO (a, b & c) tabulation above.

a, These differences also apply to Nautical Chart No. 310.

b, These differences also apply to Nautical Chart No. 320

c, These differences also apply to Nautical No. 321.

45 COMPARISON WITH NAUTICAL CHARTS:

Chart No. 310, scale 1:40,000, published at Washington, D. C., August 1937, reissued June 1938, corrected to April 13, 1944.

Because of the scale difference between the Map Drawing and the above-mentioned chart, comparison of small planimetric details could not be readily made. By visual comparison, however, the following differences were apparent:

A larger number of buildings have been shown on the Map Drawing.

A rock bluff symbol has been shown on the Map Drawing along the south shore of Clam Cove, and from Clam Cove northward approximately 3/4 of a mile. A dirt bluff symbol appears on the chart.

More rocks awash appear on the chart. The images of the majority of the rocks awash were not visible on any of the photographs. For the most part, no field inspection data were submitted for their identification.

A dirt bluff symbol has been shown on the Map Drawing along the shore line of Chickawaukie Pond.

For other differences see side heading No. 44.

Chart No. 320, scale 1:20,000, published at Washington, D. C., July 1937, reissued April 1939, corrected to February 19, 1944.

The chart was enlarged to the scale of the Map Drawing by means of the vertical projector. Common projection lines were brought into coincidence. The following differences were apparent:

The shore line is in excellent agreement except for small sections at the tip of

45 COMPARISON WITH NAUTICAL CHARTS: (Continued)

Brewster Point, points southwest and northeast of Pine Hill, along the shore line of Clam Cove, and along the northern and southern extremities of Chickawaukie Pond.

The courses of small streams are in disagreement.

A larger number of buildings have been shown on the Map Drawing.

Location of common buildings are in disagreement.

More rocks awash appear on the chart. See comparison with Chart No. 310.

A dirt bluff symbol has been shown on the Map Drawing along the shore line of Chickawaukie Pond. No bluff symbol appears on the chart.

For other differences see side heading No. 44.

Chart No. 321, scale 1:20,000, published at Washington, D. C., September 1933, reissued April 1939, corrected to February 19, 1944.

The chart was enlarged to the scale of the Map Drawing by means of the vertical projector. Common projection lines were brought into coincidence. A comparison was then made and the following differences were apparent:

The areas of Indian Island, Hog Cove Ledge, and Goose Rock, appearing on the Map Drawing, are smaller.

Several sections of the shore line have receded as much as 25.0 meters, while others extend 20.0 meters.

The courses of the small streams are in disagreement.

45 COMPARISON WITH NAUTICAL CHARTS: (Continued)

A larger number of buildings appear on the Map Drawing.

More rocks awash appear on the chart. See side heading No. 44.

The rock bluff symbol has been shown on the Map Drawing along the west shore line of Rockport Harbor and West Penobscot Bay, from Rockport Harbor to Clam Cove. No bluff symbol appears on the chart.

For other differences see side heading No. 44.

Respectfully submitted:
June 24, 1944

Carlyn Goldenberg
Carlyn Goldenberg
Photogrammetric Aid

Compilation and Descriptive
Report Reviewed by:

Harry R. Rudolph
Harry R. Rudolph
Sr. Photogrammetric Aid

Supervised by:

Walter E. Schmidt
Walter E. Schmidt
Asst. Photogrammetric Engineer

Approved and Forwarded:
June 30, 1944

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

GEOGRAPHIC NAMES

Undisputed

- Beach Hill
- Bear Hill
- Beauchamp Point
- Brewster Point
- Brewster Point Ledge
- Chickawaukie Pond
- Clam Cove
- Deadman Point
- Glen Cove (village)
- Goose River
- Goose Rock
- Harbor Ledge — at Shipyard Ledge Bar, feature not shown.
- Hog Cove
- Hog Cove Ledge
- U.S. No. 1
- State No. 194 (westward from Rockport)
- Indian Island
- Lowell Rock
- Maces Pond
- Oakland Park
- Pine Hill
- Porterfield Ledge
- Ram Island
- Rockport
- Rockport Harbor
- Rockville
- Seal Ledge
- The Graves
- Varnah Brook
- *West Penobscot Bay*

Res. Names Section: Pending - no decision as of 4/7/49 K.M.M.

*Called Penobscot Bay on United States Coast and Geodetic Survey Chart 320, called West Penobscot Bay in "Coast Pilot," edition 1941, on Chart 1203, on United States Geological Survey Quadrangle (Rockland Maine, 15') and in "Light List Atlantic and Gulf Coasts of the United States," 1944 edition.

(delimitation of Penobscot Bay and its component areas has been pending with U.S. B.G.N. since 1941)

- State No. 17

Names preceded by • are approved. L. Heck 3/5/47

Re-check 10/9/47: see also second name list in this report. L.H.

GEOGRAPHIC NAMES

IDENTIFICATION REPORT
OF THE HORIZONTAL CONTROL FOR
THE AREA OF SURVEY NO. T-8010 (E. half)

Indian Island Lighthouse, 1902, Recovered Pricking positive
Porterfield Ledge Beacon, 1904, Not identified. Pricking positive
Graves, 1861. Not found
The Graves Spindle, 1904. Recovered. Pricking positive
Bear Hill, 1858. Recovered. Pricking positive
Rockport White Square Cupola, 1934. Recovered. Pricking positive
Monument No. 208 1934-35. Recovered. Pricking positive
Monumeht No. 209 1934-35. Recovered. Pricking positive

Outside Detail Limits

Jameson Point, Samoset Hotel Water Tank, 1934. Recovered. Pricking positive
Samoset Hotel Cupola Pole, 1902. Not identified. Pricking positive
Ojier, 1861 Not found.
Rockport School House, Clock Tower, 1911 Recovered. Pricking positive
Mark Island Point Spindle, 1904 Recovered. Pricking positive

I (U.S.E.) Recovered. Not located on photographs
II (U.S.E.) Recovered. Pricking positive
III (U.S.E.) Recovered. Not located on photographs

Monument No. 196, 1934-35. Recovered. Pricking positive
Monument No. 197, 1934-35. Recovered. Pricking positive
Monument No. 205, 1934-35. Recovered. Pricking positive

Oct. 31, 1943 By Lieut. Commdr. Henry O. Fortin
U.S.C. & G.S.

Form T-1

DATA RECORD
MAP DRAWING SURVEY NO.
T- ~~5625~~ 8010 (West half)
~~Now W½ T 8010~~
~~T5-11~~

Quadrangle (II): Northwest Portion of Rockland, Maine. 15 minute quadrangle (U.S.G.S.)

Project No. (II): C.S. 272 Part of Sub-Project C.S. 272 C

Field Office:
Air Photographic Party No. 2

Chief of Party: Fred. L. Peacock

Compilation Office:
Baltimore Photogrammetric Office

Chief of Party: Fred. L. Peacock

Instructions dated (II III):
April 1, 1942
Supplemental Instructions dated
April 20, 1943

Copy filed in Descriptive Report No. T- (VI)

Completed survey received in office:

Reported to Nautical Chart Section:

Reviewed: **Applied to chart No.** **Date:**

Redrafting Completed:

Registered: **Published:**

Compilation Scale: 1:9,700 **Published Scale:**

Scale Factor (III): 1.0309

Geographic Datum (III): N. A. 1927 **Datum Plane (III):** Mean Sea Level

Reference Station (III): ~~MONUMENT NO. 207, 1934-35, r. 1943~~

Lat.: ~~44° 10' 46.908" 1447.8m~~ **Long.:** ~~69° 08' 02.634" 58.5m~~ **Adjusted** ~~By the New York~~ **Unadjusted** ~~Field Office~~
~~Now use~~ BEAR HILL 1858, r. 1934, r. 1943.
Shown on East half of T-8010.

State Plane Coordinates (VI):

X = **Y =**

Military Grid Zone (VI)

(Metal Mounted)

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
7183-7186 Incl.	10/21/41	9:47 A.M.	1:10,000	No tidal waters within the limits of this Map Drawing
7143-7144	10/20/41	11:53 A.M.	1:10,000	

Tide from (III):

Mean Range: **Spring Range:**

Camera: **(Kind or source)** U. S. Coast and Geodetic Survey nine lens camera (focal length 8¼"). All negatives are on file at the Washington Office

Field Inspection by: Lt. Commander Henry O. Fortin **date:** Season of 1943
Season's Field Inspection Report previously submitted

Field Edit by: **date:**

Date of Mean High-Water Line Location (III): None to be considered

Washington Office
Projection and Grids ruled by (III) J.T.B. - P.J.H. **date:** 10/28/43

" " " **checked by:** B.R.C. Washington Office **date:** 11/1/43
Overlap checked by: R.M.B. Washington Office date: 11/2/43
Control plotted by: Donald M. Brant **date:** 11/27/43

Control checked by: A. L. Goncharsky **date:** 12/14/43

Radial Plot by: W. E. Schmidt **date:** January 1944

Detailed by: W. H. Van Loon & A. L. Goncharsky (interior-rough draft) **date:** 2/44, 6/44
Reviewed in compilation office by: J. E. Sunderland **date:** 6/24-28/44

Elevations on Field Edit Sheet checked by: **date:**

STATISTICS (III)

~~W4-7800~~

Land Area (Sq. Statute Miles): 14

Shoreline (More than 200 meters to opposite shore): None

Shoreline (Less than 200 meters to opposite shore): 3 Statute Miles
Measured along centerline of streams

Number of Recoverable Topographic Stations established: * 1

Number of Temporary Hydrographic Stations located by radial plot: None

Leveling (to control contours) - miles:

Roman numberals 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: *Station is also a new landmark

~~W/2 T 8010~~

26 CONTROL:

The horizontal control appearing on the Map Drawing for Survey No. T-~~5625~~ 8010 (w. half) consists of six Maine State Permanent Traverse Stations (also bench marks). The positions of the stations have been adjusted by the New York Field Office. They have been shown with the conventional triangulation symbol.

The following two Maine ~~M.G.S.~~ Geodetic Survey ~~State~~ Traverse Stations are within the detail limits of the Map Drawing:

Monument No. 206, 1934-35, r.1943
Monument No. 207, 1934-35, r.1943 } Appear on T-8010

The following four Maine ~~M.G.S.~~ Geodetic Survey ~~State~~ Traverse Stations are just outside the detail limits of the Map Drawing:

Monument No. 196, 1934-35, r.1943
Monument No. 197, 1934-35, r.1943
Monument No. 208, 1934-35, r.1943 } Appear on T-8010
Monumeht No. 209, 1934-35, r.1943

A report on the accuracy of identification of the horizontal control for the area of Survey No. T-~~5625~~ 8010 (w. half) is submitted herein.

27 RADIAL PLOT:

An individual plot was laid for the area of Survey No. T-~~5625~~ 8010 (w. half) by the radial method. No templets were used, the photographs being oriented directly under the Map Drawing Projection. Satisfactory results were obtained. The facts pertaining to the plot have been fully brought out in the radial plot report for the areas of Surveys No. ~~T-5625~~ T-8010, T-8000 to 8003 Incl., and T-8007 to T-8011, Incl., attached to the descriptive report for the compilation of Survey No. T-8002, previously submitted.

28 DETAILING:

The planimetry appearing on the Map Drawing has been detailed in accordance with the field inspection

T-6625 (Map T8810)
Continued

28 DETAILING: (Continued)

data and shown with the conventional symbols recommended by the Washington Office.

About half of the area, which normally should be included on the Map Drawing, could not be compiled because of inadequate photographic coverage. Detailing of the planimetry which appears on the Map Drawing has been accomplished by using portions of six metal mounted nine lens photographs. Of these six photographs, only two are located in a manner so that the photograph centers fall within the detail limits of the Map Drawing.

Due to the lack of a sufficient number of photographs, it was necessary to detail the entire southwest area by using the positions of detail points determined by the intersection of only two radials. The positions of such points have been shown on the glossy side of the Map Drawing with small single green ink circles.

Because of inadequate photographic coverage it was necessary to detail most of the planimetry appearing on the Map Drawing from the outer photograph chambers in which large relief displacements were encountered, due to the elevation of the terrain. Steroscopy revealed many sudden changes in the elevation of the topographic features, causing the scales in the outer photograph chambers and the Map Drawing to be in poor agreement. Inadequate photographic coverage also made it impossible to observe a few of the detail images from more than one radial direction. Because of this condition it is probable that the detail of a few curved roads, fences, etc., may be incorrect, having been caused by elevation rather than an actual physical condition.

All roads appearing on the Map Drawing are to be considered 0.6 mm. wide. All buildings visible on the photographs, except small outbuildings, have been shown on the Map Drawing with the conventional symbol.

28 DETAILING: (Continued)

A list of abbreviations used during the compilation, together with a few notes deemed necessary which could not be lettered within the detail limits of the Map Drawing, have been placed thereon in the eastern margin. No overlay sheet was made:

Fences and ditches paralleling roads have not been detailed on the Map Drawing.

~~A portion of a road at approximately Latitude 44° 09' and Longitude 69° 11', is believed doubtful in azimuth as it was necessary to detail the road from the outer limits of one photograph only, and in a counter radial direction. The area involved has been outlined and shown on the glossy side of the Map Drawing with green ink lines, accompanied by a pertinent note.~~ discarded

SIDE HEADINGS NOS. 30 to 33 Incl., are inapplicable to the area of Survey No. T-5625.

34 LANDMARKS, FIXED AIDS TO NAVIGATION, AND AERONAUTICAL AIDS:

There are no charted landmarks, or fixed aids to navigation within the area of the Survey.

The position of one landmark, "Chimney" (recommended by the Field Inspection Sub-Party) has been determined by radial intersection and shown on the Map Drawing with a 2½ mm. black acid ink circle, ~~accompanied by the note "Landmark."~~ Form 567 has been submitted. The facts concerning this landmark have been fully brought out in the radial plot report for the areas of Surveys No. T-5625, T-8000 to T-8003, incl., and T-8007 to T-8011 incl., attached to the descriptive report for the compilation of Survey No. T-8002, previously submitted.

filed in Naut. Chts. Ch. Letter 484-44 (d)

No aeronautical aids were recommended by the Field Inspection Sub-Party.

35 HYDROGRAPHIC CONTROL:

The hydrographic control consists of one Recoverable Topographic Station, "Chimney", which is also a landmark. Form 524 has been submitted. ?

36 LANDING FIELDS:

Inapplicable.

37 GEOGRAPHIC NAMES: 814

The geographic names appearing on the Map Drawing are in accordance with the field inspection data, which was obtained from a name investigation of the area of the Survey by the Field Inspection Sub-Party. The names have been alphabetically compiled in a list and submitted herein.

38 JUNCTIONS:

Satisfactory junction of details has been made with Map Drawing, Survey No. T-8010 (E. half) to the East.

The planimetric details along the northern limits of Map Drawing, Survey No. T-8000, which is to the South, have not been completed. The junction of such details will be made at a later date and will be discussed in the descriptive report for the compilation of Survey No. T-8000.

There are no contemporary surveys to the North or West of Survey No. T-~~5625~~.8010 (W. half)

39 RECOMMENDATIONS FOR FUTURE SURVEYS:

The Map Drawing is believed to be complete in all details of importance for charting and for the preparation of a planimetric map, except as mentioned under side heading No. 28 in this report.

39 RECOMMENDATIONS FOR FUTURE SURVEYS: (Continued)

It is believed that the positions of well defined points of detail and of less well defined points of detail are within the limits of satisfactory accuracy except those within the areas discussed under side heading No. 28.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

Rockland, Maine (15') U.S.G.S., edition of 1906, reprinted 1938, scale 1:62,500.

Visual comparison was made between the above-mentioned quadrangle and the Map Drawing. The following disagreements were apparent:

The area of "The Bog" appearing on the quadrangle, is larger in an east and west direction.

More drainage appears on the quadrangle.

Fewer buildings appear on the quadrangle.

No trails appear on the quadrangle.

45 COMPARISON WITH NAUTICAL CHARTS:

No detail from the area of this Survey appears on the nautical charts.

Respectfully submitted:
June 30, 1944

William H. Van Loon
Prin. Photogrammetric Aid

Compilation and Descriptive
Report Reviewed by:

James E. Sunderland
Senior Photogrammetric Aid

Supervised by:

Walter E. Schmidt
Asst. Photogrammetric Engineer

Approved and Forwarded:
June 30, 1944

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

GEOGRAPHIC NAMES

Undisputed

- Branch Brook
- ~~*Crawford Pond~~
- Dodge Mt.
- East Branch ~~(Oyster River)~~
- ~~Highland~~
- Keene Brook
- Meadow Brook
- ~~*Meadow Mt.~~
- Oyster ~~River~~
- ~~*Pleasant Mt.~~
- ~~*Quiggle Brook~~
- Rocky Pond
- ~~St. George River~~
- The Bog
- ~~*Wattons Mill~~
- ~~West Branch (Oyster River)~~
- West Rockport
- MT. BATTUX

*These geographic names pertain to features which are within the area of the Survey but which have not been shown on the Map Drawing because of inadequate photographic coverage.

- State No. 17
- State No. 137
- State No. 194

GEOGRAPHIC NAMES

Disputed

~~**Benner Hill~~ • **Mt. Battux

**In the Data of the Geographic Name Investigation, the Field Inspection Sub-Party reported that none of the local residents who were interviewed, had ever heard of the name, Mt. Battux.

Geog. N. Sect.: Indication as of 4/7/49 KLM.

Pending action by U.S.B.G.N., old name is to be retained, as it is uniform usage on all available sources, including Knox Co. Highway Map.
L. H.

Names preceded by • are approved. See also other name list in this report (original T-8010)
L. Heck 10/9/47

GEOGRAPHIC NAMES

Report

Accuracy of Identification
Horizontal Control
Survey No.T-~~5625~~ 8010 (W. half)

Within detail limits of the Map Drawing

Monument No. 206, 1934-35 (Maine ~~State~~ Geodetic Survey Traverse Station and bench mark), recovered, pricking positive

Monument No. 207, 1934-35 (Maine ~~State~~ Geodetic Survey Traverse Station and bench mark), recovered, pricking positive

Outside detail limits of Map Drawing

Monument No. 196, 1934-35 (Maine ~~State~~ Geodetic Survey Traverse Station and bench mark), recovered, pricking positive

Monument No. 197, 1934-35 (Maine ~~State~~ Geodetic Survey Traverse Station and bench mark), recovered, pricking positive

Monument No. 208, 1934-35, (Maine ~~State~~ Geodetic Survey Traverse Station and bench mark), recovered, pricking positive

Monument No. 209, 1934-35 (Maine ~~State~~ Geodetic Survey Traverse Station and bench mark), recovered, pricking positive

October 31, 1943 Lieut. Commander Henry O. Fortin

DIVISION OF PHOTOGRAMMETRY
Review Report of
Planimetric Map Manuscript T-8010

Subject numbers not used in this review report are adequately covered in other parts of the descriptive report or do not apply.

26. CONTROL

The Graves triangulation station, which falls just north of The Graves Light, is separate and apart from The Graves Light position and should not be considered in the same location. The radial plot was very strong here, and it is believed The Graves Light is properly positioned.

27. RADIAL PLOT

Individual radial plots were made and found by inspection to be strong in all areas except the westernmost two minutes of the sheet. Insufficient photographs in the area resulted in this weakness. However, the map manuscript is considered within the prescribed limits of accuracy and supersedes all existing surveys, except for items listed in this report.

28. FIELD INSPECTION AND DELINEATION

Inadequate field inspection, together with the difficulty of interpreting the photographs with the stereoscope resulted in approximate positions for inland drainage.

The photographs covering the entire area were taken at very nearly high water so that many ledges, off-shore shoals, and rocks are not visible on the photographs. Any off-shore additions made by later hydrographic surveys need to be applied to this survey also.

Brewster Point Ledge, shown in its approximate position, cannot be seen on the photographs, and must be located by the hydrographic survey.

43. COMPARISON WITH PREVIOUS TOPOGRAPHIC SURVEYS

T-930 1/10000 1863 (with contours)

The specific places mentioned below have not been field inspected and the individual rocks cannot be seen by a stereoscopic inspection of the photographs. Numerous rocks awash, rock ledges, and reefs appear on the old survey.

1. Rockport Harbor, off the western shore opposite Seal Ledge Beacon.

2. Rockport Harbor, immediately north of Seal Ledge Beacon

and southward along-shore to and around Indian Island.

3. In the cove west of Deadman Point and immediately north of the Point.

4. In Hog Cove: around Hog Cove Ledge; along-shore between Hog Cove Ledge and Goose Rock; along-shore immediately north ~~of "The Graves Light"~~ and west of Goose Rock.

5. In the vicinity of "The Graves": a rock awash immediately north of "The Graves Light."

6. In the vicinity of Porterfield Ledge, numerous rocks awash.

T-1160 1/10000 1870 (with contours)

Specific differences noted between the old survey and the present survey:

1. Ram Island: Two islands on the old survey surrounded by a reef, with rocks awash west of the reef.

2. Brewster Point Ledge: Numerous rocks awash at the Ledge, and between the Ledge and the mainland. (on old survey)

3. Brewster Point: A large shoreline structure jutts from the Point; a rock awash appears on the new survey approximately a third of a mile south of the Point.

The new survey supersedes the old surveys except for contours, fence lines, drainage extensions, and off-shore details not appearing on the new map.

46. APPLICATION TO CHARTS:

This survey has not been applied to charts as of the date of this review.

Reviewed by:

R. French

Ross French, Nov. 1945 K.H.M.

Under the direction of

A. V. Griffith

Chief, Review Section K.H.M.

APPROVED BY:

B. J. Jones

Technical Assistant to the Chief, Div. of Photogrammetry

H. C. Edmondson

Chief, Nautical Charts Branch, Division of Charts

K. T. Adams

Chief, Div. of Photogrammetry

W. M. Scaife

Chief, Div. Coastal Surveys

NAUTICAL CHARTS BRANCH

SURVEY NO. T8010

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
5/17/46	321	H.F. Oleyman	~~Before~~ After Verification and Review Critical corrections to wharves and offshore rocks etc. only.
6/12/46	320	B. Piccari	~~Before~~ After Verification and Review Exam. for critical corrections only.
3/7/49	209	J.C.W. Jones	Before [redacted] Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review

M-2168-1

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.