

# 8530

*original*  
ORIGINAL

1206 + 229

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

## DESCRIPTIVE REPORT

Type of Survey Air Photographic Topographic

Field No. .... Office No. T-8530

### LOCALITY

State New Hampshire

General locality Great Bay

Locality Newmarket

1943

CHIEF OF PARTY

Fred. L. Peacock

LIBRARY & ARCHIVES

DATE

Sept 8 1948

B-1870-1 (2)++

# 8530

Applied to Chart 212 - JTW 1/19/59

## DATA RECORD

T- 8530

Quadrangle (II):

Project No. (II):

Newmarket, ~~Maine~~ N.H. *N4 300-W 7052.5/7.5* CS-303-C (South)  
 Field Office: Chief of Party:

Sanford, Maine

F. L. Gallen

Compilation Office:

Chief of Party:

Baltimore, Maryland

Fred. L. Peacock

Instructions dated (II III):

Copy filed in Descriptive

May 1, 1943

Report No. ~~T-~~ (VI)  
 Div. of Photogram. Office FilesCompleted survey received in office: *12 Feb, 1944*

Reported to Nautical Chart Section:

Reviewed: *3/23/44* Applied to chart No. Date:Redrafting Completed: *1 May, 1944*Registered: *8/48* Published: *1944*Compilation Scale: 1:20,000 Published Scale: *1:20000*

Scale Factor (III): none

Geographic Datum (III): N. A. 1927

Datum Plane (III): Mean Sea Level

Reference Station (III): STRATHAM 2, 1941

The station was not examined by the  
 Field Party in 1943: "not recovered".  
 (See P. 26 of Descr. Report.)

Lat.:  $43^{\circ} 02' 21.638''$  667.7m Long.:  $70^{\circ} 53' 25.230''$  571.1m Adjusted N.A. 1927 datum  
Headquartered

State Plane Coordinates (VI): *New Hampshire, single zone*

X = *707,551.09 ft.* Y = *197,521.11 ft.*

(State grid not shown on quad)

Military Grid Zone (VI) "A"

also *Special 1000 yd. Harbor Defense Grid  
 'Portsmouth-Portland Area'*



STATISTICS (III)

Land Area (Sq. Statute Miles): 51.

Shoreline (More than 200 meters to opposite shore): 11 Statute Miles

Shoreline (Less than 200 meters to opposite shore): 15 Statute Miles  
Centerline of streams only

Number of Recoverable Topographic Stations established: 18 (17 of these stations are  
Bench Marks)

Number of Temporary Hydrographic Stations located by radial plot: None

Leveling (to control contours) - miles: ~~Unknown~~ About 77 mi.

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:

FIELD INSPECTION REPORT  
QUADRANGLE T - 8530  
PROJECT 303-C (SOUTH)  
F. L. GALLIN, CHIEF OF PARTY

1. The relief of this quadrangle is low to moderate. The elevation ranges from sea level in the east central section at Great Bay to about 290 feet in the southeastern section at Jewett Hill. The relief in the southwestern section, immediately west of the Squamscott River, is very cut up. This region is known as the "Oaklands."

The entire quadrangle is heavily wooded except for a small area in the southeastern corner.

The quadrangle as a whole is sparsely settled, many of the farms in the northwestern corner being abandoned.

The Lamprey River enters the quadrangle in the northwest corner, flows in a southeasterly direction and empties into the Great Bay. That portion of the river from Newmarket to Great Bay is tide water. The Squamscott River enters the quadrangle on the south central edge and flows north emptying into Great Bay. The entire length of the river shown on this quadrangle is tide water. The Piscassic River starts in the west central part and flows northeast emptying into the Lamprey River. There are small swampy areas found along the western edge and around Great Bay.

The town of Newmarket, population 2,500, lies near the center of the quadrangle.

Comparatively few roads are found in this quadrangle. State route No. 108 is the only through road which runs in a north-south direction through the center of the quadrangle.

2. See the report for Quadrangle T-8533. *(Completeness of Inspection)*
3. See the report for Quadrangle T-8533. *(Interpretation of Photographs)*
4. The horizontal control is the subject of a separate report.
5. See the report for Quadrangle T-8533. *(Vertical Control)*
6. See the report for Quadrangle T-8533. *(Contours & Drainage)*
7. The Mean High Water line has been indicated on the photographs where it could be determined by this party.
8. The Low Water line has been indicated on the photographs where it could be determined by this party.
9. There are no wharves or shore line structures in the quadrangle.
10. Details off shore from the Mean High Waterline have been indicated on the photographs.

11. There are no land marks or aids to navigation in this quadrangle. *There are landmarks*
12. No Hydrographic Control was established in this quadrangle. *which are all horizontal control stations from previous surveys.*
13. There are no landing fields or aeronautical aids in this quadrangle.
14. All roads are classified according to instructions from the Army War College, dated November 11, 1942.
15. The dimensions and load limits of the bridges have been shown on the photographs, but they have not been classified. *(Classified on field edit)*
16. All buildings and structures have been indicated on the photographs in contrasting colors.
17. Boundary monuments and lines is the subject of a separate report for this project. *(Filed in ~~Section~~ unit special report file.)  
by Photo room.*
18. Geographic names is the subject of a separate report for this ~~project~~ project.
19. The junctions to the south with Quadrangle T-8533, to the north with Quadrangle T-8526 and to the east with Quadrangle T-8531 are all on overlapping photographs. The junctions have been checked in the field, and should be found correct. There are no modern surveys to the west.

Approved and forwarded

Submitted by

*F. L. Gallen*  
F. L. Gallen by *J.R. Zisk*  
Chief of Party

*William F. Doescher*  
William F. Doescher by *W.F.*  
Photogrammetric Aid

BRIDGE AND TUNNEL CLASSIFICATION

<u>First Symbol</u>	<u>One Lane</u>	<u>Unlimited</u>
Capacity	3 mph	
A	50 tons	25 tons
B	35 tons	18 tons
C	18 tons	13 tons
D	10 tons	7 tons
E	6 tons	4 tons
F	Light vehicles only	

Second Symbol

Vertical Clearance

- A - over 14 feet
- B - over 13 feet
- C - over 12 feet
- D - over 11 feet, etc.

Third Symbol

Horizontal Clearance

- A - over 18 feet
- B - over 17 feet
- C - over 16 feet
- D - over 15 feet, etc.

Fourth Symbol - Year of Classification



WOODS AND WOODSTYPE

D	Deciduous
E	Evergreen
Cy	Cypress

CONCEALMENT

Z	Trees 20 feet or more in height, and thick enough when in foliage to conceal troops and vehicles.
Y	Brush and undergrowth thick enough to impede foot troops and conceal troops lying down.
X	Scattered trees not thick enough to conceal troops.
W	Scattered brush not thick enough to conceal troops.

PHYSICAL FEATURES

HG	Higher ground - usually appears in light tone on photograph; either wooded or cultivated area; may be scrub trees or brush. (usually not symbolized on photographs.)
LG	Low areas - generally appears dark on photograph; becomes swampy during rainy season; often covered with dense growth of grass.
SW	Swamp - ground covered with water or boggy most of the time; lower in elevation than LG; wooded and/or brush.
M	Salt marshes

NOTE: The above areas are not outlined but color code notes are made on each photograph so that the variations in tones can be correctly interpreted in the office.

## ROAD CLASSIFICATION FOR MAPS OF ALL SCALES

CLASS	LABEL	STRUCTURE	LOADING
1	Dependable hard-surface heavy duty road.	Concrete, asphaltic concrete bituminous Macadam, H-15 type structures.	Will bear heaviest loads with little maintenance.
2	Secondary, hard-surface all-weather road.	Surface-treated, oil-ed gravel, waterbound Macadam, structures generally lighter than H-15 but sturdy.	Will bear fairly heavy military loads in all weather if maintained.
3	Loose-surface graded, dry-weather road.	Gravel or stone surface stable material, selected sand-clay, etc. Drained and graded.	Will bear light military loads in good weather.
4	Unimproved road	Graded and drained earth, with very light structure.	Generally unsuitable for military loads.
4U	Truck road	Woods roads, farm roads, etc. over which a standard gage vehicle can be driven.	
5	Trail	(Horse trails, foot trails, etc.)	

Roads with more than two (2) lanes are indicated by note along road, e. g. 3 LANE. Change in lanes shown by tick at point of change. Main roads have two lanes unless otherwise marked.

Private roads are designated by the letter P after the road classification.

BUILDINGS

b - barn  
 Bldg - Building  
 Bo Ho - Boat House  
 Ch - Church (give name)  
 Ct Ho - Court House (give name)  
 P. O. - Post Office (give name)  
 Sch - School (give name)  
 Hcs - Hospital (give name)  
 RR Sta - Railroad Station  
 Sto - Country store or gas station  
 P Sta - Power Station

BOUNDARIES

BDY - Boundary  
 F B - Fire Break  
 HDG - Hedge  
 Park - Park  
 Con - Conetary  
 Co - County

LANDMARKS

FT - Fire Tower (give name)  
 TT - Transmission Tower  
 RT - Radio Tower or mast  
 Air Bn - Airway Beacon  
 Bn - Non-lighted aid to navigation  
 Lt - Lighted aid to navigation  
 Tk - Low tank  
 Tk elev - Tank elevated on structure  
 Stk - Stack

GENERAL

X - delete; except where it  
 pertains to elevations.  
 Use only the abbrev. listed  
 on this page. Do not make  
 up abbreviations.

SHORE LINE

HWSL - Mean high water; fast land  
 LNL - Low water line  
 LL - Marsh shore line  
 M - Marsh  
 MW - Marsh grass in water  
 Dk - Dock  
 Pier - Pier  
 Se T - Sea Teller  
 Bkhd - Bulkhead  
 Jet - Jetty  
 Dol - Dolphie  
 Pile - Pile  
 S - Sand  
 Mud - Mud

Rk - Rock or Rocky  
 Sty - Stony  
 Conc - Concrete  
 Wo - Wood  
 Blf - Bluff  
 Dune - Dune

STREAMS AND PONDS

D - Largest ditches only  
 DX - Small ditch (delete)  
 IS - Intermittent stream  
 PD - Probable drainage  
 Cr - Creek  
 Ca - Canal  
 Cv - Culvert  
 Lev - Levee  
 Dam - Dam  
 P - Pond  
 IP - Intermittent pond

VEGETATION

Gr - Grass  
 Sw - Swamp  
 Cy Sw - Cypress Swamp

26 CONTROL:

Twenty-one triangulation stations were recovered and used as horizontal control for orienting the nine lens photographs when establishing secondary and detail control points for this Map Manuscript. Of these stations, the following seven are within the limits of this 7½ minute quadrangle:

- STRATHAM HILL FIRE TOWER, 1941
- STRATHAM TALL CHURCH SPIRE, 1908
- STRATHAM SQUARE CHURCH SPIRE, 1908
- NEWMARKET INDUSTRIAL ASSOCIATION TANK, 1943
- NEWMARKET NAKEM CHAPEN COMPANY STACK, 1943
- NEWFIELDS UNIVERSALIST CHURCH TALL SLENDER SPIRE, 1908
- YELLOW BARN CUPOLA, 1908

The remaining fourteen stations are just outside the limits of this quadrangle. They are:

- WEDNESDAY HILL, 1943
- DURHAM COMMUNITY CHURCH SPIRE, 1943
- HICKS HILL, 1943
- DURHAM UNIVERSITY OF NEW HAMPSHIRE STACK, 1943
- DURHAM UNIVERSITY OF NEW HAMPSHIRE WATER TANK, 1943
- ELLIOT GREENHOUSE STACK, 1943 (new position by Baltimore <sup>Falls in T-8527</sup> ~~Compilation Office~~ ~~Compilation Office~~)
- WENT, 1908 (N.H.)
- TANK WINDMILL, 1908
- ROLLINS, 1941
- EXETER STANDPIPE, 1908
- EXETER COURTHOUSE, 1908
- EXETER FIRST CHURCH SPIRE, 1908
- EXETER SEMINARY BALL SPIRE, 1908
- EXETER TALL CHIMNEY, 1908

*Falls in T-8527*  
~~Compilation Office~~  
~~Compilation Office~~  
*original G.P. incorrect*  
*see page 6 of Special radial plot report.*

Shown on this Map Manuscript, in addition to the above horizontal control, are ten triangulation stations which the Field Party responsible for the field inspection of horizontal control, for Project CS-303, did not visit. They are:

*Field party did visit these stations. Notes probably not available at time of writing report.*

- { STRATHAM 2, 1941; R 1943
- { STRATHAM (N.H.) 1851, 1941, 1943
- { STRATHAM HILL, FLAGPOLE, 1943
- NEWMARKET, S. W. CHIMNEY (N.H.), 1908, 1943
- MARK, 1908, 1930 (N.H.), 1943
- SCHOOL FLAGSTAFF (near triangulation station STRATHAM) (N.H.), 1908, 1943
- A, (N.H.) 1908 (No longer recoverable in field, 1943)
- ONE, (N.H.), 1908 ( " )
- TWO, (N.H.), 1908 ( " )
- MARSH, (N.H.), 1908 ( " )

*Very close to Fire Tower Δ ∴ not shown on pub. map.*

Bench Marks: (fm. 524)

- Tidal 1 USCGS
- " 2
- " 3
- " 99 U.S.G.S
- " 36 U.S.G.S
- H-28 USCGS
- J-28
- L-28
- M-28
- N-28
- P-28
- 11 NH
- 189 "
- 17 "
- 21 "
- 22 "
- 52 "

Topog Sta. (fm 524)

- White Cupola (ab HS. Bldg.)  
(not shown on map)

Statement to accompany - Descriptive Report for Quadrangle T-8530.

The Accuracy of Identification Report for the area of Radial Plot No. 4 for this project lists the following which should supplement Heading No. 26, CONTROL, on Page 4 of this report.

Stations recovered, but not identified *on photographs*

MARK, 1908 - impossible to identify without the expenditure of considerable time and effort.

NEWMARKET, S.W. CHIMNEY, 1908 - recovery uncertain.

STRATHAM, 1851 - not needed.

SCHOOL FLAGSTAFF (near STRATHAM) - recovery uncertain.

STRATHAM 2, 1941 - not needed.

STRATHAM HILL FLAGPOLE, 1945, - not needed.

*recovery seems probable from descriptions of recovery in No. 532 supplement*

Stations not searched for:

A, 1908 (n.d.)

MARSH, 1908 (n.d.)

ONE, 1908 (n.d.)

TWO, 1908 (n.d.)

Submitted by:

*Gilbert R. Fish*

Gilbert R. Fish  
Lieut. Comdr., U.S.C. & G.S.

Approved and forwarded:

F.L. Gallen  
Chief of Party

26 CONTROL: (cont'd)

The Field Inspection Party furnished the Compilation Office with data to establish an F.I.P. for WEDNESDAY HILL, 1943, which falls within the limits of this Map Manuscript.

27 RADIAL PLOT:

The radial plot for this Map Manuscript is described in Section 4 of the descriptive report of the radial plot for Project CS-303-C, South which has been submitted to the Washington Office. *(Filed in review unit special report file)*

28 DETAILING:

The entire area of this Map Manuscript was detailed from the nine lens office photographs with the aid of the data furnished on the field inspection photographs. This inspection was, in general, satisfactory and complete.

Drainage, the limits of marsh and low ground areas, as shown on the field inspection photographs, were verified by stereoscopic examination of the office photographs. Most of these features were detailed direct from the field inspection photographs after detail control points had been pricked on them. Wherever drainage itself could be seen on the nine lens office photographs, it was carefully inked in and detailed from these photographs.

Bridges and culverts were shown where indicated on the field inspection photographs or where they were definitely discernible on the office photographs. Some bridge data was furnished by the Field Inspection Party on the field inspection photographs. It is assumed by this Compilation Office that all bridges will be classified during the time of the Field Edit.

All buildings shown by field inspection, were first inked in on the nine lens office photographs and then transferred to the Map Manuscript.

As supplementary data to the field inspection photographs, the Field Inspection Party furnished blueprints showing a profile of the Boston and Maine Railroad. These prints facilitated the detailing of railroad bridges, grade crossings, overhead passes, underpasses, and sidings.

29 SUPPLEMENTAL DATA:

The following three topographic surveys by the U. S. Coast & Geodetic Survey cover portions of this Map Manuscript, but are not available at this Office:

29 SUPPLEMENTAL DATA: (cont'd)

No.	Date	Scale
T-2903	1908-1909	1:10,000
T-2904	1908	1:10,000
T-2905	1908	1:10,000

Blueprints showing a profile of the Boston and Maine Railroad were used as supplementary data as described in Paragraph No. 28.

30 MEAN HIGH-WATER LINE:

The Mean High-Water Line was located on the nine lens office photographs with the aid of the field inspection. The stage of tide for each of the photographs used was computed and served as a guide in this interpretation. The clearest and best suitable photographs were selected for each portion of the shore line in order to insure greater accuracy.

31 LOW-WATER AND SHOAL LINES:

Low-Water and shoal lines have been shown on this Map Manuscript from data furnished by the Field Inspection Party. Some additional Low-Water and shoal lines have been delineated from office examination of the nine lens office photographs.

*Removed*

32 DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

Paragraph 10 of the Field Inspection Report states that details offshore from the Mean High-Water Line have been indicated on the photographs. No details have been so indicated nor are any discernible from examination of the office photographs.

*one small  
rock ledge at  
Ø 43° 05.3'  
Not on pub. map.*

33 WHARVES AND SHORE LINE STRUCTURES:

There are no wharves or shore line structures shown on this Map Manuscript as none were indicated on the field inspection photographs nor could any be seen upon examination of the office photographs.

34 LANDMARKS AND AIDS TO NAVIGATION:

There are no landmarks or aids to navigation shown on this Map Manuscript. See Paragraph 11 of the Field Inspection Party Report.



35 HYDROGRAPHIC CONTROL:

One Recoverable Topographic Station, White Cupola On Abandoned High School Building, has been established by radial intersections. The point has been indicated by a 2.5mm. black acid ink circle on the Map Manuscript. Its scaled geographic position is submitted here- with on Form No. 524. *not to be shown on published map*

The Newmarket Large High Tank has been identified by the Field Inspection Party on field inspection photograph No. 13845 and recommended as a recoverable topographic station. The position of this tank has been established by the Field Inspection Party responsible for the establishment of horizontal control for Project GS-303 as a triangulation station (intersection) "NEWMARKET INDUSTRIAL ASSOCIATION TANK, 1943".

36 LANDING FIELDS AND AERONAUTICAL AIDS:

There are no landing fields or aeronautical aids shown on this Map Manuscript. See Paragraph 13 of the Field Inspection Party Report.

37 DISCREPANCY OVERLAY:

Accompanying this Map Manuscript is a discrepancy overlay. On it are notes calling attention to detail to be investigated and clarified during the Field Edit. A set of General Notes has been included to explain the symbols used on both the Map Manuscript and discrepancy overlay. All bench marks have been circled and named for the use of the Baltimore Field Office. *all discrepancies noted have been taken care of.*

38 GEOGRAPHIC NAMES:

The Compilation Office has not been furnished any data regarding the separate report on geographic name inspection. The geographic names shown on this Map Manuscript have been transferred from the field inspection photographs. *HA*

39 HORIZONTAL ACCURACY:

The horizontal accuracy of this Map Manuscript is believed to be within the limits set forth, for well-defined and less well-defined points of detail, in the instructions for Project GS-303, Paragraph 23, dated May 1, 1943. (See Horiz. Acc. Test Traverse report, filed in review-unit special report file.) *see page 3*  
*Dis. Photographs. Gen. Files*

Boundaries on T-8530 include:

<u>County</u>	<u>Towns</u>
Stafford	Durham
Rockingham	Lee
	Newmarket
	Newfield
	Exeter
	Stratham
	Greenland
	Newington
Univ. of New Hampshire	

40 RECOMMENDATION FOR FUTURE SURVEYS:

The planimetric detail, including data furnished on the field inspection photographs, is believed to be complete as presented on this Map Manuscript. It is subject to corrections, additions and deletions during the Field Edit.

41 JUNCTIONS:

The following complete junctions have been made:

- To the north, with map manuscript for survey No. T-8526
- To the east, with map manuscript for survey No. T-8531
- To the south, with map manuscript for survey No. T-8533

There is no contemporary survey to the west of this Map Manuscript available to this Compilation Office.

42 REMARKS:

The description of the area covered by this Map Manuscript, as prepared in the report of the Field Inspection Party, adequately describes it.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

Comparison was made with the 15 minute, U. S. Geological Survey Quadrangle.

Due to scale difference, only a visual comparison was made. Common detail is in generally fair agreement.

45 COMPARISON WITH NAUTICAL CHARTS:

Comparison was made with the five Nautical Charts Nos. 50, 70, 229, 1106, and 1206.

A section of the Boston & Maine Railroad running north and south is in disagreement with that shown on Nautical Chart No. 229 between Latitude 43° 05' and 43° 06'. Also a section of the Boston & Maine Railroad running east and west between Longitude 70° 56' and 70° 57' is in disagreement with that shown on the Nautical Chart. The contours on both the Map Manuscript and the Chart show the same general topographic picture, although in some places there is minor disagreement.

*These two areas on the chart are devoid of other detail. The RR tracks were probably generalized somewhat. disagreement not much more than 1/2 contour interval.*

The shore line, in general, is in fair agreement.

Charts Nos. 50, 70, 1106 and 1206 were of a very small Scale. A detailed comparison was not made, but in general there appeared to be a fair agreement.

Respectfully submitted:  
December 21, 1943

M. Eleanor Herzog  
M. Eleanor Herzog  
Jr. Photogrammetric Aid

Map Manuscript, Discrepancy  
Overlay and Descriptive Re-  
port Reviewed by:

Henry P. Eichert  
Henry P. Eichert  
Jr. Photogrammetric Engineer

Compilation of Map Manuscript  
Supervised by:

Joseph Steinberg  
Joseph Steinberg  
Asst. Photogrammetric Engineer

and

J. Edward Deal, Jr.  
J. Edward Deal, Jr.  
Asst. Photogrammetric Engineer

Approved & Forwarded:  
December 23, 1943

Fred. L. Peacock  
Fred. L. Peacock  
Commander, C & G Survey  
Officer-in-Charge  
Baltimore Photogrammetric Office

FIELD EDIT REPORT  
 To accompany  
 QUADRANGLE T-8530  
 Project 303-C (South)

46. The field edit of this quadrangle consisted mainly of a visual examination of the various topographical features as they were plotted on the compilation, with the stereoscope being used to make contour and drainage corrections after they were examined in the field. All roads, buildings, streams and other features have been classified where omitted and bridges have been classified according to instructions. The field edit notes were plotted on the cloth backed copy of the compilation according to the following color scheme:

Additions ..... Black  
 Deletions ..... Green  
 Drainage ..... Blue  
 Contours ..... Brown  
 Notes on the discrepancy overlay have been checked with red ink.

47. The compilation is believed to be complete and accurate as corrected by the field edit.
48. Accuracy tests, both vertical and horizontal, are the subjects of special reports on Project 303-C (south). *(Filed in special report file in review-unit) Dir Photograph Gen Files*
49. Junctions to the north with T-8526, to the east with T-8531 and to the south with T-8533 have been checked and found in good agreement. There is no contemporary survey to the west.

Submitted by:

Donald G. Flipppo per JRL.

Donald G. Flipppo  
 Sr. Photo. Aid

Approved and forwarded by:

*F. L. Gellen*

F. L. Gellen  
 Chief of Party

(1)

VERTICAL ACCURACY TESTS  
QUADRANGLE T-9530  
PROJECT 303 (SOUTH)  
F.L. Gallen Chief of Party

See Report on Vertical Accuracy Tests, Quadrangle T-9531, for methods.

"Q" Test Traverse

All contours within the area covered by this traverse are within  $\frac{1}{8}$  contour of the true elevation.

"H" Test Traverse

Same as for "Q"- traverse.

It is recommended that the contours on this map manuscript be accepted as complying with the National Standard Map Accuracy requirements.

Submitted by

Gilber R. Fish  
Lieut. Comdr., U.S.C. & G.S.

Approved and forwarded

F.L. Gallen  
Chief of Party

CS 303 C (South)  
DIVISION OF CHARTS  
SURVEYS BRANCH

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-8530

NEWMARKED, N. H. QUADRANGLE

This quadrangle manuscript has been examined for completeness, accuracy, and conformity with the specifications. It is adequate for smooth drafting, reproduction and publication. Revisions found to be necessary in this office are discussed on the next page.

Horizontal and Vertical Accuracy

Horizontal: Of the eight points tested only one was as much as 0.43 out of its true position, (average 0.19)

Vertical: Two lines, "G" & "H". All contours within the area covered by this traverse are within  $\frac{1}{2}$  contour of the true elevation.

This map meets the National Map Accuracy Standard.

Previous Surveys

This manuscript has been compared with the following previous topographic surveys of this Bureau and other agencies. This map is satisfactory to supersede the previous surveys over the common area.

T-2903	1/10000	1908-9
2904	"	1908
2905	"	1908

U.S.G.S.	Dover, N.H.-Me.	1/62500	1918
U.S.E.	" " "	"	1941

The present survey shows more marsh and swamp than the U.S.G.S. and U.S.E. quadrangles.

Comparison with Nautical Charts Nos. 229 1/30000 Jan 25, 1944

The manuscript has not been applied to the charts at the date of this review. The following comments are pertinent to the compilation and correction of nautical charts:

The detail of this quadrangle should be applied to the chart when it is revised. The fire tower on Stratham Hill might be used as a landmark, rather than the flagpole.

The following revisions of the map manuscript were found to be necessary and were accomplished as a part of this review:

A few contours and streams were altered to conform to field edit information.

This report is compiled from notes made on a check list during review. (LTS)

Reviewed 23 March, 1944 By Jack Rihn *hrs*  
under direction of D. H. Benson

Inspected by B. G. Jones *B.G. Jones 8/48*

Examined and approved:

*[Signature]*  
Chief, Surveys Branch

*K.T. Adams*  
Chief, Div. of ~~Charts~~ *Photogrammetry*

*[Signature]*  
Chief, Topography Section  
*Nautical Chart Branch*

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



## RECORDS

Between January, 1942 and July, 1944, this Bureau completed 323 quadrangles. These maps have been published, or are in the process of being published on scales of 1:31,680 or 1:25,000. This series of quadrangles includes a land area of approximately 15,000 square miles. Incident to this work, a considerable volume of survey records and data has accumulated which will be filed for future reference. This material is filed as follows:

### Registered and Filed in the Vault.

Cloth-mounted copy of the published quadrangle.

Black and white cloth-mounted copy of the published quadrangle at 1:20,000 scale. This copy is filed to preserve original survey detail shown on the manuscript at 1:20,000 scale which may not have been shown on the published sheet. For woodland, refer to the published quadrangle for the finally adopted outlines.

Descriptive Report.

### Filed in the Photogrammetric Division.

Field inspection photographs.

Contoured photographs (on which planetable contouring work was performed.)

Field edit sheet.

Descriptions of recoverable topographic stations (Form 524), filed in Review Section.

Supplementary traverse and level records.

Field notes, computations, lists of positions, and tabulations of results of horizontal and vertical accuracy tests.

Reproduction proof.

Correction sheet (copy of quadrangle showing in red changes to be made when next printed.)

Check lists of work performed on each sheet in the Washington Office during review, drafting, edit, and reproduction.

Copies of specifications and all instructions to field parties and field offices.

Filed in Reproduction Branch.

Glass negatives of the color separation drawings.

Filed in the Library.

Special report on office work by B. G. Jones, 1944.

Season's report on field work by Commander F. L. Gallen, 1944.

Season's report on field work by Commander R. L. Schoppe, 1944.

Delivered to the Army Map Service in accordance with the contract.

Film negatives and film positives of the color separation drawings.

All color separation drawings.

A correction sheet consisting of a copy of the first edition of the quadrangle with notes in red indicating changes desirable at the next printing.

## Remarks

1  
Decisions

	Remarks	1 Decisions
1		USGB
2		
3		
4		Railway Guide
5		
6		
7		Road Maps
8		
9		430708
10		"
11		"
12		"
13	Pending with USGB: order also <u>Jewett Hill</u>	"
14		"
15		"
16		430709
17		430708
18		"
19		"
20		"
21		"
22		"
23	Pending with USGB	"
24		431708
25		"
26		431709
27		"

GEOGRAPHIC NAMES

Survey No. T-8530

NEWMARKET quadrangle

1	Name on Survey	On Chart No.		On previous survey No.		On U. S. quadrangle Maps		From local information		On local Maps		P. O. Guide or Map		Rand McNally Atlas		U. S. Light List	
		A	B	C	D	E	F	G	H	K							
	<u>New Hampshire</u>	✓															1
	<u>Rockingham County</u>	✓															2
	<u>Strafford County</u>	✓															3
	<u>Boston &amp; Maine R.R.</u>	✓															4
	<u>Towns of Stratham, Greenland, Exeter, Newfields, Newmarket in Rockingham County;</u>	✓	✓		✓												5
	<u>Town of Durham in Strafford County</u>																6
	<u>State No. 101, 152, 108, 101/108</u>	✓	✓	✓	✓												7
																	8
✓	<u>Stratham Road</u>	✓															9
✓	<u>High street</u>	✓															10
✓	<u>Winniconic School</u>	✓															11
✓	<u>Barkers Hill</u>	✓															12
	<u>Jewell Hill</u>	✓															13
✓	<u>Long Hill</u>	✓															14
✓	<u>Stratham Hill</u>	✓															15
✓	<u>Division School No. 2</u>	✓															16
✓	<u>South Side State Road</u>	✓															17
✓	<u>Brackett Brook</u>	✓															18
✓	<u>Depot Road</u>	✓															19
✓	<u>Stratham Station</u>	✓															20
✓	<u>Great Bay</u>	✓															21
✓	<u>Bay Road</u>	✓															22
✓	<u>Crommet Creek</u>	✓															23
✓	<u>Durham Point School</u>	✓															24
✓	<u>Oyster River</u>	✓															25
✓	<u>Horseshide Brook</u>	✓															26
✓	<u>Longmarsh Brook</u>	✓															27

Remarks

Decisions

	Remarks	Decisions
1		431709
2		"
3		"
4		"
5		"
6		"
7		"
8		"
9		"
10		"
11		"
12		"
13		430709
14		"
15		"
16		"
17		" USGB
18		"
19		"
20		"
21		"
22		"
23		" USGB
24		"
25		"
26		"
27		431708

GEOGRAPHIC NAMES

Survey No. T-8830

2 Name on Survey	On Chart No.		On previous survey No.		On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List	K	
	A	B	C	D	E	F	G	H				
Hamel Brook	✓										1	
Langmaid Road	✓										2	
Beaudette Brook	✓										3	
Bedard Brook	✓										4	
Ellison Brook	✓										5	
La Roche Brook	✓										6	
Moat Island	✓										7	
Woodman Brook	✓										8	
Mill Road	✓										9	
Packers Falls Road	✓										10	
Packers Falls Bridge	✓										11	
Packers Falls	✓										12	(falls in Lamprey River)
Lee Road	✓										13	
Folletts Brook	✓										14	
Plains School <i>not shown</i>	✓										15	
Pigeon mill	✓										16	
Newmarket	✓										17	
Lamprey River	✓										18	
Piscassic River	✓										19	
Moonlight Brook	✓										20	
Dame Road	✓										21	
Jeffs Hill	✓										22	
Lubberland Creek	✓										23	
Vols Island	✓										24	
Moodys Point	✓										25	
Shackford Point	✓										26	(see on chart 229)
Bay Road	✓										27	(see No. 1, line 22)

Remarks

	Remarks	Decisions
1		430709
2		"
3		"
4		"
5		"
6		"
7		"
8		"
9		"
10		"
11		"
12		"
13		"
14	Pending with USGB	"
15		"
16		"
17		"
18		"
19		"
20		"
21		"
22		"
23		"
24		"
25		"
26		"
27		"

# GEOGRAPHIC NAMES

Survey No. T-8530

3	Name on Survey	Sources										1	
		A	B	C	D	E	F	G	H	K			
✓	Great Hill	✓											1
✓	Four Corners	✓											2
✓	Four Corners School <i>not shown</i>												3
✓	Newmarket Plains	✓											4
✓	Long Hill	✓	(west of Newmarket)										5
✓	Tuttle Swamp	✓											6
✓	Gravevine Hill	✓											7
✓	Gravevine Hill Road	✓											8
✓	Ash Road	✓											9
✓	Newmarket Road	✓											10
✓	Clark Brook	✓											11
✓	Clark Hill	✓											12
✓	Sharn Hill	✓											13
✓	Rockingham Junction	✓											14
✓	Newfields	✓											15
✓	Mitchell Hill	✓											16
✓	Otis Hill	✓											17
✓	Littlefield	✓											18
✓	Fiscassic Road	✓											19
✓	Hickey Hill	✓											20
✓	Parting Brook	✓											21
✓	Fiscassic Ice Pond	✓											22
✓	Fresh River	✓											23
✓	Cuba Road	✓											24
✓	Beech Hill	✓											25
✓	Beech Hill Brook	✓											26
✓	Oakland Hill	✓											27



Remarks

	Remarks	Decisions
1		430709
2		429709
3		430709
4		"
5		429709
6		430709
7		"
8		"
9		"
10		"
11		"
12		"
13		"
14	Pending with USGB: order also Jewett Hill Brook	"
15		"
16	Pending with USGB: order also Exeter River	"
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		

GEOGRAPHIC NAMES

Survey No. T-8530

4	Name on Survey	Sources										
		A	B	C	D	E	F	G	H	K		
		On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List			
✓	Wentworth Brook	✓										1
✓	Epping Road	✓										2
✓	South Side State Road	✓	(see also No. 1, line 17)									3
✓	Bloody Brook	✓										4
✓	Watson Brook	✓										5
✓	Rocky Hill	✓										6
✓	Rocky Hill Brook	✓										7
✓	Oxbow	✓	(meander in river)									8
✓	Middle Road	✓										9
✓	bunker Hill	✓										10
✓	Bunker Hill Avenue	✓										11
✓	Ridge School	✓										12
✓	Stratham	✓										13
✓	Mill Brook	✓										14
✓	Jewell Hill Brook	✓										15
	Sauamscott River	✓										16
												17
												18
												19
												20
												21
												22
												23
												24
												25
												26
												27

Names underlined in red approved  
by Heck on 4/18/44