

# 8535

Original

1216

Form 504	
U. S. COAST AND GEODETIC SURVEY DEPARTMENT OF COMMERCE	
<b>DESCRIPTIVE REPORT</b>	
Type of Survey <u>Air Photographic</u> <u>Topographic</u>	
Field No. ....	Office No. <u>T-8535</u>
LOCALITY	
State <u>Maine &amp; New Hampshire</u>	
General locality <u>Atlantic Coast</u>	
Locality <u>Isles of Shoals</u>	
<u>1943</u>	
CHIEF OF PARTY	
<u>Fred. L. Peacock</u> <u>F. L. Gatten</u>	
LIBRARY & ARCHIVES	
DATE <u>Sept 8 1948</u>	

8-1870-1 (1)

8535

## DATA RECORD

T- 8535

## Quadrangle (II):

Isles of Shoals  $7\frac{1}{2}$  min. Quadrangle

## Project No. (II):

CS-303-C, South

## Field Office:

Sanford, Maine

## Chief of Party:

F. L. Gallen

## Compilation Office:

Baltimore, Maryland

## Chief of Party:

Fred. L. Peacock

## Instructions dated (II III):

May 1, 1943

Copy filed in Descriptive  
~~Report No. T-~~ (VI)  
 Div. of Photogram. Office Files

Completed survey received in office: 3 Dec. 1944

Reported to Nautical Chart Section:

Reviewed:

1/8/44

Applied to chart No.

Date:

Redrafting Completed: 7-Feb. 1944

Registered: 4 May, 1944

Published: 1944

Compilation Scale: 1:20,000

Published Scale: 1:25,000

Scale Factor (III): None

Geographic Datum (III): N.A. 1927

Datum Plane (III): Mean Sea Level

Reference Station (III): ~~CARN, 1917~~ Appledore - 1898

Lat.: ~~42° 50' 17.75" (76.0)~~ Long.: ~~70° 36' 35.75" (1001.9)~~ Adjusted to N.A. 1927 Datum  
~~Unadjusted at Baltimore Com-~~  
~~pilation Office.~~

LAT 42° 59' 08." 787 (271.5m) LONG. 70° 37' 01." 491 (33.8m) adjusted

State Plane Coordinates (VI):

Maine System of Plane Coordinates, West Zone

X = 379,476.89 Feet

Y = 55,880.73 Feet

New Hampshire System of Plane Coordinates, Single Zone

X = 780,852.09 Feet

Y = 178,791.43 Feet

Military Grid Zone (VI)

A

[Harbor Defense Grid]  
 (Portsmouth Portland Area)



STATISTICS (III)

Land Area (Sq. Statute Miles): 0.7

Shoreline (More than 200 meters to opposite shore): 7.0 Statute Miles

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

Number of Recoverable Topographic Stations established:

5 (One recoverable topographic station and 4 tidal bench marks)

Number of Temporary Hydrographic Stations located by radial plot: None

Leveling (to control contours) - miles:

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:

7-8535-

## General Procedure in the Production of Topographic Quadrangles for the War Department

This quadrangle, together with similar adjoining maps produced under Project C.S.303C, was prepared by the Coast and Geodetic Survey for the War Department under "General Specifications for War Department Mapping Program" issued about December 1941, in which is incorporated the "Standard of Accuracy for a National Map Production Program" issued by the Bureau of the Budget under date of June 10, 1941.

The general procedure in the production of this and the adjoining quadrangles was:

### FIELD SURVEYS

Aerial photography with the Coast and Geodetic Survey nine-lens camera, with airplane and flight crew furnished by the U. S. Coast Guard. The photographs were taken to the scale of 1:20,000.

Ground inspection of the photographs for identification of control points, and classification and clarification of planimetric details on the photographs.

Contouring by planetable directly on the photographs. Supplementary vertical control was established by means of an extensive subordinate level net, furnishing unmarked elevations at road intersections, driveways, and numerous other points identifiable on the photographs.

### COMPILATION OF MANUSCRIPT

Compilation on the map manuscripts by radial plot methods (celluloid hand templates) of all planimetry and contours. These manuscripts were drawn on the scale of 1:20,000 on celluloid sheets on which polyconic projections had been ruled with the Projection Ruling Machine in the Washington Office. Compilation was accomplished in the Baltimore Tampa Photogrammetric Office.

### FIELD EDIT

Comparison of a copy of the manuscript with the ground. This included inspection for completeness and accuracy as well as the location by planetable methods of additional details, checking of nautical and aeronautical aids to navigation, etc.

Accuracy Tests - Application of systematic horizontal and vertical accuracy tests to check the maps for conformity with the specifications. These tests consisted of comparison of the map position and elevation of selected random points with the true position and elevation as independently determined by standard survey methods.

#### PROCESSING IN THE WASHINGTON OFFICE

Review - Examination of the manuscript for accuracy and completeness of compilation and compliance with specifications, correcting where necessary; addition of military and state grids and other special features; and verification of the general adequacy of the manuscript as a basis for the production of a finished map.

Drafting and Reproduction - Preparation of smooth color separation drawings on 1:20,000 scale on metal-mounted "blue-line" copies of the manuscript. From these drawings, negatives and printing plates were prepared for reproduction of the finished map on the scale of ~~1:31,680~~ or 1:25,000.

FIELD INSPECTION REPORT  
QUADRANGLE T-8535  
PROJECT CS - 303  
F. L. GALLEN, CHIEF OF PARTY

1. The only land area in this quadrangle is a group of islands known as the Isles of Shoals. These islands are very rocky and rise abruptly from the sea to a height of 72 feet on Appledore Island, 54 feet on Star Island, and 38 feet on White Island. The other islands are lower and flatter. Parts of Appledore and Star Islands are covered by low thick brush, but there are no trees on any of the islands in the group. Two small swamps are located on Appledore Island. Numerous groups of rocks, some of which are submerged and some of which extend above high water line, surround the islands on all sides.
2. The field inspection is believed to be complete except for the low water line which may be delineated by the compiling office. All building and road classifications have been made according to instructions. No survey or classification items were left for the Field Edit Survey.
3. The photographs for this are typical for this type of terrain. The dark areas on top of the islands are usually scattered brush and the light areas are usually bare rocks.
4. All triangulation stations not previously reported as lost were recovered and pricked on the photographs.
5. No supplemental levels were established to provide vertical control. Elevations were taken directly from the tidal bench marks at Gosport Harbor by the plane table and carried from island to island by obtaining angles and scaling distances to easily discernable objects. Several satisfactory checks were made on the tidal bench marks and other previously located elevations.
6. The contouring was done on 1:10,000 scale photographs, using standard plane table procedure. Elevations were taken on all prominent high and low area, and the contours sketched in by stereoscope.
7. The high water line was readily located as the high tide deposited moss on the white rocks, and this moss line was clear and distinct on the photographs.
8. The low water line was not delineated. The photographs appear to have been taken at, or near, low tide and since the compiling office has this information, it may more easily locate the low water line.
9. All wharves and shoreline structures were located and labeled.

10. Nautical chart, No. 330, for this area shows a group of rocks awash a few hundred feet west of White Island. These do not appear on the photographs and were not discernable from the boat which passed near the plotted position about one hour after low tide.

11. Two land marks for charts are submitted on Form 567. The Coast Guard Cupola is a triangulation station, and the position is given. The Rev. Tucke Monument on Star Island is pricked on the photograph, and will be located by radial plot.

12. The two land marks for charts mentioned in sub-heading No. 11, as well as the triangulation stations on the various islands, may be used for hydrographic control.

13. Does not apply to this area.

14. Roads were classified according to instructions.

15. There are no bridges on this group of islands.

16. Buildings were classified according to instructions.

17. The New Hampshire-Maine boundary runs south easterly through Gosport Harbor, but no boundary monument was found.

18. Geographic names are the subject of a special report. <sup>LH</sup>

*L. G. Chambers*

L. G. Chambers  
Principal Photogrammetric Aid

Approved and Forwarded

*F. L. Gallen*

F. L. Gallen  
Chief of Party



425  
42 59 422.7 m  
- 4 - 70 36 1163.3

124° 19' 55"

26 CONTROL:

There are eleven U. S. Coast & Geodetic Survey Triangulation stations which fall within the limits of this map manuscript and were used as horizontal control for the establishment of photograph centers and detail points.

- = on pub. map.

These stations are:

- ANDERSON LEDGE BEACON, 1928
- APPLEDORE, 1898 - 1912
- APPLEDORE FLAGSTAFF, 1898, r.1928
- APPLEDORE ISLAND, 141, 1941
- CARN, 1917
- DUCK ISLAND, 1917
- ISLES OF SHOALS L. H., 1886-1903, r.1941
- MINGO ROCK, 1928
- PEL, 1917
- STAR ISLAND CHURCH SPIRE, 1851, r.1928
- STAR ISLAND HOTEL FLAGSTAFF, 1898, r.1928

*N.A. Stanton*

42 59 - 440.1 m  
70 36 - 1138.1 m

*(C.G. Cupola)*

Triangulation station AP, 1917, which was recovered by the field inspection party, has not been shown on the Map Manuscript. The geographic position of this triangulation station was not available to the compilation office. *This station was plotted in the Wash. office.*

Field inspection stations were established by the field inspection party at well-defined points near four of the above triangulation stations.

This assured accurate picking of these horizontal control stations on the office photographs. These Field Inspection stations are indicated by a small orange ink circle on the reverse side of the Map Manuscript.

These Field Inspection stations are:

- F.I.P. APPLEDORE, 1898 - 1912
- F.I.P. APPLEDORE FLAGSTAFF, 1898, r.1928
- F.I.P. DUCK ISLAND, 1917
- F.I.P. PEL, 1917

Attached to this descriptive report is the ACCURACY OF IDENTIFICATION REPORT of horizontal control for the area of Survey No. T-8535 submitted by the Field Inspection Party.

There were seventeen additional triangulation stations used to control photograph No. 13791, scale 1:20,000 which tied the Isles of Shoals into the Mainland.

26 CONTROL: (cont'd).

These stations are:

F.I.P. FALSE, 1900, 1928  
F.I.P. FORT FOSTER FLAGPOLE, 1941  
F.I.P. FROST POINT 144, 1941  
KITTERY 2nd M. E. CHURCH CUPOLA, 1900, 1928  
KITTERY POINT BAPTIST CHURCH SPIRE, 1900, 1928  
F.I.P. LANGDON, 146, 1941  
NEW CASTLE 2, 1898, 1928  
NEW CASTLE CHURCH SPIRE, 1900, 1928  
PEPPERELL, 1900, 1928  
PORTSMOUTH NAVY YARD PRISON CHY., 1928  
PORTSMOUTH NAVY YARD STANDPIPE, 1915  
F.I.P. SISTERS POINT 149, 1941  
F.I.P. STARK 145, 1941  
WENTWORTH HOTEL CUPOLA FLAGPOLE, 1941  
WENTWORTH HOTEL CUPOLA OLD BUILDING, 1898, 1928  
WHALEBACK L. H., 1878, 1941  
WOOD ISLAND COAST GUARD CUPOLA

27 RADIAL PLOT:

The radial plot for this Map Manuscript is a part of the MAIN RADIAL PLOT, SECTION 3 of Project CS 303-C, South.

In order to expedite the completion of the Map Manuscript for Survey No. T-8535; it was deemed advisable to run an individual radial plot for this area.

The field inspection party recovered sufficient horizontal control in the areas of Survey No. T-8535, and an adjoining Survey, No. T-8532, to enable the compilation office to run a radial plot without the use of celluloid templates.

The photographs were oriented to the horizontal control directly under the Map Manuscript and their respective centers were established.

Four nine-lens unmounted photographs were used. They covered the area of this radial plot with sufficient overlap and are listed as follows:

Nos. 13387 to 13389 inclusive, 1:10,000  
No. 13391, 1:20,000, ...

Distributed over the area covered by these photographs, were 28 triangulation stations. Field Inspection stations were substituted for 11 of the above mentioned triangulation stations to facilitate identification on the photographs. This control was pricked on the photographs and labeled excellent, good, fair, poor or questionable

27 RADIAL PLOT: (cont'd)

according to the adequacy of the picking card furnished by the Field Party and the clearness of identification of these images on the photographs.

In addition to primary control, the Field Party identified four tidal bench marks and one recoverable topographic station on the field inspection photographs. These were pricked on the office photographs and radially plotted.

Azimuth lines to centers of adjoining photographs were transferred to all photographs and shown by a white ink line.

As the land areas appearing within this survey were very small, and exceptionally well controlled by triangulation stations, it was decided that it was not necessary to establish any secondary control points. To expedite the completion of this Map Manuscript, all well-defined shoreline points and well-defined offshore rocks were pricked on the photographs upon which they appeared, and radially plotted during the running of this radial plot. These were used to supplement the horizontal control, in place of secondary control points, when additional interior detail points were established.

The plot resulted in good resections for all of the well-defined points which were selected.

None of the photographs contained any appreciable amount of tilt.

REMARKS: The result of this radial plot is believed to be such that the compiler should obtain the accuracy as set forth in the instructions for Project CS-303, paragraph 23, dated May 1, 1943.

During the running of this radial plot, it was noted that STAR ISLAND HOTEL FLAGSTAFF, 1898 and the F.I.P. for APPLEDORE 141, 1941 could not be held with the surrounding horizontal control stations. See correspondence about this at back of report.

The compilation office requested that these two stations be checked in the field for any possible errors.

Subsequent investigation of the F.I.P. for APPLEDORE ISLAND 141, 1941 by the Field Inspection Party proved the picking of this station on the Field photograph to be in error. This station when repricked on the office photographs held very good with the plotted geographic position of the F.I.P.

STAR ISLAND HOTEL FLAGSTAFF, 1898 was repricked by the Field Inspection Party on the Field photograph without revisiting the station. This new pricked position was transferred to the office photographs, but could not be held with triangulation stations in the immediate vicinity.

A copy of the letter to Lieut. Comdr. F. L. Gallen relating to the two triangulation stations in question and a copy of his reply are attached to this descriptive report.

27 RADIAL PLOT: (cont'd)

Also attached to this descriptive report is a compilation of the horizontal control as it was held in the running of the radial plot for Survey No. T-8535.

28 DETAILING:

The islands which comprise this  $7\frac{1}{2}$  minute quadrangle, were detailed on a scale of 1:20,000 from three nine-lens photographs of a 1:10,000 scale, in the following manner:

Detail to be shown on the Map Manuscript was outlined on the 1:10,000 scale photographs with pigment ink. The 1:10,000 photographs were then individually placed in the projector and a reduction was made to a scale very close to 1:20,000 by bringing the greatest number of detail points on the 1:10,000 scale photographs into agreement with their corresponding detail points, which had been resected on the 1:20,000 scale map manuscript. The map manuscript was then removed from the projector table and the projected detail and all detail points were transferred to a sheet of white paper. This detail, as traced on the sheet of white paper, was then transferred to the Map Manuscript by using common detail points of the tracing paper and Map Manuscript and adjusting for any small scale difference.

The above method was necessary due to the compact detail and the small area of the islands.

Due to the reduction in size, some of the minor shoreline detail was necessarily lost because of the weight of the line needed to accentuate the high water line on the Map Manuscript.

The three 1:10,000 scale photographs were advantageously placed for accurate delineation. However, one other picture, No. 13791 scale 1:20,000, was too far removed from the islands to be of any use for detailing.

The cable area shown on the Map Manuscript was transferred directly from U. S. Coast & Geodetic Survey Chart No. 330.

The New Hampshire-Maine Boundary is shown on the discrepancy overlay for Survey No. T-8535 in approximately the same position as it is shown on the 15 minute U. S. G. S. York, Maine-New Hampshire quadrangle.

29 SUPPLEMENTAL DATA:

The following previous topographic surveys, by the U. S. Coast & Geodetic Survey, cover the area of this Map Manuscript:

29 SUPPLEMENTAL DATA: (cont'd)

<u>Survey Number</u>	<u>Date</u>	<u>Scale</u>
T-762	1859	1:10,000
T-762a	1912	1:10,000

Copies of these surveys were not available to the compilation office.

30 HIGH WATER LINE:

The stage of tide of all the photographs used in the process of detailing this Map Manuscript was computed and found to be near Mean Low Water.

The High Water Line was delineated from data provided by the field inspection party supplemented by careful stereoscopic examination of the office photographs.

After careful stereoscopic examination of the nine-lens photographs, at the compilation office, it is believed that the high water line, at the eastern end of Smuttynose Island differs from the High Water Line as shown on the field inspection photographs. Also the high water line, around the most northeastern rock of a group of rocks known as Eastern Rocks, is believed to be not correctly shown on the field inspection photographs.

This detail as delineated from stereoscopic examination of the office photographs has been shown on the discrepancy overlay accompanied with appropriate notes.

31 LOW WATER AND SHOAL LINES:

Low water and shoal lines were not indicated by the field inspection party but were interpreted by the compilation office.

Due to the rocky nature of all the terrain in this area, all of the Low Water areas are shown on the Map Manuscript with the rock ledge symbol.

32 DETAILS OFFSHORE FROM THE HIGH WATER LINE:

Details offshore from the High Water Line consist of seven rocks covered at High Water which were shown on Field Inspection photograph No. 13389. On one of these rocks is located the triangulation station ANDERSON LEDGE BEACON, 1928. Four of these seven rocks were cut in by radial intersections; and the remaining two were transferred to the map manuscript directly from the above photograph.

33 WHARVES AND SHORELINE STRUCTURES:

There are four piers within the limits of this Map Manuscript, one located on each of the following islands: North end of Star Island, Northwestern side of Cedar Island, on the East side of Lunging Island, and on the North side of the Eastern portion of White Island.

A marine railway appears in the inlet on the Western side of Appledore Island.

Star Island, Cedar Island, and Smuttynose Island are interconnected by two breakwaters which appear on the photographs as man made jetties.

34 LANDMARKS AND AIDS TO NAVIGATION:

The field report, paragraph 11, recommended two landmarks for charts, namely, Coast Guard Cupola which is triangulation station AP, 1917, 1928, and REV. TUCKE MONUMENT, 1943. Forms No. 524 and No. 567 are being submitted with this descriptive report for the Rev. Tucke Monument, 1943. Form No. 567 has been submitted by the field inspection party for the Coast Guard Cupola.

*Chf. Letter No. 682 (1943)*

35 HYDROGRAPHIC CONTROL:

In addition to the hydrographic control mentioned in Paragraph 12 of the field report, Forms No. 524 are being submitted for four tidal bench marks that may be used as partial control for any future hydrographic survey.

*Tidal BM No. 1. 1919 & 1943*

*2 1894 "*  
*3 1919 "*  
*4 " "*

37 DISCREPANCY OVERLAY:

A discrepancy overlay has been prepared to accompany this Map Manuscript. On it are noted disagreements in interpretation of detail between the Field Inspection Party and the compilation office, and such notes as are deemed likely to be of assistance during the field edit. Also shown are the names of all bench marks for the use of the Baltimore Compilation Office.

38 GEOGRAPHIC NAMES:

The Field Inspection Party informed the compilation office in a letter dated September 17, 1943; that the geographic names appearing on the U. S. Coast & Geodetic Survey Chart No. 330 were found to be adequate. Therefore, all names appearing on U.S.C. & G.S. Chart No. 330 have been shown on the Map Manuscript. A copy of the letter from Lieut. Comdr. Gallen to the compilation office, verifying the geographic names on U.S.C. & G.S. Chart No. 330 is attached to this descriptive report.

Boundary Lines:  
*No. MH.*

*York Co*  
*Rockingham Co*

*Town of Kittery*  
*Town of Rye*

*L.A.*

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 CS-303-C, South, paragraph 23, dated May 1, 1943.

40 RECOMMENDATION FOR FUTURE SURVEYS:

The planimetric detail as presented on this Map Manuscript is believed to be complete, but is subject to a field edit for corrections, additions and deletions.

41 JUNCTIONS:

No junctions with this Map Manuscript are possible as it is bounded entirely by the Atlantic Ocean.

42. REMARKS:

The description as prepared by the Field Inspection report adequately describes the area covered by this Map Manuscript.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

Due to the great difference in scale, an accurate comparison with the U. S. Geological Survey quadrangle of this area was not practicable.

45 COMPARISON WITH NAUTICAL CHARTS:

Comparison was made with the U. S. Coast & Geodetic Survey Chart No. 330, scale 1:20,000, dated January 1930, and reissued May, 1939.

As the chart and the Map Manuscript are of the same scale, an accurate comparison was made and they were found to be in good agreement except for the following noted changes: There have been some changes in contours and the location of buildings. Shown on Chart No. 330 were many submerged rocks not indicated by the Field Inspection Party; and it also indicates slightly more rock ledge than is detailed on the Map Manuscript, particularly in the vicinity of Duck Island, Lunging Island, and Southwest of White Island.

Rock areas on the islands, indicated on U.S.C. & G.S. Chart No. 330, have not been detailed on the Map Manuscript because the Field Inspection Party did not indicate the limits of these areas on the Field Inspection photographs and the compilation office could not determine their limits with accuracy.

Respectfully submitted  
September 21, 1943

Edward H. Snyder  
Edward H. Snyder  
Photogrammetric Aid

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

William H. Van Loon  
William H. Van Loon  
Pr. Photogrammetric Aid

Compilation of Map Manu-  
script Supervised by:

Joseph Steinberg  
Joseph Steinberg  
Asst. Photogrammetric Eng.

and

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

Approved and Forwarded:  
September 23, 1943

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



LIST OF GEOGRAPHIC NAMES

- |                     |                     |
|---------------------|---------------------|
| ✓Anderson Ledge     | ✓Isles of Shoals    |
| ✓Appledore Island   | ✓Lunging Island     |
| ✓Cedar Island       | ✓Mingo Rock         |
| ✓Cedar Island Ledge | ✓Shag Rock          |
| ✓Duck Island        | ✓Smuttynose Island  |
| ✓Eastern Rocks      | ✓S. W. Ledge        |
| ✓Gosport            | ✓Square Rock        |
| ✓Gosport Harbor     | ✓Star Island        |
| ✓Haley Cove         | ✓White Island       |
| ✓Halfway Rocks      | ✓White Island Ledge |

ACCURACY OF IDENTIFICATION REPORT  
CLASSIFICATION OF HORIZONTAL  
CONTROL FOR THE AREA OF  
QUADRANGLE NO. T-8535

POSITIVELY IDENTIFIED STATIONS:

ANDERSON LEDGE BEACON, 1928  
AP, 1917  
APPLEDORE, 1898 (F.I.P.)  
APPLEDORE FLAGSTAFF, 1898 (F.I.P.)  
APPLEDORE ISLAND 141, 1941 (F.I.P.)  
CARN, 1917  
DUCK ISLAND, 1917 (F.I.P.)  
ISLES OF SHOALS LIGHTHOUSE, 1903  
STAR ISLAND CHURCH SPIRE, 1851  
STAR ISLAND HOTEL FLAGSTAFF, 1898

DOUBTFULLY IDENTIFIED STATIONS:

PEL, 1917 (*see note on picking card*)  
MINGO ROCK, 1928 (*see note on picking card*).

STATIONS NOT IDENTIFIED:

APPLEDORE WINDMILL, 1898 (lost)  
ISLES OF SHOALS, 1851 (could not be found.)

Submitted by



Thos. B. Reed

Lieut. Comdr., U. S. C. & G. S.

Approved and Forwarded



F. L. Gallen  
Chief of Party

FIELD EDIT REPORT  
QUADRANGLE T-8535  
PROJECT 303-C  
F. L. Gallen, Chief of Party

46. The field edit on this quadrangle consisted mainly of a visual inspection of the topographic features as they are shown on the map manuscript, however several checks were made on the high water line by taping from well defined features.

Additions were made in black ink and deletions were made in green. Additional notes were made on the discrepancy overlay in red ink.

47. The compilation is believed to be complete and accurate except for the deletions of military installations which were made for security reasons.

48. Accuracy tests are the subjects of a special report on Project 303-C.

*No horizontal or vertical accuracy tests in or near T-8535 have been received in the Wash. office.*

Submitted by,

L. G. Chambers per FLG.  
L. G. Chambers,  
Prin. Photo. Aid.

Approved and forwarded by,

*F. L. Gallen*  
F. L. Gallen,  
Chief of Party



POST-OFFICE ADDRESS: 601-611 Gorsuch Avenue, Baltimore-18, Maryland

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

C  
O  
P  
Y

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

September 4, 1943

To: Lieut. Comdr. F. L. Gallen  
Chief, War Mapping Field Party No. 1  
U. S. Coast and Geodetic Survey  
39 Main Street  
Sanford, Maine

From: Officer-in-Charge  
Baltimore Photogrammetric Office

Subject: Field Identification of Horizontal Control Stations

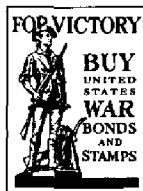
This office is running an independent plot for the area of Survey T-8535. We have nine horizontal control points which hold cold. There are, however, two which we cannot hold to on the basis of the field identification data; namely: The F.I.P. for triangulation stations APPLEDORE ISLAND, 1941, and APPLEDORE FLAGSTAFF, 1898, also STAR ISLAND HOTEL FLAGSTAFF, 1898. The common F.I.P. for stations APPLEDORE and APPLEDORE FLAGSTAFF will not hold within 15 meters, using the point you have pricked. We cannot see this flagstaff on any of the photographs and it is believed that you have not pricked the right point.

STAR ISLAND HOTEL FLAGSTAFF was pricked direct. The point you have pricked will not hold by about 5 meters. The position you pick is on the ridge of the middle of three hotel buildings about 8 meters from the western gable. Our radial plot position falls about 3 meters in from the western gable. The flagstaff, itself, is not visible in the photographs. Two possibilities exist - one, that the flagpole was not correctly pricked on the field inspection photograph; the other, that the flagpole is not in its 1898 position.

Your pricking cards are returned herewith. Please review the field identification of these horizontal control stations and advise.

---

Fred. L. Peacock  
Officer-in-Charge  
Baltimore Photogrammetric  
Office



n  
cc: The Director

enclosure

POST-OFFICE ADDRESS:

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

C  
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DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

September 10, 1943

To: Officer-in-Charge  
Baltimore Field Office  
601-613 Gorsuch Avenue  
Baltimore, Maryland

From: Lieut. Comdr. F. L. Gallen  
Chief, War Mapping Field Party No. 1  
Sanford, Maine

Subject: Field Identification of Horizontal Control Stations

With reference to your letter dated September 4, 1943 returning picking cards for 3 control stations in the areas covered by quadrangle T-8535 it would be appreciated if you will please return center print photo. No. 13389 from which these stations were picked.

This picture is desired as it is felt, possibly that some of these stations can be corrected here at this office. We had considerable trouble for a party to work in this area as transportation and housing facilities had to be arranged through the Navy Department. If you deem it necessary to have these stations visited again by the party, please let me know at an early date so that arrangements can again be made by the Navy Department to transport a party to the island.

(Signed) F. L. Gallen

F. L. Gallen  
Lieut. Comdr., U.S.C. & G.S.  
Chief, War Mapping Field Party No. 1

FLG:HEP



POST-OFFICE ADDRESS: 601-611 Gorsuch Avenue, Baltimore-18, Maryland

TELEGRAPH ADDRESS:

C  
O  
P  
Y

EXPRESS ADDRESS:

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

September 13, 1943

To: Lieutenant Commander F. L. Gallen  
Chief, War Mapping Field Party No. 1  
39 Main Street  
Sanford, Maine

From: Officer-in-Charge  
Baltimore Photogrammetric Office  
Baltimore Field Office

Subject: Field Identification of Horizontal Control Stations

With reference to your letter dated September 10, 1943, center print field inspection photograph number 13389 is being returned to you this date under separate cover. It was realized that you presumably would have to make special arrangements for transportation to the Isle of Shoals area. We believe that we have obtained a satisfactory radial plot without these three stations; however, it seems advisable to clear up the discrepancies reported with respect to these stations, if practicable. We had hoped that the information contained in my letter of September 4 would reach you before you had completed your field inspection work in the Isle of Shoals area.

We have gone ahead with detailing of map manuscript survey Number T-8535 on the assumption that the nine horizontal control stations, which held in the radial plot, were correct and furnished adequate control. We only need the geographical name data to complete this map manuscript. Please furnish this geographic name data at your early convenience.

---

Fred. L. Peacock  
Officer-in-Charge  
Baltimore Photogrammetric Office



POST-OFFICE ADDRESS: P. O. Box 591, Sanford, Maine

TELEGRAPH ADDRESS:

C  
O  
P  
Y

EXPRESS ADDRESS:

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

September 17, 1943

To: Officer in Charge  
Baltimore Field Office  
601-613 Gorsuch Avenue  
Baltimore, Maryland

From: Lieut. Comdr. F. L. Gallen  
Chief, War Mapping Field Party No. 1  
Sanford, Maine

Subject: Horizontal Control Stations

Referring to your letter dated September 13, 1943 on Recovery Photograph No. 13389, the discrepancies in the radial plotted position of the three stations have been discussed with Mr. Chambers who made the Recovery and his opinion is as follows:

Light color spotted on the ground which he pricked for the white flagpole and used as F.I.P. was probably a path on the ground and not the flagpole as the true position of the flagpole is about 15 meters to the south of the point pricked. The measurements of 82.05 ft. and 72.25 from the corner of the Coast Guard building to stations (Appledore Island, 141) (Given in the original description of the station) showing that the flagpole was incorrectly pricked.

Two pricked points about 5 meters apart were found on the roof of the Star Island Hotel (on the photograph returned) and Mr. Chambers believes that the wrong point was circled. The Easternmost of the two points has been recircled and is the point believed to be the proper position for the flagstaff. The original red circle was nearly gone when the photograph was received, and the white circle could not be determined definitely. The selection of the Easternmost one of the two points as the original seems to be in conflict with your radial plotted position, however it is believed that the discrepancies cannot be cleared up without revisiting the station. In as much as you have gone ahead with the detail of the map manuscript and have a sufficient number of horizontal control stations that hold in the radial plot, we do not plan to visit the area to make a further check on these stations.





In accordance with Paragraph No. 17 of the Instructions dated May 1, 1943 the Geographic Names as shown on Chart No. 330 were checked and found to be complete. These names therefore, would be used on the Map Manuscript for the Isle of Shoals Quadrangle.

Recovery Photograph No. 13389 has been returned to your office by Registered Mail.

(Signed) F. L. Gallen

F. L. Gallen  
Lieut. Comdr., U.S.C. & G.S.  
Chief, War Mapping Field Party No. 1

FLG:HEP

	Remarks	Decisions
1		
2		
3		
4		
5		429706
6		" USGB
7		"
8		"
9		"
10	Pending with USGB, as several sources call the village Isles of Shoals	"
11		"
12		429705
13		429706
14		"
15		"
16		"
17		"
18		"
19		"
20		430706
21		"
22		"
23		"
24		"
25		
26		
27		

GEOGRAPHIC NAMES

Survey No. T-8535

ISLES OF SHOALS quadrangle

Name on Survey

	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		
York County <i>NH/NNE</i>	✓									1
Town of Kittery	✓									2
Rockingham County <i>NH</i>										3
Town of Rye	✓									4
Isles of Shoals (group)										5
Appledore Island	✓									6
Smittynose Island	✓									7
Haley Cove	✓									8
Gosport Harbor	✓									9
Gosport	✓									10
Cedar Island	✓									11
Cedar Island Ledge	✓									12
Star Island	✓									13
Halfway Rocks	✓									14
Lunging Island	✓									15
Square Rock	✓									16
White Island	✓									17
White Island Ledge	✓									18
Anderson Ledge	✓									19
Duck Island	✓									20
Mingo Rock	✓									21
Shag Rock	✓									22
Southwest Ledge	✓									23
Eastern Rocks	✓									24
										25
										26
										27

Names underlined in red appear  
by *L. H. C. on 4/5/44*

DIVISION OF CHARTS

SURVEYS BRANCH

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-8535

ISLES OF SHOALS, ME.-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

No tests were run for this map area. The delineated area is very small, and the photographs were well placed so that detailing meets the 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-762	1/10000	1859
762a	"	1912

U.S.G.S.	York	1/62500	1920, rep	1939
U.S.E.	"	"	1941	

<u>Comparison with Nautical Charts Nos.</u>	330	1/20000	1943
	1206	1/80000	1943

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:

Naval restrictions required fewer buildings be shown on the new survey.

Seven rocks were cut in from the photographs; but others appear on the charts, which were not visible on the photographs.

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

Field edit information added: three minor changes in high water line; a building.

(The Review Report was written at the time of registration from notes left by the reviewer. LTS.)

Reviewed 8 Jan. 1944 By Zairah Schwaner  
under direction of D. H. Benson Zairah Schwaner *per TS*

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.*

[Signature]  
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.