

8581

Diag'd. on Diag. Ch. No. 1202

8581

Form 504	
U. S. COAST AND GEODETIC SURVEY	
DEPARTMENT OF COMMERCE	
DESCRIPTIVE REPORT	
Type of Survey	<u>Planimetric Air Photographic</u> (Shoreline)
Field No.	Office No. <u>T-8581</u>
LOCALITY	
State	<u>Maine</u>
General locality	<u>Sullivan River</u>
Locality	<u>Waukeag Neck to West Sullivan</u>
<u>1945</u>	
CHIEF OF PARTY	
<u>Fred. L. Peacock</u>	
LIBRARY & ARCHIVES	
DATE	<u>Mar 15 - 1948</u>

R.S. 467
(T-8581)
Ph-103(52)

Foreshore and offlying shoal corrections and additions were added from low-water single lens photographs taken in May, 1952, with the "J" camera, and are shown in red on the black line acetate reproduction of the manuscript. The photographs were ratio printed to scale permitting detail to be added without further radial plotting. Whenever possible recoverable photo-hydro signals previously located were used in applying the new additions, however, it was necessary to apply corrections by holding to identifiable features previously compiled.

The photographs on this sheet are extremely poor, due to an oil film on the camera lens and the loss in image definition caused by the 2x enlargement.

The stage of tide on the 1952 photography was +0.3 feet, and the LWL was found to be in close agreement with the approximate LWL previously delineated on the acetate copy of the manuscript.

Building & Road revision completed

January 1954
DFR

Respectfully submitted:

David F. Romero
David F. Romero
Ensign, U.S.C. & G.S.
Mar. 1953

Approved by:

L. C. Lande
L. C. Lande, Chief
Graphic Compilation Section
Division of Photogrammetry

DATA RECORD

T-8581

Quadrangle (II);

Project No. (II): CS-272 E

Field Office:

Chief of Party: Fred. L. Peacock

Air Photographic Party No. 2

Compilation Office:

Chief of Party: Fred. L. Peacock

Baltimore Photogrammetric Office

Instructions dated (II III);

Copy filed in Descriptive

April 1, 1942 (Additional) July 10, 1943 (Horizontal Control Requirements) Report No. T- (VI)

March 18, April 11 & July 17, 1944 (Supplemental)

August 10, 1944 (additional) Aug. 26, 1944 (Amendment to Additional Instructions)

Completed survey received in office;

6 July 1945

Reported to Nautical Chart Section;

Reviewed: 11/8/47

Applied to chart No. 306
1202Date: 13 Dec. 1945 partial
14 Feb. 1946 (examin.)Redrafting Completed: *Sept. 1947*Registered: *Oct. 1948*
*Jan 1947*Published: *Wattman, cloth-backed. 26 Nov. 1947*
Vault copy only

Compilation Scale: 1:10,000

Published Scale: 1:10000

Scale Factor (III): 1:0000

Geographic Datum (III): N.A. 1927

Datum Plane (III): M.H.W.

Reference Station (III): TUCKER, 1860, r. 1934, #11944

Lat.: 44° 31' 08.652" 266.4 m Long.: 69° 11' 01.972" 43.6 m. Adjusted

~~Horizontal~~State Plane Coordinates (VI): *East Zone*

X =

Y =

Military Grid Zone (VI)

STATISTICS (III)

Land Area (Sq. Statute Miles); 1.2

Shoreline (More than 200 meters to opposite shore); 9.0

Shoreline (Less than 200 meters to opposite shore); 0.3

Number of Recoverable Topographic Stations established; *9

Number of Temporary Hydrographic Stations located by radial plot; 34

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: * Includes five Bench Marks located by radial plot, three Recoverable Topographic Stations, located by radial plot, and one Recoverable Topographic Station, located by field methods.

**FIELD REPORT
SURVEY No. T-8581**

**COAST OF MAINE
SULLIVAN RIVER
WAUKEAG NECK TO WEST SULLIVAN
PROJECT No. CS-272**

1. DESCRIPTION OF THE AREA:

In accordance with instructions dated August 10, 1944, only field inspection necessary for the compilation of a shoreline survey was accomplished.

The area includes both shores of the Sullivan River in the vicinity of Sullivan Falls, West Sullivan, and Waukeag, also Sullivan Harbor in the vicinity of Long Cove, Ferry Point, and Waukeag Neck.

Just adjacent to the North shore of Sullivan River and Sullivan Harbor are the towns of Sullivan and West Sullivan on U. S. Highway No. 1. The land between the highway and the Mean High-Water Line is, in general, thinly wooded except at the towns of Sullivan and West Sullivan and at cleared areas around the few other buildings found there.

Just adjacent to the south shore is the town of Waukeag. The Maine Central Line Railroad passes through this town. The land area between the railroad and the Mean High-Water Line is thinly wooded except at the town of Waukeag.

A highway bridge connects the North Shore and South Shore between West Sullivan and Waukeag. Just southeast of this bridge at Sullivan Falls are rapids and swift currents which can be navigated at high-water only.

The foreshore area is commonly ledge rock with some stretches of sand and gravel beaches, frequently boulder strewn. Most of the sand and gravel beaches are in or near the coves. There are some mud and sand areas in the deeper coves.

2. COMPLETENESS OF FIELD INSPECTION:

The identification of the horizontal control and field inspection of the Mean High-Water Line and offshore details is complete except for shoal and reef areas.

3. INTERPRETATION OF THE PHOTOGRAPHS:

Sufficient notes have been made on the field photographs to enable the Compilation Office to augment the field interpretation by analogy where necessary.

4. HORIZONTAL CONTROL:

Two stations were recovered in good condition and identified. One station was recovered but not identified. Three stations were searched for but not found.

Form No. 526, Recovery Note, has been submitted for each of the triangulation stations within the area of this Map Drawing.

5. VERTICAL CONTROL:

Five Bench Marks were identified on the field inspection photographs.

C-3 (USGS)
C-4 "
F-93
G-93
H-93

6. DRAINAGE:

All drainage flowing into the Sullivan River has been interpreted on the field photographs.

7. MEAN HIGH WATER LINE:

All of the Mean High-Water Line was inspected from a dinghy kept close to the shore or by traversing by foot. Where the Mean High-Water Line could not be directly identified on the photographs, reference measurements were taken or the distance estimated from well defined picture reference images.

All along shore rocks and offshore rocks and islets above the plane of Mean High-Water revealed by photography have been identified on the field photographs and the elevation above the plane of Mean High-Water has been noted.

8. MEAN LOW-WATER LINE:

The Mean Low-Water Line was inspected at or near Mean Low-Water whenever practicable. All of the Mean Low-Water Line in the area of this Survey has been approximately delineated.

9. WHARVES AND SHORELINE STRUCTURES:

All piers and cribbing in the area of the Survey have been identified on the field photographs.

10. DETAILS OFFSHORE FROM THE MEAN HIGH-WATER LINE:

Details offshore from the Mean High-Water Line include rocks and reefs. The character of the foreshore areas has been identified on the field photographs. The heights of rocks and islets above Mean High-Water have been noted on the field photographs.

11. LANDMARKS AND AIDS TO NAVIGATION:

One landmark, "NAR 1944", falls within the limits of the Map Drawing for Survey No. T-8581.

12. HYDROGRAPHIC CONTROL:

9 Recoverable Topographic Stations. *(Includes 5 BM's & 1 Landmark)*
34 Temporary Hydrographic Stations.

Descriptions have been furnished.

14. ROAD CLASSIFICATION:

In accordance with the Army War College Circular, dated January 12, 1942, "Classification of Roads".

18. GEOGRAPHIC NAMES:

No investigation.

COMPILATION REPORT
MAP DRAWING, SURVEY No. T-8581

COAST OF MAINE
SULLIVAN RIVER
WAUKEAG NECK TO WEST SULLIVAN
PROJECT No. CS-272

26. CONTROL:

The horizontal control stations shown on the Map Drawing for Survey No. T-8581 consist of the following stations:

Six within detail limits

<u>Name of Station</u>	<u>Type of Station</u>
HANCOCK, 1879 ✓	Triangulation
HILL, 1879 ✓	Triangulation
(a) NAR, 1944 ✓	Topographic (fm 524)
TUCKER, 1860 -	Triangulation
TUCKER 2, 1879 -	Triangulation
* NARROWS, 1879	Triangulation

Two just outside the detail limits

<u>Name of Station</u>	<u>Type of Station</u>
RED BEACON, 1879, r. 1944 (Recovery in 1944 doubtful)	Triangulation (Intersection)
(a) MOR, 1944	Topographic

(a) Station identified by well defined picture point connected to station by short traverse. The position of this substitute point has been shown on the Map Drawing with a very small black acid ink circle, accompanied by the letters "F.I.P."

* Station NARROWS, 1879, was not plotted on the Map Drawing as it was too close to Station NAR, 1944.

Of the above eight stations, ~~four~~ were available for radial plot purposes. They were: NAR, 1944; RED BEACON, 1879, r. 1944; MOR, 1944, and TUCKER, 1860.

27. RADIAL PLOT:

The radial plot for the area of the Survey is part of a combined plot made with celluloid templates. Satisfactory results were obtained.

The facts concerning the radial plot for the area of this Map Drawing have been fully brought out in the Radial Plot Report for the areas of Surveys Nos. T-8573 to T-8590, inclusive, and T-8594 and T-8595, submitted June 5, 1945.

28. DETAILING:

The field data, horizontal ground control, and radially plotted control points available to the Compilation Office were adequate. The photography was adequate with the exception that along the western border of the Map Drawing in the vicinity of West Sullivan and Waukeag, west of 88' 14', sufficient photograph coverage was not available. It was necessary to use the vertical projector in conjunction with two photographs in order to secure an adequate number of detail points. The obtained results are believed to be well within the limits of required accuracy.

Only the shoreline and immediate adjacent planimetry have been detailed.

29. MEAN HIGH-WATER LINE:

The Mean High-Water Line was detailed in accordance with the field inspection data and was shown with a continuous heavy-weight black acid ink line. There were no marsh areas bordering the Mean High-Water Line.

30. MEAN LOW WATER LINE:

The approximate position of the Mean Low-Water Line was detailed in accordance with the field data. All of the Mean Low-Water Line has been shown with a dotted black acid ink line.

31-A. FORESHORE AREAS:

The foreshore areas shown on the Map Drawing consist of rocks, ledge, boulders, mud, sand, and gravel. These have been detailed in accordance with field data.

31-B. SHOAL LINES:

The approximate outlines of shoal areas was detailed in accordance with the Compilation Office interpretation of the photographs and is for the advance information of the Hydrographic Party only. They are shown with a black dashed acid ink line, accompanied by the note "Shoal".

31-C. REEF LINES:

Reef lines were detailed in accordance with the Compilation Office interpretation of the photographs. The approximate outline is shown with a short dashed black acid ink line, accompanied by the note "Reef".

32. DETAIL OFFSHORE FROM THE MEAN HIGH WATER LINE:

The offshore details include reefs and rocks. They have been shown in accordance with the field data.

33. WHARVES AND SHORELINE STRUCTURES:

Several piers, some cribbing and drain pipes have been shown in accordance with the field data.

34. LANDMARKS AND AIDS TO NAVIGATION:

NAR, 1944, is recommended for charting as a Landmark. Form No. 567 is being submitted. *Chart letter 455 (1945)*

35. HYDROGRAPHIC CONTROL:

9 Recoverable Topographic Stations fall within the limits of this Survey. Of these, five Bench Marks and three others were located by radial plot. One was located by field methods. Thirty-four Temporary Hydrographic Stations were also located by the radial plot.

9 tms. 524 submitted
Topo. Stns.
BM C-3
BM C-4
F-33
G-33
H-33
NAR (Adm.)
Sullivan Spire
Chimney (2971)
Chimney (2477)

37. BRIDGES:

The bridge across the Sullivan River, between West Sullivan and Waukeag, has been detailed and pertinent information obtained by the field party is shown by an accompanying note.

38. GEOGRAPHIC NAMES: *814 ✓*

Geographic names were taken from Nautical Chart No. 306, 1202, and U. S. Geological Survey Tunk Lake 15' Quadrangle Map. A list of geographic names is attached to this report.

39. JUNCTIONS:

The junction to the south with Map Drawing, Survey No. T-8582, has been made and is in agreement.

Map Drawing, Survey No. T-8580, is to the north of the Map Drawing and Map Drawing, Survey No. T-8590, is to the east of it. There will be no junction of shoreline with these two Map Drawings.

To the west, Map Drawing, Survey No. T-8578, has not been completed. A junction will be made with Map Drawing, Survey No. T-8578, when compilation of that survey is accomplished.

40. POSITION ACCURACY OF IMPORTANT PLANIMETRIC DETAILS:

Believed to be within 0.5 mm.

41. RECOMMENDATIONS FOR FUTURE SURVEYS:

Map Drawing for Survey No. T-8581 is complete with respect to all known details necessary for charting with the exception of floating aids to navigation.

44. COMPARISON WITH EXISTING TOPOGRAPHIC SURVEYS:

Comparison was made with U.S.G.S. Tunk Lake Quadrangle, 1930, reprinted 1939, scale 1:62,500. No rock ledge was shown on the Geological Quadrangle and several streams are not shown flowing into the Sullivan River. With these exceptions, the two are in good agreement in the common area.

45. COMPARISON WITH NAUTICAL CHARTS:

Comparison was made with Nautical Chart No. 306, March 1942, corrected to April 7, 1945, scale 1:40,000. In general, common detail was in good agreement. However, several details shown on the Map Drawing are not shown on the Chart and include a number of rocks awash in or close to the foreshore areas.

Compilation and review of this Map Drawing was under the supervision of J. Edward Deal, Jr., Photogrammetric Engineer.

Respectfully Submitted:
June 29, 1945

Mildred M. Trautman
Mildred M. Trautman,
Photogrammetric Aid

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

Approved and Forwarded:
July 6, 1945

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

Division of Photogrammetry
Review Report of
Shoreline Survey Manuscript T-8581

Paragraph numbers refer to paragraph numbers in the descriptive report.

28-32 DETAILING & COMPILATION

The shoreline and planimetry shown on the map manuscript are complete and comply with project instructions. No significant changes were necessary during the review, except as noted below.

The map manuscript showed a dashed line outside the ledge and low water lines marked "reef" and "shoal". This line was placed on the map manuscript wholly from office interpretation of the photographs. Comparison with existing nautical charts showed that this line was not consistent with sounding data, therefore the line was removed from the manuscript.

43. COMPARISON WITH PREVIOUS TOPOGRAPHIC SURVEYS

T-1491	1/10000	1879
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This survey supersedes the old survey in their common area and detail.

44. COMPARISON WITH EXISTING QUADRANGLES

U.S.G.S.	TUNK LAKE	15'	1/62500	ed 1932, rep. 1939
U.S.E.	" "	"	"	ed. 1942

Except for the discrepancies noted below, and under item 44 in the descriptive report, there is good agreement between T-8581 and the U.S.G.S. quadrangle.

Railroad extending southeast from Waukeag Depot is now abandoned.

On the U.S.E. quadrangle the abandoned portion of the railroad is drawn as a second class road. Careful stereoscopic examination, and notes by the field inspector, indicate that this feature is an abandoned railroad bed as shown on map manuscript T-8581.

45. COMPARISON WITH NAUTICAL CHARTS

306	1/400000	Mar. 1942, corr. to Apr. 1945
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The comparison of T-8581 with the chart is completely and adequately covered under "Notes for Reviewer" in the descriptive report.

Manuscript T-8581 was applied in part to the chart prior to review. No significant corrections have been made during the review which would affect the chart.

Reviewed by

Under the direction of

Howard W. Thune.
8 Jan. 1947 B

S. V. Griffith
Chief, Review Section B

APPROVED BY:

B. G. Jones 10/48
Technical Assistant to the
Chief, Div of Photogrammetry

H. P. ...
Chief, Nautical Charts Branch
Div. of Charts

B. S. Jones 29 Oct 48
Chief, Div. of Photogrammetry
Acting

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

GEOGRAPHIC NAMES

(Undisputed)

Taken From Nautical Chart No. 308.

- *Crabtree Neck
- Falls Point
- Ferry Point
- Long Cove
- Moon Ledge
- Preble Cove
- *Sullivan
- *Sullivan Harbor
- *Sullivan River
- *Tucker Mt.
- *Waukeag Neck
- *West Sullivan

* Names appearing also on Nautical Chart No. 1202

Taken from United States Geological Survey Tunk Lake, Maine, Quadrangle Map.

- Maine Central Railroad
- Sullivan Falls
- Waukeag

- U. S. No. 1

Names preceded by • are
approved. L. Heck
7/17/47.

GEOGRAPHIC NAMES

1944
IDENTIFICATION REPORT
HORIZONTAL CONTROL
MAP DRAWING, SURVEY No. T-8581
PROJECT No. CS-272

<u>Station</u>	<u>U.S.G.S. Quadrangle</u>	<u>Recovery Date</u>	<u>Pricking Data</u>
HANCOCK, 1879	Tunk Lake	Not found	
HILL, 1879	Tunk Lake	Not found	
NAR, 1944	Tunk Lake	10-17-44	Positive
NARROWS, 1879	Tunk Lake	Not found	
SULLIVAN HOTEL FLAGSTAFF, 1879	Tunk Lake	Lost	
SULLIVAN HOUSE CHIMNEY No. 1, 1860	Tunk Lake	Lost	
SULLIVAN WAUKEAG SILVER MINING COMPANY RED ROOFED BARN CUPOLA, FLAGSTAFF, 1879	Tunk Lake	Lost	
TUCKER, 1860	Tunk Lake	9-14-44	Positive
(b) TUCKER 2, 1879	Tunk Lake	9-14-44	* Not pricked
(a) RED BEACON, 1879	Bar Harbor	9-8-44	Positive
(a) MOR, 1944	Tunk Lake	9-25-44	Positive

* Sufficient control in area.

(a) Station lies just outside the limits of the Map Drawing.
 All other stations are within the limits of the Map
 Drawing.

(b) Not used to control radial plot.

NOTES
FOR
REVIEWER

MAP DRAWING, SURVEY No. T-8581
COAST OF MAINE
PROJECT No. CS-272

All details have been shown with the usual symbols.

The small blue circles are the positions of well defined picture points determined by the radial plot and considered very strong.

The medium size double blue circles are the positions of well defined picture points located during the running of the radial plot.

The large ink circles are the very strong positions of the photograph centers determined by the radial plot.

The $2\frac{1}{2}$ millimeter black acid ink circles are the positions of the Recoverable Topographic Stations and the positions of the Temporary Hydrographic Stations. Such circles, accompanied by a name and date (1944), are the positions of the Recoverable Topographic Stations. All other such circles are the positions of the Temporary Hydrographic Stations determined by the radial plot.

The very small black acid ink circles are the positions of well defined picture points identified and located by ground survey methods by the Field Unit, to substitute for triangulation stations in controlling the radial plot. These circles are accompanied by the letters "F.I.P."

The photographs contain no appreciable tilt or differential distortions.

The scales of the photographs and the Map Drawing were in good agreement. The vertical projector was used in an area where insufficient photograph coverage made only two radials for determining some detail points.

Comparison was made with Nautical Chart No. 306, March 1942, corrected to April 7, 1945, scale 1:40,000.

The following details are shown on the Map Drawing but not on chart No. 306:

Buildings.

Stretches of rock ledge along Waukeag Neck and on northern shore of Long Cove.

Rocks along western shore of Waukeag Neck.

Pier on cribbing in vicinity of Sullivan.

Several rocks offshore of Sullivan.

Rock ledge around small islet southeast of Falls Point.

Double dashed road in Sullivan.

Rocks on Moon Ledge.

Rocks offshore of West Sullivan.

Sullivan Falls.

Along the western shore of Falls Point, Chart No. 306 shows rock ledge. The field data showed gravel and boulders.

Respectfully Submitted:
June 29, 1945

Mildred M. Trautman
Mildred M. Trautman,
Photogrammetric Aid

Approved:
June 6, 1945

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

COAST OF MAINE
PROJECT No. CS-272

DESCRIPTIONS OF THE RECOVERABLE TOPOGRAPHIC
STATIONS AND TEMPORARY HYDROGRAPHIC STATIONS FOR
THE AREA OF MAP DRAWING, SURVEY No. T-8581

NUMBER OF RECOVERABLE TOPOGRAPHIC STATIONS.....	9
NUMBER OF TEMPORARY HYDROGRAPHIC STATIONS.....	<u>34</u>
TOTAL NUMBER OF STATIONS	43

Listed By: Mildred M. Trautman
Mildred M. Trautman,
Photogrammetric Aid

Checked By: _____
Albert C. Hauck, Jr.,
Photogrammetric Aid

- 1886 . Evergreen.
- 1887 . Top of large boulder.
- 1888 . Southeasterly large evergreen.
- 1889 . Chimney on top of southerly of two houses.
- 1890 . Northwest peak of bridge span foundation.
- 1891 . West corner of stone pier.
- 1892 . West corner of old tall building.
- 1893 . Large evergreen. *Rock Located on manuscript here.*
- 1958 . Northeast gable of warehouse.
- 2163 . Evergreen.
- 2164 . Evergreen.
- 2165 . Evergreen.
- 2166 . Evergreen.
- 2167 . Small evergreen.
- 2168 . Southeast corner of offshore end of pier.
- 2169 . Large evergreen.
- 2170 . Top of large boulder.
- 2171 . Evergreen.
- 2172 . Evergreen.
- 2173 . Evergreen easterly of group.
- 2174 . Evergreen.
- 2175 . Evergreen.
- 2468 . 30' evergreen.
- 2469 . Boulder bare at Mean High-Water. (*Ferry Pt.*)
- 2470 . Large white boulder. (*Falls Pt.*)
- 2471 . Brick chimney near south gable of two-story (abandoned) granite house. Top of second floor to top of house is unpainted wood. Recoverable Topographic Station.

- 2472 . 25' evergreen.
- 2473 . 40' evergreen.
- 2474 . Top of ledge bare at Mean High-Water.
- 2475 . 60' evergreen.
- 2476 . Brick chimney on one-story white weatherboard building. Store building. At present - Alpine Lunch.
- 2477 . Large white brick chimney, black top. On north section of L-shaped house. House is a white weatherboard with dark asphalt shingles on roof. Recoverable Topographic Station.
- ~~2579~~ . 30' evergreen. = 2559 on map? (S. shore Sullivan River near No. 2580)
- 2580 . 20' evergreen.
- 2601 . Northwest white Texaco tank.
- 2602 . East southeast tip of bridge span foundation.
- 2604 . U.S.G.S. standard Bench Mark disc set in a drill hole in ledge rock on north side of Route #1, stamped "C4". Recoverable Topographic Station.

NOTES
FOR
HYDROGRAPHIC PARTIES

MAP DRAWING, SURVEY No. T-8581
COAST OF MAINE
PROJECT No. CS-272

The $2\frac{1}{2}$ millimeter ink circles are the positions of the selected hydrographic control stations. Two copies of the Descriptive List have been furnished for your use.

The outlines of the shoal and sunken reef areas shown are approximate and for advance information only.

The dotted ink line is the approximate position of the Mean Low-Water Line.

The very small ink circles, accompanied by "F.I.P.", are the positions of the well defined picture points located by ground survey methods as substitutes for triangulation stations used to control the radial plot. A brief description of the F.I.P.'s may be found on the pricking cards, Form No. M-982-1, submitted to the Washington Office.

The position of any floating aids to navigation should be determined by the Hydrographic Party.

Respectfully Submitted,
June 29, 1945

Mildred M. Trautman
Mildred M. Trautman,
Photogrammetric Aid

Approved:
July 6, 1945

Fred. L. Peacock
Fred. L. Peacock
Chief of Party, C. & G. Survey
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Baltimore Photogrammetric Office