

8582

1202

8582

<p>Form 504</p> <p>U. S. COAST AND GEODETIC SURVEY</p> <p>DEPARTMENT OF COMMERCE</p> <p>DESCRIPTIVE REPORT</p>	
Type of Survey	Planimetric Air Photographic (Shoreline)
Field No.	Office No. T-8582
<p>LOCALITY</p>	
State	Maine
General locality	Frenchman Bay
Locality	Frenchman Bay, Skillings River to Moranby Cove
<p>1945</p>	
<p>CHIEF OF PARTY</p>	
<p>Fred. L. Peacock</p>	
<p>LIBRARY & ARCHIVES</p>	
DATE	April 23 - 1948

R.S. 466
(T-8582)
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 brown 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 photos on the west shore of Wankeg Neck (No.s 1066-1069) were of too poor scale for use in shoreline delineation. Great relief displacements were evident due to tilt and/or because the areas are too near the edge of the photo. No LWL changes were made in this area.

There is no LW photo coverage of Eastern Flanders Bay nor of Southern Preble Island, Calf Island, Long Ledge and Half Tide Ledge. No changes were made in these areas.

The Small Wood Elevated Tank (No. 1871 $\frac{1}{2}$) appears to have been moved or incorrectly located on manuscript. Old photo 936 and new photos 493 and 494 show this tank about 30 meters NE of the manuscript location. The New location is circled on the brown line manuscript.

The stage of tide was 0.0 feet on the 1000 series of photos, and +0.8 feet on the 400 series. LWL located with this latter group of photos is approximate. No building or road revision was made on this sheet. No new photo-hydro stations were located on this sheet.

Building & road revision completed Jan. 1954 except photo coverage was not adequate for Wankeg Neck

Respectfully submitted:

Samuel D. Parkinson
Samuel D. Parkinson *DRR*
Lieutenant, 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- 8582

Quadrangle (II):

Project No. (II): CS-272E

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)

Report No. T- (VI)

July 10, 1943 (Horizontal Control Requirements)

Div. Photogram. Office Files

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

August 10, 1944 (additional) - August 26, 1944 (Amendment to Additional
Completed survey received in office:

Instructions)

10 July, 1945

Reported to Nautical Chart Section:

Reviewed: 1/13/47

Applied to chart No.

Date:

Redrafting Completed: 19 Sept. 1947

Registered: 3 March, 1948

Published: ~~1948~~, date-backed, 8 Oct. 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):

Reference Station (III): CRAB, 1934, r. 1944

Lat.: 44° 27' 49.499" 1527.9m Long.: 68° 13' 50.780" 1122.5m Adjusted
~~UNADJUSTED~~

State Plane Coordinates (VI): East Zone

X =

Y =

Military Grid Zone (VI)

PHOTOGRAPHS (III)
(Unmounted - Single lens ratio prints)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
44-C-934 to				
44-C-937, incl.	5/16/44	12:30 P.M.	1:10,000	0.8' above M.L.W.
44-C-947 to				
44-C-950, incl.	5/16/44	12:30 P.M.	1:10,000	0.8' above M.L.W.
44-C-1063 to				
44-C-1065, incl.	5/17/44	12:15 P.M.	1:10,000	at M.L.W.
44-C-1199 to				
44-C-1201, incl.	5/26/44	10:15 A.M.	1:10,000	3.7' above M.L.W.
44-C-1548	5/30/44	11:30 A.M.	1:10,000	1.2' above M.L.W.
44-C-1674 to				
44-C-1676, incl.	6/4/44	11:45 A.M.	1:10,000	5.4' above M.L.W.

Tide from (III); Predicted Tide Tables, Atlantic Ocean 1944. Reference Station Eastport, Maine, with corrections to Eastern Point Harbor, Maine.

Mean Range: 10.5'

Spring Range: 12.0'

Camera: (Kind or source) U. S. Coast and Geodetic Survey wide angle single lens camera. Type "C". Focal length 6". All negatives are on file in the Washington Office.

Field Inspection by: Lieutenant Dale E. Sturmer date: Oct. & Nov. 1944

Field Edit by: _____ date: _____

Date of Mean High-Water Line Location (III): As of the photographs taken on May 16, May 17, May 26, May 30 and June 4, 1944, supplemented by the field data obtained during October and November, 1944.

Projection and Grids ruled by (III) S.R. date: 3-19-45

" " " checked by: S.R. date: 3-19-45

Control plotted by: H. R. Rudolph date: 4-2-45

Control checked by: A. L. Goncharsky date: 4-3-45

Radial Plot by: W. E. Schmidt & H. R. Rudolph date: April 1945

Detailed by: Ruth E. Rudolph date: 5-26-45 to 6/18/45

(Shoreline & immediate adjacent culture).

Reviewed in compilation office by: Raymond Glaser date: 6-25-45 to 6/28/45

Elevations on ~~Field Edit Sheet~~ ^{Map manuscript} checked by:

— H.W. Thone

date: 1/13/47

STATISTICS (III)

Land Area (Sq. Statute Miles): 5 miles

Shoreline (More than 200 meters to opposite shore): 27.5 statute miles.

Shoreline (Less than 200 meters to opposite shore): 2.0 statute miles

Number of Recoverable Topographic Stations established: *15

Number of Temporary Hydrographic Stations located by radial plot: 109

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: * Nine of these were located by the radial plot. Four were located by ground survey methods. The remaining two are Bench Marks located by the radial plot.

FIELD REPORT
SURVEY No. T-8582

COAST OF MAINE
VICINITY OF FRENCHMAN BAY
PROJECT No. CS-272-E

1. DESCRIPTION OF THE AREA:

According to instructions dated August 10, 1944, the survey for Map Drawing, Survey No. T-8582, is a shoreline survey.

Survey No. T-8582 covers an area which includes the North part of Frenchman Bay, portions of the area of Crabtree Neck, part of Sullivan Harbor, Waukeag Neck and Flanders Bay. Also included are Ash Neck, Preble Island and a number of smaller islands.

The terrain immediately adjacent to the Mean High-Water Line is, in general, rocky. The foreshore area is commonly ledge rock with some stretches of sand and gravel beaches, frequently boulder strewn. The majority of the sand and gravel beaches are in or near coves.

The interior area is mostly tree covered with a few cleared and cultivated areas. Two small towns, namely: Hancock Point and Sorrento, fall within the area.

2. COMPLETENESS OF FIELD INSPECTION:

The identification of the horizontal control and the field inspection of the Mean High-Water Line, and offshore features are complete except for off-lying shoal and reef areas and charted rocks awash not visible on the photographs. The charting data for these features will become available during the contemplated hydrography.

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:

Four additional horizontal ground control stations, namely: BUMP, 1944, CALF ISLAND N.E. GABLE UNPAINTED BOATHOUSE, 1944, DRAM, 1944, and PREBLE, 1944, for the area of this Survey, were established in accordance with the instructions for Project No. CS-272-E. These stations were located by approved field methods.

4. HORIZONTAL CONTROL: (Continued)

All U. S. Coast and Geodetic Survey Triangulation Stations for the area of the Survey were recovered in good condition and all but three were identified on the field photographs.

Form No. 526, Recovery Note, has been submitted for each of the Triangulation Stations within the area of the Survey.

5. VERTICAL CONTROL:

Two Bench Marks were recovered and identified on the field photographs.

6. DRAINAGE:

Only drainage north of latitude $44^{\circ} 29' 45''$ has been identified 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 on foot. Where the Mean High-Water Line could not be directly identified on the field photographs, reference measurements were taken or the distance estimated from some well defined picture reference image.

Alongshore rocks and offshore rocks and islets above the plane of Mean High-Water, revealed by photography, have been identified on the field photographs with elevations above the plane of Mean High-Water noted.

8. MEAN LOW-WATER LINE:

The Mean Low-Water Line was inspected at or near Mean Low-Water where practicable. All of the Mean Low-Water Line within the area of this Survey has been delineated except for that portion along the western shore of Crabtree Neck. The delineation of the position of the Mean Low-Water Line is very close to its true position but some sections as indicated on the field photographs are to be considered as approximate. Several stretches of the Mean Low-Water Line have been delineated with full accuracy.

9. WHARVES AND SHORELINE STRUCTURES:

All seawalls, cribbings, piers, boat skidways and piling areas visible on the photographs within the area of the Survey have been identified on the field photographs.

10. DETAILS OFFSHORE FROM THE MEAN HIGH WATER LINE:

All of the rock ledge areas, rocks, and islets, revealed by photography were identified. The character of the foreshore area has been indicated on the field photographs. The extent to which many prominent rocks and ledge areas in the foreshore area bare at Mean High-Water or uncovered at the time of field inspection, with time and date, have been noted on the field photographs.

11. LANDMARKS AND AIDS TO NAVIGATION:

Two previously charted Fixed Aids to Navigation which fall within the limits of the Survey have been identified on the field photographs.

No other previously charted or recommended landmarks or recommended Fixed Aids to Navigation fall within the limits of the Survey. There are several floating aids to navigation within the limits of the Survey.

12. HYDROGRAPHIC CONTROL:

¹⁵
13 Recoverable Topographic Stations. *fms 524 submitted*
109 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".

15. GEOGRAPHIC NAMES:

No investigation.

COMPILATION REPORT
MAP DRAWING, SURVEY No. T-8582

COAST OF MAINE
FRENCHMAN BAY
SKILLINGS RIVER TO MORANEY COVEY
PROJECT No. CS-272

26. CONTROL:

The horizontal control shown on the Map Drawing for Survey No. T-8582 consists of eighteen stations. They are as follows:

Ten within the detail limits

<u>Name of Station</u>	<u>Type of Station</u>
** HANCOCK PT. STEEL TOWER OLD WINDMILL, 1934, r.1944	Triangulation (Intersection)
* CRAB, 1934, r. 1944	Triangulation
CRABTREE LEDGE LIGHTHOUSE, 1934, r. 1944	Triangulation
RED BEACON, 1879 (Recovery in 1944 doubtful)	Triangulation (Intersection)
** CALF, 1860, r. 1944	Triangulation "
** MCFARLAND'S S.N. HOUSE CHIMNEY, 1865, r. 1944	Triangulation "
* DRAM, 1944	Topographic
* PREBLE, 1944	Topographic
* BUMP, 1944	Topographic
CALF ISLAND, N.E. GABLE UNPAINTED BOATHOUSE, 1944	Topographic

fms. 524

Eight just outside the detail limits

<u>Name of Station</u>	<u>Type of Station</u>
* NAR, 1944	Topographic
* MOR, 1944	Topographic
* STAVE, 1944	Topographic
HILL, 1879 (No recovery in 1944)	Triangulation
*** CRABTREE NECK BAPTIST CHURCH CHIMNEY, 1865 (No recovery in 1944)	Triangulation (Intersection)
HANCOCK, 1879 (No recovery in 1944)	Triangulation
** TUCKER 2, 1879, r. 1944	Triangulation
TUCKER, 1860, r. 1944	Triangulation

* Station identified by a well defined picture point connected to station by a short traverse. The positions of these substitutes points have been shown on the Map Drawing with very small black acid ink circles, accompanied by the letters "F.I.P."

** Station recovered but not identified on the field photographs.

*** Station identified by the Compilation Office.

All of the above eighteen horizontal control stations, twelve were

26. CONTROL: (Continued)

identified and available for controlling the radial plot.

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 Survey have been fully brought out in the radial plot for the areas of Surveys Nos. T-8573 to T-8590, inclusive, T-8594, and T-8595, submitted June 5, 1945.

28. DETAILING:

The field data, horizontal ground control and radially plotted control points available for the compilation were adequate.

In three areas only two radials could be drawn due to insufficient photography. In general, the photography was also adequate.

Except for Ash Neck, Sorrento, and the numerous small islands, which have been detailed in their entirety, only the area adjacent to the shore has been detailed.

29. MEAN HIGH-WATER LINE:

Detailed in accordance with the field data and shown with a continuous heavy-weight black acid ink line.

30. MEAN LOW-WATER LINE:

In most cases the approximate position of the Mean Low-Water Line was detailed in accordance with the field data and has been shown with a dotted black acid ink line. Where the position was determined definitely, it has been shown with an alternate dash and dot black acid ink line. The Mean Low-Water Line has not been detailed on the western side of Crabtree Neck because no field data were furnished and Compilation Office interpretation on the photographs was not possible. On the southeastern tip of Crabtree Neck the field inspection data identified the Mean Low-Water Line as being definite on field photograph No. 1063; as being approximate on field photograph No. 1199. The Mean Low-Water Line has been detailed as definite on the Map Drawing.

31-A. FORESHORE AREAS:

The foreshore areas shown consist of rock ledge, boulders, detached rocks, mud, and sand and gravel beaches. Detailed in accordance with the field data.

31-B. SHOAL LINES:

The approximate limits of shoal areas were detailed in accordance with the Compilation Office interpretation of the photographs and are for the advance information of the Hydrographic Parties only. Shown with a long dashed black acid ink line, accompanied by the note "Shoal".

31-C. REEF LINES:

The approximate limits of reef areas were detailed in accordance with the Compilation Office interpretation of the photographs and is for the advance information of the Hydrographic Parties only. Shown with a short dashed black acid ink line, accompanied by the note "Reef".

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

The offshore details include shoals, reefs, and islets. Except for the shoal and reef areas, all of these details are in accordance with the field data.

33. WHARVES AND SHORELINE STRUCTURES:

Piers, cribbings, seawalls, and boat skidways have been shown in accordance with the field data.

34. LANDMARKS AND AIDS TO NAVIGATION:

No landmarks were recommended for the area of this Survey.

There are two previously charted Fixed Aids to Navigation. The position of RED BEACON was determined by triangulation in 1879 and the position of CRABTREE LEDGE LIGHTHOUSE was determined by triangulation in 1934.

35. HYDROGRAPHIC CONTROL:

4 Recoverable Topographic Stations - located by ground survey methods.
*11 Recoverable Topographic Stations - located by radial plot.
109 Temporary Hydrographic Stations - located by radial plot.

A list of their descriptions is attached to this report.

Form No. 524 is being submitted for the 15 Recoverable topographic Stations.

* Two of these are Bench Marks.

11-93
NO. 41 (USGS)

37. BRIDGES:

One small wooden bridge has been shown at the northern end of Jellison Cove. One bridge on cribbing has also been shown connecting Soward Island and Waukeag Neck.

38. GEOGRAPHIC NAMES: 814 ✓

Taken from Nautical Chart No. 306 and United States Geological Survey Bar Harbor, Maine, 15' Quadrangle Map.

A list of the names is attached to this report.

39. JUNCTIONS:

Junction with Map Drawings, Survey Nos. T-8583 to the south and T-8581 to the north have been made and are in agreement.

Junction with Map Drawings, Survey Nos. T-8577 to the west and T-8589 to the east will be made at a later date when those Surveys have been complete.

The junctions with Surveys Nos. T-8578 to the west and T-8590 to the east are undetailed interior areas.

40. POSITION ACCURACY OF IMPORTANT PLANIMETRIC DETAILS:

Believed to be within 0.5 mm.

41. RECOMMENDATIONS FOR FUTURE SURVEYS:

Map Drawing, Survey No. T-8582, is complete with respect to all known details necessary for charting, except for those noted as incomplete under "Notes for Hydrographic Parties". The incomplete details will become available upon completion of contemplated hydrographic surveys. Notes have been prepared calling attention of the Hydrographer to these details.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

United States Geological Survey, Bar Harbor, Maine, Quadrangle, 15' series, scale 1:62,500, edition of 1942 (common area).

United States Geological Survey, Tunk Lake, Maine, Quadrangle, 15' series, scale 1:62,500, edition of 1932, reprinted 1939 (common area).

Details common to the Map Drawing and the Quadrangles are, in general, in good agreement. However, several boat skidways, a large pier, wooden fence

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES: (Continued)

for lobsterpound, an abandoned railroad bed, and several geographic names shown on the Map Drawing do not appear on the Quadrangle. A road that appears on the Quadrangle has not been shown on the Map Drawing because it could not be identified on the photographs.

45. COMPARISON WITH NAUTICAL CHARTS:

Chart No. 306, scale 1:40,000, published at Washington, D. C., March 1942, corrected to April 7, 1945 (common area).

Details common to the Map Drawing and the Chart are in general, in good agreement. However, all buildings, most roads, several boat skidways, an abandoned railroad bed, a pond, a dam, a fence for lobster pound, and one geographic name shown on the Map Drawing do not appear on the Chart. Dram Island Ledge, several rocks in Sullivan harbor, and all floating aids to navigation which appear on the Chart have not been shown on the Map Drawing because they could not be identified on the photographs.

The Map Drawing for Survey No. T-8582 was compiled under the supervision of J. Edward Deal, Jr., Photogrammetric Engineer, and Harry R. Rudolph, Photogrammetric Aid.

Respectfully Submitted:
July 4, 1945

Ruth E. Rudolph
Ruth E. Rudolph,
Photogrammetric Aid

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

and

Harry R. Rudolph
Harry R. Rudolph,
Photogrammetric Aid

Approved and Forwarded:
July 10, 1945

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

1944
 IDENTIFICATION REPORT
 HORIZONTAL CONTROL
 MAP DRAWING, SURVEY No. T-8582
 PROJECT No. GS-272

<u>Station</u>	<u>U.S.G.S: Quadrangle</u>	<u>Recovery Date</u>	<u>Pricking Data</u>
(c) BLACK BEACON, 1879	Bar Harbor	Lost	
(a) BUMP, 1944	Bar Harbor	9-29-44	Positive
(c) CALF, 1860	Bar Harbor	9-26-44	*Not pricked
CALF ISLAND, N.E. GABLE BOATHOUSE, 1944	" "	9-26-44	Positive
(a) CRAB, 1934	" "	9-8-44	Positive
CRABTREE LEDGE LIGHTHOUSE, 1934	" "	9-8-44	Positive
(a) DRAM, 1944	" "	9-27-44	Positive
(c) HANCOCK PT., STEEL TOWER, OLD WINDMILL, 1934	" "	9-8-44	**Not pricked
McFARLANDS, S.N. HOUSE CHIMNEY, 1865	" "	Not identified	Positive
(a) PREBLE, 1944	" "	9-26-44	Positive
RED BEACON, 1879	" "	9-8-44	Positive
(c) SULLIVANS HOUSE CHIMNEY No. 2, 1860	" "	Lost	
(b)(c) HANCOCK, 1879	Tunk Lake	Not found	
(b)(d) HILL, 1879	" "	Not found	
(a)(b) NAR, 1944	" "	10-17-44	Positive
(b) TUCKER, 1860	" "	9-14-44	Positive
(b)(c) TUCKER 2, 1879	" "	9-14-44	***Not pricked
(a)(b) STAVE, 1944	Bar Harbor	9-26-44	Positive
(b) CRABTREE NECK BAPTIST CHURCH CHIMNEY, 1865	Mount Desert	Identified by	Compilation Office.
(a)(b) MOR, 1944	Tunk Lake	9-25-44	Positive

* See pricking card.

** Station close by pricked. Difficult to run to F.I.P.

*** Sufficient control in area.

Notes by Field Compilation Office.

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

(b) Station lies just outside the detail limits of the Map Drawing. All others are contained within the detail limits.

(c) Not used to control the radial plot.

NOTES
FOR
REVIEWER

MAP DRAWING, SURVEY No. T-8582
COAST OF MAINE
PROJECT No. CS-272-E

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 which are considered very strong. The green ink circles are the positions of well defined picture points determined by only two wide angle radials or three or more very slim angle radials and are considered weak.

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

The large blue 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 Temporary Hydrographic Stations. Such circles, accompanied by a name and date (1944) are the positions of Recoverable Topographic Stations determined by ground survey methods. These circles, accompanied by a name, date (1944), and number are the positions of Recoverable Topographic Stations determined by the radial plot. All other such circles are the positions of 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 distortion.

The scales of the photographs and the Map Drawing were in fair agreement.

Several features of unknown character appear on the photographs in the northern part of Flanders Bay between latitude $44^{\circ} 29.8'$ and $44^{\circ} 30.1''$ and between longitude $68^{\circ} 09.3'$ and $68^{\circ} 09.9'$. These may possibly be abandoned fish traps and have been shown with a dash black acid ink line.

The following disagreements between the Map Drawing and the U. S. Geological Survey Map, and the U. S. Coast and Geodetic Survey Nautical Chart were found:

United States Geological Survey, Bar Harbor, Maine, Quadrangle, 15' series, scale 1:62,500, edition of 1942 (common area).

A large wooden pier at McNeil Point; a wooden fence for lobster pound on the south shore of Waukeag Neck; an abandoned railroad bed north of Mt. Desert Ferry; boat skidways on the eastern shore of Crabtree Neck, and on the western shore of Waukeag Neck; several roads and trails on the eastern shore of Crabtree Neck; the geographic names, Crabtree Hedge, Bean Ledge, Dram Island Ledge, Long Ledge, Halftide Ledge, Mt. Desert Ferry, Skillings River; and a few areas of rock ledge offshore have been shown on the Map Drawing but do not appear on the Quadrangle.

A double dashed line road on the north shore of Jellison Cove and the geographic names Ash Neck and Ash Point are in disagreement with the Quadrangle.

United States Geological Survey, Tunk Lake, Maine, Quadrangle, 15' series, scale 1:62,500, edition of 1932, reprinted 1939 (common area).

A road leading southwest from East Sullivan and a Bench Mark appearing on the Quadrangle have not been shown on the Map Drawing because no data were available.

Maine Central Railroad shown on the Quadrangle is shown only as an abandoned railroad bed on the Map Drawing.

Chart No. 306, scale 1:40,000, published at Washington, D. C., March 1942, corrected to April 7, 1945 (common area).

All buildings; all roads in the vicinities of Hancock Point, Sorrento, and on the eastern shore of Crabtree Neck; most of the roads on Waukeag Neck and along the eastern shore of Flanders Bay; the road and bridge connecting Soward Island with Waukeag Neck; a tide water pond on the west shore of Grant Cove; a wooden fence for lobster pound on the south shore of Waukeag Neck; a rock awash on the eastern side of Ash Island in the foreshore area; a stone dam just north of Back Cove; boat skidways on the eastern shore of Crabtree Neck and on the western shore of Waukeag Neck; an abandoned railroad bed north of Mt. Desert Ferry, and the geographic name Moraney Cove have been shown on the Map Drawing but have not been charted.

All floating aids to navigation; several rocks in Sullivan Harbor and Dram Island Ledge (Geographic name shown on the

Map Drawing at approximate location) appear on the chart but have not been shown on the Map Drawing because no data were available.

Respectfully Submitted:
July 4, 1945

Ruth E. Rudolph
Ruth E. Rudolph,
Photogrammetric Aid

Approved and Forwarded:
July 10, 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 Map Manuscript T-8582

Paragraph numbers used in this report refer to paragraph numbers in the descriptive report.

28. Detailing.--A dashed line outside the ledge and low water lines indicating shoal was placed on the map manuscript by office interpretation of the photographs. When compared with existing nautical charts, this line was inconsistent with the soundings. It was, therefore, deleted from the map manuscript. In the vicinity of Soward and Sheldrake Islands shoal areas had been noted by the field inspector. These were retained intact.

44. Comparison with Existing Topographic Quadrangles.-- This survey supersedes the following older USC&GS surveys in all common detail.

T-891	1:10,000	1862
T-1487	1:10,000	1877, 1878, 1879
T-1491	1:10,000	1879

Comparison has been made between this manuscript (T-8582) and the following quadrangles.

- (1) U.S.G.S. Tunk Lake, 1:62,500, reprinted 1939.
- (2) U.S.G.S. Bar Harbor, 1:62,500, 1942.
- (3) U.S.E., Tunk Lake, 1:62,500, 1942.

The U.S.G.S. quadrangles show a railroad running southeast from Waukeag Depot. This is now an abandoned railroad bed.

The U.S.E. quadrangle indicates the same feature as a second class road.

45. Comparison with Nautical Charts.--Comparison was made between T-8582 and chart 306. This comparison is adequately covered under "Notes for Reviewer", in the Descriptive Report.

This map manuscript has been applied in part to chart 306 prior to this review.

Reviewed by:

Reviewed under direction Of:

Howard W. Thune
Howard W. Thune
Photogrammetrist
1-13-47

S. V. Griffith
S. V. Griffith
Chief, Review Section

APPROVED BY:

B.A. Jones 4/48
Technical Assistant to the
Chief, Div. of Photogrammetry

H. Petersburg
Chief, Nautical Chart Br.
Division of Charts

K.T. Adams
Chief, Div. of Photogrammetry

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

GEOGRAPHIC NAMES

(Undisputed)

Taken from Nautical Chart No. 306

- ~~—~~ Ash Island
- ~~—~~ Back Cove
- ~~—~~ Bean Island
- ~~—~~ Bean Ledge
- ~~—~~ Bean Point
- ~~—~~ Calf Island
- ~~—~~ Crabtree Ledge
- ~~—~~ Crabtree Neck
- ~~—~~ Crabtree Point
- ~~—~~ Dram Island
- ~~—~~ Dram Island Ledge
- ~~—~~ East Sullivan
- ~~—~~ Eastern Point Harbor
- ~~—~~ Flanders Bay
- ~~—~~ Flanders Stream
- ~~—~~ Frenchman Bay
- ~~—~~ Grant Cove
- ~~—~~ Halftide Ledge

- ~~—~~ Hall Point
- ~~—~~ Hancock Point (Village)
- ~~—~~ Ingalls Island
- ~~—~~ Jellison Cove
- ~~—~~ Junk of Pork
- ~~—~~ Little Calf Island
- ~~—~~ Long Ledge
- ~~—~~ McNeil Point
- ~~—~~ Mill Stream
- ~~—~~ Mt. Desert Ferry (Locality)
- ~~—~~ Preble Island
- ~~—~~ Sheldrake Island
- ~~—~~ Skillings River
- ~~—~~ Sorrento
- ~~—~~ Sorrento Harbor
- ~~—~~ Soward Island
- ~~—~~ Sullivan Harbor
- ~~—~~ Waukeag Neck

Taken from United States Geological Survey,
Bar Harbor, Maine, Quadrangle

- ~~—~~ ^C Moranqy Cove

GEOGRAPHIC NAMES

(Disputed)

Nautical Chart No. 306

Bar Harbor, Maine, Quadrangle map

- ~~—~~ • Ash Neck
- ~~—~~ • Ash Point

- Schieffelin Neck
- Schieffelin Point

- State No. 185
- U.S. No. 1

Names preceded by • are
approved.
L. Heck
9/18/47

GEOGRAPHIC NAMES

NAUTICAL CHARTS BRANCH

SURVEY NO. T-8582

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
12/17/45	306	D. H. Benson	Before After Verification and Review <i>Partially applied</i>
			Before After Verification and Review
			Before After Verification and Review
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			Before After Verification and Review

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

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-8582

NUMBER OF RECOVERABLE TOPOGRAPHIC STATIONS..... 15
NUMBER OF TEMPORARY HYDROGRAPHIC STATIONS.....109
TOTAL NUMBER OF STATIONS..... 124

Listed By: Ruth E. Rudolph
Ruth E. Rudolph,
Photogrammetric Aid

Checked By: Raymond Glaser
Raymond Glaser,
Engineering Draftsman

- 1869 . Chimney on east side of house.
- 1870 . Evergreen.
- 1871 . South gable of house.
- 1871 $\frac{1}{2}$. "SMALL WOOD ELEVATED WATER TANK" - Station is the small wooden elevated water tank on Ash Neck, 90 meters north of a gravel road extending from Ash Point to Hall Point and 390 meters southeast of Ash Point. Recoverable Topographic Station. (ABOUT 30 M. FURTHER N.E. THAN MANUSCRIPT LOCATION.)
- 1872 . Northwest gable of boathouse.
- 1873 . Evergreen.
- 1874 . Evergreen.
- 1875 . Evergreen.
- 1876 . Chimney on small shack.
- 1877 .
- 1959 . Chimney on warehouse.
- 1960 . Evergreen.
- 1961 . Evergreen.
- 1962 . Evergreen.
- 1963 . Evergreen.
- 1964 . Evergreen.
- 1965 . Evergreen.
- 1966 . Evergreen.
- 1967 . Evergreen.
- 1968 . Evergreen.
- 1969 . Evergreen.
- 1970 .
- 1971 . Evergreen.
- 1972 . Tall evergreen.
- 1972 $\frac{1}{2}$. Northeast corner of sunken barge.
- 1973 . Evergreen.
- 1974 . Evergreen.

- 1975 · Evergreen.
- 1976 · Evergreen.
- 1977 · Evergreen.
- 1978 · Evergreen.
- 1979 · "BRICK CHIMNEY, LOG CABIN" - Station is the brick chimney at south-east gable of 1½ story log cabin with shingled roof. Six windows in groups of three on each side of double doors in front, two small dormer windows. On the eastern shore of Flanders Bay, south of East Sullivan. Recoverable Topographic Station.
- 1980 · Large evergreen.
- 1981 · Evergreen.
- 1982 · Evergreen.
- 1983 · "SOUTHEAST GABLE, SHINGLED HOUSE" - Station is the southeast gable of a two-story shingled house with white trim. House has two tall brick chimneys with red flues projecting above chimney tops, also two smaller brick chimneys. About 380 meters south of Route #1, 20 meters north of the Mean High-Water Line, on the northeast shore of Flanders Bay. Recoverable Topographic Station.
- 1984 · Evergreen.
- 1985 · Evergreen.
- 1986 · Evergreen.
- 1987 · Large Evergreen.
- 1988 · Evergreen.
- 1989 · Evergreen.
- 1990 · Most southerly of group of evergreens.
- 1991 · "BRICK CHIMNEY, YELLOW HOUSE" - Station is the brick chimney on two-story yellow weatherboard house with white trim and tar paper shingles. On eastern shore of Waukeag Neck, on east side of Route #185, about 20 meters from center line of road. Recoverable Topographic Station.
- 1992 · Evergreen.
- 1993 · Evergreen.
- 1994 · Evergreen.

- 1995 . Large evergreen.
- 1996 . Evergreen.
- 1997 . South gable of tin boathouse.
- 1998 . Evergreen.
- 1999 . Evergreen.
- 2000 . Evergreen.
- 2001 . Evergreen.
- 2002 . Stone chimney on shack.
- 2003 . Evergreen.
- 2004 . West Gable of long boathouse.
- 2006 . Evergreen.
- 2007 . Evergreen.
- 2008 . Southwest corner of offshore end of pier.
- 2009 . Evergreen.
- 2010 . Brick chimney on green house.
- 2011 . Northeast corner of offshore end of pier.
- 2012 . Evergreen.
- 2013 . Evergreen.
- 2014 . East gable of long green boathouse.
- 2015 . West gable of white boathouse.
- 2016 . Northwest corner of offshore end of pier.
- 2017 . Evergreen.
- 2018 . "SOUTHEAST CHIMNEY, WHITE HOUSE" - Station is the southeasterly of two brick chimneys on one-story white weatherboard house with green trim. Five windows on the southeast side with latticed alcove around door, white picket fence. On the western shore of Waukeag Neck, just north of Back Cove, 80 meters north of a stone dam. Recoverable Topographic Station.
- 2020 . Evergreen.
- 2021 . Evergreen.

- 2145 · Evergreen.
- 2146 · Evergreen.
- 2147 · Evergreen.
- 2148 · Evergreen.
- 2149 · Evergreen.
- 2150 · Southwest corner of offshore end of pier.
- 2151 · Evergreen.
- 2152 · Chimney at northeast end of house.
- 2153 · Evergreen.
- 2154 · Evergreen.
- 2155 · Evergreen.
- 2156 · Evergreen.
- 2157 · Evergreen.
- 2158 · Southwest gable of boathouse.
- 2159 · Twin evergreen.
- 2160 · Flag pole, one meter southwest of outdoor fireplace.
- 2161 · Center of offshore end of pier.
- 2162 · Evergreen.
- 2176 · Evergreen.
- 2177 · Evergreen.
- 2178 · Evergreen.
- 2179 · Tall evergreen.
- 2180 · Center of wooden water tank.
- 2181 · Evergreen.
- 2182 · East gable of warehouse.
- 2183 · Chimney on house with green trimmings, tallest on house.
- 2184 · Evergreen.

- 2185 . Southwest gable of white barn.
- 2186 . Evergreen.
- 2187 . Evergreen.
- 2188 . Evergreen.
- 2189 . "YELLOW CHIMNEY, YELLOW COTTAGE" - Station is the highest of two yellow chimneys with a flat stone cover on a yellow shingled two-story summer cottage. On the eastern shore of Crabtree Neck, 20 meters west of Mean High-Water Line, just south of Jellison Cove. Elevation 40 feet. Recoverable Topographic Station.
- 2190 . Chimney on south side of house.
- 2191 . Evergreen.
- 2192 . Evergreen.
- 2193 . Evergreen.
- 2194 . Tall evergreen.
- 2195 . Northeast corner of offshore end of pier.
- 2196 . Chimney at north gable of house.
- 2197 . East gable of boathouse.
- 2198 . Evergreen.
- 2467 . "BRICK CHIMNEY, WHITE HOUSE" - Station is large brick chimney at center of $1\frac{1}{2}$ story white shingled house with green shingled roof, concrete foundation, four large windows on the southeast side, six windows in southeast side of basement. On the eastern shore of Crabtree Neck, 150 meters east of an old abandoned railroad bed. Recoverable topographic Station.
- 2478 . Inner of two large boulders.
- 2479 . Center of 10' round patch of creeping evergreen vine. (Vine shows similar to a tree on photograph.) Highest part of vine is about 4 1' above ground.
- 2480 . Cupola on west gable of the Sorrento Community Church, painted white, very conspicuous.
- 2481 . "SOUTHWEST GABLE, YELLOW HOUSE" - Station is the southwest gable of $1\frac{1}{2}$ story yellow clapboard house with green trim. House is in two sections and the southwest is the higher. Has three chimneys, double dormer on the northwest side. On the eastern shore of Waukeag Neck, 45 meters east of centerline of Route #185. Recoverable Topographic Station.

2599 . *West?*
 East gable, 1½ story white house.

2600 . "TOWER, STUCCO HOUSE" - Station is the peak of tower on inside of "L" of large 2½ story cream stucco house. House has two brick chimneys. On Seward Island. Recoverable Topographic Station.

"BUMP, 1944" - Station is located on the southern side of Ash Neck in upper Frenchman Bay, about midway between Ash Point and Hall Point, about 100 meters east of a small dock and on the east side of the small rounding point on the south side of the neck. Mark is a standard disc stamped "BUMP, 1944" set in ledge rock and about three meters back of the Mean High-Water Line. Recoverable Topographic Station.

"CALF ISLAND, N.E. GABLE, UNPAINTED BOATHOUSE, 1944" - Station is the northeast gable of a low, rectangular-shaped boathouse on the northeast side of Calf Island, about 550 meters from southeast tip of Island, about 40 meters northwest of an old, three pier dock, and 12 meters back of Mean High-Water Line. Boathouse is 9.9 meters by 8.7 meters and has two large double doors in northeast end. Recoverable Topographic Station.

"DRAM, 1944" - Station is located on the southeast tip of Dram Island, which is just south of Sorrento in upper Frenchman Bay. Station is about 15 meters west of the extreme southeast tip, 10 meters south of tree and grass line and 4 meters north of Mean High-Water Line. Mark is set in ledge rock that is surrounded on west and northwest of Mean High-Water Line. It is about one meter east of the highest point and is a standard disc stamped "Dram, 1944". Recoverable Topographic Station

"PREBLE, 1944" - Station is located on the southeast tip of Preble Island, which is just south of Waukeag Neck. It is about 20 meters north of Mean High-Water Line on very tip of Island, 8 meters west of Mean High-Water Line and three meters inside grass and tree line. Mark is a standard topographic disc stamped "PREBLE, 1944" set in ledge rock outcrop. Recoverable Topographic Station.

"WO 41 - U.S.G.S." - Station is on the eastern shore of Flanders Bay about 1/2 mile south of East Sullivan, 20 meters northwest of centerline of U. S. Route #1 and 80 meters from its junction with road leading to a small pier. Elevation 59.09 feet. Recoverable Topographic Station.

"K - 93", - Station is on the eastern shore of Flanders Bay at East Sullivan, 40 meters west of junction of U. S. Route #1, with a road leading southwest to a gravel pit on the shore. Elevation 42.19 feet. Recoverable Topographic Station.

NOTES
FOR
HYDROGRAPHIC PARTIES

MAP DRAWING, SURVEY No. T-8582
COAST OF MAINE
PROJECT No. US-272-E

The $2\frac{1}{8}$ millimeter black acid ink circles are the positions of the selected Hydrographic Control Stations. Two copies of the Descriptive List have been furnished for your use.

The outline of shoal and sunken reef areas shown are approximate, and are for advance information only. They are shown with long dashed and short dashed ink lines, respectively.

The dotted ink line is an approximate position of the Mean Low-Water Line. The alternate dot and dash line is the definite position of the Mean Low-Water Line.


The very small ink circles, accompanied by the letters "F.I.P." are the positions of 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 following charted features were not definitely revealed by photography and should be investigated during contemplated hydrography:


- Dram Island Ledge just west of Dram Island. (Geographic name is shown on the Map Drawing).
- Several rocks in Sullivan Harbor.
- All floating aids to navigation within the area of the survey.

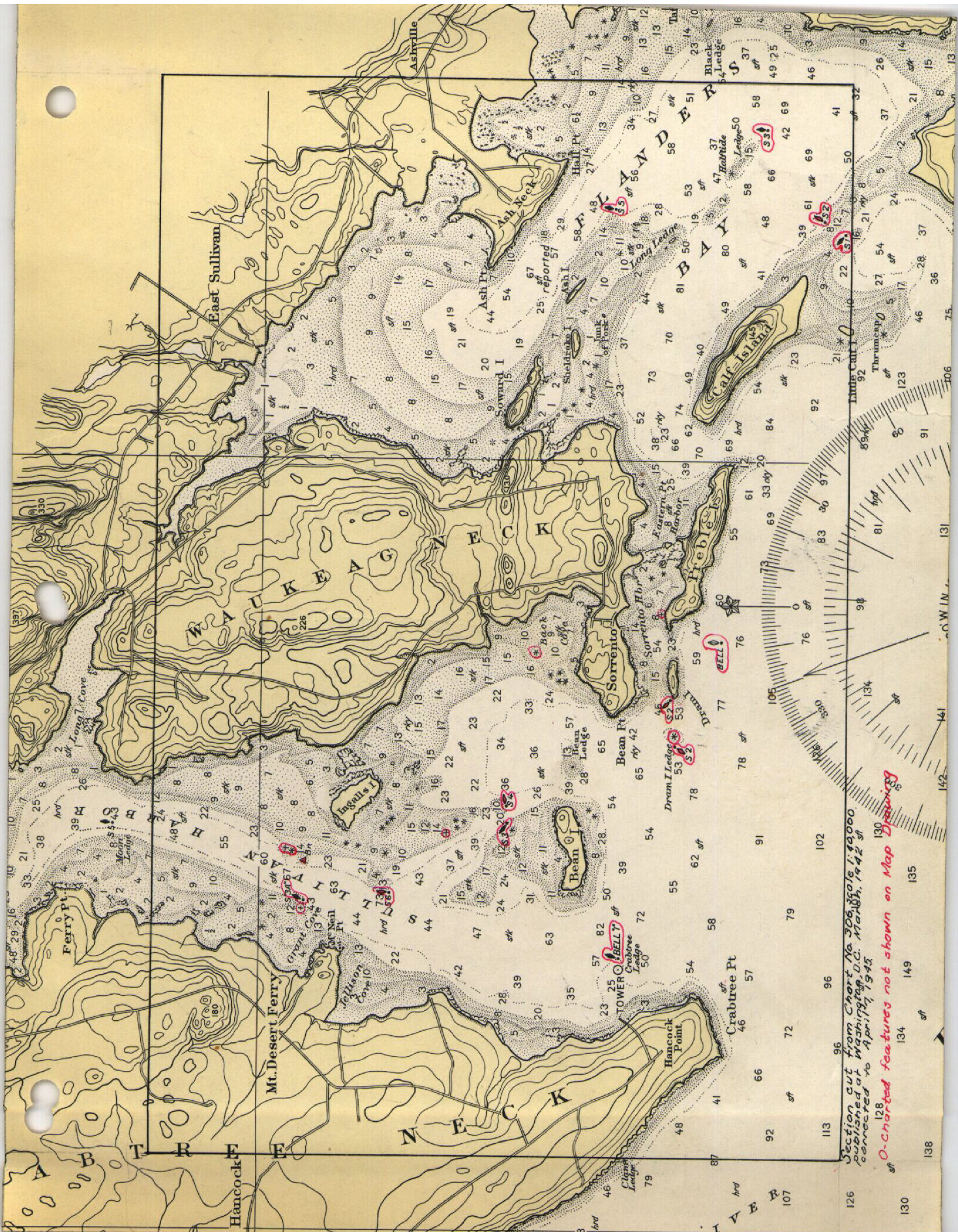
NOTE: For location see section of Chart No. 306 attached to report. These features have been indicated on the section of the Chart by a red ink line around the areas in which they fall.

Respectfully Submitted:
July 4, 1945


Ruth E. Rudolph,
Photogrammetric Aid

Approved and Forwarded:
July 10, 1945


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



Section cut from Chart No 306 to scale 1:10000
 published at Washington, D.C. March, 1942
 corrected to April 7, 1945

O-Charted features not shown on Map Drawing

126

130

138

113

96

79

62

54

46

38

30

22

14

6

0

10

20

30

40

50

60

70

80

90

100

110

126

130

138

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110