

5624

Diag'd. on Diag. Ch. No. 1293

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey ~~Planimetric~~ Air Photographic

Field No. CS-272 Office No. T-5624

LOCALITY

State Maine

General locality Coast of Maine-Medomak River

Locality Waldoboro - Warren and Vicinity

194 3

CHIEF OF PARTY

F.L. Peacock

LIBRARY & ARCHIVES

DATE April 1, 1949

8-1870-1 (1)

5624

## PART I

Form T-1

## DATA RECORD

T-5624

Quadrangle (II): Waldoboro Quadrangle  
(15') Maine (U.S.G.S.)

Project No. (II): CS-272  
Sub-Project CS-272-C

## Field Office:

Air Photographic Party No. 2  
Baltimore, Maryland

## Compilation Office:

Air Photographic Party No. 2  
Baltimore, Maryland  
Instructions dated (II III);  
January 12, 1942  
Additional instructions dated  
April 1, 1942

## Chief of Party:

Fred. L. Peacock

## Chief of Party:

Fred. L. Peacock *Division of*  
Copy filed in *Descriptive*  
*Report No. T- (VI)*

*Photogrammetry Office Files*

Completed survey received in office: Dec 14/1943

Reported to Nautical Chart Section:

Reviewed: 19 April, 1946

Applied to chart No. 313

Date: 9 Sept. 1946

Redrafting Completed: Sept. 1947

Registered: *April 1949*  
*24 Sept 1948*

Published: 19 Nov. 1947

Compilation Scale: 1:9,700

Published Scale: 1/10000

Scale Factor (III): 1.031

Geographic Datum (III): N. A. 1927

Datum Plane (III): Mean <sup>H. W.</sup> Sea Level

Reference Station (III): WALDOBORO, WHITE SPIRE ON FIRST BAPTIST CHURCH, 1934, r.1943

Lat.: 44° 05' 45.49" 11404.1m Long.: 69° 22' 28.38" 631.1m ~~Adjusted~~  
(447.8m) (703.3m) Unadjusted Field

State Plane Coordinates (VI): Maine E State - shown by black cross (on ms)  
Maine W State - shown by red line (on ms)

X =

Y =

Military Grid Zone (VI)

## PART I

- 2 -

## PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
*7055	10/20/41	9:43a.m.	1:10,000	10.9' above M. L. W.
7095 & 7096	10/20/41	10:43a.m.	1:10,000	11.0' above M. L. W.
7121 & 7122	10/20/41	11:17a.m.	1:10,000	10.2' above M. L. W.
7123 to 7125Inc.	10/20/41	11:20a.m.	1:10,000	10.1' above M. L. W.
7126 & 7127	10/20/41	11:23a.m.	1:10,000	10.0' above M. L. W.
7128 & 7129	10/20/41	11:31a.m.	1:10,000	9.7' above M. L. W.
7148 & 7149	10/20/41	12:15p.m.	1:10,000	7.5' above M. L. W.
7141 to 7143Inc.	10/20/41	11:46a.m.	1:10,000	9.0' above M. L. W.

\*Unmounted - All others metal mounted.

Tide from (III): Predicted tide tables; Reference to Portland, Maine, with corrections to Waldoboro, Maine.

Mean Range: 9.5'

Spring Range: 10.9'

Camera: (Kind or source) U. S. Coast & Geodetic Survey nine lens camera (focal length 8 $\frac{1}{4}$ " ). All negatives are on file at the Washington Office.

Field Inspection by: Lieut. Comdr. Henry O. Fortin date: Spring & <sup>July</sup> Summer, 1943

Field Edit by:

date:

Date of Mean High-Water Line Location (III):

October 20, 1941

Projection and Grids ruled by (III) J. O'Neill date: 7/19-21/43

" " " checked by: B. R. C. date: 7/19-21/43

Control plotted by: Ada May Hobine date: 7/26/43

Control checked by: Abraham L. Goncharsky date: 7/26/43

Radial Plot by: Michael G. Misulia date: September, 1943

Detailed by: Mary R. Moore (Eastern Part - Shoreline & interior rough draft) date: 9/10/43

Harriet H. Moritz (Western Part-Shore line & Interior-Rough Draft) 12/18/43

Reviewed in compilation office by: Harry R. Rudolph date: December, 1943

Elevations on Field Edit Sheet  
checked by:

date:

PART I

- 3 -

STATISTICS (III)

Land Area (Sq. Statute Miles): 27

Shoreline (More than 200 meters to opposite shore): 11.0 Statute Miles

Shoreline (Less than 200 meters to opposite shore): 1/8 Statute Mile

\* Number of Recoverable Topographic Stations established: 5

Number of Temporary Hydrographic Stations located by radial plot: 6

Leveling (to control contours) - miles: None

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:

\* All of these stations are also bench marks.

PART 2

The Field Inspection Party's Season's Report of 1943 has not been furnished this Compilation Office as of the date of this descriptive report.

PART 3

26 CONTROL:

The control within and just outside the detail limits of Map Drawing, Survey No. T-5624, consists of ten (10) U. S. Coast and Geodetic Survey triangulation stations, and seven (7) Maine State Survey traverse stations. The later stations are also bench marks. One of the U. S. Coast & Geodetic Survey triangulation stations, namely, SMITH 1860, r.1934; has been identified by the Field Inspection Point "Tims".

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

Five (5) U. S. Coast & Geodetic Survey triangulation stations:

COMERY, 1860  
ONE STORY WHITE HOUSE, CHIMNEY, 1860, r.1943  
WALDOBORO, 1911-1912, r.1943  
WALDOBORO, SHORT SPIRE, 1860, r.1943  
WALDOBORO, WHITE SPIRE ON FIRST BAPTIST CHURCH, 1934, r.1943

Seven (7) Maine State Survey traverse stations:  
(also Bench Marks)

Monuments Nos. 181-187 Inclusive, 1934-35, r.1943

*Monument No. 180 added by reviewer  
MGS, 1935  
4/24/46*

*MGS, 1935*

The following control stations lie outside the detail limits of this Map Drawing:

Five (5) U. S. Coast & Geodetic Survey triangulation stations:

BRIMSTONE HILL, 1866  
GEEL, 1860, 1934, r.1943  
KINSEL, 1860, 1934, r.1943  
SMITH, 1860, r.1934, r.1943 (identified by F.I.P. "Tims")  
SQUARE YELLOW HOUSE, CHIMNEY, 1860, r.1943

The positions of the control stations which have been plotted directly on this Map Drawing from geographic coordinates have been shown with three (3) mm. black acid ink equilateral triangles. The positions of stations transferred from adjoining map drawings upon which they had been previously plotted from geographic coordinates, have been shown with red acid ink triangles.

## 27 RADIAL PLOT:

The Map Drawing Projection and the nine lens photographs pertaining to the area of Survey No. T-5624 were prepared in the usual manner. Common secondary control points and photograph centers, the positions of which were previously determined by radial plots laid for the areas of adjoining surveys, were shown on the Map Drawing Projection with small double red ink circles, and large purple ink circles respectively.

An individual plot was then laid for the area of Survey No. T-5624 by the radial method. No celluloid templates were used, the photographs being oriented directly under the Map Drawing Projection. The relatively strong positions of secondary control points determined by this plot have been shown by small double purple ink circles on the glossy side of the Map Drawing Projection, while the relatively weak positions have been shown with small double green ink circles. The positions of the photograph centers have been shown with large purple ink circles accompanied by the photograph numbers.

## RESULTS

The number of photographs and control stations was adequate to lay and control the plot.

The control identification was excellent, and the positions of the control recovered in 1943 and the common secondary control points were satisfactorily resected.

No appreciable tilt was apparent in any of the photographs.

Flight lines were used advantageously.

The positions of the secondary control points, and photograph centers determined by this plot are, in general, believed to be well within the limits of satisfactory accuracy, the error of closure of the radial intersections being negligible.

## REMARKS

Duplicate projections were authorized and furnished by the Washington Office in order that Survey No. T-5624 could be compiled in two parts. This procedure was used in order to expedite the compilation and also to furnish the Bureau with the completed Map Drawing in the shortest time possible.

One of the projection sheets, upon which the radial plot was run, has been marked "Original". The Western Part of the Map Drawing is compiled on this projection. The positions of all triangulation stations, traverse stations, bench marks, "Field Inspection Points", secondary points, and photograph centers, as shown on the "Original",

27 RADIAL PLOT: (cont'd)

were transferred to the other projection sheet which has been marked "Duplicate". The Eastern Part of Survey No. T-5624 will be compiled on the "Duplicate". The compilation junction of the two parts is along the meridian at Longitude  $69^{\circ} 19' 00''$ .

Paragraphs 26 and 27  
Respectfully submitted by:



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Michael G. Misulia  
Jr. Topographic Engineer

October 18, 1943

DESCRIPTIVE REPORT  
*COMPILATION*  
FOR

THE EASTERN PART

OF

MAP DRAWING,

SURVEY NO. T-5624



28 DETAILING:

The detail limits of the Eastern Part of Map Drawing, Survey No. T-5624, are between Latitude  $44^{\circ} 03' 45''$  and Latitude  $44^{\circ} 07' 30''$ , and between Longitude  $69^{\circ} 15' 00''$  and Longitude  $69^{\circ} 19' 00''$ .

In general, the area was well covered by photography, and the number of photographs (mounted) was adequate for office detailing, except in the area north of Latitude  $44^{\circ} 07' 00''$ , and east of Longitude  $69^{\circ} 16' 30''$ . The error in the positions of detailed planimetric features in this particular area may slightly exceed the limits of satisfactory accuracy.

There are no tidal waters to be considered in the Eastern Part of this Map Drawing. The only bodies of water are interior ponds, the names of which have been shown on this Map Drawing, and tabulated in the list of Geographic Names submitted herein. The shore line of these ponds consists mainly of firm ground bordered by a few areas of marsh and grass in water. There are, in addition, a few offshore areas of grass in water.

The interior consists mainly of wooded areas grown with coniferous and deciduous vegetation. The classification of these areas has been shown by notes on this Map Drawing. There are also a few areas of rock outcrop. Bordering the roads are a number of small cultivated areas, and one small village which could not be considered a congested urban district.

The features pertaining to the area of this planimetric map have been detailed in accordance with information obtained from stereoscopic examination of the photographs, and the field inspection data, which were adequate. The conventional topographic symbols recommended for rough draft maps have been used to show the planimetry.

In general, the scales of the photographs, and of this Map Drawing are in good agreement. It was necessary to detail only a few areas by the use of the vertical projector.

The small single purple ink circles shown on the glossy side of this Map Drawing indicate detail points, the positions of which are considered relatively strong, while the single green ink circles indicate relatively weak positions.

All roads which have been shown by a centerline only, are to be considered 0.6mm. wide, unless otherwise noted on this Map Drawing.

PARAGRAPHS 30 to 33 INCLUSIVE ARE NOT APPLICABLE TO THIS AREA.

34 LANDMARKS, AIDS TO NAVIGATION, AND AERONAUTICAL AIDS:

No recommendations of landmarks, aids to navigation, or aeronautical aids were made by the Field Inspection Party.

35 HYDROGRAPHIC CONTROL:

The hydrographic control shown on the Eastern Part of this Map Drawing consists of four recoverable topographic stations. No temporary hydrographic control was recommended, because there are no tidal waters. The four recoverable topographic stations are also bench marks, three of which were established by the U.S. Coast & Geodetic Survey, and one by the U.S. Geological Survey.

The positions of all the recoverable topographic stations have been determined by radial intersection, and have been shown with black acid ink circles  $2\frac{1}{2}$  mm. in diameter in conjunction with the conventional bench mark symbol, on the dull side of this Map Drawing.

The names, numbers, elevations and descriptions of the recoverable topographic stations have been lettered on this Map Drawing.

Form 524 has been submitted for the following four recoverable topographic stations:

- W-17 U. S. Coast & Geodetic Survey Bench Mark
- X-17 U. S. Coast & Geodetic Survey Bench Mark
- \*Y-17 U. S. Coast & Geodetic Survey Bench Mark
- \*\*~~47~~ U. S. Geological Survey Bench Mark

\*Bench Mark Y-17 (by Charles J. Clifford) is listed as being stamped "X-17, 1933" in special publication No. 184, "Leveling in Maine"

\*\* U. S. Geological Bench Mark "47" is shown as "147" on the Waldoboro Quadrangle, Maine, (15'), U.S. Geological Survey.

37 GEOGRAPHIC NAMES:

The geographic names shown on the Eastern Part of this Map Drawing are in accordance with the furnished data, which were obtained from an investigation made by Lieut. Comdr. Henry O. Fortin in 1943. The names (undisputed) have been alphabetically compiled in a list, and submitted herein. It is believed that there are no disputed names.

+ All the elevations were not available

*Added by reviewer, April, 1946.  
(LTS)*

*No. 147. See H, T card and the attached correction note by W E Schmidt  
(L.T.S.)  
4-29-46*

*814 ✓*



### 38 JUNCTIONS:

Satisfactory junctions of planimetric details were made with Map Drawing, Survey No. T-5623 to the south along the arc of parallel at Latitude  $44^{\circ} 03' 45''$ , and with the Western Part of Map Drawing, Survey No. T-5624 along the meridian at Longitude  $69^{\circ} 19' 00''$ . The compilation of Map Drawing, Survey No. T-8000 which is to the east, has not been started as of the date of this report. This junction will be made when T-8000 is compiled. There is no contemporary survey to the north.

ok.  
LTS  
4-1946

### 39 RECOMMENDATIONS FOR FUTURE SURVEYS:

The planimetry shown on the Eastern Part of this Map Drawing is believed to be complete in all details of importance, and no additional surveys are recommended. It is believed that the probable error in the positions of radial points, well defined objects, and other details of importance, does not exceed the limits of satisfactory accuracy, except in the area previously mentioned in Paragraph No. 28.

### 40 BRIDGES:

The details of the bridges shown on the Eastern Part of this Map Drawing are accompanied by notes, which pertain to the type, and vertical and horizontal clearances of the structures. These bridges are of only minor navigational importance.

### 41 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

Waldoboro, Maine, (15'), U.S. Geological Survey, August 1915 edition, reprinted 1940, scale 1:62,500.

Because of the large difference in scale between this Map Drawing and the quadrangle, small planimetric details could not be readily compared. However, the following disagreements in planimetry common to both were apparent.

A branch of the Maine Central Railroad, which appears on the quadrangle as extending from approximately Latitude  $44^{\circ} 06' 40''$  and Longitude  $69^{\circ} 16' 45''$  to approximately Latitude  $44^{\circ} 07' 30''$  and Longitude  $69^{\circ} 16' 52''$  has been abandoned. Only the old road bed has been shown on this Map Drawing.

The location of Sterling School as shown on this Map Drawing at approximately Latitude  $44^{\circ} 07' 12''$  and Longitude  $69^{\circ} 16' 55''$ , is in disagreement with the location appearing on the quadrangle.

In general, the drainage appearing on the quadrangle does not agree with that as shown on the Eastern Part of this Map Drawing.

45 COMPARISON WITH NAUTICAL CHARTS:

Chart No. 1203, scale 1:80,000, published June 1936, reissued April 1938, corrected to March 23, 1943.

The position of the Maine Central Railroad, Rockland Branch, as shown on this Map Drawing does not agree with the position appearing on the Chart. There are no other planimetric features shown on the Chart pertaining to the Eastern Part of this Map Drawing.

Respectfully submitted,  
December 17, 1943

Mary R. Moore  
Mary R. Moore  
Photogrammetric Aid

Compilation and Descriptive  
Report Reviewed by:

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

Supervised by:

Walter E. Schmidt  
Walter E. Schmidt  
Asst. Photogrammetric Eng.

Approved and forwarded:  
December 23, 1943

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

PART 5

LIST OF GEOGRAPHIC NAMES

Undisputed

- |                                  |  |
|----------------------------------|--|
| • <u>Havener Pond</u>            | • <u>Sidensparker Pond</u>                                       |
| • <u>Howard Hill</u>             | • <u>South Pond</u>  |
| • <u>North Pond</u>              | • <u>Stahls Hill</u>   |
| • <u>Red School (abandoned)</u>  | • <u>Sterling School (abandoned)</u>                             |
| • <u>Rock School (abandoned)</u> | • <u>Warren <del>Village</del> Main town is much to eastward</u> |
|                                  | • <u>Warren Station</u>  |
|                                  | • <u>Goose River</u>   |
|                                  | • <u>U.S. No. 1</u>  |
|                                  | • <u>Back River (2 places)</u>                                   |
|                                  | • <u>Maine Central</u>   |
|                                  | • <u>State No. 137</u>   |

\* \*Location disputed

Names preceded by • are approved.  
Recommend showing school names with  
(Abandoned) after name only if a  
building still exists.

L. Hech

3/7/47

DESCRIPTIVE REPORT:  
*COMPILED*  
FOR

THE WESTERN PART

OF

MAP DRAWING,

SURVEY NO. T-5624

PART 3

28 DETAILING:

The detail limits of the Western Part of Map Drawing, Survey No. T-5624 extend from Latitude  $44^{\circ} 03' 45''$  to Latitude  $44^{\circ} 07' 30''$ , and from Longitude  $69^{\circ} 19' 00''$  to Longitude  $69^{\circ} 22' 30''$ .

The area was well covered by photography, and the number of photographs (mounted and unmounted) was adequate for office detailing. Radially plotted positions of detail points, considered relatively strong, have been shown on the glossy side of the Map Drawing with small purple ink circles, while relatively weak positions have been shown with small green ink circles. Topographic and hydrographic features have been detailed in accordance with the field inspection data which were considered adequate, and with information obtained from stereoscopic examination of the photographs. Such detail has been shown with the recommended conventional symbols unless otherwise noted.

The only body of water shown on the Western Part of the Map Drawing considered to be of any navigational importance, is a small portion of the Medomak River, the shore line of which is in general rocky. The interior consists mainly of wooded areas, grown with coniferous and deciduous vegetation. Bordering the traveled roadways are small cultivated areas and part of a small portion of Waldoboro Village.

Since the scales of the photographs and this Map Drawing were in good agreement, use of the vertical projector was unnecessary.

30 MEAN HIGH-WATER LINE:

The Mean High-Water Line (firm ground) has been shown with a full heavy-weight black acid ink line, the center of which is believed to be the true position. The outer limits of marsh areas bordering the Mean High-Water Line have been shown with full light-weight black acid ink lines, which do not define the Mean High-Water Line, but only indicate the outer limits of low wet land visible on the photographs, which were taken at approximately the time of High-Water.

31 LOW-WATER AND SHOAL LINES:

The approximate outer limits of shoal areas bordering the Mean High-Water Line have been shown on this Map Drawing with long dashed light-weight black acid ink lines, accompanied by the note "Shoal". These approximate limits are not considered to be the position of the Low-Water Line and are recommended for the use of hydrographic parties only.



Recoverable Topographic Station(fm 524)  
North Gable of Barn. 1943

<u>Temporary Hydrographic Stations</u>		
<u>No.</u>	<u>2038</u>	<u>(MUG on H-6964)</u>
	2038	JOE "
	2040	HOW "
	2041	FUN "
	2048	FOG "
	2049	ERG "

32 DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

The only offshore features shown are a few rocks. The extent to which they bare at Mean High-Water has been noted on this Map Drawing.

33 WHARVES AND SHORE LINE STRUCTURES:

The details of all piers and cribbing pertaining to the tidal waters have been shown on the Western Part of this Map Drawing and are accompanied by descriptive notes. Because the field inspection data did not mention any other shore line structures, and because the photographs did not reveal such additional features, it is believed that no others exist.

34 LANDMARKS, AIDS TO NAVIGATION AND AERONAUTICAL AIDS:

No landmarks, aids to navigation, or aeronautical aids were recommended by the Field Inspection Party for the Western Part of Map Drawing, Survey No. T-5624.

35 HYDROGRAPHIC CONTROL:

The hydrographic control in the Western Part of Survey No. T-5624 consists of one recoverable topographic station, and six temporary hydrographic stations. The positions of all these stations have been determined by radial intersection, and have been shown on this Map Drawing with black acid ink circles 2 $\frac{1}{2}$ mm. in diameter. The numbers and descriptions of the temporary hydrographic stations, and the number, name, and description of the recoverable topographic station have been lettered on this Map Drawing. Form No. 524 has been submitted for the recoverable topographic station, namely, "No. 1978, North gable of large grey barn".

37 GEOGRAPHIC NAMES:

An investigation of geographic names, part of which pertains to the area of Survey No. T-5624, was made by Lieut. Comdr. Henry O. Fortin in the summer of 1943. This Compilation Office was furnished with all the data obtained by the investigation.

The geographic names which have been shown on the Western Part of this Map Drawing in accordance with the field inspection data, have been alphabetically compiled in two lists (undisputed and disputed) and submitted herein.

38 JUNCTIONS:

Satisfactory junction of shore line and interior detail was made with Map Drawing, Survey No. T-5996 to the west.

The Eastern and Western Parts of Map Drawing, Survey No. T-5624 join together along the meridian at Longitude  $69^{\circ} 19' 00''$ , which passes through all land area. Therefore, only junction of interior detail was necessary and when made, was found to be in excellent agreement.

There is no contemporary survey to the north.

The junction of shore line and interior detail with Map Drawing, Survey No. T-5623 to the south is satisfactory except at approximately Latitude  $44^{\circ} 03' 45''$  and Longitude  $69^{\circ} 20' 18''$  where a trail has been detailed outside the limits of Map Drawing, Survey No. T-5624. Map Drawing, Survey No. T-5623 should be corrected accordingly.

Corrected L15  
April 1944

39 RECOMMENDATIONS FOR FUTURE SURVEYS:

The detail of topographic, cultural, and hydrographic features in the area of the Western Part of this Map Drawing is believed to be complete and no additional surveys are recommended. It is also believed that the probable error in the relative positions of radial points and details of importance does not exceed the limits of satisfactory accuracy.

40 BRIDGES:

The details of bridges shown on the Western Part of this Map Drawing are accompanied by notes, which contain data pertaining to the type, and vertical and horizontal clearances of the structures. The detail of an overpass has also been shown and is accompanied by a note which contains data pertaining to the H-Rating, vertical and horizontal clearances of the structure.

41 STREET NAMES:

The street names shown on the Western Part of this Map Drawing are in accordance with the field inspection data. The names have been alphabetically compiled in a list and submitted herein. 214✓

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

Waldoboro Quadrangle (15') Maine, U. S. Geological Survey, edition of August 1915, reprinted 1940, scale 1:62,500.

Because of the large difference in scale between this Map Drawing and the above-mentioned quadrangle, small planimetric detail could not be readily compared. However, the following disagreements were apparent:

In general, the extent and shape of the marsh areas are in disagreement.

The U. S. Highway No. 1 running east from the town of Waldoboro as detailed on this Map Drawing, does not appear on the quadrangle.

45 COMPARISON WITH NAUTICAL CHARTS:

Chart No. 1203, scale 1:80,000, published June 1936, reissued April 1938, corrected to March 23, 1943.

The position of the Maine Central Railroad, Rockland Branch as shown on this Map Drawing is in disagreement with the position appearing on the Chart. Other planimetric details common to both are in fair agreement.

Respectfully submitted:  
December 18, 1943

Harriet H. Moritz  
Harriet H. Moritz  
Jr. Photogrammetric Aid

Compilation & Descriptive  
Report Reviewed by:

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

Supervised by:

Walter E. Schmidt  
Walter E. Schmidt  
Asst. Photogrammetric Eng.

Approved & Forwarded:

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

Maine  
Project No. CS-272  
Sub-Project No. CS-272-C

Correction:

The U. S. G. S. Bench Mark shown on Map Drawing, Survey No. ~~T-5624~~<sup>?</sup> (Eastern Part), (at Latitude ~~44° 05' 15w. 5m.~~ & Longitude ~~69° 18' 370.1m~~) as No. 47, should be shown as No. 147. The Field Inspection Party recorded this Bench Mark as No. 47 on field photograph No. 7123, which was received by this Compilation Office on August 2, 1943. Map Drawing, Survey No. T-5624 (Eastern Part), was submitted to the Washington Office on December 23, 1943. On January 22, 1944, the Field Inspection Party submitted Form No. 638, on which the number of the Bench Mark is listed as 147. When consulted, Lieut. Comdr. Fortin affirmed that No. 147 was correct. He then changed the notation on the field print from No. 47 to No. 147. Form No. 524 is being resubmitted for this Bench Mark with the necessary corrections in red ink. It is requested that the Washington Office make the corrections necessary in the compiler's Descriptive Report and on Map Drawing, Survey No. T-5624 (Eastern Part).

Corrected: L.T.S.  
24 April 1946

Respectfully submitted,

*W. E. Schmidt*

Walter E. Schmidt

*Mr. Bennett G. Jones*

*Forwarded for your information and attention.*

*JP*

STREET NAMES -- WALDOBORO VILLAGE

- . Cole<sup>ys</sup> Hill Road ✓
- . Friendship Street ✓
- . Main Street ✓
- . Marble Avenue
- . Oak Street
- . Pleasant Street
- . Washington Street ✓

PART 5

LIST OF GEOGRAPHIC NAMES

Undisputed

Maine (Title)

- |                                    |                              |
|------------------------------------|------------------------------|
| • <u>Demuth Brook</u>              | • <u>Medomak River</u>       |
| • <u>Demuth Hill</u>               | • <u>Sampson Cove</u>        |
| • <u>Farnsworth Brook</u>          | • <u>Thomas Hill</u>         |
| • <u>Goshen School (abandoned)</u> | • <u>Waldoboro (village)</u> |
| • <u>Levensaler Brook</u>          | • <u>Willetts Hill</u>       |
| • <u>U.S. No. 1</u>                |                              |
| • <u>State No. 220</u>             |                              |
| • <u>Maine Central</u>             |                              |
| • <u>Slaigo school (abandoned)</u> |                              |

Names preceded by • are approved.  
Recommend school names with  
(Abandoned) after name only if a  
building still exists.

L. HECH 3/7/47



PART 5

LIST OF GEOGRAPHIC NAMES

Disputed

Back Brook

Black Brook

Slaigo Brook (as on quadrangle) . Gay's Brook

Slaigo Brook (location disputed)

Names underlined in red approved  
by L. Heck on 3/7/47

Division of Photogrammetry  
Review Report of  
Planimetric Map Manuscript T-5624

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

42. COMPARISON WITH PREVIOUS TOPOGRAPHIC SURVEYS

T-1076	1/10000	1867-8	North American Datum.
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The old survey indicates a continuous bluff along the shoreline in the area covered by the map manuscript. On the map manuscript this bluff is not continuous along Medomak River (Field Inspection photograph No. 7128), and a stereoscopic inspection of photographs indicates a slope rather than a bluff.

The present survey supersedes T-1076 in the area common to both maps.

43. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS

H-6964	1/10000	1944
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44. COMPARISON WITH EXISTING TOPOGRAPHIC SURVEYS

USGS	Waldoboro	1/62500	1915-32
USE	Waldoboro	1/62500	1940

Schools shown on the quadrangles are all labeled "abandoned" on the map manuscript to agree with field inspection data.

The map manuscript supersedes the quadrangles for common detailed in common area.

45. COMPARISON WITH NAUTICAL CHARTS

No. 1203	1/80000	1936-43
313	1/40000	1945

Only a small section of shoreline falls on this map manuscript. See subject number 42 above concerning bluff.

The map manuscript supersedes the charts in their common plaimetry.

46. Application to Charts

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

Reviewed by:

Under the Direction of

Lena T. Stevens  
Lena T. Stevens 4/29/46

L. V. Griffith  
Chief, Review Section *Lhm.*

APPROVED BY:

B. J. Jones 3/49  
Tech. Asst. to Chief,  
Division of Photogrammetry

H. C. Monahan  
Chief, Nautical Chart Branch  
Division of Charts

K. T. Adams  
Chief, Div. of Photogrammetry

W. M. Scaife  
Chief, Div. of Coastal Surveys

## NAUTICAL CHARTS BRANCH

SURVEY NO. T 5624

### Record of Application to Charts

[illegible]

M-2168-1

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