

5957

Diag'd. on Diag. Ch. No. 1204-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Date of Photos = Oct. 17, 1941

Type of Survey Planimetric Air Photographic

Field No. _____ Office No. T-5957
Planimetric

LOCALITY

State Maine

General locality Coast of Maine Casco Bay

Locality Portland E. Vicinity
Fors River Presumpscot River

1942 - 1943

CHIEF OF PARTY

Fred. L. Peacock

LIBRARY & ARCHIVES

DATE Nov 5 - 1949

B-1870-1 (1)

5957

DATA RECORD

T- 5957

Quadrangle (II): ~~Portland, Maine, U.S.S.~~ Project No. (II) CS 272-A
~~Casco Bay, Maine, U.S.S.~~

Field Office: Chief of Party: L. W. Swanson

Air Photographic Party No. 2

Baltimore, Maryland

Compilation Office: Chief of Party: Fred. L. Peacock

Air Photographic Party No. 2

Baltimore, Maryland

Instructions dated (II III): Copy filed in Descriptive

November 22, 1941, and January 12, 1942

~~Report No. T-~~ (VI)

~~Div. Photogram. Office Files~~

Completed survey received in office: 13 June, 1943

Reported to Nautical Chart Section:

Reviewed: 1/19/44 Applied to chart No. Date:

Redrafting Completed: 5 Oct. 1946

Registered: ~~10 May~~ 1948

Published: Jan. 1947

Compilation Scale: 1:10,000

Published Scale: 1:10000

Scale Factor (III): None

Geographic Datum (III): N.A. 1927 Datum Plane (III): Mean ^{H. W.} Sea Level

Reference Station (III) Portland, Standpipe, 1911, r. 1933, r. 1941

Lat.: $43^{\circ} 40' 08.883''$ 274.1 m. Long.: $70^{\circ} 15' 07.866''$ 176.2 m. Adjusted
~~Unadjusted~~

State Plane Coordinates (VI): Maine, West Zone

X = 477,371.86 ft.

Y = 304,641.43 ft.

Military Grid Zone (VI) Not Shown

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
6638 & 6639	10-17-41	9:34 a.m.	1:10,000	7.2 ft. above M.L.W.
6640 & 6641	10-17-41	9:35 a.m.	1:10,000	7.2 ft. above M.L.W.
6642 & 6643	10-17-41	9:36 a.m.	1:10,000	7.2 ft. above M.L.W.
6658 & 6659	10-17-41	9:54 a.m.	1:10,000	6.5 ft. above M.L.W.
6660 & 6661	10-17-41	9:55 a.m.	1:10,000	6.5 ft. above M.L.W.
6670 & 6671	10-17-41	10:08 a.m.	1:10,000	6.1 ft. above M.L.W.
6672 & 6673	10-17-41	10:09 a.m.	1:10,000	6.1 ft. above M.L.W.
6700	10-17-41	10:40 a.m.	1:10,000	5.0 ft. above M.L.W.
M6-5	Unknown	Unknown	1:20,000	(Source unknown)

Tide from (III): Predicted Tide Tables - Portland, Maine

Mean Range: 8.9 ft.

Spring Range: 10.2 ft.

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

Field Inspection by: E. B. Lewey

date: Nov., Dec. 1941

Field Edit by: *None*

date:

Date of Mean High-Water Line Location (III): October 17, 1941

Projection and Grids ruled by (III)

N.L.W. Washington Office

date: Unknown

" " " checked by: Washington Office

date: Unknown

Control plotted by: Walter E. Schmidt

date: 12/22-25/41

Control checked by: Joseph Steinberg

date: 12/27-30/41

Radial Plot by: Walter E. Schmidt

date: Jan. 1942

Detailed by: Walter E. Schmidt, Michael G. Misulia
Abraham L. Goncharsky (Shoreline & Interior)

date: 1942 & 1943

Reviewed in compilation office by: Michael G. Misulia date: May & June
1943

Elevations on Field Edit Sheet
checked by:

date:

STATISTICS (III)

Land Area (Sq. Statute Miles): 29 Square Statute Miles

Shoreline (More than 200 meters to opposite shore) 28.8 Statute Miles

Shoreline (Less than 200 meters to opposite shore): 8.9 Statute Miles

* Number of Recoverable Topographic Stations established: None

* Number of Temporary Hydrographic Stations located by radial plot: None

Leveling (to control contours) - miles:

Roman numerals indicate whether the item is to be entered by, (II) Field Party, (III) Compilation Party, or, (VI) the Washington Office.

When entering names of personnel on this record give the surname and initials (not initials only).

Remarks:

* All recoverable topographic stations and temporary hydrographic stations shown on this map drawing were transferred from the hydrographic sheets or tracings of the ~~topographic~~ ^{Control} sheets of the party of Commander Fred. L. Peacock.

26 CONTROL: (See also Review Report)

The control plotted on this map drawing consists of forty-two (42) U. S. Coast and Geodetic Survey triangulation stations, and nine (9) U. S. Engineers stations. They have been indicated by the usual triangulation symbol.

The following control stations fall within the detail limits of this map drawing:

Thirty-six (36) U. S. Coast and Geodetic Triangulation Stations

- DYERS HILL, 1852, r. 1913, r. 1933
- *SOUTH PORTLAND, POWER HOUSE, NORTHEAST STACK, 1933
- *SOUTH PORTLAND, POWER HOUSE, SOUTHWEST STACK, 1933
- CUSHINGS POINT, 1869, r. 1913, r. 1933, r. 1941
- SOUTH PORTLAND, STANDPIPE, 1911, r. 1933, r. 1941
- ELEVATOR NO. 1, 1911, r. 1933, r. 1941
- ELEVATOR NO. 2, 1911, r. 1933, r. 1941
- MUNJOY HILL OBSERVATORY, 1852, r. 1911, r. 1933, r. 1941
- PORTLAND, BROWN SPIRE, 1869, r. 1933, r. 1941
- PORTLAND, STANDPIPE, 1911, r. 1933, r. 1941
- PORTLAND, ROMAN CATHOLIC CHAPEL, SPIRE, 1869, r. 1933, r. 1941
- PORTLAND, EPISCOPAL, RESIDENCE, CUPOLA, 1869, r. 1933
- PORTLAND, CATHOLIC CATHEDRAL, 1911, r. 1933, r. 1941
- PORTLAND, CITY HALL, 1911, r. 1933, r. 1941
- PORTLAND, FIDELITY BUILDING, 1911, r. 1933
- PORTLAND, FIRST PARISH CHURCH, SPIRE, 1869, r. 1933, r. 1941
- PORTLAND, CONGRESS ST., SQUARE CHURCH SPIRE, 1869, r. 1933, r. 1941
- PORTLAND, ST. LUKE'S SPIRE, 1869, r. 1933
- PORTLAND, CHESTNUT STREET METHODIST CHURCH, WEST SPIRE, 1869, r. 1933
- PORTLAND, PARK STREET UNITARIAN CHURCH, 1852, r. 1933, r. 1941
- PORTLAND, ST. DOMINICS CHURCH, 1911, r. 1933, r. 1941
- PORTLAND, PINE STREET METHODIST CHURCH, 1852, r. 1933
- PORTLAND, ST. STEPHEN'S TOWER, 1869, r. 1933
- GRAVE, 1941
- LONG, 1941
- PORTLAND BREAKWATER LIGHTHOUSE, 1902, r. 1933, r. 1941
- MARINE HOSPITAL, FLAG ~~POLE~~, 1911, r. 1933, r. 1941
- PORTLAND, MARINE HOSPITAL STACK, 1941 (described in Chart Letter No. 645, 1941)
- WEST GRAVES, 1869, r. 1911, r. 1933
- MOSES, 1869, r. 1913, r. 1933, r. 1941
- BRICK SPIRE, 1869, r. 1933, r. 1941
- PORTLAND, JAIL, WEST GABLE, 1869, r. 1933, r. 1941
- STATE REFORM SCHOOL, EAST TOWER, 1852, r. 1933, r. 1941
- WCSH, NORTHEAST RADIO TOWER, 1941
- WCSH, SOUTHWEST RADIO TOWER, 1941
- PORTLAND, FIRST BAPTIST CHURCH, ^{TOWER} SPIRE, 1869, r. 1933, r. 1941

* New positions for these two stacks are shown with 2.5 mm. black acid ink circles, on this map drawing. The new positions were transferred from tracings of the topographic sheets of the party of Fred. L. Peacock

← Removed

26 CONTROL: (Cont'd.)

of 1941.

Eight (8) U. S. Engineers Stations

- WALL (U.S.E.) 1909, r. 1933, r. 1941
- C.N. (U.S.E.) 1930, r. 1933, r. 1941
- C.S. (U.S.E.) 1930, r. 1933, r. 1941
- R.Y. (U.S.E.) 1930, r. 1933, r. 1941
- EAST DEERING (U.S.E.) 1909, r. 1933
- RESERVOIR (U.S.E.) 1919, r. 1933
- CULVERT (U.S.E.) 1919, r. 1933, r. 1941
- BUG LIGHT (U.S.E.) 1909, r. 1933, r. 1941

The following control stations fall just outside the detail limits of this map drawing:

Six (6) U. S. Coast and Geodetic Triangulation Stations

- FAIMOUTH, BROWN MEMORIAL CHURCH SPIRE, 1911, r. 1933, r. 1941
- DIAMOND LEDGE BEACON, 1941
- SPRING POINT LEDGE LIGHT HOUSE, 1902, r. 1941
- SOUTH PORTLAND, TODD BATH IRON WORKS AND SHIPYARD, TANK, 1941
- FORT PREBLE FLAGSTAFF, 1911, r. 1933, r. 1941
- SCARBORO, GREEN, STANDPIPE, 1928, r. 1941

One (1) U. S. Engineers Station

- MACKEY (U.S.E.) 1909, r. 1933, r. 1941

27 RADIAL PLOT:

An individual plot was laid for this map drawing by the usual radial and principal point traverse methods. No celluloid templates were used.

The plot was controlled by U.S.C. & G.S. triangulation stations (intersection) and also by a number of temporary hydrographic stations and recoverable topographic stations. The positions of the two latter classes of stations were determined by the party of Commander Fred. L. Peacock in 1941. All of the above mentioned stations could be "held to" within the desirable accuracy in the plot.

The positions of the station marks, shown on this map drawing with the usual triangulation symbol, were not used to control the plot, because no field inspection data was submitted to assist this compilation office in their identification on the office photographs.

*Intersection
stations such
as standpipes,
stacks, spires, etc.
were used for control.*

- The number of control stations was adequate.
- The number of photographs was adequate.
- The identification of the control was adequate.
- The error of closure was negligible.

27 RADIAL PLOT: (Cont'd.)

The positions of the secondary and principal points (photograph centers) determined from this plot were considered within the accuracy usually desired by the Washington Office.

28 DETAILING:

The shore line and interior have been detailed on this map drawing in accordance with the Director's letters dated November 22, 1941, and January 12, 1942, pertaining to this project No. CS 272-A.

All detail on this map drawing has been shown by standard symbols recommended by the Washington Office and notes fully describing any deviation therefrom appear either on the overlay sheet or map drawing, in order that the planimetry may be clearly interpreted by those concerned.

The detail shown in blue ink on the glossy side was transferred from tracings of both the hydrographic and topographic sheets of the party of Commander Fred. L. Peacock, year of 1941. This ink in many places has now worn off due to handling of the map drawing and only those features considered important have been retouched. *Removed*

Positions of minor detail points shown by small purple, blue or red ink circles, are considered relatively strong with respect to control used in laying the plot. Green ink circles indicate positions of points considered relatively weak. *Had been re-moved prior to review*

Principal points of the photographs have been shown with large double blue ink circles.

The drainage shown has been detailed according to stereoscopic examination of the photographs.

Shore line has been detailed in accordance with the field inspection data, stereoscopic examination of the photographs and verbal instructions from Lieutenant E. B. Lewey during his official assignment to this office on project CS 272-A.

On May 11, 1943, in accordance with War Mapping instructions, this office outlined an area in green ink on the glossy side of this map drawing which could reasonably be assumed congested. It is believed that all public buildings and also, a few large outstanding buildings have been shown within this area. However, between February 1942, and May 11, 1943, due to the fact that three compilers detailed the planimetry on this map drawing at various times and because of opinions which differed under succeeding supervision, it will be seen that many other buildings such as private houses, etc., have been shown within this area. Such detail is incomplete, and of course should not have been shown according to War Mapping instructions. However, this office believes that these additional buildings should be left on this map drawing and could be considered additional information. *Urban area shown on sheet in blue.*

28 DETAILING:

It is believed the limits of the area, and included buildings as detailed on this map drawing, known as the Todd Bath Iron Works and Shipyard Company, is now incorrect because of new construction after the date of photography and field inspection.

*All roads and streets have been classified by this compilation office and shown on this map drawing in accordance with the following:

First class roads - Shown as (double) full lines or shown with center line and note "d.f.l."

Second class roads, (Including private roads)
- Shown as double dash lines or shown with centerline and note "d.d.l."

Third class roads (trails, field roads, etc.) have been shown with the conventional trail symbol.

All widths of roads which have not been shown or noted are to be considered 0.6 mm.

*Attention is called to the fact that roads have not been classified in accordance with War Mapping Instructions. It is believed disagreements in the classification of roads will be apparent in some areas between this map drawing and map drawing No. T-5955 which is to the south. The roads shown in map drawing No. T-5955 have been classified according to War Mapping Instructions.

(No field inspection of the interior was made.) Interpretation of planimetry shown was from examination of photographs by this compilation office.

The number of photographs was inadequate. Single lens photographs scale 1:20,000, City of Portland, source and date, unknown, were used to help in identifying streets, roads, houses, etc. where relief displacement, shadows, or blurred photography was present on the nine lens photographs, scale 1:10,000. *Were taken before the nine lens photo*
single lens photos confidential and filed in locked chart case in room 1117. (Acc. No 1081)

29 SUPPLEMENTAL DATA:

Information from tracings on celluloid, of both the topographic (planetable) and hydrographic sheets of the party of Commander Fred. L. Peacock of the year 1941, in the area covered by this map drawing was used as supplementary data. Shore line was compared and no appreciable disagreements were apparent. The use of the graphic control transferred from these tracings to the map drawing is discussed in paragraph 27.

The topographic surveys are as follows:

Field letters M. N. P. & Q. Scale 1:5,000
T-6852 a+b (1941) T-6849 b (1941)
T-6847 b (1941) T-6845 a (1941)

35. RECOVERABLE HYDROGRAPHIC OR TOPOGRAPHIC STATIONS
(Forms 524 submitted)

Of the nineteen stations on this survey, one was placed by the compiler; nine shown as hydrographic signals by the compiler; and nine were transferred from the graphic control surveys during review.

				Filed under
TUNA (stack)	Sept-Oct. 1941			T-6845a
DAY (flagpole)	July-Oct. 1941			T-6847b
ASH (iron stack)	" "	"		"
BUG (concrete stack)	" "	"		"
ACK (stack)	" "	"		"
ELK	" "	"	(d)	"
WOP (stack)	July-Aug.	"		T-6849b
CEN (light)	" "	"		"
U.S. (stack)	" "	"		"
PEN	" "	"	(d)	"
BRID	Oct	"	(d)	T-6852a
MOZ (stack)	Aug-Oct	"		"
* PASS (stack)	" "	"	Recommended landmark	"
RID (stack)	" "	"		"
BAT (stack)	" "	"		"
BAL (stack)	" "	"	"	"
BRIDGE (light)	" "	"		T-6852b
NIG (stack)	" "	"	"	"
STATE PIER LIGHT	" "	"		T-6852a

Vicinity Thompson
Pt.

* Shown on Chart 325. It is on Long Wharf (Pocahontas Coal Co.)

29 SUPPLEMENTAL DATA:

The hydrographic surveys are as follows:

Field No. 501 & Field No. 502. Scale 1:5,000
H-6672 (1941), H-6673 (1941), H-6728 (1941)

30 MEAN HIGH-WATER LINE:

The mean high-water line (firm ground) has been shown by a solid heavy-weight black acid ink line, the center of which should be taken as the true position.

31 LOW-WATER AND SHOAL LINES: ← Removed from sheet, hydro survey now completed.

The approximate limits of shoal and rock ledge have been shown with conventional symbols. These limits are for the use of the hydrographic section only. They should not be accepted by any mapping agency as indicating the true position of the mean low-water line.

32 DETAILS OFFSHORE FROM HIGH-WATER LINE:

Rocks, piling areas, wrecks, and approximate limits of several reefs have been shown in accordance with the field inspection data. The extent to which rocks bare at mean high-water or mean low-water has been shown by notes on the map drawing.

33 WHARVES AND SHORE LINE STRUCTURES:

Piers, bridges, railroad trestles and bulkheads have been shown in accordance with the field inspection data.

34 LANDMARKS AND AIDS TO NAVIGATION:

Landmarks and aids to navigation, in the area covered by this map drawing, have been previously recommended and their positions submitted on form 567 by the party of Commander Fred. L. Peacock, in 1941. *ch let No 645 (1941)*
Marine Hospital Stack
Tank (elevated)

35 HYDROGRAPHIC CONTROL:

nineteen (19)
The positions of ~~three (3)~~ *nineteen (19)* recoverable topographic stations and ~~twenty-two (22)~~ *thirteen (13)* temporary hydrographic stations have been shown on this map drawing with $2\frac{1}{2}$ mm. and $1\frac{1}{2}$ mm. black acid ink circles respectively, and they have been transferred from tracings of the topographic and hydrographic sheets of the party of Commander Fred. L. Peacock of 1941. The descriptions of both classes of stations appear on this map drawing or the accompanying overlay sheet. The geographic positions and the descriptions of the ~~three (3)~~ *nineteen (19)* recoverable topographic stations ~~have~~ been previously submitted on form 524 by the party of Fred. L. Peacock in 1941.

The ~~three (3)~~ recoverable topographic stations ~~are~~ as follows: *See review*

Light, State Pier,
Stack, N.E., South Portland power house } *4 stations*
Stack, S.W., South Portland power house }

36 LANDING FIELDS AND AERONAUTICAL AIDS:

One landing field has been shown on this map drawing. The layout as detailed should not be accepted as final, because the photographs from which it was detailed were taken during the course of construction. *Portland Airport*

37 JUNCTIONS:

Map drawing T-5958, East side, junction in agreement.
Map drawing T-5956, S.E. corner, junction in agreement.
Map drawing T-5955, South side, junction in agreement.
Map drawing T-5959, N.E. corner, junction in agreement.

No contemporary surveys to the North or West.

38 CABLE CROSSING AREAS:

The limits of the cable and pipe line areas outlined on this map drawing by dashed red acid ink lines, were transferred from chart No. 325, scale 1:20,000, by the use of the projector and are very approximate. *Removed from sheet.*

39 RECOMMENDATIONS FOR FUTURE SURVEYS:

This map drawing is believed to be complete in all details of importance for charting and no additional surveys are recommended except as mentioned in paragraph No. 28.

It is believed that the probable error in the positions of radial points and well-defined objects along the shore line is not greater than 0.5 mm.

The error in the positions of inland radial points and details of importance probably does not exceed 1.0 mm.

40 BRIDGES OVER NAVIGABLE WATERS:

No vertical or horizontal clearances of bridges were submitted by the field inspection party. *See office review.*

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

Portland, Maine Quadrangle U.S.G. S., Scale 1:62,500; edition of 1916, reprinted 1939.

Casco Bay, Maine Quadrangle U.S.G.S., Scale 1:62,500; edition of 1916, reprinted 1941.

Due to difference in scale between this map drawing and the above mentioned quadrangles, planimetric detail could not be readily compared. In general, however, planimetric detail common to both is in fair agreement.

45 COMPARISON WITH NAUTICAL CHARTS:

Chart No. 325 published March, 1941; scale 1:20,000

Chart No. 315 published July, 1941; scale 1:40,000

Chart No. 1204 published March, 1942; scale 1:80,000

Due to difference in scale, between the map drawing and the above mentioned charts planimetric detail could not be readily compared. In general, however, planimetry common to all is in fair agreement.

Respectfully submitted
June 14, 1943

Abraham L. Goncharsky
Abraham L. Goncharsky
Sr. Engineering Draftsman

Compilation & Descriptive
Report Reviewed by

Michael G. Misulia
Michael G. Misulia
Jr. Topographic Engineer

Supervised by

Walter E. Schmidt
Walter E. Schmidt
Asst. Photogrammetric Engineer

Approved and Forwarded
June 15, 1943

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

CHIEF OF PARTY'S COMMENTS

MAP DRAWING, SURVEY T-5957

The compilation of the map drawing for survey T-5957 at the Baltimore Photogrammetric Office was complicated by exigencies in connection with the preparation of a special restricted nautical chart of the western part of the Casco Bay area for the United States Navy and by exigencies in connection with meeting dead lines for compilation of shoreline in other areas.

These exigencies explain in part a lack of uniformity in the procedure followed in compiling this map drawing of an urban area, the long time elapsed between the time the compilation was started and the completion date, the unusually large number of personnel participating in the compilation, and the difficulty experienced in preparing a clear and complete descriptive report.

Early in the summer of 1941, it became necessary to furnish the United States Navy with a special restricted large scale chart of the western part of the Casco Bay area on short notice. Such a chart was compiled from existing material, but it was apparent that on account of the fact that most of the latest surveys of the area had been made approximately eighty years before, new surveys were greatly needed. New hydrographic and air photographic topographic surveys of the area had been planned in the Bureau's long range program, but had not yet been accomplished. A large combined operations party took the field in the early summer of 1941 to make the new hydrographic and wire drag surveys necessary and to make a detailed planetable topographic survey of the shoreline in the immediate vicinity of Portland Harbor. This project was completed in October 1941. In the mean time, all critical information was furnished the Washington Office and added to the special chart as soon as it was available from the field surveys.

In October 1941, it became possible to photograph the area with the Bureau's nine lens air camera and as soon as the film could be developed and photographic prints made, a very limited field inspection of the air photographs was made. For instance, in accordance with instructions, no attempt was made to identify in the field all of the horizontal control existing in the area. At the same time, compilation of the map drawings of the area was started at the Baltimore Photogrammetric Office and was carried to completion with the results of the limited field inspection made.

As soon as compilation of the shoreline of the several map drawings of the area was completed, the map drawings were forwarded to Washington so that the shoreline data could be made available for the new chart and then these map drawings were returned to the compilation office for completion.

Because the area of map drawing survey T-5957 was an urban area containing a large amount of planimetric detail, progress of completing this map drawing was considerably slower than that of the other map drawings of the area and after the shoreline data had been

made available for the new chart, this map drawing had to be laid aside for several months to enable the compilation office to meet its dead lines in connection with the compilation of shoreline surveys in other areas.

The compilation of the map drawing, survey T-5957 was started as a smooth map drawing in accordance with instructions. These instructions were subsequently changed to provide for completion of compilation as a rough map drawing. This explains why most of the streets and highways are shown with double lines but with some of the outlying streets and highways shown by center line only.

Respectfully submitted

Fred. L. Peacock

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

Compiled from photographs dated 1938 - 1942

Field

List of Geographic Names
Undisputed

- ~~Anthoine Creek~~ - (not found)
- Atlantic Wharf
 - B. & M. R. R. Wharf
 - Barberry Creek
 - Barren Hill
 - Berlin Wharf
 - Berlin Mills Wharf
 - Bradley Corner
 - Browns Hill
 - Browns Wharf
 - Calvary Cemetery
 - Cape Elizabeth name on T-5956
 - Capisic Pond name o.k. (city map)
 - Capisic Brook
 - Cash Corner
 - Central Wharf
 - Commercial Wharf
 - Crocketts Corner
 - Cushing Point
 - Custom House Wharf
 - Deakes Wharf
 - Deering
 - Deering Junction
 - Deering Oaks
 - East Deering
 - Eastern Cemetery
 - Edward Payson Park
 - Evergreen Cemetery
 - Fall Brook
 - Fish Point
 - Fore River
 - Forest City Cemetery
 - Fort Allen Park
 - Grand Trunk Wharf (two)
 - Graves Hill
 - G. T. R. R. Bridge
 - Highland Cemetery - (not found) ok
 - Hinckley Pond
 - Hobsons Wharf
 - Holyoke Wharf
 - Kimball Brook
 - Libbys Corner
 - Ligon
 - Lincoln Park
 - Long Creek
 - Long Wharf (Pocohantas Coal Co.)
 - Meetinghouse Hill
 - Merchants Wharf
 - Merrill Wharf
 - ~~Mill Pond~~ omit this name
 - Nasons Corner
 - Nonesuch River
 - North Deering
 - Oakdale
 - Pleasantdale
 - Pine Tree Park - (not found)
 - Portland
 - Portland Bridge
 - Portland Co. Wharf
 - Portland Harbor
 - Portland Pier
 - Portland Terminal Bridge
 - Presumpscot Park (not found) OK
 - Presumpscot River
 - PORTLAND TERMINAL Wharf (not found) same as Portland Term. WHF
 - Randall McAllister Coal Co. Wharf
 - Red Brook
 - Richardson Wharf omit ? PORTLAND YACHT CLUB
 - Rigby
 - Rigby Bog
 - Riverton Park (community, not a park)
 - Rocky Hill
 - Sahdy Hill
 - South Portland
 - State Pier
 - Stroudwater
 - Stroudwater River
 - Sturdivant Wharf
 - Thornton Heights
 - Trout Brook
 - Tukey Bridge
 - Turner Island
 - Union Wharf
 - Western Cemetery
 - Widgery Wharf
 - Woodfords

See next page for additional
approved names.

Names of wharves checked with
1941 U.S.E. Port of Portland book

All names of streets or roads shown on this map drawing have been
taken from "Map of City of Portland, Maine" published by Fred L.
Tower Companies. Copyrighted in 1940.

Names preceded by • are approved; a few names
listed have not been found on the drawing.

See marked copies of U.S.E. 7 1/2' h. Heck 9/26/46.
"Port East", "Portland West", "Prouts Neck", "Cape Elizabeth" gnd.

List of Geographic Names
Disputed

- Back Cove
- Brighton Corner
- Knightville
- Martin Point
- Morrills
- Pomroy's Rock
- Portland Airport
- Thompson Point
- Mackworth Pt

Names underlined in red approved
by L. Hecy on 9/26/46

- Back Bay
- Brighton
- Knightsville
- Martin's Point
- Morrill's Corner
- Pomroy's Rock
- Stroudwater Flying Field
- Thompson's Point

Additional approved names:

- Vaughan Bridge
- ~~Long Green Village~~ not shown
- Redbank Village
- U.S. Marine Hospital
- State Reform School
- Memorial Park Cemetery
- Mt. Sinai Cemetery
- Mt. Pleasant Cemetery (in S. Portland - on drawing)
- Portland Terminal - on drawing
- Portland Yacht Club - on Merchants Wharf
- Purpoedock ~~Yacht~~ Golf Course - on drawing
- ~~Fort Sumner Park ?~~
- U.S. No. 1, 302 1A
- State Nos 3/100, 9, 22, 25, 26, 77
- Boston & Maine
- Maine Central
- Grand Trunk
- Portland Terminal Co. } railway lines.

Highland Cemetery

Portland Terminal Co. Rigby Yards

DIVISION OF PHOTOGRAMMETRY
Review Report of
Planimetric Map Manuscript T-5957

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

26 Control

Eighteen triangulation stations were added to the manuscript during review. Of these, only one (Promenade, 1869, r. 1911), has been reported recovered since establishment.

Portland, Congress Street Third Parish Church, dark spire, 1869
Payson cottage chimney, 1852
Longfellow, A. W., house, east chimney, 1852
Bennetts house, 1852 ("Chimney" noted on T-1111)
Poordick Church, 1852
Woodbury's, John, house north chimney, 1852
Maine General Hospital, Highest Tower, Ecc., 1928 (unadjusted)
Terrace, 1869
Graves Hill, 1868
Pomeroy, 1909
Lane, 1869
West Point, 1869
Brickyard, 1869
Old Road, 1869
Vaughns Bridge, 1869
Rolling Mills, 1869
Brown, 1869
Promenade, 1869, r. 1911

Portland, First Baptist Church Tower, 1869 is listed in Special Publication No. 46 as Portland, Baptist Tower, 1869

Portland, First Parish Church Spire, 1869, and Portland Congress Street Stone Spire, 1852, are both listed in Special Publication No. 46 with positions only seven inches apart. Only the first station is shown on the map manuscript.

Munjoy Hill Observatory, 1852 and Munjoy Hill Observatory, 1911 are listed in Special Publication No. 46 with positions only eighteen inches apart. Only the first named station has been recovered, but the notes do not indicate whether the observatory was rebuilt between 1852 and 1911, or whether there was a second determination of the geographic position in 1911.

Portland, Brown Spire, 1869 and Portland, St. Lawrence Congregational Church Spire, 1933 are listed on form 28-B with positions only eighteen inches apart. The recovery note for the first station says that it is on St. Lawrence Street, but that it is a Methodist church. There is no description for the second station. Only the first station is shown on the map manuscript.

28. Detailing

Changes and/or additions during review were made in red. These include drainage, roads, orchards, buildings and urban limits.

34. Landmarks and Aids to Navigation

A light in the center of Vaughan Bridge (BRIDGE) and of Turkey Bridge (CEN) are not shown on Chart No. 325.

40. Bridges over Navigable Streams

Information obtained by the Graphic Control Party in 1941 disagrees with that given by the U.S. Engineers List of Bridges. The discrepancies for horizontal and vertical clearances follow:

	Graphic Control Survey		List of Bridges	
	Vert.	Horiz.	Vert.	Horiz.
Portland Terminal Bridge	1.0	20.0	5.0	40.0
Vaughan Bridge	8.0	61.0	5.6	60.0
Portland Bridge	30.0	100.0	31.0	100.0
Turkey Bridge	3.0	67.0	5.1	67.0
Grand Trunk R.R. Bridge	3.0	91.0	5.6	88.0
Presumpscott River Bridge	(new Bridge under construction in 1941)			

42. Comparison with Previous Topographic Surveys

T-414a	1:10,000	1852, rev. to 1913		
T-735	1:10,000	1854-58	T-1141ab	1:1,200 1869
T-755	1:10,000	1855-59	T-1143ab	1:1,200 1869
T-878	1:20,000	1862	T-1144a	1:1,200 1869
T-1111	1:5,000	1867	T-1144b	1:2,400 1869
T-1140ab	1:1,200	1869		

These surveys are superseded by the present survey, except for contours.

43. Comparison with Contemporary Hydrographic Surveys

H-6728	1:10,000	1941
H-6672	1:5,000	1941
H-6673	1:5,000	1941

These hydrographic surveys have been reviewed and applied to charts.

44. Comparison with Graphic Control Surveys

T-6845a	1:10,000	1941
T-6847b	1:5,000	1941
T-6849b	1:5,000	1941
T-6852a,b	1:5,000	1941

Survey T-5957 supersedes those listed above.

45 Comparison with Nautical Charts

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Minor changes in shoreline and inland detail, made during review, have been shown in red ink.

46 Application to Charts

Apparently the map manuscript was applied to the charts prior to review, though no notation to that effect was made in the descriptive report.

Reviewed by:

Under the direction of:

Jack Rihn
Jack Rihn, 19 Jan. 1944

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