

# 5958

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

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

## DESCRIPTIVE REPORT

Type of Survey Air Photographic

Field No. \_\_\_\_\_ Office No. T-5958

### LOCALITY

State Maine

General locality Casco Bay

Locality From Portland Harbor to Inner Green Island

1942

CHIEF OF PARTY

L.W. Swanson

LIBRARY & ARCHIVES

DATE April 5 - 1949

B-1870-1 (1)

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

REG. NO. T-5958

TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. T-5958

REGISTER NO.

State Maine

General Locality Casco Bay

Locality From Portland Harbor to Inner Green Island

Photographs

Scale 1:10,000 Date of survey taken 10-17-, 1941

~~Water~~ Air Photographic Party No. 2

Chief of party L. W. Swanson

Surveyed by Field Inspection By Lieut. (jg) E. B. Lewey

Inked by Rough Draft--Shoreline--Joe N. Henningsen & Michael G. Misulia  
Detail----Joe N. Henningsen & Michael G. Misulia

Heights in feet above \_\_\_\_\_ to ground to tops of trees

Contour, Approximate contour, Form line interval \_\_\_\_\_ feet

Instructions dated Project No. 272 dated January 12, 1942

Remarks: \_\_\_\_\_

GPO 268553

*Survey Rec'd in Office: 29 Mar. 1942*

*Reviewed: 15 July, 1942*

*Published 29 Jan. 1946*

*Registered: 10 May 1948*

DATA RECORD T-5958PHOTOGRAPHS

NUMBERS	DATE	TIME	SCALE	ALTITUDE	STAGE OF TIDE
6706-6708	10-17-41	10:45-11:02 A.M.	1:10,000	Unknown	4.6 ft. above M.L.W.
6696-6699	10-17-41	10:36-10:41 A.M.	1:10,000	Unknown	4.7 ft. above M.L.W.
6672-6675	10-17-41	10:05-10:18 A.M.	1:10,000	Unknown	6.0 ft. above M.L.W.
6658	10-17-41	9:53 A.M.	1:10,000	Unknown	6.2 ft. above M.L.W.

\* Tide prediction tables for Peak Island, Maine

Camera: U. S. Coast and Geodetic Survey Nine lens camera.  
Focal length  $8\frac{1}{4}$  inches.  
Negatives on file in Washington Office

SUPPLEMENTAL SURVEYS

Graphic control surveys..... Field letters Nos. B-C-D-E-M-N-S-  
Hydrographic surveys..... Field letters Nos. B-D-E-S-  
Field Inspection..... Lieut. (jg) E. B. Lewey..... Nov., Dec. 1941  
Name Investigation..... Lieut. (jg) E. B. Lewey..... Nov., Dec. 1941

The details on T-5958 are of the date of the photographs.

GENERAL INFORMATION

Chief of Party..... L. W. Swanson  
Projection by..... Washington Office, ruling machine.. Date unknown  
Projection checked by..... Washington, Office..... " "  
Control plotted by..... Walter E. Schmidt..... 12/8/41  
Control checked by..... William A. Rasure..... 12/9/41  
Radial plot by Joe N. Henningsen..... Jan. 5-9, 1942  
Radial points pricked by..... Joe N. Henningsen..... " " "  
Additional radial points pricked by.. Joe N. Henningsen..... " " "  
Shoreline inked by..... Joe N. Henningsen & Michael G. Misulia Jan. 1942  
Shoreline checked by..... Walter E. Schmidt.....  
Detail rough draft..... Joe N. Henningsen & Michael G. Misulia Feb. & Mar. 1942  
Scale..... 1:10,000..... No scale factor  
Time Required to Detail Interior & Shoreline;..... 55 working days  
Time Required to Check Shoreline..... 6 working days

Statistics

Area, Land..... 5.1 Sq. Statute Miles  
Shoreline (more than 200 meters from opposite shore) 25.2 Statute Miles  
Shoreline (less than 200 meters from opposite shore) negligible  
Roads, streams and trails..... 62 statute miles

Reference Station

Whitehead, 1850, 1911, 1933 (Adj.) Datum North America 1927

Latitude  $43^{\circ} 38' 46.039''$   
 $43^{\circ} 38' (1420.9)$  meters  
 $70^{\circ} 11' 30.574''$   
Longitude  $70^{\circ} 11' (685.2)$  meters

State plane coordinates  
Transverse Mercator, West zone  
 $x = 493,340.27$  feet  
 $y = 296,242.76$  feet

DESCRIPTIVE REPORT  
TO ACCOMPANY  
AIR PHOTOGRAPHIC SURVEY SHEET NO. T-5958  
STATE OF MAINE  
CASCO BAY--GREEN ISLAND TO PORTLAND HARBOR

Date of this report

March 27, 1942

INSTRUCTIONS

The topography on this map drawing is part of Project HT-272 dated January 12, 1942.

CONTROL

The triangulation stations listed as follows are within the detailed limits of this map drawing.

U. S. COAST AND GEODETIC SURVEY

- (P) Green Island, 1852, 1911, 1933
- (P) Green, U. S. E., 1909, 1933
- \* (P) Marsh, U. S. E., 1909, 1933
- (P) Whitehead, 1850, 1911
- (P) Halfway Rock 2, U. S. E., 1909, 1911, 1933
- (P) Fort Gorges 2, 1911, 1933
- \* (P) Diamond Island Ledge Beacon
- (P) Diamond, U. S. E. 1911, 1933
- (P) Peak, U. S. E., 1911, 1933
- (P) Overset, U. S. E., 1933
- (P) Fort Scammel 2, 1911, 1933
- \* Fort Scammel Pt. Light 1933
- Whitehead Ledge Beacon, 1911, 1933
- (P) Trotts Rock Beacon 1911
- (P) North Cushing, U. S. E. 1911, 1933
- (P) Cemetary, U. S. E. 1911, 1933
- (P) Daniels, U. S. E., 1909, 1933
- (P) North Ram, U. S. E. 1911, 1933
- \* Ram Island Stucco House Chimney, 1933
- (P) South Ram, U. S. E. 1911, 1933
- \* (P) Ram Island Ledge Lighthouse, 1904, 1933
- Fort Williams N.E. Radio Tower, 1933
- Fort Williams S.W. Radio Tower, 1933
- \* Portland Head Lighthouse, 1850, 1933
- (P) Williams, U. S. E. 1911, 1933
- \* Fort Preble Flagstaff, 1941
- \* (P) B. C. Preble, U. S. E. 1909, 1933
- \* (P) Todd Bath Tank 1941
- \* (P) Spring Point Ledge Lighthouse, 1902, 1933
- (P) Preble, U. S. E. 1909, 1911, 1933
- (P) Bowdoin, U. S. E. 1909, 1933

The Triangulation stations that fall outside the detailed limits of this map drawing are listed as follows:

- \* South Portland Standpipe, 1911, 1933
- Bug Light U. S. E. 1909, 1933
- Portland Breakwater Lighthouse, 1902
- (P) Cushings Point, 1869, 1913, 1933
- Elevator No. 2, 1911, 1933

*Manuscript extended eastward to 70°05' to include Jewell Island & Inner Green Island,  
therefore Δ Jewell & O Jewell Is. Tower. (from T-5960)*

- C. S. (U. S. E.) 1900, 1933
- Mackey (U. S. E.) 1909, 1933
- Marine Hospital Flag Pole, 1911, 1933
- (P) Marine Hospital Stack, 1941
- Long Island West Side Church Cross, 1933
- (P) Long (U. S. E.) 1911, 1933
- \*(P) McKinley (U. S. E.) 1909, 1933
- Cow Island Searchlight Tower, 1933
- (P) Cow (U. S. E.) 1909, 1911, 1933
- (P) Step 1933
- \*(P) Jewell, 1933
- Crotch Island, West Neck, South End, House chimney 1933

All triangulation stations marked with (P) were pricked from the graphic control sheets. Those not marked were plotted in the usual manner. Stations marked with asterisk symbol were pricked on the photographs and used to control this survey.

In addition to the above control stations, numerous recoverable hydrographic signals were pricked from the graphic control sheets and previously submitted appear on this map drawing. These stations are described on this map drawing and in most cases were pricked on the photographs and used. They are shown with a  $2\frac{1}{2}$  mm. circle in acid ink. ~~Most of the descriptions on~~  
*All except 4 descriptions on Form 524 are filed under the Graphic control survey numbers.*

A number of natural objects used as hydrographic signals by the hydrographic party were pricked direct from the graphic control sheets. Those that were used to control this map drawing are shown with  $1\frac{1}{2}$  mm. circles in acid ink. *Only those which are particularly prominent will be shown on the printed copy of T-5958*

#### RADIAL PLOT

Due to the abundance of control in this area, this map drawing was run separately. The procedure was as follows:

The centers of all pictures used were located on adjoining photographs. If the center could not be located the azimuth line of adjoining centers were located. The next step was to pick all triangulation on the photos in accordance with field inspection and descriptions. When this was completed the final control in the form of previously located hydrographic signals were pricked whenever possible.

When all control possible to prick was determined on the photographs, they were laid under the smooth sheet and oriented in such a way that as near a perfect lay as possible was accomplished. Flight lines were held on the sheet after the first photograph was laid in conjunction with other control.

This method was considered very satisfactory and a good plot was thought to be had. There was one difficulty in the vicinity of Great Diamond Island. It was found that the North gable of a barn and the south peak of a barn in the vicinity of the army reservation would not hold and there was a discrepancy with T-5959. Therefore it was decided to pick a common point and run this portion of the sheet in conjunction with T-5959. It was found that these two above mentioned hydrographic stations would not hold and should not be relied on for control of the sheet. The new point common to both this map drawing and T-5959 is shown

4

in a large red circle. Other minor difficulties were ironed out in the process of running the plot and junctions with adjoining map drawings were good.

#### DETAIL

The shoreline and adjacent areas were detailed in accordance with the instructions for planimetric surveys compiled from aerial photographs. Prominent rocks were shown where noted on the field inspection and some cases where they were plainly noticed on the photographs. Rocks radially cut in were outlined in a dotted circle while others were designated by the rock symbol.

Rock bearings at all stages of tide were outlined and the amount noted.

Doubtful areas in the photographs indicating the presence of sunken rocks, sunken ledges or shoals, have been outlined and labeled foul or shoal.

The stereoscope was used in examination of drainage, shoreline and other topography where elevations were noticeable.

The projector was used to a large extent where flat terrain was present.

In some cases the outer boundaries of wooded areas were detailed and labeled in the interior.

#### ROADS:

Roads were detailed from office examination of the photographs, in conjunction with some field inspection. Most roads are shown in detail to true scale. A few roads in outlying districts were indicated with a single dash line and labeled D.D.L., representing the center line of the road. These roads are to be 6 meters wide. All trails were shown with the dash symbol.

#### BUILDINGS:

All buildings, along the shoreline are shown except small out buildings and those covered by foliage. U. S. Geological Quadrangle Maps were used, together with city and town maps in the determination of schools, churches roads and trails, not easily recognized on the photographs. Fort McKinley, Fort Scammel, Fort Levett and Fort Gorges were shown in detail. These probably should be blanked out. *Military information removed from acetate sheet by reviewer.*

*Only Fort Scammel & Fort Gorges shown on published map.*

#### FIELD INSPECTION

This map drawing was detailed with the field inspection by Lieut. (jg) E. B. Lewey. However the shoreline was about all that was inspected. This inspection was done during November and December of 1942.

#### RECOVERABLE HYDROGRAPHIC SIGNALS

Recoverable hydrographic signals covering this map drawing have been previously submitted by the Hydrographic Party.

Elevated cylindrical object (Cushing Is) 1942

\* Lookout Tower

Water Tower (Little Diamond Is)

Stack (Great Diamond Is)

\* Another lookout tower immediately SW of  
this one is not a <sup>described</sup> land mark or topographic station,  
but it is a recoverable object and is shown  
with the conventional symbol (circle)

In some cases the outer boundaries of wooded areas were detailed and  
labeled in the interior.

#### ROADS:

Roads were detailed from office examination of the photographs, in con-  
junction with some field inspection. Most roads are shown in detail to true  
scale. A few roads in outlying districts were indicated with a single dash  
line and labeled D.D.L., representing the center line of the road. These  
roads are to be 6 meters wide. All trails were shown with the dash symbol.

#### BUILDINGS:

All buildings, along the shoreline are shown except small out build-  
ings and those covered by foliage. U. S. Geological Quadrangle Maps were  
used, together with city and town maps in the determination of schools, churches  
roads and trails, not easily recognized on the photographs. Fort McKinley,  
Fort Seward, Fort Leavitt and Fort Gorge were shown in detail. These probably  
should be blanked out. Military information recovered from aerial photography  
Only Fort Seward, Fort Gorge shown on published maps.

#### FIELD INSPECTION

This map drawing was detailed with the field inspection by Lieut.  
(Lt) E. B. Lowry. However the shoreline was about all that was inspected.  
This inspection was done during November and December of 1942.

#### RECOVERABLE HYDROGRAPHIC SIGNALS

Recoverable hydrographic signals covering this map drawing have been  
previously submitted by the Hydrographic Party.

#### RECOVERABLE TOPOGRAPHIC STATIONS:

← Recoverable topographic stations covering this map drawing, have been previously submitted by the Hydrographic Party. This Party is submitting 4 additional Recoverable Topographic Stations shown on Form 524.

#### LANDMARKS FOR CHARTS:

Landmarks for charts have been submitted to Washington by Lieut. Commander Fred L. Peacock. This party recommends that the landmarks shown on Form 567 in the appendix be charted.

#### GEOGRAPHIC NAMES:

Geographic names shown on this chart are listed on Form M 234 in the appendix. Field inspection of names by Lieut. (jg) E. B. Lewey.

#### JUNCTIONS:

This sheet joins the following map drawings: Junctions to the west with T-5957, on the north with T-5959 and T-5960 were completed. The shoreline and detail is in good agreement with the map drawings.

#### COMPARISON WITH PREVIOUS CHARTS AND SURVEYS:

##### Chart No. 315:

The shoreline seems to be in close accord with Chart 315. The interior detail cannot readily be compared due to the difference in scale and the fact that the chart doesn't show the detail of this survey.

##### Chart No. 201:

In consideration with the difference in scale, the shoreline agrees very well with the map drawing and the interior detail, though not so complete on the chart.

The shoreline shown on the graphic control sheets, M, N, B, C, D, & E, agree very well. The discrepancies noted in various places are due largely to the individuality of defining shoreline, by various detailers. This is verified with Lieut. (jg) E. B. Lewey. T-6844, T-6845, T-6846, T-6847, T-6853.   
 B D M

The following are the major discrepancies found:

At Latitude  $43^{\circ} 39.05'$  and Longitude  $70^{\circ} 11.7'$ , there is a narrow fingerlike point projecting 70 meters eastward on Topographic Field Sheet No. D which is not shown on this map drawing. Field inspection and use of the stereoscope shows that this projection is not part of the high water line. T-6846  
at Desc. Rpt. T-6846. In view of positive statement in T-6846, H.W.L. as shown on control sheet was transferred to T-5958 by reviewer in red.

At Latitude  $43^{\circ} 40.55'$  and Longitude  $70^{\circ} 10.1'$  the projection shown on this map drawing is approximately 22 meters longer and wider at its tip, T-6844  
than as shown on Topographic Field Sheet no. B. This was verified by Field Inspection. Difference in interpretation of H.W.L. Use plane table location.

At Latitude  $43^{\circ} 40.5'$  and Longitude  $70^{\circ} 10'$  the northern tip of Overset Island is approximately 18 meters longer on this map than Topographic Field Sheet No. B. This was verified by Field Inspection. T-6844  
Difference of interpretation of H.W.L. Use plane table location.

At Latitude  $43^{\circ} 38.15'$  and Longitude  $70^{\circ} 12.0'$  this map drawing shows the H.W. line to be 23 meters east of Topographic Field Sheet No. D. T-6846  
In the same manner both Field Inspection and the stereoscope shows this difference. Plane table party apparently rodged top of sloping bluff rather than H.W.L. T-5958 correct.

COMPARISON WITH PHOTOSTAT OF COMPILATION OF PREVIOUS SURVEYS AS COMPILED BY THE CHART DIVISION:

There are numerous differences between this map drawing and the above compilation.

At Latitude  $43^{\circ} 39'$  and Longitude  $70^{\circ} 14.5'$  there is a great variation in topography. Many changes have been made in the docks and ship yard on Spring Point.

There is a general disagreement in the street system in South Portland. There are many small changes in the shoreline along the mainland with a new dock at Latitude  $43^{\circ} 37.55'$  and Longitude  $70^{\circ} 12.7'$ . The dock at Latitude  $43^{\circ} 37.7'$  and Longitude  $70^{\circ} 13'$  does not agree in azimuth with that shown on this chart compilation. There is a new stone breakwater at Latitude  $43^{\circ} 38.5'$  and Longitude  $70^{\circ} 13.5'$ .

On Cushing Island, the shoreline is in fairly good agreement. There is a new wharf at Latitude  $43^{\circ} 38.7'$  and Longitude  $70^{\circ} 11.9'$ . The ruins of the stone wharf, Latitude  $43^{\circ} 38.5'$  and Longitude  $70^{\circ} 12.5'$  does not agree in azimuth.

Ram Island ledge is not shown on the chart compilation. There is a foul area between Ram Island and Ram Island Ledge.

On Peak Island the docks and Ferry slip at Forest City Landing are not in agreement. There are several new docks on the island. The shoreline is in fair agreement except on the east shore of the island.

Great Diamond Island and Little Diamond Island are in general, in good agreement as to shoreline. However there are several new docks not shown on the previous surveys and a considerable change in Diamond Cove.

There is an extensive shoal area north of Fort Gorges, not shown on the chart compilation. The wreck north of this shoal is shown as it actually exists.

There are extensive ledges about House Island not shown on the chart compilation nor is the ledge at Latitude  $43^{\circ} 39'$  and Longitude  $70^{\circ} 12'$ .

There is general good agreement of Long Island, Vaill Island and Overset Island. There are some minor discrepancies.

Obed Rock and the ledge about it is somewhat larger than that shown on the chart compilation. There is foul area between Obed Rock and Long Island.

There are great differences in Outer and Inner Green Islands between the two compilations. *Due to difference in interpretation of H.W.L.*

Nothing could be distinguished of Green Island Reef on the photographs. *one rock visible on two photographs and plotted in office.*

The roads on this map drawing on the various Islands could not be compared as they are not shown on the Chart Compilation

7

Work in blue ink on this map drawing shows detail which, while on the topographic sheet, couldn't be plotted from photographs with sufficient accuracy. *Transferred to sheet in red by reviewer.*

Work in purple ink on this map drawing was taken from Hydrographic Boat Sheets. The full purple line indicates the zero curve taken from the Survey sheets. *Removed from sheet by reviewer.*

REMARKS

This map drawing is believed to be complete in all details of importance, for charting and no additional surveys are required. It would have been more satisfactory had there been Field Inspection of the interior detail.

The probable error of radial points and well defined objects is not greater than 0.5 mm. The error of other details is not greater than 1.0 mm. Note: The polyconic projection of this sheet was constructed about meridian  $70^{\circ} 12'$ . After construction, the limits of this sheet was moved East 2 minutes.

Respectfully submitted,

*Michael G. Misulia*

Michael G. Misulia  
Junior Topographic Engineer

Forwarded Approved

*L. W. Swanson*  
L. W. Swanson  
Chief Of Party

*April 1, 1942*





## GEOGRAPHIC NAMES

Survey No. T5958

Name on Survey	GEOGRAPHIC NAMES									
	Survey No. T 5958									
	On Chart A-201 No. B-315									
	On previous survey No.									
	On U. S. quadrangle Cassio Maps Bay									
	From local information									
	On local Maps Fred. L. Tower, Co.									
	P. O. Guide or Map									
	Rand McNally Atlas									
	U. S. Light List									
	A,	B,	C,	D	E	F	G	H	K	
Portland Head	A&B		C							1
Ship Cove ✓	A&B		C							
Cape Cottage	A&B		C			F				3
Maiden Cove ✓	A&B		C							4
Simonton Cove ✓	A&B				E					5
Spring Point	A&B		C		E					6
South Portland	A&B		C		E	F				7
Diamond Island Roads	A&B		C							8
House Island	A&B		C							9
Cushing Island	A&B		C					H		10
Catfish Rock	A&B									11
Little Diamond Island	A&B		C							12
Great Diamond Island	A&B		C							13
Diamond Cove ✓	A&B		C					H		14
Pumpkin Knob	A&B		C					H		15
Diamond Island Ledge	A&B		C			F				16
Whitehead Passage ✓	A&B		C			F				17
White Head	A&B		C							18
Ram Island	A&B		C					H		19
Ram Island Ledge	A&B		C							20
Peak Island	A&B		C			F				21
Halfway Rock	A&B		C							22
Hussey Sound	A&B		C					H		23
Soldier Ledge	A&B									24
Overset Island	A&B		C							25
Vaill Island	A&B		C							26
Obed <sup>S</sup> Rock	A&B		C							27

1948 US BGN  
decision.

M 234

for contours. Some ledges awash at various tide stages are shown on the previous surveys and are not shown on T-5958, but they are recorded on the hydrographic surveys.

#### 45. COMPARISON WITH NAUTICAL CHARTS

1204 1/80000 315 1/40000 201 1/25000

201 Minor changes made in the shoreline (shown in red) on the map manuscript T-5958 are not of importance to charts, except at Lat 43° 39.1', Long. 70° 11.7' where there is a small rocky point. This point is discussed in descriptive report T-6848 (paragraph 5, page 4) and in descriptive report T-5958 (paragraph 8, page 5).

In comparison with charts 1204 and 315, numerous details require correction to bring them up-to-date.

#### 46. APPLICATION TO CHARTS

Map manuscript T-5958 was applied to chart 201 prior to this review.

Under the direction of

Reviewed by:

D. H. Benson K.H.M.  
Douglas H. Benson, 15 July, 1942

Inspected by B.G. Jones, 15 July, 1942 ✓

APPROVED BY:

B.G. Jones 3/49  
Technical Assistant to the  
Chief, Div. of Photogrammetry

H.C. [Signature]  
Chief, Nautical Charts Branch,  
Division of Charts.

K.T. Adams  
Chief, Div. of Photogrammetry

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

*Note: Details in red on the file copy of T-5958 were inadvertently omitted during drafting and was added from the manuscript prior to registration. B.G. Jones 3/49.*

DIVISION OF PHOTOGRAMMETRY  
Review Report of  
Planimetric Map Manuscript T-5958

*July 1942*

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

41. COMPARISON WITH GRAPHIC CONTROL SURVEYS:

T-6844	1/10000	1941	T-6846	1/10000	1941
T-6845a	1/10000	1941	T-6846b	1/5000	1941
		T-6853a	1/10000	1941	

Graphic control surveys and hydrography preceded the air photography in the area of this map manuscript. All of the highwater line and rocky ledges and reefs were located by the graphic control survey for the area covering T-5958 except for Inner Green Island, Outer Green Island, and the mainland south of Portland Head.

Many minor differences in highwater line delineation between the graphic control surveys and the map manuscript were investigated by stereoscopic examination of the photographs. In places, the highwater line of the graphic control surveys was the better location. Those portions of the highwater line, as well as all rocks located by the graphic control, were transferred to the map manuscript, thus making the graphic control surveys and the map manuscript T-5958 in agreement.

42. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS

H-6661	1/20000	1941	H-6677	1/10000	1942
H-6672	1/5000	1942	H-6728	1/10000	1942
		H-6732	1/10000	1942	

The hydrographic surveys and the map manuscript agree in position of detail. The low water line on the hydrographic survey is accepted as correct and has been transferred to the map manuscript in areas of sand and mud beach, though they will not be shown on the published copy.

The highwater line on T-5958 supersedes the charts and hydrographic maps in the common areas.

43. COMPARISON WITH PREVIOUS TOPOGRAPHIC SURVEYS

T-414	1/10000	1852	T-756	1/10000	1856
T-735	1/10000	1854-8	T-111	1/5000	1867

The present survey supersedes the previous surveys except

## Remarks.

## Decisions

1		436 701
2		436 701
3		"
4		436 701
5		"
6		"
7	Spelt Forrest City Landing on Topo. Field Sheet No. B.	"
8		436 701
9		436 701
10		"
11		436 701
12		436 702
13		"
14		436 702
15		436 702
16		"
17		436 701
18		436 702
19		436 701
20		436 701
21		"
22		436 701
23		436 701
24	For title	436 700 U.S.G.B.
25		436 702
26		"
27		

# GEOGRAPHIC NAMES

Survey No. T5958

Name on Survey	A,	B,	C,	D	E	F	G	H	K	
<u>Inner Green Island</u>	A&B		C							1
<u>Outer Green Island</u>	A&B		C							
<u>Junk of Pork</u>	A&B		C							3
<u>Long Island</u>	A&B		C							4
<u>College Island</u>			C							5
<u>Jerry Point</u>			C							6
<u>Rorest City Landing</u>			C							7
<u>City Point</u>			C							8
<u>Evergreen Landing</u>			C							9
<u>Trefethen Landing</u>			C							10
<u>Wreck Cove</u> ✓			C							11
<u>Mountainview Park</u>			C							12
<u>Willard Beach</u>			C		E					13
<u>Fort Preble</u>	A&B		C		E			H		14
<u>Fort Scammel</u>	A&B		C							15
<u>Fort Williams</u>			C							16
<u>Fort McKinley</u>			C							17
<u>Fort Gorges</u>			C							18
<u>Fort Levett</u>			C							19
<u>Green I. Reef</u>										20
<u>Green I. Passage</u>										21
<u>Shark Cove</u> ✓										22
<u>Trotts Rock</u>										23
<u>Casco Bay</u> ✓										24
<u>Little Diamond I. Ldg.</u>										25
<u>Great Diamond I. Ldg.</u>										26
<u>Cushing I. Ldg.</u>										27

Names underlined in red approved  
by L. Heck on 10/21/42

M 234

Names underlined in red approved  
by L. Heck on 10/21/42

## Remarks.

## Decisions

1		436702
2		"
3		"
4		436702
5		"
6		436702
7		436702
8		"
9		"
10		" U.S.G.B.
11		"
12		436702 - U.S.G.B.
13		436701 "
14		"
15		436701
16		436702
17	Spelt White Head Passage on U. S. G. S. Quadrangle	436701
18		"
19		"
20		"
21		"
22		436702 U.S.G.B.
23		436701
24		"
25		436701
26		" U.S.G.B.
27	Spelt Obeds Rock on Charts 201 and 315	"