5959

Form 504
Rev. June 1941

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Air Photographic
~~*Plane Table*~~
~~*Hydrographic*~~

Survey No. T-5959
(Field)

LOCALITY

State Maine

General locality Casco Bay

Locality Cow Island to
Spruce Point

From photographs taken Oct 17, 1941

*194*2

CHIEF OF PARTY

Sept 30 - 1944

L. W. Swanson

U. S. GOVERNMENT PRINTING OFFICE 315551

Form 537a
Ed. Nov. 1929

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

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-5959

REGISTER NO.

State Maine

General Locality Casco Bay

Locality Cow Island to Spruce Point

Scale 1:10,000 Date of ~~survey~~ Photographs October 17, 1941

Vessel Air Photographic Party No. 2

Chief of party Lieut. (jg) L. W. Swanson

Surveyed by Field Inspection-----Lieut. (jg) E. B. Lewey
Radial Plot----------J. E. Deal Jr.
Shoreline----------J. E. Deal Jr.

Inked by Detail----------J. E. Deal Jr.

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 260853

6657 1

481

DATA RECORD T-5959

PHOTOGRAPHS

NUMBER	DATE	TIME	SCALE	ALTITUDE	STAGE OF TIME
6643 to 6646	10/17/41	9:35- 9:38 A.M.	1:10,000	Unknown	7.1 Ft. Above M.L.W.
6655 to 6658	10/17/41	9:50- 9:52 A.M.	1:10,000	"	6.6 " " "
6675 to 6676	10/17/41	10:10-10:11 A.M.	1:10,000	"	6.0 * " "
6690 to 6692	10/17/41	10:29-10:31 A.M.	1:10,000	"	5.4 " " "
6694 to 6696	10/17/41	10:36-10:38 A.M.	1:10,000	"	5.1 " " "

* Tide from predicted tables for Portland, Maine.
Mean Range 8.9 ft. Spring Range 10.2 ft.

Camera: U. S. Coast & Geodetic Survey Nine Lens (Focal length 8 1/4 inches)
All negatives on file in Washington Office.

SUPPLEMENTAL SURVEYS

Graphic Control Sheets----------F. L. Peacock----------Season of 1941
Hydrographic Surveys----------F. L. Peacock----------Season of 1941
Name Investigation----------None
Field Inspection----------E. B. Lewey----------Nov., Dec., 1941

GENERAL INFORMATION

Chief of Party----------L. W. Swanson
Projection by----------Ruling Machine Washington Office-Date unknown
Projection Checked by----------J.P.D.---------- " "
Control Plotted by----------W. A. Rasure----------December 1941
Control checked by----------W. E. Schmidt----------December 1941
Radial Plot by----------J. E. Deal Jr.----------Jan. 3 to 9, 1943
Radial Ponts Pricked by----------J. E. Deal Jr.----------Jan. 1942
Additional Radial Points Pricked by J. E. Deal Jr.----------Jan., & Feb., 1942
Shoreline Inked by----------J. E. Deal Jr.----------Jan., & Feb., 1942
Detail Inked by----------J. E. Deal Jr.----------Feb., & MAr., 1942
Scale----------1:10,000----------(No scale factor)

STATISTICS

Area (land)----------13 Square Statute Miles
Shoreline (more than 200m from opposite shore)----------38 Statute Miles
Shoreline (less than 200m from opposite shore)---------- 3 Statute Miles
Roads, Steams, Trails----------67 ½ Statute Miles
Railroads---------- 3½ Statute Miles
Time required for shoreline & detail----------40 working days

REFERENCE STATIONS

GOLF, 1933

Latitude 43° - 42'- 37.486" (1156.9m)
Longitude 70° - 13'- 34.616" (775.0m) Datum: North American 1927

Plane coordinates. West zone (transverse Mercator)
x= 484,236.55 ft.
y= 319,681.69 ft.

DESCRIPTIVE REPORT
TO ACCOMPANY
AIR PHOTOGRAPHIC SURVEY SHEET NO. T-5959
STATE OF MAINE
CASCO BAY
COW ISLAND TO SPRUCE POINT

Date of this report March 10, 1942

INSTRUCTIONS:

This rough draft map drawing is a part of project HT-272, instructions for which are dated January 12, 1942.

FIELD INSPECTION:

Field inspection covering this survey sheet was made by Lieut. (jg) Ernest B. Lewey during November and December of 1941. Owing to the short time allowed for field inspection in this area the shore line was given the most attention. Very little field inspection was attempted in the interior.

PHOTOGRAPHS:

The nine lens photographs were taken with the U. S. Coast and Geodetic Survey nine lens camera.

CONTROL:

The control used on this sheet consists of 17 U. S. Coast and Geodetic Stations, 3 U.S. Geological Survey Stations, and 3 U. S. Engineer Stations.

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

U. S. Coast and Geodetic Survey

Falmouth Standpipe, 1933
Sturdivant, 1933 (P)
Basket Island, Upper Ledge Beacon, 1933
Basket Island, Lower Ledge Beacon, 1933
Casco, 1868
Falmouth, Brown Memorial Church Spire 1911, 1933
Moody, 1852, 1911. 1933 (P)
Golf, 1933 (P)
Long Island, House Chimney, 1933 (P)
Cow Island, Ledge Light 1933
Long Island, West Side, Church Cross, 1933
Cow Island, Searchlight Tower, 1933
Step 1933, (P)
Little Chebeag, 1933 (P)

U. S. Engineer Stations

E. Basket, 1911. 1933 (P)
Basket, 1909, 1933 (P)
Sunset 1909, 1933)P(
Chebeag, 1909, 1933 (P)
Clapboard, 1909, 1933 (P)
Long, 1911, 1933 (P)
Cow, 1909, 1911, 1933 (P)
McKinley 1909, 1933 (P)
Mackey 1933 (P)
Brothers 1909, 1911, 1933 (P)

U. S. GEOLOGICAL SURVEY STATIONS

* 1481+, 1940
* 1485+, 1940

The triangulation stations that fall outside the limits of this sheet are listed as follows:

U. S. Coast & Geodetic Survey Stations

West Graves, 1869, (P)
* Marine Hospital Stack, 1941 (P)
Marine Hospital Flagpole, 1933

U. S. Engineer Stations

Doyle, 1909, 1933 (P)
Bar, 1909, 1933 (P)
Deer, 1911, 1933
E. Deering, 1909, 1933 (P)
Wall, 1909, 1933 (P)
Half Way Rock, 1909, 1911, 1933 (P)

U. S. GEOLOGICAL SURVEY STATIONS

* 1490+, 1940

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 pricked from the graphic control sheets and previously submitted appear on this sheet. These stations are described on this sheet 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.

A number of natural objects used as hydrographic signals by the hydrographic party were pricked direct from the graphic control sheets and are indentified by red circles.

Those that were used as additional control for this map drawing are shown with $1\frac{1}{2}$ mm circles in acid ink

RADIAL PLOT:

The radial plot for this map drawing was made from January 3, 1942 to January 9, 1942.

All the photographs on this sheet are strongly fixed by existing triangulation control and hydrographic control pricked from graphic control sheets.

Each photograph was ~~layed~~ laid separately so that radial lines ~~through~~ through the control spotted on the photograph resected as nearly as possible the triangulation as plotted on the map drawing. The center of the photograph was then pricked on the map drawing and is indicated by large double purple circles. Good resections on triangulation and nearly perfect joining of flight lines at adjacent photo centers was possible with most of the photographs. In a few cases errors occured in the printing of the center chambers and in the matching of outer chambers of the photographs. These errors are noted on the photographs.

On the North, Sheet No. T-5961 was joined with this sheet in establishing photo centers which were located near the junction of these two sheets.

On the East, Sheet Nos. T-5962 and T-5960 were joined with this sheet in establishing photo centers which were located near the junctions of these three sheets.

On the South, Sheet Nos. T-5958 - T-5957 were joined with this sheet in establishing photo centers which were located near the junctions of these three sheets.

There is no sheet to the West of this map.

Common secondary control points were established with all adjoining sheets and are shown by double purple circles.

In the Northwest corner of this sheet additional secondary control points were established from photograph Nos. 6655, 6656 and 6657, which proved the location of the centers for photographs 6643, 6644 and 6645. These secondary control points are also shown in double purple circles.

DETAIL:

The shoreline and adjacent areas were detailed in accordance with the instructions for the planimetric surveys, compiled from aerial photographs. Because of the great amount of elevation and bluffs along the shoreline, the radial points used were in general, on or just outside the high water line. The scale of the photographs was such that most of the shoreline was delineated with the use of the projector.

Extensive use of the stereoscope was made, in conjunction with the field inspection of the high water line, for the determination of bluffs, ledges, rocks and streams.

All photographs were examined carefully, for rocks and ledges shown on graphic control sheets. Rocks were cut in, when identified with certainty on two or more photographs and are shown with the usual symbol on this sheet.

Rock barings, at all stages of tide, were outlined and the amount of baring noted. No attempt has been made to show sunken rocks. All sunken rocks shown in purple ink, on the back of this map drawing, were taken from the hydrographic boat sheets.

Doubtful areas in the photographs indicating the presence of sunken rocks, sunken ledges or shoals, have been outlined and labeled foul or shoal. In view of contemporary hydro. survey these foul areas have been removed from sheet.

ROADS:

Roads were detailed from office examination of the photographs, in conjunction with some field inspection. All roads, except trails, are indicated with the center line only and are to be shown 6 meters wide, unless otherwise noted. Trails are shown with a single dashed line.

BUILDINGS:

All buildings are shown except small outbuildings and those covered by foliage. The U. S. Geological Quadrangle Maps were used, for the determination of schools and churches, in the absence of field inspection.

On the northern tip of Great Diamond Island and on Cow Island, both military reservations have been shown in detail. These may be blanked c out if necessary. Military installations shown were removed from sheet by reviewer.

Wooded areas not fully shown have been outlined and labeled.

RECOVERABLE HYDROGRAPHIC SIGNALS:

Recoverable Hydrographic Signals covering this map drawing have been previously submitted by the Hydrographic Party. H-6728, H 6732.

RECOVERABLE TOPOGRAPHIC STATIONS:

Recoverable Topographic Stations, covering this map drawing, have been previously submitted by the Hydrographic Party. T-6843a, T-6844b, T-6945a.

LANDMARKS FOR CHARTS:

A list of landmarks has been prepared on form No. 567, covering chart No. 201 for charting and deletion. These have been previously submitted to the Washington Office by Lieut. Commander Fred L. Peacock.
Chart letter #

GEOGRAPHIC NAMES: L.H.

Geographic names covering this map drawing are listed on form M 234 in the appendix. No geographic name inspection was made, in the field and all names listed were from U. S. Coast and Geodetic Survey Charts and U. S. Geological Quadrangle Maps.

COMPARISON WITH HYDROGRAPHIC & TOPOGRAPHIC SURVEYS:

At Latitude 43°-41'-15" and Longitude 70°-13'-40", the Hydrographic Sheet, Topographic Sheet and this map drawing are in disagreement on the location of 2 rocks, S. E. of Wharf. The furthest rock S. E. of Wharf has been cut in, on this map drawing. A very good intersection was obtained, in locating this rock. 1st paragraph under T-6945a in office review. T-6945a

The high water line along the Northeast side of Mackworth Island is in disagreement with the Topographic Sheet from 0 to 15 meters. After careful examination by use of the Stereoscope, it is felt that the high water line shown on this map drawing is correct. 2nd paragraph under T-6945a in office review. T-6845a

At Latitude 43°-42'-50" and Longitude 70°-12'-48", rocky reef bares 3' at M.L.W. with a rock bare at H.W. on the southern end, according to hydrographic sheet. Field inspection shows the average height of this reef as 8 feet above M.L.W. See page 3 of office review.

At Latitude 43°-43'-19" and Longitude 70°-11'-27" a small piece of rock ledge is shown baring 3½' at M.L.W. The Hydrographic Sheet shows a rock baring at 2' near this ledge, which is shown in purple ink on this map drawing. The ledge and this rock are probably the same. T-5959 location of ledge is correct - rock may be a continuation of ledge not visible on photographs.

At Latitude 43°-43'-54" and Longitude 70°-11'-24", this map drawing shows a rock awash at High Water, taken from field inspection. The Hydrographic Sheet shows rock bares 7' at M.L.W. The field inspection agrees with chart No. 201. ~~See P 2 page 3 of office review.~~

Work shown in purple ink, on the back of this map drawing, shows the disagreement with the Hydrographic survey. Ink removed from back of sheet by reviewer to avoid confusion

Work shown in blue ink, on the back of this map drawing, shows the disagreement with the Topographic survey. Transfered to face of sheet after office review.

The full purple line indicates the zero curve taken from the hydrographic sheets. Removed from back of sheet, after low water line was transfered to face of sheet in shoal areas.

COMPARISON OF PREVIOUS SURVEYS:

Chart No. 201 and 315

Due to difference in scale between this map drawing and the above mentioned charts, small difference could be ascertained. ? (not ?)

Price Point Ledge, York Ledge and Underwood Ledge are not visible on any photographs to permit noting.

Photostat compilation of previous surveys as compiled by the Chart division. T-755 T-919 a+b

This survey is in fair agreement with Chart compilation except for the following noted differences.

Latitude 43°-41'-09" and Longitude 70°-14'-12", there is a difference of 10 to 15 meters in the shoreline. West tip of Mackworth Id. has built outfrom bluff.

Latitude 43°-42'-09" and Longitude 70°-13'-36", there is a disagreement in the high water line of 90 meters. This is probably due to washing out of earth bank which exists at this point. Above position is 30 meters off shore. No large difference in shoreline opposite.

Latitude 43°-42'-00" and Longitude 70°-13'-00" are two islands shown, called "The Brothers". Considerable difference is noted in the high water lines. Indications are that both islands are washing away on the northwest side and the farthest island is building up on the southwest side. SOUTH

Latitude 43°-43'-54" and Longitude 70°-11'-24" Chart compilation does not show rock awash.

Latitude 43°-43'-50" and Longitude 70°-09'-34" Chart compilation does not show reef.

Latitude 43°-43'-54" and Longitude 70°-08'-27" Chart compilations does not show reef.

Latitude 43°-43'-54" and Longitude 70°-08'-27" Chart compilation does not show reef.

Latitude 43°-43'-46" and Longitude 70°-08'-24" Chart compilation does not show high water rock.

The water area between Little Chebeag Island and Great Chebeag Island has been shown in detail on T-5959.

Latitude 43°-41'-15" and Longitude 70°-11'-52" a small cove is indicated on T-5959. Indications are that the shore line has washed out, as much as 60 meters at this point.

On the mainland, roads and railroads are in good agreement with T-5959 except where changes have been made. On Long Island considerable difference exists in the roads between T-5959 and Chart compilations.

JUNCTIONS:

Sheet No.-T-5961, on the North Side---The shoreline only has been completed on this sheet. The agreement of the shoreline is good.

Sheet No. T-5962, on the East Side is in good agreement.

Sheet No. T-5960, on the East Side is in good agreement.

Sheet No. T-5958, on the South Side is in good agreement.

Sheet No. T-5957, on the South Side-----The shoreline only has been completed at the time of writing this report. The agreement of the shoreline is good.

There is no sheet to the West of T-5959.

RECOMMENDATION FOR FUTURE SURVEYS:

This sheet is believed to be complete in all details of importance, for charting and no additional surveys are required. However, field inspection of the interior detail would have been desirable.

The probable error of radial points and of well defined objects is not greater than 0.5mm. The error of inland radial points and detail of importance is not greater than 1.0mm.

Forward Approved
Lieut. L. W. Swanson
Chief of Party
March 21, 1942

Respectfully submitted,
J. Edward Deal Jr.
J. Edward Deal Jr.
Sr. Photogrammetric Aid

GEOGRAPHIC NAMES

Survey No. T5959

#1

	Name on Survey	On Chart A-201 No. B-315 A	On previous survey No. B	On U.S. quadrangle A- Portland B- Casco Bay C	From local information D	On local Maps E	P. O. Guide or Map F	Rand McNally Atlas G	U. S. Light List H	K	
✓	Falmouth	A&B		B							1
✓	Falmouth Foreside			B							2
✓	Grand Trunk R. R.	A&B		A&B							3
✓	Presumpscot River	A&B		B							4
✓	Mill Creek			B							5
✓	Sturdivant Island	A&B									6
	Underwood Ledge	A&B									7
✓	Sturdivant Island Ledges	A&B									8
✓	York Ledge	A&B									9
	Prince Point Ledge	A&B									10
✓	Mussel Cove	A&B		B							11
✓	Prince Point	*A&B		B							12
✓	Bartlett Point	A&B		B							13
✓	Waites Landing			B							14
✓	The Brothers	A&B		B							15
✓	Mackworth Point	A&B		B							16
✓	Mackworth Island	A&B		B							17
✓	Clapboard Island	A&B		B							18
✓	Cow Island Ledge	A&B									19
✓	Cow Island	A&B		B							20
✓	Great Diamond Island	A&B		B							21
✓	Crow Island	A&B		B							22
✓	Spruce Point	A&B		B							23
✓	Upper Basket Ledge	A&B									24
✓	Lower Basket Ledge	A&B									25
✓	Basket Island	A&B		B							26
✓	Great Chebeag Island	A&B		*B							27

M 234

	Remarks	Decisions
1		437702
2		"
3		
4		436702
5		437702
6		437701
7	Not shown	"
8		"
9		437702
10	Not shown	437702
11		"
12	Charts 201 & 315 show Prince Pt. (U.S.G.S. Quadrangle * shows Princes Pt.) There is another Prince Pt. 4 miles North.	437702
13		437702
14		"
15		437702
16		436702 U.S.G.B.
17		" "
18		437701
19		437701
20		436701
21		" U.S.G.B.
22		"
23		437701
24		437701
25		"
26		437701
27	* Spelt Great Chebeague on U.S.G.S. Quadrangle	437701
M 234	Pending with USGB: leave space for 2 letters in case Chebeague approved.	U.S.

GEOGRAPHIC NAMES

Survey No. T5959. #2

Name on Survey	On Chart No. A-201 B-315 A,	On previous survey No. B,	On U. S. quadrangle Maps C,	From local information D	On local Maps E	P. O. Guide or Map F	Rand McNally Atlas G	U. S. Light List H	K	
Indian Island Point	A&B	*B								1
Little Chebeag Island	A&B	*B								2
Long Island	A&B	B								3
Doughty Landing		B								4
Ponce Landing		B								5
Stepping Stones	A&B	B								6
Luckse Sound										7
Jones Ledge										8
Cousins Island										9
Chandler Cove										10
York Ledge										11
York Landing										12
Casco Bay										13
Harbor Grace										14
Ricker Head										15
Mariner										16
Long Island	(village)									17
Old Fort Casco										18
Hussey Sound										19
Birch Pt										20
Cleave Landing										21
										23
										24
										25
										26
										27

M 234

	Remarks	Decisions
1	Shown as Indian Pt. on U.S.G.S. Quadrangle	437701
2	(Pending with U.S.G.B. Splet Little Chebeague Island on U.S.G.S. Quadrangle	437701. leave space for 2 letters in case Chebeague is approved
3		436701
4		"
5		436701
6		436701
7		"
8		437701
9		"
10	not shown	"
11	See #1 sheet.	437702.
12		"
13	For title	436700 U.S.G.B
14		436701
15		437701
16		436701
17	Names underlined in red approved	
18	by L. Heck on 6/27/42.	
19		
20		437701
21		"
22		
23		
24		
25		
26		
27		

M 234

DIVISION OF CHARTS

SURVEYS BRANCH

Review of Air Photographic Survey T-5959

Comparison With Contemporary Graphic Control Surveys:

T-6844-b 1:10,000 June, 1941

Differences in shoreline between T-6844-b and T-5959 up to 15 meters at the north end of Great Cheabeague Island, Cow Island and the west shore of Long Island in the vicinity and south of Ponce Landing. The planetable party rodded in the high water line, whereas the field inspection for the air photo compilation was done very hurriedly so that the planetable shoreline is considered preferable. It should also be noted that the largest differences occur where the bluff along the shoreline is between the shore being delineated and the center of the photographs used, causing the image of the bluff to hide the actual shoreline due to the displacement of the bluff image because of elevation above the shore.

T-6843-a 1:10,000 October 29, 1941

At Indian Island Point T-6843-a agrees closely with T-5959 as far as the wooden bulkhead is concerned, but the south shoreline of the cove inside the point differs by 20 meters. Inspection of the photographs under the stereoscope tends to confirm the planetable shoreline and it will be accepted as correct. It appears as though the bank on the inside of Indian Island Point is washing or caving rapidly.

T-6845-a 1:10,000 October 29, 1941

In the first paragraph under "Comparison with Hydrographic and Topographic Surveys" on page 5 of the Descriptive Report accompanying T-5959, it states that the topographic sheet and T-5959 are in disagreement as to the location of two rocks. The two rocks plotted on T-5959 and visible on the photographs are plotted similarly on the topo sheet, except for the shape of the most southeasterly rock, which is shown as a line on T-6845-a. The other two rocks shown on T-6845-a cannot

be identified on the photographs as the higher one only bares 2' at mean low water. The photographs were taken when the tide was about 6 feet above M.L.W.

The last paragraph on page 5 of the Descriptive Report (T-5959) refers to the difference in the position of the high water line on the northeast side of Mackworth Island. Examination of this shoreline under the stereoscope confirms the location shown by the air photo compilation. No statement was made concerning the larger difference on the northwest side of Mackworth Island, where stereoscopic examination of the photographs in the office confirms the location shown by the topo survey (T6845-a).

At latitude 43°42'50", longitude 70°12'48" the photographs confirm the air photo field inspection report that the reef bares 8' at mean low water, rather than 3' as reported by the hydrographic party. However, a rock on the south end is much higher than the rest of the reef and is probably bare at H.W. as reported by the hydrographic party.

Comparison With Contemporary Hydrographic Surveys:

H-6728	1:10,000	1941
H-6732	1:10,000	1941

In general the hydrographic surveys agree very well with T-5959. Numerous cases of rock bearings differed in amount as reported by the field inspection for T-5959 and by the hydrographic party. Many rocks were noted by the hydrographic party which do not appear on the photographs, even though close to rocky ledges shown on T-5959. In some cases rocks shown bare or awash at high water on T-5959 were reported differently by the hydrographic party; the hydrographic survey information should be the better of the two due to the limited time at the disposal of the air photo field inspector.

As received in the office, T-5959 showed a rocky ledge built out from shore at latitude 43°42'10", longitude 70°08'46". H-6728 shows a line of soundings (8 to 10 feet M.L.W.) right across the ledge parallel to the shore. Examination of the photographs indicates that there is a reef offshore about 100 meters, but that it is not continuous to the shore. T-5959 was accordingly corrected in red.

The sections of low water line shown by red dots were taken from the hydrographic surveys (zero curve line); these sections are at places where the low water line is a considerable distance from the high water line, and can be traced approximately from the photographs.

Comparison With Former Surveys:

T-755 1:10,000 1855-9

In general, only minor changes in the rocky shoreline have occurred since 1859. The old survey shows what is probably the actual high water line back of the marshes along the Presumpscot River, while the new survey shows the light marsh line at the outer edge of the marsh. The most important change has occurred on the south side of Indian Island Point, where the bluff has washed away up to 100 meters and is not protected by a wooden bulkhead.

T-5959 supersedes T-755 except for contours.

T-919-a 1:10,000 1864

No important changes have occurred since 1864, except at Indian Island Point as mentioned above.

T-5959 supersedes T-919-a except for contours.

T-919-b 1:10,000 1873

There is no shoreline on T-919-b. The roads and railroad agree very closely on the two surveys, but there are large differences in stream locations, notably Mill Creek, which largely runs through heavy woods. The location shown on T-5959 is believed to be the better of the two surveys after stereoscopic examination of the photographs, but the approximate symbol was used in places which are doubtful.

T-5959 supersedes T-919-b except for contours.

Comparison with Charts 201 and 1204:

T-5959 was applied to chart 201 April 28, 1942, prior to the review. Changes shown in red on the acetate should be incorporated in the new chart although the changes are hardly larger enough to affect the chart at its publication scale.

T-5959 together with the graphic control and hydrographic surveys made in 1941 are adequate for the construction of the new chart.

Military Information:

All detail of a military nature has been deleted from T-5959.

Radial Plot:

The radial plot is controlled by the graphic control survey sheets T-6843-a, 6844-b, and 6845-a, 1:10,000, 1941. The triangulation stations marked with an asterisk on pages 2 and 3 of the Descriptive Report are stated to have been used to control the photographs, but two of these stations do not hold on all photographs due to incorrect identification on the photographs (Sturdivant 1933, Cow Island Search Light Tower 1933). It is evident that other graphic control points were given more weight, as the plot is very good.

Field Inspection:

The field inspection was so rushed that it appears to have been of little value in the detailing of this sheet, particularly the high water line, which was obviously incorrect in many places when viewed under the stereoscope. The detailer did not follow the Field Inspection H.W.L. The heights of rocks baring at M.L.W. were indicated on the acetate from field inspection notes, but in view of the information being duplicated (mostly with different elevations) by the hydrographic survey the amount of baring will not be shown on the printed copies of T-5959.

Bridge Clearances:

Bridge clearances were determined by the graphic control survey (-5845-a) and the information added to T-5959 by the reviewer. No clearances are given for the Grand Truck R. R. bridge across the Presumscot River at Falmouth as the adjacent highway bridge has a lower clearance.

Reviewed in office by: D. H. Benson June 25, 1942

Inspected by: B. G. Jones BGJones

Examined and Approved:

Robert W. Knox
Chief, Surveys Br.

K. T. Adams
Chief, Topography Section

[illegible]
Chief, Div. of Charts

G. Rude
Chief, Div. of Coastal Surveys

79-2004
734

M-1987-5

IN YOUR REPLY REFER TO
FILE
AND DATE OF THIS LETTER

File - T-5959 Descriptive Report

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
NORTHEASTERN DISTRICT HEADQUARTERS
TENTH FLOOR, CUSTOM HOUSE
BOSTON, 9, MASS.

21 January 1949

To: The Director
U.S. Coast and Geodetic Survey
Washington 25, D. C.

From: Supervisor, Northeastern District
U. S. Coast and Geodetic Survey.

Subject: Correction, planimetric map T-5959

Mr. H. S. Shaw has called attention to the fact that the Grand Trunk R.R. passing Falmouth is shown on planimetric map T-5959 as a double line track. This should be shown as a single line track.

L. S. Hubbard
L. S. Hubbard
Supervisor

LSH-jbc

79- note on card & forward to 734